

Comhairle Cathrach  
& Contae **Luimnigh**

**Limerick** City  
& County Council

Pleanáil, Comhshaol agus Cruthú Áite  
Ceanncheathrú Chorparáideach  
Comhairle Cathrach agus Contae Luimnigh  
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V94 EH90

Planning, Environment and Place-Making  
Corporate Headquarters  
Limerick City and County Council  
Merchant's Quay, Limerick  
V94 EH90

28<sup>th</sup> July 2023

To: the Cathaoirleach and each Member of the Municipal District of Newcastle West

**Re: Chief Executive Report to Elected Members on the submission received as part of the public consultation on the Draft Newcastle West Local Area Plan 2023 – 2029**

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A Chomhairleoir, a chara,

I enclose herewith a copy of the Chief Executive's Report on the submissions received as part of the public consultation on the Draft Newcastle West Local Area Plan 2023 – 2029.

The proposed Local Area Plan was placed on public display from Saturday 6<sup>th</sup> May 2023 – 19<sup>th</sup> June 2023 inclusive. A total of 65 no. submissions were received within the statutory timeframe, with one late submission received outside the statutory period. A report consisting of a summary of the submissions received together with the Chief Executive's responses and recommendations are attached as required by Section 20 of the Planning and Development Act 2000 (as amended). The submissions can be inspected on <https://mypoint.limerick.ie> or in the Forward Planning Section of Limerick City and County Council during normal office hours and copies of the original submissions will be available for inspection at the September Meeting of the Municipal District of Newcastle West.

The Members of the Municipal District of Newcastle West at their September Meeting shall consider the Chief Executive's Report and decide whether to make or amend the Draft Newcastle West Local Area Plan. If the Council decide to amend the Draft Local Area Plan, any material alterations will be put on public display for a further 4 weeks.

A briefing meeting on Chief Executive's Report will be held **Thursday 31<sup>st</sup> July 2023 at 10am in the Newcastle West Municipal Office, Aras William Smith O'Brien, Newcastle West** to brief the Elected Members on the contents of the Report.

If you have any queries on the report please contact Maria Woods, Senior Planner, on 061 557228 or Seán Flahive on 061 556026.

Mise le meas,



Vincent Murray

Director of Services – Planning, Environment and Place – Making

# **Draft Newcastle West Local Area Plan 2023 – 2029**

## **Section 20 (3)(c) Chief Executive’s Report to the Elected Members on Submissions received during the Draft Local Area Plan Public Consultation**

**28<sup>th</sup> July 2023**

**Limerick City and County Council  
Forward Planning  
Planning, Environment and Place – Making Directorate  
Merchants Quay  
Limerick**





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## **1.0 Introduction**

This Chief Executive's Report outlines the submissions made following publication of the Draft Newcastle West Local Area Plan 2023 - 2029. The report sets out the Chief Executive's responses and recommendations to the issues raised and proposed amendments to the Draft 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 (as amended).

The Draft Local Area Plan was placed on public display for a six week period from the 6<sup>th</sup> May 2023 to 19<sup>th</sup> June 2023 inclusive. A public drop in information session was held between 3pm and 7pm on the 25<sup>th</sup> of May in the Newcastle West Municipal District Office, Áras William Smith O'Brien, Newcastle West. A further public consultation event was held in the market square on the 1<sup>st</sup> of June. Sixty-five (65) written submissions were received within the statutory timeframe.

### **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 recommendation of the Chief Executive on issues raised.

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

Part C outlines the proposed amendments recommended to the text of the Draft Local Transport Study in response to the Chief Executive's recommendations on the submissions received.

Parts D and E incorporates updates to the Environmental reports including Strategic Environment Assessment, Appropriate Assessment and updates to the Strategic Flood Risk Assessment prepared in line with The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009), to support the plan making process.

### **1.2 Progress to date and next steps**

The steps in the process of preparation of the Local Area Plan for Newcastle West are shown in the following table:

Date	Stage
18 <sup>th</sup> January – 13 <sup>th</sup> March 2023	First issues stage: Submissions were invited
6 <sup>th</sup> May 2023 – 19 <sup>th</sup> June 2023	Draft Plan on public display: Public submissions invited during statutory period
<b>The remaining stages of the Plan are as follows:</b>	
28 <sup>th</sup> July 2023	Chief Executive's Report issued to the Elected Members of the Newcastle West Municipal District for consideration
September 2023	Elected Members of the Newcastle West Municipal District shall consider this report and make or amend the Draft Plan.
September/October 2023	Screening for SEA and AA and, if required, full SEA/Stage 2 AA
September/October 2023	Material Alterations (and associated SEA and AA documents) will be placed on display for a further 4 weeks. Public submissions can only be made on the proposed alterations
November 2023	Chief Executive's Report on submissions received on the Material Alterations issues to Elected Members for consideration.
December 2023	Final adoption of Plan by Elected Members, having considered the Chief Executive's Report on the submissions received on the Material Alterations
January 2024	Plan comes into effect 6 weeks from the date of adoption

Following receipt of the Chief Executive's Report, the Members of the Newcastle West Municipal District have up to 6 weeks in which to consider the contents of this report and the Draft LAP. Members may then accept the Draft LAP and adopt it or amend the Plan. Should amendments be proposed which, would constitute material alterations to the Draft LAP, there is a further public display period (4 weeks) giving the public an opportunity to comment on the proposed amendments only. This is followed by the preparation of a second Chief Executive's Report to the Elected Members on any submissions received on the proposed amendments.

Members may then decide to make the LAP with or without the proposed amendments or with modifications to the proposed amendments, subject to the provisions of the Planning and Development Act, 2000 (as amended). The formal making of the LAP is by resolution of the Elected Members of the Newcastle West Municipal District. During the LAP process the Council must consider the proper planning and sustainable development of the area,

statutory obligations and any relevant plans and policies of the Government or any Minister of the Government.

## Part A Submissions, Responses and Chief Executive’s Recommendation

### 2.1 Persons/ Bodies who made Submissions within the Statutory Timeframe

Submission No.	Submission received from
<b>Prescribed Bodies</b>	
1	Office of the Planning Regulator (OPR)
2	National Transport Authority (NTA)
3	Transport Infrastructure Ireland (TII)
4	Office of Public Works (OPW)
5	Uisce Éireann
6	Department of the Environment, Climate and Communications
7	Department of Housing, Local Government and Heritage
8	Department of Education
9	Southern Regional Assembly
<b>Other</b>	
10	Cllr. Michael Collins
11	Cllr. Jerome Scanlon
12	An Post
13	Electricity Supply Board (ESB)
14	Shane Kelly (The Paddocks Residents Association)
15	Eoin Dillane
16	Sinead O’Shea
17	John O’Shea
18	David Geary

<b>19</b>	Frank Burke
<b>20</b>	John McCoy
<b>21</b>	West Limerick Sports Complex
<b>22</b>	RMLA (Tesco Ireland)
<b>23</b>	DL Group Consulting Engineers (Liam Corbett and Lee Wiggins)
<b>24</b>	Grainne O' Keefe
<b>25</b>	Jason Carmody
<b>26</b>	Caroline Kavanagh
<b>27</b>	Annette Keane
<b>28</b>	Catherine Carson
<b>29</b>	June Gorman
<b>30</b>	Peter Lewis
<b>31</b>	Mairead O'Donovan
<b>32</b>	Sean Devanny
<b>33</b>	Cindy Driver
<b>34</b>	Paul Simpson
<b>35</b>	Karen Englishby
<b>36</b>	C. Whittle
<b>37</b>	Nicky McCarthy
<b>38</b>	Gerry Doherty
<b>39</b>	Anthony Nagle
<b>40</b>	John Bohan
<b>41</b>	Gearoid McCarthy
<b>42</b>	Maura Devlin
<b>43</b>	Irene Donovan
<b>44</b>	James Seamus

45	John Bergin
46	Adrian Casey
47	Tom Campbell
48	Mary O'Neill
49	Paula Corcoran
50	Pauline Muldowney
51	Agnes Gray
52	Kathleen Maguire
53	Padraig O'Sullivan
54	Dermot Gillard
55	Maurice Hayes (Woodfield Grove Residents Association)
56	Jim Jordan
57	Gwen Grogan
58	William McKinstry
59	Kenneally & Murphy Architecture Engineering (Tim & Frances Kelly)
60	Vicki Nash
61	Vicki Nash
62	John Upton
63	HRA Planning (DC Manor LTD./HDI Developments Ltd.)
64	Bernard Doherty
65	Thomas Duggan (Newcastle West Limerick Camogie)

## 2.2 Persons/Bodies who made Submissions outside the Statutory Timeframe

<b>Late Submission:</b>	
66	Thomas Duggan (Newcastle West Limerick Camogie)



<p>and with Town Centre First: A Policy Approach for Irish Towns (2022).</p> <p>The submission sets out one recommendation and four observations under the following themes:</p> <p><b>1. Consistency with Regional, Spatial and Economic Strategy</b></p> <p>The Office considers the draft LAP to be generally consistent with the regional policy objectives of the RSES for the Southern Region.</p> <p><b>2(a). Consistency with Development Plan and Core Strategy</b></p> <p>The Office is satisfied that the population and housing growth for the plan period (which extends to 2029) is consistent with the Development Plan.</p> <p><b>(b).</b> The Office considers that the proposed residential land use zonings are generally consistent with NPO 3c and RPO 35 in relation to compact growth. It is also noted that an LTP was undertaken to inform the zoning provisions of the draft LAP and that a suite of active travel measures and other sustainable transport objectives are proposed to enhance connectivity between the proposed residential areas and the town centre.</p> <p><b>(c).</b> The Office is satisfied that the draft LAP includes a sufficient supply of zoned land to meet the housing supply target and will ensure sufficient choice for development</p>	<p><b>1.</b> Noted.</p> <p><b>2(a).</b> Noted.</p> <p><b>(b).</b> Noted</p> <p><b>(c).</b> Noted</p>
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<p>appropriate to a key town of the scale and nature of Newcastle West.</p> <p><b>(d).</b> However, the Office notes that the core strategy table in the draft LAP, in determining the land required to meet the anticipated growth, does not currently provide an estimate of potential housing unit yield that could be achieved over the plan period on lands zoned town centre and mixed use and, in particular, on the identified town centre opportunity sites.</p> <p>Clarity is also sought regarding the capacity of undeveloped zoned lands in the town centre/opportunity sites to contribute to future housing targets through infill development. This would enable better monitoring of housing delivery over the plan period and align with the broader principles of the LAP to consolidate development and ensure that at least 30% of all new housing development is delivered within existing built up areas in accordance with objective DSO1 of the draft LAP.</p> <p>Having regard to the above the submission sets out <u>Observation 1: Core Strategy and Compact Growth</u> as follows:</p> <p>The planning authority provide a clear core strategy table which sets out the area and quantum of housing to be delivered on lands zoned 'Town Centre' (including identified opportunity development sites), 'New Residential' and 'Residential Serviced Sites'. Appropriate densities should be applied to demonstrate anticipated yield.</p>	<p><b>(d).</b> In terms of the town centre and compliance with the core strategy, it should be noted that a town centre health check was carried out to inform the Draft LAP. This health check identified 33 vacant residential units. This figure was subtracted from the forecasted households figure in establishing the required number of units and subsequent required quantum of zoned land for Newcastle West (See Table 3.1 in the Draft LAP)</p> <p><u>Observation 1: Core Strategy and Compact Growth</u></p> <p>Revised tables will be included in Section 3.3 of the Draft Plan setting out the details as requested.</p>
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**3. Compact Growth, Tiered Approach to Zoning and Infrastructural Services**

In accordance with NPO 72 and Development Plans, Guidelines for Planning Authorities (2022) (section 4.5.2), a Settlement Capacity Audit has been prepared to inform the land use zonings and provides a good evidence-base for zoning proposals.

Submission notes that the draft LAP identifies certain infrastructural deficits in the town. With regard to water supply, there are capacity constraints. These are however, being addressed through a series of interim measures. In terms of wastewater, there is capacity to cater for a portion but not all of the projected population growth anticipated over the LAP period. An upgrade of the Newcastle West Waste Water Treatment Plant (WWTP) is included in the 2020-2024 Investment Plan and is at concept design stage. This project will provide sufficient spare capacity to cater for targeted growth. It is anticipated that the project will be completed after 2025 but within the lifetime of the Development Plan (2022-2028).

The Office welcomes the inclusion of Objective IUO1 and Objective IUO2 relating to water supply infrastructure and wastewater infrastructure. It is noted that several of the criteria listed under objective IUO1 could also apply to wastewater infrastructure, such as ensuring development proposals provide adequate water infrastructure to facilitate

<p>development and should therefore update objectives.</p> <p><u>Observation 2: Wastewater Infrastructure</u> The planning authority is advised to review the relevant points, particularly (a), (b), (c), and (d) of Objective IUO1 and integrate into Objective IUO2.</p> <p><b>4. Town Centre Regeneration</b> The Office welcomes the strong town centre first policy approach and the proactive policies to address vacancy through active land management measures set out in the draft LAP. This is further supported by the identification of nine opportunity areas, with the objective of encouraging the restoration, consolidation and improvement of these lands.</p> <p>In order to ensure the prioritisation of the town centre for regeneration, to harness potential funding opportunities including Town Centre First funds, and to promote quality design and healthy placemaking, the Planning authority should also set out clearer urban design briefs for the key opportunity development areas, particularly areas 1, 2, 5, 6 and 7.</p> <p><u>Observation 3: Town Centre Regeneration</u> The planning authority is advised to review and revise the development framework for the key opportunity areas (particularly areas 1, 2, 5, 6 and 7) to provide clearer</p>	<p><b>3. <u>Observation 2: Wastewater Infrastructure</u></b> Objective IU O2 shall be amended to include additional criteria listed under IU O1, including (a), (b), (c) and (d) which seeks to ensure development proposals have adequate waste water infrastructure to facilitate further growth in Newcastle West.</p> <p><b>4. <u>Observation 3: Town Centre</u></b> Clearer urban design briefs will be provided for the opportunity areas, particularly opportunity areas 1, 2, 5, 6 and 7. These will</p>
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<p>parameters for their future development including guidance regarding layout, massing, materials, permeability, integrated and area based provision of Sustainable Urban Drainage Systems (SuDs) and nature based solutions etc. in accordance with section 5.7 of the Local Area Plans, Guidelines for Planning Authorities (2013).</p> <p><b>5. Economic Development and Employment</b> The Office considers the economic development strategy set out in the draft LAP to be broadly consistent with the objectives of the RSES.</p> <p><b>6. Transport and accessibility</b> The Office welcomes the inclusion of a chapter on sustainable mobility including policy to integrate land use and transport. Regarding Policy SMTP2, which seeks to encourage more sustainable patterns of travel within the town, the submission indicates, it would be appropriate to reference current sustainable transport policy of government, namely the National Sustainable Mobility Policy (2022).</p> <p><b>(i) <u>Observation 4: Transport &amp; Mobility</u></b> Submission sets out that the planning authority is requested to review Chapter 7 – Sustainable Mobility and Transport to provide clearer policies and objectives regarding the delivery and phasing of the key infrastructural requirements of the LTP, particularly those interventions and measures required to enhance pedestrian and cycling infrastructure in the town. In particular a clear map should be provided of</p>	<p>take the form of more detailed development framework maps for each site.</p> <p><b>5. Noted</b></p> <p><b>6. Policy SMTP2 will be updated to reference the National Sustainable Mobility Policy (2022).</b></p> <p><b>(i) <u>Observation 4: Transport &amp; Mobility</u></b> Specific objectives will be provided in the Draft LAP that provides more explicit support to the proposed interventions set out in the Local Transport Plan (LTP). This will include clear policies to ensure compliance with the active travel interventions proposed under section 4.2, 4.3, &amp; 4.4 of the LTP. The LAP will also provide clear mapping of the interventions required to support the delivery of the LTP.</p>
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<p>the key active travel schemes to be delivered over the life of the LAP.</p> <p><b>(ii).</b> The Office supports Objective SMTO4 in relation to National and Regional Roads. However, the Planning Authority should consider including the indicative alignment of the future N21 Newcastle West Road Scheme be indicated on the draft LAP zoning map for clarity.</p> <p><b>7. Climate Action, Natural and Built Heritage</b></p> <p>The Office welcomes the inclusion of a chapter dedicated to climate action, and the range of policies to combat climate change and to encourage the use of renewable energy, and district heating to support a low carbon environment, as well as the clear objectives regarding green and blue infrastructure and use of nature based solutions.</p> <p>The Office also notes the proactive policies set out in the draft LAP regarding the protection of archaeological and built heritage features and the clear mapping provided in this regard.</p> <p><b>8. Flood Risk Management and Surface Water Management</b></p> <p>The Office welcomes the detailed SFRA prepared by the planning authority. The Office also supports Objective IUO3, which</p>	<p><b>(ii).</b> The support for Objective SMTO4 is noted. In terms of the N21 Newcastle West Road Scheme progress for this scheme is ongoing and while a preferred route has been identified, it is considered premature to include this route at this stage in the plan – making process as it is located outside the settlement boundary, a considerable distance from the town centre on the Land Use Zoning Map.</p> <p><b>7.</b> Noted</p> <p><b>8.</b> Noted</p>
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<p>sets out a requirement to integrate SuDS into the design of all new development, consistent with NPO 57, RPO 116, RPO 122 and RPO 218.</p> <p>The Office notes that the SFRA associated with the draft LAP indicates an unmapped watercourse in the settlement (section 4.3 refers). However, there is no assessment to indicate whether there is any potential flood risk associated with it. The Office considers that a suitable level of flood risk assessment should be carried out in accordance with the Flood Guidelines regarding this watercourse.</p> <p>The Office notes that the OPW has raised concerns regarding the approach taken in the Justification Tests. Noting such concerns and the requirement of 2(iii) of Box 4.1 of Flood Guidelines, the Office also considers that some of the sites that have benefited from the application of the Justification Test are not located within or adjoining the core of the settlement and therefore are not essentially consistent with the Flood Guidelines. It is therefore recommended that the SFRA and the draft LAP is reviewed having regard to this issue to ensure broad consistency.</p> <p>As such, the following recommendation is made:</p> <p><u>Recommendation 1: Flood Risk Assessment</u></p> <p><b>(i)</b> review the Strategic Flood Risk Assessment for the draft LAP to include a flood risk assessment of the unmapped watercourse identified in section 4.3, to ensure that any flood risk associated with</p>	<p><u>Recommendation 1: Flood Risk Assessment</u></p> <p><b>(i)</b> This addition was an error and it is recommended that the SFRA be updated to remove references to an unmapped watercourse.</p>
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<p>this watercourse is assessed in accordance with the application of the sequential approach and the Justification Test where appropriate, and having regard to potential climate change effects and potential impact on adjoining vulnerable uses;</p> <p><b>(ii).</b> review the methodology and approach to the Justification Tests included in the SFRA to ensure that all sites fully comply with the criteria set out in box 4.1 of the aforementioned guidelines. The Justification Tests should only apply to land use zonings within or adjoining the urban centre. Zonings should only be assessed against the criteria of the Plan Making Justification Test when avoidance and substitution have not been possible. The planning authority may need to consider additional policies as part of the Draft LAP in this regard; and</p> <p><b>(iii).</b> review and update Justification Tests, particularly with regard to sites A.3.2, A.4.1 and A.3.3</p>	<p><b>(ii).</b> The specific application of the JT for the following areas of Newcastle West will be removed:</p> <ul style="list-style-type: none"> <li>• Knockane (Appendix A.2)</li> <li>• Clooneysrehane (Appendix A.5)</li> <li>• Clooneysrehane South (Appendix A.6)</li> <li>• Gortroe (appendix A.7).</li> </ul> <p>The recommendations from the application of the JT would remain the same and generally seek to limit development in Flood Zone A/B in any case (as per Section 5.28). Section 8 of the report will be updated to reflect this change in approach.</p> <p><b>(iii).</b> It is recommended that the SFRA is updated to include the residential area in Rathenane East within Appendix A.4.1. The updating of the zoning maps in the settlement review section and appendices will take place as needed. Regarding A.3.3 this is to be removed and reference to mixed use removed from Section 8.4</p>
<p><b>Chief Executive Recommendations</b></p>	
<p><b>1.</b> No Change</p> <p><b>2.</b> Insert the following tables in an appropriate location in Chapter 3 (Development Strategy) of the Draft LAP:</p> <p>Table x: Quantum of Zoned land required and quantum of land zoned:</p>	

<b>'New Residential' zoned land required</b>	<b>Land zoned as 'New Residential'</b>	<b>'Residential Serviced Sites' zoned land required</b>	<b>Land zoned for 'Residential Serviced Sites'</b>
25.5 ha	36.228 ha	7.9ha	7.286 ha

Table x: Residential units required and potential yield on zoned land:

<b>No. of residential units required as per LDP core strategy 2022 - 2029</b>	<b>Potential residential yield on 'New Residential' zoned land</b>	<b>Potential residential yield on 'Residential Serviced Sites'</b>	<b>Potential units within town centre, including opportunity sites</b>	<b>Total potential units within the LAP boundary</b>
826 units	1268 units	79 units	33 units	1380 units

**3. Amend Objective IUO2 to include the following:**

(b) Ensure adequate wastewater infrastructure is available to cater for existing and proposed development, in collaboration with Uisce Éireann, avoiding any deterioration in the quality of receiving waters and ensuring discharge meets the requirements of the Water Framework Directive. This includes the separation of foul and surface water through the provision of separate networks and nature-based rainwater management measures. Applications for development under the Draft Plan must demonstrate that the proposal for development would not adversely affect a water body's ability to meet its objectives under the Water Framework Directive, individually as a result of the proposed development or cumulatively, in combination with other developments. – ~~evidence to this effect may include correspondence from Uisce Éireann~~ Evidence of consultation by developers with Uisce Éireann, prior to submitting a planning application will be required.

(c) Ensure compliance for infrastructure led-growth in accordance with the DHPLG Water Services Guidelines for Planning Authorities.

(d) Facilitate improvements to the existing wastewater system to cater for the needs of an expanding population.

(e) Ensure future development protects existing wayleave and buffer zones around public water services infrastructure

**4.** Clearer urban design briefs will be provided for the opportunity areas, particularly opportunity areas 1, 2, 5, 6 and 7. These will take the form of more detailed development framework maps for each site.

**5.** No Change

**6.** Policy SMTP2 will be updated as follows:

Seek to implement in a positive manner, in cooperation with other relevant stakeholders and agencies [including the Nation Transport Authority \(NTA\)](#), the policies of the NPF, RSES and the Department of Transport's Active Travel publications [and the National Sustainable Mobility Policy \(2022\)](#), to encourage more sustainable patterns of travel and greater use of sustainable forms of transport in Newcastle West, including public transport, cycling and walking.

**6(i).** Drawing No. NCW-MHL-PED-D01 Rev.02 (walking Interventions), Drawing No. NCW-MHL-CYC-D01 Rev.02 (Cycling Interventions) and Drawing No. NCW-MHL-RD-D01 Rev.02 (Road Strategy Interventions) from the Local Transport Plan will be inserted into Chapter 7 of the Draft LAP under revised Objective SMTO1 (Local Transport Plan), to provide more explicit support to the proposed interventions set out in the Local Transport Plan (LTP), but also to provide clear mapping of the interventions required to support the delivery of the LTP.

Objective SMTO1 (Local Transport Plan) will be amended as follows:

**6(i)** Objective SMTO1 - Local Transport Plan: It is an objective of the Council to ~~to~~ implement the Local Transport Plan for Newcastle West and all actions/recommendations contained within, in particular:

[\(a\) The walking/Cycling Strategy for Newcastle West and subsequent walking/connectivity actions and cycling/connectivity actions as set out in Table 4.1 \(Pedestrian Infrastructure interventions/actions\) and Table 4.2 \(Cycle Infrastructure Intervention/actions\) of the Local Transport Plan and figure x.x and figure x.x below.](#)

[\(b\) The roads strategy for Newcastle West and subsequent roads/connectivity actions as set out in Table 4.3 \(Road interventions/actions\) of the Local Transport Plan and figure x.x below.](#)

[\(c\) The prioritisation, detailed design and delivery of the interventions/actions set out above and in the Local Transport Plan for Newcastle West will be progressed during this lifetime of this plan.](#)

~~Tables 4.1, 4.2 and 4.3. (See Volume 2)~~

**6(ii).** No Change

**7.** No Change

**8(i).** The SFRA will be updated to remove references to an unmapped watercourse.

**8(ii).** The specific application of the JT for the following areas of Newcastle West will be removed:

- Knockane (Appendix A.2)

	<ul style="list-style-type: none"> <li>• Clooneyscreehane (Appendix A.5)</li> <li>• Clooneyscreehane South (Appendix A.6)</li> <li>• Gortroe (appendix A.7).</li> </ul> <p>The recommendations from the application of the JT would remain the same and generally seek to limit development in Flood Zone A/B in any case (as per Section 5.28). Section 8 of the report will be updated to reflect this change in approach.</p> <p><b>8(iii).</b> The SFRA will be updated to include the residential area in Rathenane East within Appendix A.4.1. The updating of the zoning maps in the settlement review section and appendices will take place as needed. Regarding A.3.3 this is to be removed and reference to mixed use removed from Section 8.4</p>
	<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>

<b>2</b>	<b>Name/Group:</b>	<b>National Transport Authority (NTA)</b> <b>Ref: LCC – C220 – NCW2 – 13</b>
	<b>Submission:</b>	<b>Response</b>
	1) The NTA welcomes the approach which has been taken to residential zonings by the local authority, in particular the manner in which land use planning and transport planning have been integrated in undertaking this reappraisal, as evident from the decision to remove the Southern	1. Noted.

<p>Distributor Road from the LAP and to focus on sustainable transport measures to serve this more compact form of development. The NTA recommends that this decision is reflected in the final LAP.</p> <p><b>2)</b> The NTA support the principles and objectives of the Town Centre First programme and welcome the incorporation of these into the Draft LAP, as a means of consolidating the settlement, enhancing its vitality and viability, and as such, contributing to the potential for walking, cycling and public transport to play a greater role in catering for travel demand to, from and within Newcastle West. The identification of Opportunity Sites is a key mechanism for progressing development within the urban footprint, in particular for those under-utilised sites within the town centre which could provide local services within walking distances of residents.</p> <p><b>3)</b> The NTA notes the preparation of the Newcastle West Local Transport Plan (LTP) and welcome the engagement that took place in advance of its publication. While the level of analysis and the subsequent definition of the networks provides a clear basis for sustainable transport investment in the settlement, the NTA have a number of specific recommendations in relation to the LTP and its incorporation into the LAP as follows:</p> <p><b>(i).</b> The name of the document should be altered to the “Newcastle West Local Transport Plan” and any reference to</p>	<p><b>2. Noted</b></p> <p><b>3. Noted</b></p> <p><b>(i).</b> The name of the Local Transport Plan will be updated to address this concern.</p>
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<p>“ABTA” should be made only in relation to the assessment process undertaken;</p> <p><b>(ii).</b> In relation to the assessment process itself, the NTA notes the level of analysis undertaken and are of the view that this approach is appropriate for assessing the transport requirements for Newcastle West;</p> <p><b>(iii).</b> Chapter 7 of the LAP should incorporate the key specific transport interventions contained in the LTP as a means of ensuring that the statutory framework for the development of Newcastle West is based on sustainable transport. These key interventions should include those measures which seek to achieve the following:</p> <ul style="list-style-type: none"> <li>a. The delivery of the priority Cycle network (see point viii below);</li> <li>b. Key permeability projects;</li> <li>c. Projects which deliver enhanced walking and cycle facilities for trips to school;</li> <li>d. Schemes to enhance bus facilities; and</li> <li>e. New road projects.</li> </ul> <p><b>(iv).</b> Include the NTA as a specific stakeholder in Policy SMTP2;</p> <p><b>(v).</b> A section on the NTA’s Rapid Build Active Travel Facilities Advice Note should be included in the LTP and LAP in order to highlight the deliverability of the proposed walking and cycling networks with specific reference to the following:</p> <ul style="list-style-type: none"> <li>a. Road markings/traffic restrictions;</li> <li>b. Narrowing/converting general traffic lanes to active travel facilities;</li> </ul>	<p><b>(ii).</b> Noted</p> <p><b>(iii).</b> Chapter 7 of the LAP will be updated to incorporate the key specific transport interventions contained in the LTP.</p> <p><b>(iv).</b> Policy SMTP2 will be amended to include the NTA as a specific stakeholder.</p> <p><b>(v).</b> The Local Transport Plan and Local Transport Plan will be updated to address this concern.</p>
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<p>c. Converting on-street parking to active travel facilities;</p> <p>d. Creating Traffic Free streets; and</p> <p>e. Redesigning junctions to provide greater capacity for walking, cycling and public transport.</p> <p><b>(vi)</b> The N21 should form part of the cycle network, in particular as it serves the largest single retail development in Newcastle West, with any interventions subject to the protection of the roads strategic function and safeguarding the levels of safety, as per the requirements of Transport Infrastructure Ireland;</p> <p><b>(vii)</b> A section outlining the key transport interventions which seek to facilitate and promote travel by walking and cycling to schools should be included;</p> <p><b>(viii)</b> Maps PED-D01 and CYC-D01 of the LTP should be updated or augmented in a manner which shows the priority interventions for the short, medium and long terms. It is the view of the NTA that the highest priority interventions should focus on catering for travel by walking and cycling to the town centre and to schools. These maps should form part of the LAP and Tables 5.1 to 5.5 of the LTP should be reviewed with this in mind and be incorporated into the LAP;</p> <p><b>(ix).</b> Clarity is required in the LTP on Road Measures RN11, RN16 and RN18. In the text they are described as pedestrian and cycle</p>	<p><b>(vi).</b> Action CI8 in Table 4.2 relates to the implementation of improved cycle facilities along the N21. This action has been updated to incorporate the N21.</p> <p><b>(vii).</b> A new section focusing on the Key transport interventions to facilitate walking/cycling to schools will be added to the Local Transport Plan.</p> <p><b>(viii).</b> An additional drawing has been added to the Local Transport Plan, which shows the priority interventions for the short, medium and long terms. Chapter 7 of the LAP will be updated to incorporate the key specific transport interventions contained in the LTP as per point 3(iii) above.</p> <p><b>(ix).</b> The Local Transport Plan will be updated to address this. Road Measures RN11, RN16 and RN18 will be removed from Table 4.3</p>
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<p>links and as such, their inclusion in the Road Strategy section and Road intervention maps may be misleading. The NTA recommend that they are removed from the Roads sections as they are covered under measures WN15/CI13, WN24/CN21 and WN21/CI19;and</p> <p><b>(x).</b> All relevant maps in the LTP and LAP should include the N21 Bypass scheme corridor.</p>	<p>(Road intervention/actions) in the Local Transport Plan.</p> <p><b>(x).</b> Progress for this scheme is ongoing and while a preferred route has been identified, it is considered premature to include this route at this stage in the plan – making process as it is located outside the settlement boundary, a considerable distance from the town centre on the Land Use Zoning Map.</p>
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<p><b>Chief Executive’s Recommendations:</b></p>
<p><b>1. – 2.</b> No Change</p> <p><b>3(i).</b> The name of the Local Transport Plan will be updated to Newcastle West <a href="#">Local Transport Plan</a>. <del>ABTA</del>.</p> <p>Please see part C of this report which contains the updated Local Transport Plan attached.</p> <p><b>3(ii).</b> No Change</p> <p><b>3(iii).</b> Drawing No. NCW-MHL-PED-D01 Rev.02 (walking Interventions), Drawing No. NCW-MHL-CYC-D01 Rev.02 (Cycling Interventions) and Drawing No. NCW-MHL-RD-D01 Rev.02 (Road Strategy Interventions) from the Local Transport Plan will be inserted into Chapter 7 of the Draft LAP under revised Objective SMT01 (Local Transport Plan), to provide more explicit support to the proposed interventions set out in the Local Transport Plan (LTP), but also to provide clear mapping of the interventions required to support the delivery of the LTP.</p> <p><b>3(iii)</b> Objective SMT01 (Local Transport Plan) will be amended as follows:</p> <p>Objective SMT01 - Local Transport Plan: It is an objective of the Council to <del>+</del>implement the Local Transport Plan for Newcastle West and all actions/recommendations contained within, in particular:</p> <p><a href="#">(a) The walking/Cycling Strategy for Newcastle West and subsequent walking/connectivity actions and cycling/connectivity actions as set out in Table 4.1 (Pedestrian Infrastructure interventions/actions) and Table 4.2 (Cycle Infrastructure Intervention/actions) of the Local Transport Plan and figure x.x and figure x.x below.</a></p> <p><a href="#">(b) The roads strategy for Newcastle West and subsequent roads/connectivity actions as set out in Table 4.3 (Road interventions/actions) of the Local Transport Plan and figure x.x below.</a></p>

(c) The prioritisation, detailed design and delivery of the interventions/actions set out above and in the Local Transport Plan for Newcastle West will be progressed during this lifetime of this plan.

~~Tables 4.1, 4.2 and 4.3. (See Volume 2)~~

**3(iv).** Policy SMPT2 will be amended as follows:

Seek to implement in a positive manner, in cooperation with other relevant stakeholders and agencies including the Nation Transport Authority (NTA), the policies of the NPF, RSES and the Department of Transport's Active Travel publications and the National Sustainable Mobility Policy (2022), to encourage more sustainable patterns of travel and greater use of sustainable forms of transport in Newcastle West, including public transport, cycling and walking.

**3(v).** A section on the NTA's Rapid Build Active Travel Facilities Advice Note has been included on page 92/93 of the LTP. Please see part C of this report which contains the updated Local Transport Plan attached.

**3(v).** Paragraph 2 of Section 7.5.1 (Existing Walking/Cycling infrastructure) of the Draft LAP will be updated as follows: The NCWLTP recognises that there are a number of locations throughout Newcastle West where connectivity of the pedestrian network requires improvement. Safe and easy to use crossing locations improve accessibility for pedestrians and increase comfort levels for those walking. Such improvements will have regard to the NTA's Rapid Build Active Travel Facilities Advice Note in terms of the deliverability of the proposed walking and cycling networks with specific reference to:

a. Road markings/traffic restrictions;

b. Narrowing/converting general traffic lanes to active travel facilities;

c. Converting on-street parking to active travel facilities;

d. Creating Traffic Free streets; and

e. Redesigning junctions to provide greater capacity for walking, cycling and public transport.

These locations include: Station Road and Churchtown Road junction, Bishop Street and Market Place junction and Sheehan's Road.

**3(vi).** Action CI8 in Table 4.2 of the Local Transport Plan has been updated to incorporate the N21. Please see part C of this report which contains the updated Local Transport Plan attached.

**3(vii).** A Section on Key transport interventions to facilitate walking/cycling to schools has been added to page 92 of the Local Transport Plan. Please see part C of this report which contains the updated Local Transport Plan attached.

**3(viii).** An additional drawing has been added to the Local Transport Plan, which shows the priority interventions for the short, medium and long terms. Please see part C of this report which contains the updated Local Transport Plan attached.

	<p><b>3(ix).</b> Road Measures RN11, RN16 and RN18 will be removed from Table 4.3 (Road intervention/actions) in the Local Transport Plan. Please see part C of this report which contains the updated Local Transport Plan attached.</p> <p><b>3(x).</b> No Change</p>
	<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>

<b>3</b>	<b>Name/Group:</b>	<b>Transport Infrastructure Ireland</b> <b>Ref: LCC – C220 – NCW2 – 9</b>
	<b>Submission:</b>	<b>Response</b>
	<p>The submission identifies that numerous higher level spatial plans, such as the NPF, RSES and Section 28 Guidelines include objectives relating to the maintenance of the strategic capacity and safety of the national roads network. National roads play a key role within Ireland’s overall transport system and in the country’s economic, social and physical development. The Draft Plan policies and objectives are required to maintain the strategic capacity and safety of the network of national roads.</p> <p>The N21 is a national primary road is a strategic national road and is included in the</p>	<p>Noted, the Council is committed to safeguarding the national road network throughout the county.</p>

<p>EU Trans European Network (TEN – T). The TEN – T regulations target the gradual development of the transport network with the core network, as a priority by 2030 and the remainder of a comprehensive network by 2050.</p> <p>A number of comments are included in relation to the Draft LAP as follows:</p> <p><b><u>1. Development Strategy &amp; National Roads – Recommendations:</u></b></p> <p><b>(i).</b> TII would welcome the Council give consideration to updating text associated with Objective SMTO 4 (a) of the Draft Local Area Plan as follows;</p> <p>‘Protect the capacity of the national and regional road network from inappropriate development, having regard to all relevant Government guidance, <b>Objective TR O39 National Roads</b> and Objective TR 041 Strategic Regional Roads of the Limerick Development Plan 2022-2028 and ensure development does not compromise the performance of the network or future improvements to the network. Road Safety Audits and Traffic Impact Assessments will be required to demonstrate implications of development proposals on the national and regional road network’.</p> <p><b>(ii).</b> Clarification and elaboration on how ABTA measures are developed and effect to safeguard the function and levels of safety of the strategic national road network in the</p>	<p><b>(i).</b> Noted, Objective SMO1 (h) will be updated to include reference to Objective TR O39 National Roads.</p> <p><b>(ii).</b> The Local Transport Plan will be updated to address the concerns.</p>
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<p>area in accordance with Government objectives should be included in the ABTA.</p> <p><b>(iii).</b> Clarification and elaboration on how the ABTA will consider and reflect the provisions of the Section 28 Ministerial Guidelines ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ (DoECLG, 2012) should be outlined in the ABTA.</p> <p><b>(iv).</b> Update the Newcastle West ABTA to reflect the official policy requirement to safeguard the function and levels of safety of the strategic national road network in the area as an Objective of the ABTA.</p> <p><u>2. Enhanced Regional Accessibility - Recommendations</u></p> <p><b>(i).</b> In accordance with National Development Plan investment objectives, measures providing for and safeguarding the strategic function of the N21 Newcastle West Bypass Scheme included in the Local Area Plan are welcome.</p> <p><b>(ii).</b> TII recommends that the Council review and consider the appropriateness of including the NDP N21 Newcastle West Bypass Scheme on relevant Local Area Plan mapping, even in an indicative form.</p> <p><b>(iii).</b> TII recommends a review of the text and mapping associated with the Newcastle West ABTA to demonstrate that the ABTA</p>	<p><b>(iii).</b> The Local Transport Plan will be updated to address the concerns.</p> <p><b>(iv).</b> The Local Transport Plan will be updated to address the concerns.</p> <p><b>(i).</b> Noted</p> <p><b>(ii).</b> Progress for this scheme is ongoing and while a preferred route has been identified, it is considered premature to include this route at this stage in the plan – making process as it is located outside the settlement boundary, a considerable distance from the town centre on the Land Use Zoning Map.</p> <p><b>(iii).</b> The Local Transport Plan has been prepared in consultation with the N21 project</p>
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<p>process has been progressed cognisant of and integrated with the development of the N21 Newcastle West Bypass Scheme and related Local Area Plan objectives.</p> <p><b>(iv).</b> TII's other priorities in relation to the national road network in the Local Area Plan area relate to the maintenance of the existing national road network, including junctions, and safeguarding the Exchequer investment in national roads to date in accordance with the requirements of official policy.</p> <p><u>3. Specific LAP &amp; ABTA Objectives</u></p> <p><b>(i).</b> ABTA Walking &amp; Connectivity Assessment</p> <p>TII is concerned with the absence of detail with regard to proposed measures to improve connectivity as no evidence base has been provided with the documentation on display to demonstrate that the levels of safety, capacity and strategic function of the national road are safeguarded. TII considers a review of the ABTA and clarification of this matter is required prior to finalising the Local Area Plan and ABTA in the interests of optimising proposed active travel measures, levels of permeability and crossings of the N21, national road, complementary to safeguarding levels of safety, capacity and the strategic function of the national road. Therefore the submission recommends the following:</p> <p>Review and update the ABTA, including the provision of the required evidence base, in the interests of the optimisation of proposed active travel measures and crossings of the</p>	<p>team and the Local Transport Plan is cognisant of the N21 Road Scheme.</p> <p><b>(iv).</b> Noted</p> <p><b>(i).</b> All relevant bodies, including TII, will be consulted at planning, detailed design, and implementation stages.</p>
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<p>N21, national road, complementary to safeguarding levels of safety, capacity and the strategic function of the national road.</p> <p><b>(ii).</b> Access to Enterprise and Employment Lands The identification of a particular junction type to access ‘Enterprise and Employment’ lands from the N21, national road, within the urban 50 – 60kph speed limit area is premature pending an analysis of the land uses proposed to be facilitated and having regard to the need to optimise active travel measures crossing the N21, national road, as discussed in the point above, which indicates the need for a more co-ordinated approach to the measures identified.</p> <p><b>(iii).</b> Proposed Enterprise &amp; Employment Zoning Objective Have regard to the explicit presumption against large out of town retail centres located adjacent or close to existing, new or planned national roads/motorways outlined in the Retail Planning Guidelines, 2012, in relation to the ‘Enterprise and Employment’ lands to the south/east of the N21, national road, within the urban 50 – 60kph speed limit area.</p> <p><b>(iv).</b> Proposed ‘Agriculture’ Zoning Objective Review the ‘Agriculture’ designated lands to the east and west of the town adjoining the N21, national road, at a location subject to a 100kph speed limit and review the associated Land Use Zoning Matrix to ensure permitted uses and uses open for consideration comply with the DoECLG</p>	<p><b>(ii).</b> The Local Transport Plan will be updated to address the concern.</p> <p><b>(iii).</b> Section 4.5 of the Draft LAP emphasises the town centre as the primary location for new retail development. However the inclusion of additional text as suggested into policy RLP1 would further help protect the town centre.</p> <p><b>(iv).</b> Any proposals for development on agricultural zoned lands that adjoin the N21 will be assessed in accordance with Objective SMTO4 of the LAP and Objective TRO39 National Roads of the County Development Plan, which will ensure compliance with national guidelines.</p>
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<p>Spatial Planning and National Roads Guidelines (2012) for development accessing national roads and provide guidance to future developers/applicants at the earliest stages of their project development.</p> <p><b>(v).</b> Masterplans Where proposals are subject to Masterplan exercises in accordance with Objective DSO2 of the Draft Local Area Plan, appropriate consultation with statutory stakeholders should be undertaken and any adoption process or framework should be clearly identified in accordance with the requirements of official policy concerning such non-statutory frameworks.</p> <p>4. Maintaining the Strategic Capacity and Safety of the National Road Network</p> <p><b>(i).</b> The Local Area Plan and ABTA should acknowledge that works to national roads in urban areas are required to adhere to TII Publications (Standards) as well as the Design Manual for Urban Roads and Streets (DMURS).</p> <p><b>(ii).</b> TII requests acknowledgment of complementary TII Publication ‘The Treatment of Transition Zones to Towns and Villages on National Roads’ (TII Publications DN-GEO-03084) in relation to design standards to be applied to national roads and national road junctions in the Local Area Plan and ABTA.</p>	<p><b>(v).</b> All relevant stakeholders will be consulted and relevant policy will also be complied with.</p> <p><b>(i).</b> The Local Area Plan and Local Transport Plan will be updated to address the concern.</p> <p><b>(ii).</b> The Local Area Plan and Local Transport Plan will be updated to address the concern.</p>
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<p><b>(iii).</b> As well as the foregoing, the Council will be aware that it remains the requirement that a Design Report is completed and submitted for works to national roads in accordance with TII Publications DN-GEO-03030 (Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes).</p> <p><b>(iv).</b> In relation to greenway proposals, consultations with the councils own internal project team is recommended.</p>	<p><b>(iii).</b> The Local Area Plan and Local Transport Plan will be updated to address the concern.</p> <p><b>(iv).</b> Members of the greenway project team were part of the internal working group.</p>
<p><b>Chief Executive’s Recommendations:</b></p>	
<p><b>1(i).</b> Objective SMT04 (a) will be updated to read as follows: Protect the capacity of the national and regional road network from inappropriate development, having regard to all relevant Government guidance, <a href="#">Objective TR O39 National Roads</a> and Objective TR 041 Strategic Regional Roads of the Limerick Development Plan 2022-2028 and ensure development does not compromise the performance of the network or future improvements to the network. Road Safety Audits and Traffic Impact Assessments will be required to demonstrate implications of development proposals on the national and regional road network.</p> <p><b>1(ii).</b> An additional section on spatial planning and national roads has been added to page 16 of the Local Transport Plan. Please see part C of this report which contains the updated Local Transport Plan attached.</p> <p><b>1(iii).</b> An additional section on spatial planning and national roads has been added to page 16 of the Local Transport Plan. Please see part C of this report which contains the updated Local Transport Plan attached.</p> <p><b>1(iv).</b> An additional section on spatial planning and national roads has been added to page 16 of the Local Transport Plan. Please see part C of this report which contains the updated Local Transport Plan attached.</p> <p><b>2.</b> No Change</p> <p><b>3(i).</b> No Change</p> <p><b>3(ii).</b> Figure 4.11 (Junction options for E&amp;E zoning) in the Local Transport Plan has been updated. Please see part C of this report which contains the updated Local Transport Plan attached.</p>	

	<p><b>3(iii).</b> Include additional text in Policy RLP1 in the Draft LAP as follows: <u>(f) There is a presumption against large out of town retail centres located adjacent or close to existing, new or planned national roads in accordance with the ‘Retail Planning Guidelines’, 2012.</u></p> <p><b>3(iv).</b> No Change</p> <p><b>3(v).</b> No Change</p> <p><b>4(i).</b> A Section on TII stakeholder engagement/consultation has been added to page 94 of the Local Transport Plan. Please see part C of this report which contains the updated Local Transport Plan attached.</p> <p><b>4(ii).</b> A Section on TII stakeholder engagement/consultation has been added to page 94 of the Local Transport Plan. Please see part C of this report which contains the updated Local Transport Plan attached.</p> <p><b>4(iii).</b> A Section on TII stakeholder engagement/consultation has been added to page 94 of the Local Transport Plan. Please see part C of this report which contains the updated Local Transport Plan attached.</p> <p><b>4(iv).</b> No Change</p>
	<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>

<b>4</b>	<b>Name/Group:</b>	Office of Public Works Ref: LCC – C220 – NCW2 – 12
	<b>Submission:</b>	<b>Response</b>
	1. The OPW welcomes the acknowledgment of the Flood Guidelines and the preparation	1. Noted.

<p>of the Strategic Flood Risk Assessment. In particular, the OPW welcomes:</p> <p>(a) The commitment to managing flood risk in line with the Guidelines, Objective IU04(a)</p> <p>(b) Objective IU0P4 (c) to ensure future development in flood prone areas is generally limited to minor developments and lands within Flood Zone A/B is in accordance with the Plan-making Justification Test supplied in the SFRA.</p> <p>(c) The protection of a 20m riparian buffer free from development, on greenfield lands, in particular the lands zoned Enterprise and Employment and Residential Serviced Sites by the River Daar, Objective IU 04 (e)</p> <p><b>2. Unmapped Watercourse:</b> An unmapped watercourse was identified during the site walkover in Section 4.3 of the SFRA, however no further discussion has been provided regarding this watercourse or whether the flood risk has been assessed.</p> <p><b>3.</b> In terms of ensuring future development of lands within Flood Risk Zone A/B is in accordance with the plan making Justification Tests in the SFRA, the submission states that in-line with the sequential approach, zonings should only be assessed against the criteria of the Plan Making Justification Test where avoidance and substitution are not possible.</p> <p><b>4(i).</b> In terms of the Plan Making Justification Test, Criteria 2 requires that only land use zonings within or adjoining the urban centre, of settlements which have been targeted for growth can pass the Plan Making</p>	<p><b>2.</b> This addition was an error and it is recommended that the SFRA be updated to remove references to an unmapped watercourse.</p> <p><b>3.</b> Noted</p> <p><b>4(i).</b> The specific application of the JT for the following areas of Newcastle West will be removed:</p> <ul style="list-style-type: none"> <li>• Knockane (Appendix A.2)</li> </ul>
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<p>Justification Test. Zonings / development on the periphery of urban areas cannot pass the Justification Test as they cannot satisfy Criteria 2. Justification Tests have been supplied for some existing developed zonings that cannot satisfy all of Criteria 2 of the Test. For example for sub-criteria (iii), regarding if the zoning is within or adjoining the core of an established or designated urban settlement, Justification Tests supplied have stated that “the lands are within LAP boundary”, this is not sufficient to satisfy the criteria. Only if Limerick City &amp; County Council can demonstrate that all sub-criteria of a Justification Test have been satisfied can the Test be deemed to have passed.</p> <p><b>4(ii).</b> For existing development, when avoidance and substitution for a periphery urban area at flood risk is not possible and all criteria of the Justification Test cannot be satisfied then a policy objective should be attached to the zoning. This policy objective should limit existing development to minor development, as outlined in Section 5.28 of the Guidelines as amended by Circular PL 2/2014, and new development be limited to water compatible development in Flood Zone A and less vulnerable and water compatible in Flood Zone B.</p> <p><b>5. Agricultural Zoning</b> The OPW welcomes that one off dwellings will only be considered on lands outside of Flood Zones A and B as noted in the Objective and Purpose for Agriculture</p>	<ul style="list-style-type: none"> <li>• Clooneyscreehane (Appendix A.5)</li> <li>• Clooneyscreehane South (Appendix A.6)</li> <li>• Gortroe (appendix A.7).</li> </ul> <p>The recommendations from the application of the JT would remain the same and generally seek to limit development in Flood Zone A/B in any case (as per Section 5.28). Section 8 of the report will be updated to reflect this change in approach.</p> <p><b>4(ii).</b> See response to point 4(i) above</p> <p><b>5.</b> The Planning Authority agree with the point made and will adjust Section 8 of the SFRA report to specifically mention the approach in Agriculture zoned lands.</p>
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<p>Zonings. Land and buildings used for agriculture are considered a less vulnerable type in the Guidelines and this type of zoning would not satisfy the criteria of a Justification Test. Submission suggests that Limerick City &amp; County consider including that for flood risk areas further development in existing developed areas is limited to minor development, as outlined in Section 5.28 of the Guidelines as amended by Circular PL 2/2014, and new development is limited to water compatible development in Flood Zone A.</p> <p><b>6. A.3.2 &amp; A.4.1 Existing Residential</b> The Justification Tests supplied for Existing Residential zonings in A.3.2 and A.4.1 appear to cover the same residential areas of Newcastle West, while there is no Test supplied to cover the Existing Residential area further east. Limerick City &amp; County Council might review and remove or update tests accordingly.</p> <p><b>7.</b> Submission highlights that there is an area zoned Existing Residential on the image shown in the Justification Tests that is zoned Enterprise and Employment on Land Use Zoning Map.</p> <p><b>8. A.3.3 Mixed Use</b> Submission highlights that there is a Justification Test supplied in A.3.3 for Mixed Use zoning which appears to be zoned as Town Centre on the Land Use Zoning Map. A Justification Test for the Town Centre zoning is provided in A.3.1.</p>	<p><b>6.</b> The SFRA will be updated to include the residential area in Rathenane East within Appendix A.4.1. The zoning maps in the settlement review section and appendices will be updated as needed. Regarding A.3.3 this is to be removed and reference to mixed use removed from Section 8.4.</p> <p><b>7.</b> See response to point 6 above.</p> <p><b>8.</b> See response to point 6 above.</p>
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<p><b>9. Consideration of Climate Change Impacts</b>  The OPW welcomes the climate change extents showed in Figure 4-8, which demonstrates the potential 1% AEP + climate change extents and the large impact to the south of Newcastle West. The OPW recommends that Limerick City &amp; County Council use this map to avoid zoning development in areas that could potentially flood in the future. Section 4.6 CFRAM in the SFRA recommends for the existing residential zoning that, “The latter highly vulnerable development should be subject to a climate change sensitivity study taking into account as-built FFLs/ground levels to assess the future risk to the site.” While these lands are zoned Existing Residential and Local Centre and the area is not at flood risk in present day extents, the area appear to be undeveloped and is predicted to be within the 1% AEP flood extent in the mid-range future scenario mapping produced as part of the National CFRAM programme. Limerick City &amp; County Council should take the precautionary approach and consider rezoning these lands as a water-compatible type zoning.</p> <p><b>10. Flood Relief Scheme</b>  The OPW welcomes Objectives IU04 (f) that zoning or proposed development allow for the protection and maintenance of the existing flood relief scheme and do not impede or prevent progression of the proposed scheme in Newcastle West. The OPW also welcomes Objective IU04 (h) that a register of key flood relief infrastructure will be prepared for the town, this will</p>	<p><b>9.</b> The development granted here is under construction and re-zoning is not therefore an option. A sensitivity study for the lands will be included in Section 4.6 of the SFRA to investigate further. Information on existing FFLs and FRAs completed at planning application stage will also be consulted as part of that work.</p> <p><b>10.</b> Noted – The objective reference letters in the SFRA will be updated to be consistent with the Draft LAP.</p>
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<p>ensure that any measures, which may not be readily identified, are protected from interference or removal. Please note that this objective has different reference letters in the SFRA.</p> <p><b>11. Arterial Drainage Schemes and Drainage Districts</b> The Objective IU04 (e) that adequate lands are persevered to allow maintenance and access to Arterial Drainage Schemes is welcomed by the OPW. Please note that this objective has a different reference letter in the SFRA.</p> <p><b>12. Nature Based Solutions &amp; SuDS</b> The OPW welcomes Objective IU04 (e) and Objective IU 03 (c), which relate to nature based solutions and SuDS, but also highlights that the Guidelines recommend that the SFRA provide guidance on the likely applicability of different SuDS techniques for managing surface water run-off at key development sites, and also identifies where integrated and area based provision of SuDS and green infrastructure are appropriate in order to avoid reliance on individual site by site solutions.</p> <p><b>13.</b> The submission then highlights that there are 9 opportunity sites and 20 sites (Settlement Capacity Audits) identified in the Draft Plan where integrated and area based provision of SuDS and green infrastructure may be appropriate in this context.</p>	<p><b>11.</b> Noted – The objective reference letters in the SFRA will be updated to be consistent with the Draft LAP.</p> <p><b>12.</b> The SFRA will be updated to promote nature based solution methods for opportunity sites and the wider area, where possible.</p> <p><b>13.</b> Guidance for the opportunity sites will be updated to incorporate the provision of SuDS and green infrastructure.</p>
<p><b>Chief Executive’s Recommendations:</b></p>	
<p><b>1.</b> No Change</p>	

2. The SFRA will be updated to remove references to an unmapped watercourse in section 4.3 of the SFRA.

3. No Change

4. The specific application of the JT for the following areas of Newcastle West will be removed:

- Knockane (Appendix A.2)
- Clooneyscrehane (Appendix A.5)
- Clooneyscrehane South (Appendix A.6)
- Gortroe (appendix A.7).

The recommendations from the application of the JT would remain the same and generally seek to limit development in Flood Zone A/B in any case (as per Section 5.28). Section 8 of the report will be updated to reflect this change in approach.

5. Section 8 of the SFRA report will be updated to specifically mention the approach in Agriculture zoned lands.

6. The SFRA will be updated to include the residential area in Rathenane East within Appendix A.4.1. The zoning maps in the settlement review section and appendices will be updated as needed. Regarding A.3.3 this is to be removed and reference to mixed use removed from Section 8.4.

7. – 8. No Change

9. Section 4.6 of the SFRA will be updated to include a sensitivity study for the existing residential zoning.

10. The objective reference letters in the SFRA will be updated to be consistent with the Draft LAP.

11. The objective reference letters in the SFRA will be updated to be consistent with the Draft LAP.

12. Section 8 (Settlement Zoning Review) of the SFRA will be updated to promote nature based solution methods for opportunity sites and the wider area, where possible.

13. Guidance for the opportunity sites will be updated to incorporate the provision of SuDS and green infrastructure.

**SEA/AA Response:**

Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.

Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.

<b>5</b>	<b>Name/Group:</b>	<b>Uisce Éireann Ref: LCC – C220 – NCW2 – 18</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Uisce Éireann welcomes the inclusion of objectives and initiatives supporting the implementation of Sustainable Urban Drainage Systems (SuDS) and the enhancement of green and blue infrastructure, which is provided for in the NPF under NPO 57. SuDS and Green-Blue Infrastructure (GBI) are encouraged in new developments including the public realm and retrofitted in existing developed areas.</p> <p><b>2.</b> Submission infers that some of the actions/projects identified in the Draft LAP have the potential to impact on Uisce Éireann assets and projects e.g. tree planting, building over of assets, new connections, programming network upgrades in advance of road project, provision of future-proofing ducts. Development in the vicinity of Uisce Éireann assets must be in accordance with our Standard Details and Codes of Practise. Diversion Agreements will be required where an Uisce Éireann asset needs to be diverted or altered.</p>	<p><b>1.</b> Noted</p> <p><b>2.</b> The Council will ensure that early engagement takes place with all relevant stakeholders in the preparation of new road projects and public realm plans and upgrades.</p>

<p><b>3(i).</b> A high-level review of the land-use zoning map has been carried out. Available network information indicates network extensions may be required to service some zoned sites, e.g. site No.s 2, 7, 10, 11, 12, 14, 16, 18 in the settlement capacity audit (SCA). Depending on the extent of development realised, localised network upgrades may also be required, particularly in areas served by sewers with a diameter of 150mm or less, or water mains with a diameter of 80mm or less e.g. SCA sites No.s 2, 4, 5, 12,14, 16, 18.</p> <p><b>3(ii).</b> In order to maximise the use of existing water services, Uisce Eireann encourage phased sequential development in areas with existing water services infrastructure and spare capacity. Where network reinforcements such as upgrades or extensions are required, these shall be developer driven unless there are committed Uisce Éireann projects in place to progress such works. The discharge of such additional surface water combined sewers is not permitted.</p> <p><b>3(iii).</b> Where Uisce Éireann assets are within a proposed development site, these assets must be protected and/or diverted e.g. SCA site No.s 6, 12, 17. If there is a possibility that Uisce Éireann assets will need to be altered or diverted as a result of a proposed development, a diversion agreement may be required.</p> <p><b>3(iv).</b> Submission provides additional site specific comments in relation to connecting</p>	<p><b>3(i)</b> The Council notes the site specific comments made in relation to the specific sites in the Settlement Capacity Audit and will update the Table with the specific comments as identified by Uisce Éireann.</p> <p><b>3(ii)</b> Noted</p> <p><b>3(iii)</b> Noted</p> <p><b>3(iv)</b> The Council notes that site specific comments made in relation to sites 2, 6, 7, 10,</p>
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<p>to the local network and states that there is limited capacity in the wastewater network in Newcastle West; upgrades are likely to be required for new developments to ensure the necessary capacity is available however, it is envisaged these would be developer led.</p> <p><b>4.</b> The draft 2022 wastewater treatment capacity register (WWCR) indicates there is spare capacity (ca. 300 population equivalent) to cater for a small portion of the projected population growth of 1,988 over the County Development Plan period. In addition, there are a number of connection enquiries and applications being processed that may reduce available capacity further. The 2022 WWCR will be issued in June 2023. An upgrade of Newcastle West WWTP is included in the 2020-2024 Investment Plan and is at concept design stage. The project will provide sufficient spare capacity to cater for the targeted growth. It is anticipated it will be post 2025, but within the lifetime of the Local Area Plan, before the WWTP project is completed. This will be subject to funding and other approvals.</p> <p><b>5.</b> There is limited capacity in the wastewater network in Newcastle West; upgrades are likely to be required however, it is envisaged these would be developer led. A Drainage Area Plan for Newcastle West will commence this year and will identify issues and needs within the network. Surface water separation is strongly encouraged to free up capacity in the existing network.</p>	<p>11, 12, 13 and 16 in the settlement capacity audit and will update the table with the specific comments as identified by Uisce Eireann.</p> <p><b>4.</b> The Council will continue to engage with Uisce Eireann in respect to the Capital Investment Plan.</p> <p><b>5.</b> Noted</p>
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<p><b>6.</b> Newcastle West is served by the South-West Regional Water Resource Zone (WRZ). Spare capacity within the WRZ is very limited at present and insufficient to cater for the projected growth. The regional water resources plan for the Eastern &amp; Midlands region was recently adopted and identifies plan-level approaches to address the identified needs in Newcastle West in a sustainable manner. The current preferred longer-term option under the Eastern &amp; Midlands Regional Water Resources Plan is interconnection with Limerick City WRZ however, further assessment is required before this is confirmed. Interim measures to increase the supply are being progressed.</p> <p><b>7.</b> In terms of Section 9.2 (Wastewater) of the Draft LAP, the submission from UE suggests minor updates to this section of the draft Plan based on the latest information (included in points 4 and 5 above).</p> <p><b>8.</b> In terms of Section 9.3 (Surface water management and SuDs) of the Draft LAP, UE welcomes the proposal to develop a surface water sewer in Churchtown and objectives proposing Suds.</p> <p><b>9(i).</b> In terms of Objectives IUO1 and IUO2 UÉ welcome Objectives IU 01 and 02 related to public water services infrastructure. Submission notes that several of the objectives within IU 01 could also apply to wastewater infrastructure e.g. a), b),c), d). UÉ suggest the objectives be updated</p>	<p><b>6.</b> Noted</p> <p><b>7.</b> Section 9.2 of the Draft LAP will be updated to reflect points 4 and 5 above.</p> <p><b>8.</b> Noted</p> <p><b>9(i).</b> Objective IUO2 will be updated as suggested.</p>
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<p>accordingly to apply to both water and wastewater infrastructure.</p> <p><b>9(ii).</b> Uisce Éireann suggest that the provision of a Connection Agreement with Uisce Éireann shall be a condition to the grant of planning permission for new developments.</p> <p>As a minimum, UE recommend the requirement to ‘provide evidence of consultation by developers with Uisce Éireann prior to submitting planning applications’ shall apply to wastewater infrastructure also.</p> <p><b>9(iii).</b> IUO2 (b) states ‘evidence to this effect may include correspondence from Uisce Éireann’. While Uisce Éireann can advise on the feasibility of the specific connection through our new connections process, it is the responsibility of the Planning Authority to make a determination on whether the impact to the receiving waterbody would result in a significant breach of the combined approach, as set out in Regulation 43 of the Waste Water Discharge (Authorisation) Regulations 2007.</p> <p><b>10.</b> In terms of private water services infrastructure, the submission draws attention to Section 5.3 of the Draft Water Services Guidelines for Planning Authorities (Jan 2018), which states: ‘It is the policy of Uisce Éireann to facilitate connections to existing infrastructure, where capacity exists, in order to maximise the use of existing</p>	<p><b>9(ii).</b> Objective IUO2(b) as proposed in 9(i) above, will address this issue.</p> <p><b>9(iii).</b> Noted</p> <p><b>10.</b> Noted</p>
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<p>infrastructure and reduce additional investment costs. There is a general presumption that development will be focused into areas that are serviced by public water supply and wastewater collection networks. Alternative solutions such as private wells or wastewater treatment plants should not generally be considered by planning authorities. Uisce Éireann will not retrospectively take over responsibility for developer provided treatment facilities or associated networks, unless agreed in advance.'</p> <p><b>11.</b> In terms of the development of masterplans and engagement with Uisce Eireann, UE encourages the preparation of masterplans/ frameworks/ LAPs for proposed developments and welcome the inclusion of text advising early engagement with Uisce Éireann.</p> <p><b>12.</b> In terms of riparian buffer zones, Uisce Éireann welcome objectives in relation to buffers and parks along riverbanks; this will play an important role in protecting biodiversity and water quality. Notwithstanding this, the Draft Plan should allow for access to and maintenance of existing Uisce Éireann infrastructure e.g. outfalls, crossings. Similarly, provision of new or upgraded assets may be required within riparian buffers in limited instances e.g. new outfalls, expansion of riverside WWTP sites, subject to proper planning and sustainable development.</p>	<p><b>11.</b> Noted</p> <p><b>12.</b> Noted, these buffers will not restrict access to existing infrastructure or expansion of existing infrastructure.</p>
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<p><b>13.</b> In terms of the land use zoning matrix, UE state that consideration could be given to including water supply and wastewater infrastructure in list of development types.</p> <p><b>14.</b> In terms of the Newcastle West reservoir, the submission states that consideration could be given to including the reservoir within the Demesne as Utility rather than Open Space and Recreation.</p> <p><b>15.</b> Finally, in terms of environmental reports, UE state that the contents of this submission should be taken account of in the environmental reports.</p>	<p><b>13.</b> The purpose of the Land Use Zoning Matrix is to generally indicate planning control objectives for lands within the settlement boundary. Not every type of development can be considered in the matrix and the development of such infrastructure, will be assessed on a case-by-case basis.</p> <p><b>14.</b> This request is considered reasonable. As such the land use zoning of the reservoir should be changed from open space and recreation to utility.</p> <p><b>15.</b> The environmental reports associated with the Draft LAP will be amended if necessary having regard to the submission from Uisce Éireann.</p>
<p><b>Chief Executive's Recommendations:</b></p>	
<p><b>1. – 2.</b> No Change</p> <p><b>3(i).</b> Amend the Settlement Capacity Audit Table to include site specific comments, as identified by Uisce Éireann.</p> <p><b>3(ii). – 3(iii).</b> No Change</p> <p><b>3(iv).</b> Amend the Settlement Capacity Audit Table to include site specific comments, as identified by Uisce Éireann.</p> <p><b>4. – 6.</b> No Change</p> <p><b>7.</b> Section 9.2 of the Draft LAP will be updated as follows:</p> <p><b>Wastewater</b></p> <p>The <del>draft</del> 2022<del>4</del> wastewater treatment capacity register (<a href="#">WWCR</a>) indicates there is spare capacity (ca. <del>3</del>600 population equivalent) to cater for a portion, <del>but not all</del>, of the projected population growth of 1,988 <a href="#">over the County Development Plan Period. identified in the LDP.</a> <a href="#">In addition, there are a number of connection enquiries and applications being processed that may reduce available capacity further. The 2022 WWCR will be issued this month.</a> An upgrade of Newcastle West WWTP is included in the 2020-2024 Investment Plan and is at concept design stage. The project will provide sufficient spare capacity to cater for the targeted growth. It is anticipated it will be post 2025, but within the lifetime of the <a href="#">Local Area Plan 2022–2028 Limerick Development Plan</a>, before the WWTP project is completed. This will be</p>	

subject to funding and other approvals. ~~In order to ensure the adequate protection and management of the environment, the requirements of this Local Area Plan, including those detailed under “Objective IU-02” below, must be demonstrated as being complied with in order for permission to be granted.~~

### Wastewater Networks

Uisce Éireann and Limerick City and County Council are continually progressing sewer rehabilitation activities, capital maintenance activities, etc. Uisce Éireann and Limerick City and County Council will continue to monitor the performance of the networks to ensure that the most urgent works are prioritised as required. There is limited capacity in the wastewater network in Newcastle West; upgrades are likely to be required however, it is envisaged these would be developer led. A Drainage Area Plan for Newcastle West will commence this year and will identify issues and needs within the network. Surface water separation is strongly encouraged to free up capacity in the existing network.

**8.** No Change

**9(i).** Amend Objective IUO2 to include the following:

(b) Ensure adequate wastewater infrastructure is available to cater for existing and proposed development, in collaboration with Uisce Eireann, avoiding any deterioration in the quality of receiving waters and ensuring discharge meets the requirements of the Water Framework Directive. This includes the separation of foul and surface water through the provision of separate networks and nature-based rainwater management measures. Applications for development under the Draft Plan must demonstrate that the proposal for development would not adversely affect a water body’s ability to meet its objectives under the Water Framework Directive, individually as a result of the proposed development or cumulatively, in combination with other developments. – ~~evidence to this effect may include correspondence from Uisce Eireann~~ Evidence of consultation by developers with Uisce Éireann, prior to submitting a planning application will be required.

(c) Ensure compliance for infrastructure led-growth in accordance with the DHPLG Water Services Guidelines for Planning Authorities.

(d) Facilitate improvements to the existing wastewater system to cater for the needs of an expanding population.

(e) Ensure future development protects existing wayleave and buffer zones around public water services infrastructure

**9(ii).** No Change

**9(iii).** No Change

**10. – 13.** No Change

**14.** The land use zoning of the reservoir should be changed from open space and recreation to utility.

	<p><b>15.</b> To amend the description of the environmental baseline in the SEA Environmental Report (Section 4) to align with the updates identified for Section 9.2 of the Draft LAP under “Wastewater” and “Wastewater Networks”.</p>
	<p><b>SEA/AA Response:</b>          Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>

<b>6</b>	<b>Name/Group:</b>	<b>Department of Environment, Climate and Communications</b> <b>Ref: LCC – C220 – NCW2 – 57</b>
	<b>Submission:</b>	<b>Response</b>
	<p>The Department of Environment, Climate and Communications’ vision for a carbon neutral, sustainable and digitally connected Ireland will be achieved by collectively delivering policies and programmes to empower people, communities and businesses to continue the transition to a better quality of life for current and future generations.</p> <p><b>1(i).</b> The Department welcomes the inclusion of climate action in Chapter 8 and the reference to the Climate Action Plan 2023 (CAP 2023), and its promotion of climate action. CAP 23 commits the</p>	<p>Noted</p> <p><b>1(i).</b> Noted and welcomed</p>

<p>Government to reducing transport emissions by 50% from 2018 emissions rates. In that regard this submission notes and supports LCCC's integration of sustainable modes of transport, in particular, the focus on reducing the need to travel (policy SMTP1), the promotion of active travel and the provision of public transport in the town of Newcastle West (Policy SMTP2 and Objective SMTO2).</p> <p><b>1(ii).</b> The Department welcomes the support in the Draft Plan on transitioning to a low carbon society, while implementing national policy to reduce gas emissions, improve environmental quality and contribute to national targets for climate change, in Section 3.2.</p> <p><b>1(iii).</b> The Department notes and supports LCCC's priority to enhance and protect biodiversity (Section 1.4.4 Climate Action), such as natural woodland, watercourses and ecosystems (Objective CHO2).</p> <p><b>2(i)</b> The Department welcomes LCCC's support of compact growth, which is noted to be a key objective of the Local Area Plan and notes that compact growth represents an opportunity to develop and roll-out district heating networks in an efficient and planned manner.</p> <p><b>2(ii).</b> The Department notes and supports the objective of the Local Authority, to promote and encourage the use of renewable energy sources, in particular, district heating schemes (Objective IUO5).</p>	<p><b>1(ii).</b> Noted</p> <p><b>1(iii).</b> Noted</p> <p><b>2(i).</b> Noted</p> <p><b>2(ii).</b> The Draft LAP aligns with the Limerick Development Plan 2022 – 2028, and policy support is provided in this plan for District Heating networks. In addition, Objective IUO5 (f) includes policy support for district heating</p>
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<p>The submission goes on to state that the Draft LAP may present an opportunity to include more explicit policy support on the roll out of district heating. This request is reinforced by quoting relevant national and regional policy.</p> <p><b>3(i).</b> Submission welcomes the Draft LAP’s support and promotion of NZEB standard buildings for all new developments (Objective CHO1 and Objective IUO5).</p> <p><b>3(ii).</b> The submission notes and supports the objective, which promotes and encourages the use of alternative energy retrofitting in existing and proposed developments (Objective IUO5), but encourages LCCC to consider the development of the electrification of heating, having regard to the CAP 2023 and Limerick Development Plan 22-28 and requests the inclusion of explicit policies in support of same.</p> <p><b>4(i).</b> The Draft LAP’s promotion and encouragement of renewable energy technologies is noted and supported (Objective IUO5), in particular, the incorporation of renewable technologies, such as solar energy, in large industrial, commercial or newly constructed public buildings and the incorporation of renewable energy measures in all residential and commercial developments, which will achieve low carbon outputs within Newcastle West (Objective CHO1).</p> <p><b>4(ii).</b> The Department requests that the Draft Plan further elaborate on the role of</p>	<p>systems. However the LAP would benefit from the inclusion of policy support to examine the potential of district heating in Newcastle West. In this regard a new objective shall be added after point (f) in Objective IUO5.</p> <p><b>3(i).</b> Noted</p> <p><b>3(ii).</b> It is not considered necessary to reiterate policies and objectives contained in the Development Plan, in lower tier plans, as in assessing proposals for development, both the Development Plan and Local Area Plan will be considered in tandem.</p> <p><b>4(i).</b> Noted</p> <p><b>4(ii).</b> It is considered that Objective CHO1 (b), (d), (f) and Objective IUO5 (f) contained within</p>
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<p>domestic scale renewables within Newcastle West, in particular, the role of self-consumers and appropriately scaled renewable developments/projects, in line with the CAP 2023 and policy within the Limerick Development Plan 2023-2029.</p> <p><b>4(iii).</b> The Draft LAP’s commitment to facilitate the improvement of electricity network infrastructure is noted and supported (Objective IUO5), which will further support the implementation of renewable electricity. It should also be noted that the Government has increased its ambitions for renewable energy generation under the CAP 2023. Solar PV capacity targets have been updated to 5GW by 2025 and 8GW by 2030. Onshore wind capacity has increased to 6GW by 2025 and 9GW by 2030.</p> <p><b>5(i).</b> In terms of waste, the submission welcomes objective IUO7 (Waste Management), which ensures sustainable patterns of consumption and production.</p> <p><b>5(ii).</b> Attention is also drawn to the new guidance in respect of construction waste management, titled ‘Best practice guidelines for the preparation of resource &amp; waste management plans for construction and demolition projects.’ The purpose of these guidelines is to provide a practical approach to construction and demolition (C&amp;D) which is informed by best practice in the prevention and management of C&amp;D wastes and resources from design through to construction and deconstruction. LCCC are</p>	<p>the Draft LAP in conjunction with policy contained within the Limerick Development Plan adequately address the role of renewable energy in Newcastle West.</p> <p><b>4(iii).</b> Noted</p> <p><b>5(i).</b> Noted</p> <p><b>5(ii).</b> It is recommended that the text within Section 9.7 Waste Management and the Circular Economy is amended to include reference to the Best practice guidelines for the preparation of resource and waste management plans for construction and demolition projects.</p>
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<p>encouraged to consider how such guidance could be incorporated into the policies of the LAP to give effect to them through the planning system.</p> <p><b>6.</b> The Department welcomes the support of 5G rollout and the National Broadband Plan (Objective IUO6), including their facilitation of improvements to telecommunications and broadband infrastructure (Objective IUO5).</p>	<p><b>6.</b> Noted</p>
<p><b>Chief Executive's Recommendations:</b></p>	
<p><b>1.</b> No Change</p> <p><b>2(i).</b> No Change</p> <p><b>2(ii).</b> Add new objective after point (f) in objective IUO5 as follows: <u>The Council will examine the potential of district heating including district heating derived from waste heat where available, technically feasible and cost effective. The outcomes of National Heat study shall be considered in this regard.</u></p> <p><b>3.</b> No Change</p> <p><b>4.</b> No Change</p> <p><b>5(i).</b> No Change</p> <p><b>5(ii)</b> Amend the text within Section 9.7 (Waste Management) of the Draft LAP as follows:</p> <p>9.7 Waste Management and the Circular Economy</p> <p>The Circular Economy and Ireland's Waste Management policy is part of the waste hierarchy established by the EU's Waste Framework Directive, which sets out to prioritise waste prevention, followed by reuse, recycling, recovery and finally disposal into landfill. <u>Regard should also be had to the Best practice guidelines for the preparation of resource &amp; waste management plans for construction &amp; demolition projects, which provide a practical approach which is informed by best practice in the prevention and management of C&amp;D wastes and resources from design through to construction and deconstruction.</u> The Southern Region Waste Management Plan 2015 – 2021 is a framework for the prevention and management of waste in a safe and sustainable manner. Refuse collection is carried out by a number of private contractors in the Newcastle West area. The town also benefits from a Civic Amenity Recycling facility. The Limerick Civic Amenity Centres have been provided primarily for the householders of County Limerick to recycle their waste. The Centres accept a wide range of household material which is suitable for recycling.</p> <p><b>6</b> No Change</p>	

	<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>
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<b>7</b>	<b>Name/Group:</b>	<b>Department of Housing, Local Government and Heritage</b> <b>Ref: LCC – C220 – NCW2 – 55</b>
	<b>Submission:</b>	<b>Response</b>
	<p>1. The submission from the Department stated that the Department is not in a position to make specific comment on this particular referral at this time. The submission goes on to state that no inference should be drawn from this that the Department is satisfied or otherwise with the proposed activity. The submission concludes by stating that the Department may submit observations/recommendations at a later stage in the process.</p>	<p>1. Noted.</p>
	<b>Chief Executive’s Recommendations:</b>	
	1. No Change	
	<b>SEA/AA Response:</b>	
	N/A	

8	<b>Name/Group:</b>	<b>Department of Education</b> <b>Ref: LCC – C220 – NCW2 – 8</b>
	<p><b>Submission:</b></p> <p><b>1. (i)</b> The Department outline in the context of future population trends and their impacts on school places for Newcastle West and outline that, as per the Development Plan, it is anticipated that Newcastle West will have a population growth of 1,988 above the 2016 Census population of 6,619.</p> <p><b>1 (ii)</b> There are 5 schools in Newcastle West (three primary and two post – primary) located in the town, the Department is satisfied that the current school facilities should be able to deal with any increasing demand arising from the projected growth identified in the Draft LAP. It is noted that the Department’s preference would be to expand these existing facilities, if possible, should there be a need for additional school places. In this regard, the Planning Authority shall examine the potential of protecting existing school facilities with a land buffer around each of the three schools in the settlement to accommodate future expansion.</p> <p><b>2.</b> The Department notes and supports <b>(i)</b> Objective CIO1, in relation to Childcare and Educational Facilities, to ensure that there are sufficient educational and community facilities to meet the needs generated by proposed developments, by requiring the completion of a Sustainability</p>	<p><b>Response</b></p> <p><b>1. (i)</b> Noted.</p> <p><b>1 (ii)</b> The preparation of the Draft Local Area Plan has considered the future expansion of the existing schools in Newcastle West and a buffer zone has been incorporated, where possible, however, both national schools have limited available lands surrounding the sites. The Council will continue to engage with the Department, to examine potential options as required.</p> <p><b>2.</b> Noted.</p>

<p>Statement and Social Infrastructure Assessment, in line with the requirements of the Limerick Development Plan 2022 – 2028.</p> <p><b>(ii)</b> Objective CIO1, in relation to Childcare and Educational Facilities, to ensure that existing schools sites are protected for educational use.</p> <p><b>(iii)</b> Section 7.5 (Walking and Cycling) and Objective SMT03 in relation to walking and cycling , to facilitate school zone measures, including slow zones around the schools, and promote/facilitate active travel options for students to reduce the health and safety risks associated with traffic congestion, pollution and inactive lifestyles.</p> <p><b>(iv)</b> Table 10.2 (Land Use Zoning Objectives and Purposes) Education and Community Objective, which seeks to protect and provide for education, training, adult learning, community, healthcare, childcare, civic, religious and social infrastructure, as well as its purpose to protect existing and allow for expansion of a wide range of educational facilities, services and related development. To facilitate sustainable development of community infrastructure and create an inclusive high quality of life. This land use will provide for community facilities, healthcare services, childcare, religious, social and civic infrastructure, ancillary purpose-built accommodation, such as residential care or institutions to support the main use only, and other facilities.</p>	
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<p><b>3.</b> The Department outlines that they need to be mindful of potential unforeseen circumstances, such as the Ukrainian crisis, which can apply extra stress on the capacity of the education system. The Department also anticipates that there will be additional Special Education Needs provision at both Primary and Post Primary level in the future. The Department will communicate with the Local Authority, if additional accommodation is required, to meet these needs.</p>	<p><b>3.</b> Noted, the Council will continue to engage with the Department, to address demands, as they arise.</p>
<p><b>Chief Executive's Recommendations:</b></p>	
<p><b>1. – 3.</b> No Change</p>	
<p><b>SEA/AA Response:</b> N/A</p>	

<p><b>9</b></p>	<p><b>Name/Group:</b></p>	<p><b>Southern Regional Assembly</b> <b>Ref: LCC – C220 – NCW2 – 54</b></p>
	<p><b>Submission:</b></p> <p><b>1.</b> The Southern Regional Assembly (SRA) welcomes this opportunity to make a submission on the Draft Plan and commends the continued work being undertaken as part of the preparation a new statutory LAP for Newcastle West.</p> <p><b>2.</b> The SRA notes and welcomes the recognition of the role of Newcastle West as a Key Town throughout the Draft Plan. Submission highlights Regional Policy Objective (RPO) 22 and welcomes the inclusion of key aspects of the RSES in the various chapters of the Draft Plan, which are of key importance in ensuring the town develops to its potential and grows in a planned and sustainable manner.</p>	<p><b>Response</b></p> <p><b>1.</b> Noted</p> <p><b>2.</b> Noted</p>

<p><b>3.</b> In terms of the overall development strategy for Newcastle West set out in the Draft Plan, the SRA particularly welcomes the inclusion of a specific chapter on Town Centre First, which is a very proactive approach to promoting the town centre in the first instance.</p> <p><b>3(i).</b> The SRA also commends the proposal to implement the 10 Minute Town Concept in accordance with the SRA’s 10 Minute Towns Accessibility &amp; Framework Report, where short travel time and ease of access via sustainable travel modes is achieved between where we live, work, access services, access recreation and amenity.</p> <p><b>3(ii).</b> The Draft Plan states that all the lands zoned New Residential are located within the settlement boundary which is welcomed. However in order to ensure consistency with the Core Strategy of the Limerick Development Plan 2022-2028, the amount of land zoned for residential development should be in line with the figures for Newcastle West set out in the Limerick Development Plan.</p>	<p><b>3.</b> Noted</p> <p><b>3(i).</b> Noted</p> <p><b>3(ii).</b> In response to this point the Office of the Planning Regulator (OPR) in their submission note that <i>whilst the extent of zoned residential land is in excess of the requirement, the Office is satisfied that all of the lands proposed to be zoned ‘New Residential’ and ‘Serviced Sites’ are well located, contiguous to the existing built up footprint and within the CSO settlement boundary. In this regard, it is considered that the proposed residential land use zonings are generally consistent with NPO 3c and RPO 35 in relation to compact growth. It is also noted that an LTP was undertaken to inform the zoning provisions of the draft LAP and that a suite of active travel measures and other sustainable transport objectives are proposed to enhance connectivity between the proposed residential areas and the town centre.</i></p>
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<p><b>3(iii).</b> Submission also states that consideration should be given to higher density targets particularly for sites within the town centre and close to public transport services. This would reflect the importance of Newcastle West as a Key Town and align with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns &amp; Villages) (2009), which promotes higher densities for cities and larger towns (including towns with 5,000 or more people).</p> <p><b>3(iv).</b> The inclusion of specific opportunity sites for development identified within the Draft Plan is noted. The importance of ensuring excellence in the design approach to developing these sites will be a key factor in attracting people to live, visit and work in Newcastle West.</p> <p><b>3(v).</b> The SRA welcomes the inclusion of policies within the Draft Plan to promote Newcastle West as an employment centre, recognising inter-regional collaborations with Abbeyfeale, Listowel and Rathkeale, its proximity to the Shannon Estuary and Shannon Foynes Port, the Atlantic Economic Corridor and tourism potential such as the Limerick Greenway. Chapter 6 Economic Development and Tourism also encourages the redevelopment of vacant commercial units, and brownfield, derelict, and infill sites for local enterprise development, which aligns with the Town Centre First principle. The proposal for small-scale employment opportunities and start up business</p>	<p><b>3(iii).</b> The current densities set out in the Draft LAP are minimums, and are in accordance with current national guidance. It is considered that these minimum densities, together with the associated policies and objectives contained within the Draft LAP and the Section 28 guidelines quoted in this submission, through the development management process will achieve appropriate residential development for Newcastle West.</p> <p><b>3(iv).</b> Noted</p> <p><b>3(v).</b> Noted</p>
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<p>incubation units to be explored in the town with a view to re-use of existing buildings is welcomed and could provide new uses to tackle issues of vacancy within the town centre.</p> <p><b>3(vi).</b> Submission raises concern that two of the Opportunity Sites (19 and 20) zoned for Enterprise and Employment use are located in peripheral locations outside the Ten-Minute Walk Time zone from the Square/town centre shown in Figure 4.2. In addition no cycle or walking infrastructure is currently provided for Site 19 at Dromindeel. It is also noted that the indicative access point for Site 19 shown on Figure 6.2 would be directly onto the existing N21 National Road. It is important that the strategic capacity of the N21 would not be significantly impacted by such a proposal.</p> <p><b>3(vii).</b> Submission expresses support for the Local Transport Plan (LTP) and the approach taken.</p> <p><b>3(viii).</b> In terms of Climate Action, Chapter 8 (Climate Action, Environment and Heritage) of the Draft Plan sets out important objectives on tackling climate change and transition to a low carbon economy including natural heritage, biodiversity and blue/green infrastructure, which the SRA endorses.</p> <p><b>3(ix).</b> The Planning Authority should note that the RSES is informed by extensive</p>	<p><b>3(vi).</b> The Draft LAP includes 9 opportunity sites, all centrally located. Sites 19 and 20 in the Settlement Capacity Audit are lands currently zoned enterprise and employment, which are again proposed to be zoned enterprise and employment in the Draft LAP. In terms of cycle or walking infrastructure for Site 19 at Dromindeel, action CI8 in Table 4.2 relates to the implementation of improved cycle facilities along the N21, but this action will be amended to clearly specify the interventions proposed. In terms of the access to and within these lands, this issue will be considered through the development management process in conjunction with the appropriate state bodies and stakeholders.</p> <p><b>3(vii).</b> Noted</p> <p><b>3(viii).</b> Noted</p> <p><b>3(ix).</b> Noted</p>
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<p>environmental assessments, contained in the SEA Statement, AA Determination and Natura Impact Report. These assessments looked at environmental sensitivities for all parts of the Region and the SRA recommend that Limerick City and County Council review these documents to inform the Council's own environmental assessments and to ensure that mitigation measures identified to address environmental sensitivities and constraints are included in the Final LAP where relevant.</p>	
<p><b>Chief Executive's Recommendations:</b></p>	
<p><b>1. – 2.</b> No Change  <b>3(i). – 3(v).</b> No Change  <b>3(vi).</b> Action C18 in Table 4.2 of the Local Transport Plan has been updated to incorporate the N21. Please see part C of this report which contains the updated Local Transport Plan attached.  <b>3(vii). – 3(ix).</b> No Change</p>	
<p><b>SEA/AA Response:</b>  Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive's Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive's Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>	

10	<b>Name/Group:</b>	<b>Cllr. Michael Collins</b> <b>Ref: LCC – C220 – NCW2 – 63</b>
	<p><b>Submission:</b></p> <p><b>1.</b> Submission seeks to amend zoning from proposed New Residential and Open Space and Recreation to Town Centre at Assumpta Park, Newcastle West to facilitate a mobility hub at Maiden Street, to address displaced parking, which will facilitate public realm measures, in the town.</p> <p><b>2.</b> Submission states that Newcastle West being the County Town and on the N21 National primary Route should have an Aire to facilitate Motorhome/Campervan parking in the town. This would encourage more tourism and generate extra revenue to support businesses in the locality. The Limerick Greenway would also greatly benefit from this type of tourism.</p> <p><b>3.</b> Submission states that Limerick City &amp; Co Council should invest in a new expanded modern playground for the town and hinterland of Newcastle West. There is also a need for an activity park to cater for teenagers and young adults. An example of this can be seen at Castlecomer Discovery Park, Co Kilkenny.</p>	<p><b>Response</b></p> <p><b>1(a).</b> The new residential zoning will be changed to Town Centre at Assumpta Park in order for the site to be assessed to potentially facilitate a mobility hub.</p> <p><b>1(b).</b> A new objective will be included in Chapter 7 to investigate the potential of providing a mobility hub at an appropriate location in the town centre.</p> <p><b>2.</b> The issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p><b>3.</b> It should be noted that the Council is progressing draft Masterplan for the Demesne which includes a playground and facilities for teenagers. This will be presented to the NCW Members in due course. It should also be noted that Objective CIO3(b) seeks to support and facilitate sports clubs, schools, cultural groups and community organisations in the provision, improvement and expansion of community services, sports and recreation amenities, multi-purpose spaces at appropriate locations that are universally accessible. The Council promotes</p>

	<p><b>4.</b> Submission states that there is a need for commercially zoned lands to be purchased by Limerick City &amp; Co Council. The Council don't own any lands currently to attract new jobs for the area. Every effort should be made in the lifetime of this plan to attract FDI (Foreign Direct Investment) companies to Newcastle West.</p> <p><b>5.</b> Submission states that funding for a Public Realm plan should be sought for the Square and town Centre to make it more aesthetically pleasing and more accessible to the public. Off Town centre parking should be made available to facilitate this.</p> <p><b>6.</b> Submission seeks the expansion of the Opportunity Site at Market Place to include adjoining vacant lands, in order to ensure that the potential of the lands can be</p>	<p>opportunities for multi and co-use active and passive recreational amenities including sports and recreational facilities, playgrounds and outdoor gym equipment within existing areas of open space. Between the Masterplan for the Demense and the above objective, the provision of a new playground is proposed and supported by the Draft LAP.</p> <p><b>4.</b> The Draft LAP has zoned just over 63 ha of enterprise and employment lands for Newcastle West, which is considered to be a reasonable quantum for the town. The specific ownership of these lands is not a matter for a Local Area Plan, however the Council will continue to promote Newcastle West as a place to invest.</p> <p><b>5.</b> Two of the actions contained within the LAP are to deliver the recommendations of the Local Transport Plan and associated public realm upgrades and to deliver public realm proposals as set out in the Draft Plan. As such, the LAP contains the policy framework to carry out public realm upgrades in Newcastle West. Additional text will be added to the opportunity area 9, which is the square, indicating that funding will be sought through Rural Regeneration and Development Fund or Town and Village Renewal Scheme to progress this scheme.</p> <p><b>6.</b> The intent of this submission is agreed with and welcomed. Opportunity Area 5 will be expanded to include adjoining vacant lands.</p>
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<p>maximised and that an overall co-ordinated approach to the redevelopment of the lands can take place.</p> <p><b>7.</b> Submission requests that all public realm and upgrade works that take place in Newcastle West town has regard to universal access and access for all members of the community.</p> <p><b>8.</b> Submission welcomes the opportunity site at Maiden Street and would suggest that the Council seek to prepare a Rural Regeneration and Development Funding application for the lands, which should look at the redevelopment of all the vacant and derelict properties and examine the feasibility of pedestalisation of Upper Maiden Street, which would enhance connectivity of the street – reopen and upgrade laneways, provide for active street frontage – such as cafés and shops and also focus on the tourism potential linking into the Castle Demense and also recognising the historical importance of the street and crafts that used to occupy the street. This would provide a real opportunity for regeneration of a key street at the heart of Newcastle Town, while also offering potential for employment and housing.</p> <p><b>9.</b> The town of Newcastle West continues to experience traffic congestion during school times, holiday weekends and evening times. The proposed removal of the Newcastle West Distributor road from the Local Transport Plan and Draft Newcastle West Local Area Plan is a retrograde step for town traffic and movement. Submission proposes that the Southern Distributor road as shown in the current Local Area Plan be included in the 2023-2029 plan and every effort be</p>	<p><b>7.</b> This element of the submission is noted and welcomed. Universal access forms part of the building regulations, which will be applicable to any and all public realm projects stemming from the Draft Local Area Plan.</p> <p><b>8.</b> As noted in this element of the submission, Maiden Street is identified as an opportunity area in the Draft LAP. As such, the LAP contains the policy framework to enhance and upgrade Maiden Street and any subsequent funding applications, such as rural regeneration and development funding, for the redevelopment of the street can reference the Draft LAP accordingly. Additional text will be added to Opportunity Area 8, Maiden Street, that funding will be sought through Rural Regeneration and Development Fund or other appropriate funding schemes to carry out enhancement works on Maiden Street.</p> <p><b>9.</b> The previous Local Area Plan proposed a southern orbital road to facilitate the extensive development lands zoned to the south of Newcastle West. The current draft zoning map shows that the outer development boundary to the south is separated from the route of the previous Southern Distributor Road. This lack of connectivity between development lands and the previous Southern Distributor Road would undermine its function and sustainable development of the town. The</p>
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<p>made by Limerick City &amp; County Council to deliver this road in the lifetime of this plan.</p> <p><b>10.</b> Submission strongly opposed to the linking of Woodfield Estates and main roadway to the Killeline Road as this would create a 'rat run' effect and in turn increase traffic flow to these estates. This is in support of residents who previously lobbied not to bring the Southern Distributor Road through their estate.</p> <p><b>11.</b> Submission proposes that a Roundabout be installed at the Sheehan's Road/N21/St Mary's Road to allow traffic safely access the N21 from Sheehan's Road. This is a busy and dangerous junction.</p> <p><b>12.</b> Submission requests that Coach/Bus parking should be facilitated and examined in the Local Transport Plan, which will offer safe, secure parking along the N21 or close to the town centre. Every effort should be made by Limerick City &amp; County Council to provide this as soon as possible.</p>	<p>relevant objective, as set out in the previous Newcastle West LAP, stated that "The phasing of zoned lands adjoining the indicative road will be concurrent with the construction of the road." This cannot be delivered due to the proposed zoning proposal. On review of the proposed zoning for the town, the need for the previously proposed southern distributor road would not be warranted for the new Local Area Plan, where alternative active travel measures and new local connectivity links would suffice for this scale of zoned development, and ensure the sustainable development of the town.</p> <p><b>10.</b> It is intended to facilitate the continued development of the local link road to improve permeability and facilitate linkages between south-east and south-west of the town for local access. Detailed design will prioritise pedestrian and cycle safety by the provision of traffic management measures as appropriate.</p> <p><b>11.</b> The most appropriate treatment for junctions will be determined at detailed design stage.</p> <p><b>12.</b> The Local Transport Plan will be updated to address this.</p>
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**Chief Executive's Recommendations:**

- 1(a).** The new residential zoning will be changed to Town Centre at Assumpta Park.
- 1(b).** Objective SMT02 (Supporting Modal Split) will be updated to include an additional point as follows:
  - c) Investigate the potential of providing a mobility hub at an appropriate location in the town centre.**
- 2.** Include an additional objective at the end of Objective TO1 – Tourism: **(k) Investigate the potential of providing a campervan/motorhome service areas or 'Aire' at an appropriate location in the town.**
- 2(b).** 'Campsite/caravan park – holiday use' will be changed from generally not permitted to open for consideration in the 'education and community', 'enterprise and employment' and 'open space and recreation' land use zonings in the land use zoning matrix.
- 3. – 4.** No Change
- 5.** Additional text will be added to the opportunity area 9, which is the square, indicating that funding will be sought through Rural Regeneration and Development Fund or Town and Village Renewal Scheme to progress this scheme.
- 6.** Opportunity Area 5 will be expanded to include adjoining vacant lands.
- 7.** No Change
- 8.** Additional text will be added to Opportunity Area 8, Maiden Street, that funding will be sought through Rural Regeneration and Development Fund or other appropriate funding schemes to carry out enhancement works on Maiden Street.
- 9. – 11.** No Change
- 12.** A Section on Coach/Bus parking has been added to page 81 of the Local Transport Plan. Please see part C of this report which contains the updated Local Transport Plan attached.

**SEA/AA Response:**

Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive's Report do not require SEA.

Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive's Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.

11	<b>Name/Group:</b>	<b>Cllr. Jerome Scanlon</b> <b>Ref: LCC – C220 – NCW2 – 65</b>
	<p><b>Submission:</b></p> <p>1. Submission states that it relates to the proposed residential zoning of Assumpta Park, but then requests that the land use zoning of Opportunity Area 5 remain Town Centre as opposed to New Residential as proposed, in the interest of amenity.</p> <p>2. Submission requests that an appropriate distributor road be provided to relieve the traffic congestion where the R520 and R522 converge with the N21.</p> <p>3. Submission requests that point 5 in the challenges element of the SCOT analysis in section 2.4.1 of the Draft Local Area Plan be amended to read as follows: Traffic congestion and high volume of local traffic on the N21.</p> <p>4. Submission requests that point 4 in the opportunities element of the SCOT analysis in section 2.4.1 of the Draft Local Area Plan be amended to include pool and leisure amenity.</p> <p>5. Submission requests that point 3 in the threats element of the SCOT analysis in section 2.4.1 of the Draft Local Area Plan be amended to read as follows: Uncertainty</p>	<p><b>Response</b></p> <p>1. In the interest of Clarity it should be noted that a portion of Assumpta Park, which is currently zoned open space and recreation is proposed to be zoned new residential in the Draft LAP. The recommendation of the previous submission is to change this plot of land in Assumpta Park from New Residential to Town Centre in order for the site to be assessed to potentially facilitate a mobility hub. In terms of Opportunity Area 5, this site is currently zoned town centre and this zoning is carried through to the Draft LAP with a town centre zoning proposed for this site.</p> <p>2. The LTP identifies the measures that are currently being developed, including link road at Woodfield.</p> <p>3. Point 5 in the challenges element of the SCOT analysis in section 2.4.1 of the Draft Local Area Plan will be amended as requested.</p> <p>4. Point 4 in the opportunities element of the SCOT analysis in section 2.4.1 of the Draft Local Area Plan will be amended as requested.</p> <p>5. Point 3 in the threats element of the SCOT analysis in section 2.4.1 of the Draft Local Area Plan will be amended as requested.</p>

<p>regarding release of zoned lands in particular to meet demand for serviced sites.</p> <p>6. Submission requests that chapter 4 include the requirement for a cafeteria type meeting place with the potential for a small retail outlet. The reason stated for this request is sustainability and to meet the need of 600 plus homeowners.</p> <p>7. Submission requests the provision of an aire type accommodation for camper vans within the town.</p>	<p>6. Section 4.6.1 (A Vibrant Town Centre) of Chapter 4 will be updated to include additional text, which seeks to investigate the provision of a cafeteria type meeting place with the potential for a small retail outlet.</p> <p>7. The issue raised in terms of the provision of campervan/motorhome service areas or 'Aire' in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or 'Aire' at an appropriate location in Newcastle West. In order to facilitate this objective, 'campsite/caravan park – holiday use' will be changed from generally not permitted to open for consideration in 'education and community', 'enterprise and employment' and 'open space and recreation' land use zonings.</p>
<p><b>Chief Executive's Recommendations:</b></p>	
<p>1. No Change</p> <p>2. No Change</p> <p>3. Point 5 in the challenges element of the SCOT analysis in section 2.4.1 of the Draft Local Area Plan will be amended as follows: Traffic congestion and high volume of <u>local</u> traffic on the N21.</p> <p>4. Point 4 in the opportunities element of the SCOT analysis in section 2.4.1 of the Draft Local Area Plan will be amended as follows: Tourism and amenity <u>(including pool and leisure amenity)</u> development potential</p> <p>5. Point 3 in the threats element of the SCOT analysis in section 2.4.1 of the Draft Local Area Plan will be amended as follows: Uncertainty regarding the release of zoned lands <u>in particular to meet demand for serviced sites</u></p> <p>6. Section 4.6.1 (A Vibrant Town Centre) will be updated to include a final point in the last paragraph:</p>	

	<ul style="list-style-type: none"> <li>• <u>Investigate the provision of a cafeteria type meeting place with the potential for a small retail outlet.</u></li> </ul> <p>7. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p>7(b). ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p>
	<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>

<b>12</b>	<b>Name/Group:</b>	<b>An Post</b> <b>Ref: LCC – C220 – NCW2 – 17</b>
	<b>Submission:</b>	<b>Response</b>
	<p>1. Submission states that An Post own and operate a Delivery Service Unit (DSU) within the Desmond Business Park, located to the north of Newcastle West.</p> <p>2. Submission infers that a slight drafting error has occurred during the land use zoning mapping process, which has resulted in part of the An Post DSU building being</p>	<p>1. Noted.</p> <p>2. The zoning map in the Draft LAP will be amended to change a portion of the open space and recreation buffer/zoning, which traverses the subject site to enterprise and</p>

zoned for 'Open Space and Recreation'. In this regard, the Draft Zoning Map fails to accurately represent the existing built environment, the intended land use of the Enterprise and Employment lands and may create potential future conflicts.

Submission suggests that that the intention of the 'Open Space and Recreation' zoning is to provide a buffer area along the River Daar, however, it is submitted that an arbitrary zone such as that included in the Draft Zoning Map, may have serious consequences for existing and future operations of An Post. In this regard, it is requested that the Draft Zoning Map be amended to accurately reflect the situation and built environment. In rectifying this mapping error, the land use designation will accurately reflect the existing conditions and align with the surrounding properties and development patterns.



**3.** The Submission welcomes the new connectivity links as set out in the Draft Local Transport Plan, it is requested that the Local Authority carefully considers the operational

employment, to accurately reflect the existing built environment.

**3.** This element of the submission is noted. Any upgrade projects/works stemming from the Local Area Plan or associated Local Transport Plan will be the subject of a separate statutory

<p>requirements of An Post's DSU, retail location and post-boxes and collection points at all stages of the planning and development process and engages directly to ensure minimal disruption of postal operations during the construction and implementation stages of the works. Furthermore, it is requested that the Local Authority considers HGV movements and all other operational requirements associated with the postal service throughout both the planning, construction and operational phases of works which may be implemented under the Local Transport Plan. It is further requested that full collaboration and on-going meaningful consultations are held as the Project progresses, including both prior to and during the entire length of construction works.</p>	<p>process with appropriate public/stakeholder consultation.</p>
<p><b>Chief Executive's Recommendations:</b></p>	
<ol style="list-style-type: none"> <li>1. No Change</li> <li>2. Amend the zoning map in the Draft LAP to change a portion of the open space and recreation buffer/zoning, which traverses the An Post building to enterprise and employment.</li> <li>3. No Change</li> </ol>	
<p><b>SEA/AA Response:</b>  Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive's Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive's Report the Proposed Alterations will not give rise to any likely</p>	

	significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.
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<b>13</b>	<b>Name/Group:</b>	<b>Electricity Supply Board (ESB)</b> <b>Ref: LCC – C220 – NCW2 – 19</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission gives an update on ESB’s overall strategy, highlighting their position on electricity generation, transmission and distribution, on the ESB roll out of EV infrastructure and on telecoms and telecommunications infrastructure.</p> <p><b>2.</b> Submission states that as a As a Key Town, Newcastle West has been credited with having an above country average population increase, as well as having the capacity and future growth potential to accommodate economic growth in the region. ESB will work to support the delivery of key development parameters that will guide the strategic growth.</p> <p><b>3.</b> Submission welcomes the recognition that the draft LAP will place particular emphasis on low carbon development and influencing a reduction in Green House Gas (GHG) Emissions through the implementation of renewable energy generation. ESB support Objective IUO5 – Energy Generation, Telecommunications and Digital Infrastructure, and its goal to deliver critical infrastructure for the area.</p> <p><b>4.</b> Submission states that ESB’s Depot at Newcastle West is required to support the delivery by ESB of capital works</p>	<p><b>1.</b> Noted.</p> <p><b>2.</b> Noted</p> <p><b>3.</b> Noted</p> <p><b>4.</b> Noted</p>

<p>programmes and operational activities in an energy efficient and cost-effective manner where key performance targets and emergency response times can be delivered. Good access to the main road networks and areas of potential growth is essential to provide an economic service and to meet emergency response times for Newcastle West and its Municipal District. Located on the R520 on the eastern fringe of the town, ESB supports the retention the Utilities Zoning Objective at our Depot in Newcastle West. This zoning is compatible with the established land use of the site and proposed future use on this site.</p> <p><b>5.</b> Submission states that ESB would welcome opportunities to future proof delivery of electricity infrastructure through greater collaboration between ESB and Local Authorities. Early engagement at design stage of key public infrastructure projects, e.g., new roads, public realm upgrades, and greenways, offer opportunities to provide ducting/underground cabling in the most economically efficient way and limit disruption to local services.</p> <p><b>6.</b> Submission supports the promotion of energy infrastructure objectives and submit that they must continue to protect the County's future capacity for the development of energy generation, processing and transmission.</p> <p><b>7.</b> Submission requests that the Draft Plan should recognise that applications for telecommunications development shall be</p>	<p><b>5.</b> This element of the submission is noted. Any public infrastructure projects stemming from the Local Area Plan or associated Local Transport Plan will be the subject of a separate statutory process with appropriate public/stakeholder consultation.</p> <p><b>6.</b> Noted</p> <p><b>7.</b> It should be noted that objective INO5 in the Limerick Development Plan 2022-2028 promotes shared telecommunications</p>
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<p>consistent with the updated guidelines (PL 07/2012) that facilitate the improved development of telecommunications infrastructure and promotion of a policy of co-location.</p> <p><b>8.</b> Submission request that the Draft LAP incorporate the latest standards of the EU Energy Performance of Buildings Directive, which calls for an increase to 20% for the number of parking spaces which should have provision for electric vehicle charging infrastructure, as the implementation of the latest standards will facilitate growth in charge point infrastructure, to ensure it becomes a comprehensive network of public and domestic charge points with open systems and platforms accessible to all supply companies and all types of electric cars.</p> <p><b>9.</b> Submission requests that the LAP ensure that the long-term operational requirements of existing utilities are protected. The importance of existing infrastructure and the level of operational activities managed from our Depot at Newcastle West are protected.</p> <p><b>10.</b> Submission request that the LAP recognise the opportunities for early engagement with ESB in relation to the design and delivery of new roads, public realm upgrades or the delivery of public greenways and the provision of ducting/underground cabling.</p>	<p>infrastructure and requires the co-location of antennae support structure. This policy is applicable to all planning applications for telecommunications development and repeating this objective in a local area plan is not considered necessary.</p> <p><b>8.</b> Energy performance of buildings falls under the remit of the building regulations, which is outside the scope of the planning system. That being said, any new development would need to comply with applicable legislation/policy including the building regulations. As such, it is not considered appropriate for a planning policy document to include controls/objectives that stem from the building regulations.</p> <p><b>9.</b> Noted – existing utilities such as the ESB depot in Newcastle West have a ‘utilities’ zoning, the objective of which is to provide for the infrastructural needs of transport and other utility providers.</p> <p><b>10.</b> This element of the submission is noted. Any public infrastructure projects stemming from the Local Area Plan or associated Local Transport Plan will be the subject of a separate statutory process with appropriate public/stakeholder consultation.</p>
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	<p><b>11.</b> Submission states that promoting, encouraging and facilitating the use of sustainable modes and patterns of transport, including electric vehicles, with appropriate Parking Standards that will set minimum levels of parking provision for EVs.</p>	<p><b>11.</b> – Noted – The Local Transport Plan associated with the Local Area Plan seeks to promote, encourage and facilitate the use of sustainable modes and patterns of transport, including electric vehicles. As stated previously, the quantum of EV charging to be provided in a particular development is governed by the building regulations, which are applicable to all new developments, but outside the planning remit.</p>
<p><b>Chief Executive’s Recommendations:</b></p>		
<p><b>1. – 11.</b> No Change</p>		
<p><b>SEA/AA Response:</b> N/A</p>		

<b>14</b>	<p><b>Name/Group:</b></p>	<p><b>Shane Kelly (The Paddocks Residents Association)</b> <b>Ref: LCC – C220 – NCW2 – 1</b></p>
	<p><b>Submission:</b></p> <p><b>1.</b> Submission raises an issue regarding planning permission given for 10 houses on a site where initially planning permission was granted for 4 detached houses in keeping with the design of the houses already built in the estate.</p> <p><b>2.</b> Submission infers that the storm drains are at maximum capacity due to the size of the existing estate already and adding 10 more homes will cause issues with the estate and neighbouring estates.</p> <p><b>3.</b> The submission also sets out that the residents and community within the estate and the homes of the families directly affected by this decision make it clear that they have no objection to houses being built</p>	<p><b>Response</b></p> <p><b>1.</b> This submission is noted. However the approval of a particular planning application is a development management matter and not a planning policy issue for a local area plan.</p> <p><b>2.</b> The infrastructural capacity of the storm water network would have been assessed as part of the assessment of the planning application.</p> <p><b>3.</b> Noted, see response to 1 above</p>

	on this small plot and completely understand the shortage of housing in the area but based on the councils previous granting of planning for 4 detached houses.	
	<b>Chief Executive's Recommendations:</b>	
	1-3 No Change	
	<b>SEA/AA Response:</b> N/A	

<b>15</b>	<b>Name/Group:</b>	<b>Eoin Dillane</b> <b>Ref: LCC – C220 – NCW2 – 2</b>
	<b>Submission:</b>	<b>Response</b>
	1. The submission raises concern regarding a site where planning permission is for 10 houses where initially it was for 4 detached houses, which was in keeping with the design of the houses already built in the estate.	1. This submission is noted. However the approval of a particular planning application is a development management matter and not a planning policy issue for a local area plan.
	<b>Chief Executive's Recommendations:</b>	
	1. No Change	
	<b>SEA/AA Response:</b> N/A	

<b>16</b>	<b>Name/Group:</b>	<b>Sinead O'Shea</b> <b>Ref: LCC – C220 – NCW2 – 3</b>
	<b>Submission:</b>	<b>Response</b>
	1. Submission raises concern regarding the proposed indicative link road from Woodfield Green to Knockane, in that it will increase vehicle numbers in the estate, making the housing estate very busy and dangerous. Children regularly cross the roads between Woodfield Grove and Woodfield Park.	1. It is intended to facilitate the continued development of the local link road to improve permeability and facilitate linkages between south-east and south-west of the town for local access. Detailed design will prioritise pedestrian and cycle safety by the provision of traffic management measures as appropriate.
	2. Submission infers that the proposed indicative link road would also impact access	2. The proposed link road will provide connections from residential areas to clubs

	<p>from Woodfield Green to the local football club (Newcastle West Town FC) due to increased traffic levels in the area. It would not be safe for Children, the elderly and vulnerable road users to cross due to heavy traffic.</p> <p><b>3.</b> Submission also infers that the proposed link road would be used as a short cut for heavy goods vehicles, courier services, farmers with tractors and trailers, as well as people looking for a through road to avoid the heavy congestion that exists in the town centre.</p> <p><b>4.</b> This submission finishes by stating that the proposed link road would impede the freedom and independence of all the residents in the Woodfield Estate but would especially affect the young, the elderly and vulnerable road users.</p>	<p>and will be designed with dedicated safe crossing points.</p> <p><b>3.</b> The design of the link road will discourage use by heavy goods vehicles. Measures will be included to ensure that the link road is prioritised for local connectivity.</p> <p><b>4.</b> See response above</p>
<b>Chief Executive's Recommendations:</b>		
1 – 4. No Change.		
<b>SEA/AA Response:</b> N/A		

<b>17</b>	<b>Name/Group:</b>	<b>John O'Shea</b> <b>Ref: LCC – C220 – NCW2 – 4</b>	
	<b>Submission:</b>	<b>Response</b>	
	<p><b>1.</b> Submission states that the provision of the proposed indicative link Road through Woodfield would bring a large amount of traffic through a housing estate with a large amount of children living in the area.</p>	<p><b>1.</b> It is intended to facilitate the continued development of the local link road to improve permeability and facilitate linkages between south-east and south-west of the town for local access. Detailed design will prioritise pedestrian and cycle safety by the provision of traffic management measures as appropriate.</p>	
	<p><b>2.</b> Submission states that children from surrounding areas walk through Woodfield</p>	<p><b>2.</b> The proposed link road will provide connections from residential areas to clubs</p>	

<p>to get to football matches and training in the local pitch.</p> <p><b>3.</b> Submission also states that traffic already builds up at the traffic lights on to the main road and that leaving the estate in the morning can often take 5/10 minutes.</p> <p><b>4.</b> Submission concludes by saying that a link road will bring lots of cars and trucks through the estate, where Children now play freely.</p>	<p>and will be designed with dedicated safe crossing points.</p> <p><b>3.</b> The construction of the link road will not significantly increase local traffic at the junction.</p> <p><b>4.</b> See responses above.</p>
<p><b>Chief Executive's Recommendations:</b></p>	
<p><b>1. – 4.</b> No Change.</p>	
<p><b>SEA/AA Response:</b> N/A</p>	

<p><b>18</b></p>	<p><b>Name/Group:</b> David B Geary Ref: LCC – C220 – NCW2 – 5</p>	
	<p><b>Submission:</b></p> <p><b>1.</b> Submission points out that on page 137 of the Draft LAP, RPS Reg No 1480 is named as A.C.C and described as a Three-Storey Former Bank. Submission points out that the building in question has not been used as a bank since 2008/09. Submission requests that the name of the building in the RPS be changed to Red Door Gallery.</p> <p><b>2.</b> Submission points out that there is a derelict dwelling house across from TyreTech services on Killoughteen Road, which is now a centre for anti-social behaviour. The hedge along the property boundary is protruding out onto the footpath which is part of the demesne walking route. The current situation is dangerous as people step off the path to avoid briars etc. This is particularly an issue for road users with mobility issues and people with prams etc.</p> <p><b>3.</b> Submission mentions the proposed redevelopment of the Courthouse and is seeking clarification in terms of the uses</p>	<p><b>Response</b></p> <p><b>1.</b> This building is described as a 'former' bank noting the fact that it is no longer used as such. Given the buildings long history as a bank, the reference in the LAP is considered appropriate.</p> <p><b>2.</b> While the LAP has policies and objectives relating to the reuse of vacant buildings, this is a matter for the derelict sites section of Council and this issue has been referred to them for consideration.</p> <p><b>3.</b> 'General Public Administration' is open for consideration on enterprise and employment</p>

<p>which are permissible under the currently proposed zoning.</p> <p><b>4. Submission sets out what the author considers to be the 5 arteries for HGV's merging in Newcastle West. These include:</b></p> <ul style="list-style-type: none"> <li>- R521 to Churchtown Newcastle West;</li> <li>- Along Station Road, through Gortboy to Lacey's Cross;</li> <li>- Turn Right along N21 until Tesco Roundabout; and then splits between <ul style="list-style-type: none"> <li>- R520 Bruff Line,</li> <li>- R522 Cork Road,</li> <li>- N21 to Kerry.</li> </ul> </li> </ul> <p>Nothing really turns left at Lacey's Cross</p> <p><b>5. Submission states that Newcastle West must be bypassed and that the route for any potential bypass should join the R521 from Shanagolden to N21 from Limerick, to R520 Bruff Line to R522 Cork Road and then N21 to Kerry. Submission states that failure to follow this route will result in HGV traffic from Foynes to R520 and R522 still using Station Road, Lacey's cross, Tesco Roundabout and Bridge of Tears.</b></p>	<p>zoned land. Therefore a courthouse would be permissible at this location. In support of the proposed facility it is recommended that the proposed courthouse is mentioned under the enterprise and employment objective and purpose. While a change of zoning is not required for the proposed courthouse, the enterprise and employment lands should be changed to education and community to reflect the car parking associated with the primary health care centre.</p> <p><b>4. Noted</b></p> <p><b>5. Concerns are noted and will be relayed to the N21 project team. The preferred route for the N21 Road Scheme has been prepared in accordance with scheme objectives and will follow a separate statutory consultation process. The Local Authority supports the delivery of the N21 Road Scheme, under Policy SMTP3 (Sustainable Mobility and Regional Accessibility) (a), which seeks to Support the progression of the N21 Newcastle West Road Scheme (as already provided by the Limerick Development Plan 2022-2028, including Objective TR O31), and associated linkage into the town centre, to provide</b></p>
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<p><b>6.</b> Submission also draws attention to Figure 3.2.3 Traffic Analysis in Transport Plan. Figure 3.2.3 shows 6.4% of HGV traffic on R520 reducing to 4% on Station Road. Submission infers that this analysis is incorrect and states that virtually all of HGV traffic on R520 turns left on to Station Road. It cannot physically continue in to town centre. The only HGV movements in Churchtown are to Ballygowan and Aldi and these are insignificant. This 2.4% loss of HGVs needs to be clarified, so as to accurately inform recommendations that are being made based on this data.</p> <p><b>7.</b> Submission concludes by stating that if the Foynes Port HGV traffic is diverted from NCW, then pressure will immediately be relieved from Town Centre. The 5 arterial routes (highlighted above) into NCW need to be integrated in whatever relief road is constructed.</p>	<p>improved regional connectivity and ensure future development proposals do not compromise the development of this scheme.</p> <p><b>6.</b> The Local Authority is satisfied that the traffic figures used in the Local Transport Plan are robust, and have been arrived at through extensive traffic modelling.</p> <p><b>7.</b> Noted, as no. 5 above. The Local Transport Plan has considered all routes.</p>
<p><b>Chief Executive's Recommendations:</b></p> <p><b>1. – 2.</b> No Change.</p> <p><b>3.</b> The zoning of the site associated with the courthouse proposed redevelopment located to the rear of the existing primary care centre will be changed from an enterprise and employment zoning to an education and community zoning.</p> <p><b>3(b).</b> Amend the Enterprise and Employment objective and purpose in table 10.2 (Land Use Zoning Objectives and Purposes) to read:</p> <p><b>Objective:</b> To provide for and improve general enterprise, employment, business and commercial activities.</p> <p><b>Purpose:</b> Provides for enterprise, employment and general business activities and acknowledge existing/permitted retail uses. This land use zoning may accommodate light industry, low input and emission manufacturing, logistics and warehousing and office developments <u>including general public administration</u>. The form and scale of development on these sites shall be appropriate to their location, having regard to surrounding uses and scale. A proliferation of retail uses will not be permitted. Sites should be highly accessible, well designed and permeable with good pedestrian, cyclist links to the town centre and public transport. The implementation of mobility management plans will be required to provide important means of managing accessibility to these sites.</p> <p><b>4. – 7.</b> No Change.</p>	

	<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>
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<b>19</b>	<b>Name/Group:</b>	<b>Frank Burke</b> <b>Ref: LCC – C220 – NCW2 – 6</b>
	<b>Submission:</b>	<b>Response</b>
	<p>1. Submission raises concern that a large section of the observers land is being zoned as "Open Space and Recreation". The majority of the lands in the holding are zoned as "Agricultural" and the observer has requested that all of his lands be re-zoned as "Agricultural". This would allow the observer to farm all the lands in his holding.</p>	<p>1. The submission is noted and the issue raised is deemed legitimate. The open space and recreation zoned lands referenced do not form part of the greater open space and recreation zoned lands to the north (The Castle Demense) of the site in question. The existing residential zoned lands to the east of the site are not associated with the existing residential dwelling to the south and are currently used for agriculture. As such, it is considered appropriate to zone the area of open space and recreation in the centre of the site and the area of existing residential to the east of the site as agriculture.</p>

		
<p><b>Chief Executive’s Recommendations:</b></p>		
<p><b>1.</b> Change the open space and recreation zoned lands to agriculture</p>		
<p><b>1(b).</b> Change the existing residential lands on the eastern site of the site to agriculture</p>		
<p><b>SEA/AA Response:</b></p>		
<p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p>		
<p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>		

20	<p><b>Name/Group:</b></p>	<p><b>John S. McCoy</b>  <b>Ref: LCC – C220 – NCW2 – 7</b></p>
	<p><b>Submission:</b></p> <p><b>1.</b> This submission relates to the zoning of lands at Killeline, Newcastle West, Co.</p>	<p><b>Response</b></p> <p><b>1.</b> Noted</p>

<p>Limerick. The submission sets out how the lands have been used over the past 10 years.</p> <p><b>2.</b> Submission states that since the financial downturn these lands have been at all the times available for development and that the access road, roundabout and services to the zoned lands have been developed at considerable cost by the owner.</p> <p><b>3.</b> Submission infers that a proposal for a retirement village is now at design stage. As part of this development and after long negotiations an agreement to locate a playing area within zoned lands was arrived at with Newcastle West GAA and Camogie Club, this year subject to planning permission, and the agreement to provide access and services from the proposed development.</p> <p><b>4.</b> Submission concludes by stating that the existing zoning is actively being acted upon and that the developments proposed and those already achieved to date are of considerable benefit to Newcastle West for both young and old. The submission request that the present status of the zoned lands remain unaltered.</p>	<p><b>2.</b> Noted</p> <p><b>3.</b> Noted</p> <p><b>4.</b> One of the aims of the Draft Lap is to zone the appropriate quantum of residential land at appropriate locations to ensure the settlement of Newcastle West aligns with the Core Strategy of the Limerick Development Plan 2022-2028 as well as the principles of compact growth and the sequential approach to the zoning of land. It should be noted that the Office of the Planning Regulator (OPR) in their submission stated <i>'The Office is satisfied that the draft LAP includes a sufficient supply of zoned land to meet the housing supply target and will ensure sufficient choice for development appropriate to a key town of the scale and nature of Newcastle West.'</i> As such, it is considered appropriate that the zoning designations shown for these lands in the Draft LAP remain, as agricultural zoned land.</p>
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<b>Chief Executive's Recommendations:</b>		
<b>1. – 4. No Change</b>		
<b>SEA/AA Response:</b>		
N/A		

<b>21</b>	<b>Name/Group:</b>	<b>West Limerick Sports Complex</b> <b>Ref: LCC – C220 – NCW2 – 10</b>
	<b>Submission:</b> <p>1. Include a new paragraph at the end of Section 5.4 Community, Cultural Facilities, which states:</p> <p><i>West Limerick Sports Complex is a not for profit Social Enterprise established in 2017, they operate the only public swimming pool and leisure facilities in the town. Their Mission is to provide and encourage people of all abilities and demographics the opportunity to access and engage in inclusive swimming, fitness and exercise activities to enhance and benefit their social, physical and mental wellbeing and promote healthy lifestyles in our community. WLSC collaborates with a large number of schools, local groups and organisations providing a socially inclusive setting for people to enjoy sport, swimming &amp; exercise across all ages &amp; abilities. They have future development plans to expand the facilities to a Regional</i></p>	<b>Response</b> <p>1. Section 5.4 (Community, Cultural Facilities) will be amended to include the requested text.</p>

<p><i>Sports Complex for the greater west limerick region.</i></p> <p><b>2.</b> The main reason stated for the request to include the above text is that it is a vital community facility that offers the only public swimming and leisure facilities in the town. They also collaborate with a large number of schools, community groups and organisations.</p>	<p><b>2.</b> Noted</p>
<p><b>Chief Executive’s Recommendations:</b></p>	
<p><b>1.</b> Section 5.4 (Community, Cultural Facilities) will be amended to include the following text after the first paragraph of the section: <i>West Limerick Sports Complex is a not for profit Social Enterprise established in 2017, they operate the only public swimming pool and leisure facilities in the town. Their Mission is to provide and encourage people of all abilities and demographics the opportunity to access and engage in inclusive swimming, fitness and exercise activities to enhance and benefit their social, physical and mental wellbeing and promote healthy lifestyles in our community. WLSC collaborates with a large number of schools, local groups and organisations providing a socially inclusive setting for people to enjoy sport, swimming &amp; exercise across all ages &amp; abilities. They have future development plans to expand the facilities to a Regional Sports Complex for the greater west limerick region.</i></p>	
<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>	

22	<b>Name/Group:</b>	<b>RMLA (Tesco Ireland)</b> <b>Ref: LCC – C220 – NCW2 – 11</b>
	<p><b>Submission:</b></p> <p><b>1.</b> Submission relates to the Tesco site on the eastern side of the settlement located off the N21 and encourages appropriate retail policies to attract new investment and support viability and vitality. Tesco provides an important service to the community and should be acknowledged as part of the general retail policy. Given the potential population growth under the core strategy, protection of established retail facilities is imperative, so that sustainable growth in accordance with retail planning guidance is accommodated.</p> <p><b>2.</b> Submission also notes that Objective RLO1 seeks to encourage the upgrading and expansion of existing retail outlets and the development of new outlets within the town centre.</p> <p><b>3.</b> Submission states that although it is recognised that any significant new retail development will be directed to the Town Centre, it is submitted that any future alterations to existing/established retailers such as Tesco should be supported by the Local Authority, in the interest of viability and ensuring the continued provision of a high-quality retail offering.</p> <p><b>4.</b> Submission requests that Objective RLO1 needs to offer more flexibility to</p>	<p><b>Response</b></p> <p><b>1.</b> Noted</p> <p><b>2.</b> Noted</p> <p><b>3.</b> This element of the submission is noted. Any significant new retail will be directed towards the town centre and future alterations to existing established retailers will be assessed on a case by case basis through the development management process.</p> <p><b>4.</b> This element of the submission is noted. However, it is considered that the objective as it</p>

<p>ensure that local centres can develop in an appropriate manner to offer the range and mix of uses and services as envisaged by the zoning objective. Submission states that this will provide certainty for the retail sector and allow for the improvement of the service, offer and experience for existing customers at these locations.</p> <p><b>5.</b> Submission requests clarity in terms of the footnote associated with retail in a local centre. It is noted that retail is subject to footnote #4, however, the Draft LAP does not provide any further information on this footnote.</p> <p><b>6.</b> Submission infers that should the footnote provide a cap on retail floorspace for Local Centres, there is a risk that existing retail at these ‘Local Centre’ locations could potentially be considered as non-conforming uses, which would have a knock-on impact on the viability of existing Local Centres, in terms of future investment and job security. Submission requests that that the Local Authority provide sufficient flexibility to ensure that the Local Centre at Cork Road (N21) can fulfil its potential and meet the needs of the existing and planned population. This will ensure that</p>	<p>stands is appropriate and fit for purpose in terms of what we are trying to achieve in our local centres, while also enhancing, promoting and protecting the vibrancy and vitality of our town centres.</p> <p><b>5.</b> This is a typographical error. There is currently no footnote 4 in the Draft LAP. Footnote 3 is applicable in this instance. Footnote 3 currently states ‘Subject to the Retail Strategy, Limerick Development Plan 2023 – 2029. Petrol stations shall not exceed 100sqm net as per Retail Planning Guidelines’. The footnotes for the zoning matrix will be amended to ensure that a complete sequence of numbers is provided. This will result in Footnote 3 in the current Draft LAP becoming footnote 4 and so on.</p> <p><b>6.</b> A cap of 1000 sq.m is provided for retail floorspace in local centres. It is considered that this cap is appropriate and fit for purpose in terms of what we are trying to achieve in our local centres, while also enhancing, promoting and protecting the vibrancy and vitality of our town centres. In terms of non-conforming uses, it should be noted that any existing and lawfully established uses benefit from existing use rights.</p>
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the existing and future requirements of this centre will be protected, providing certainty and spurring investment.	
<b>Chief Executive's Recommendations:</b>	
<p><b>1. – 4.</b> No Change</p> <p><b>5.</b> The footnotes for the zoning matrix will be amended to ensure that a complete sequence of numbers is provided. This will result in Footnote 3 in the current Draft LAP becoming footnote 4 and so on.</p> <p><b>6.</b> No Change</p>	
<b>SEA/AA Response:</b>	
<p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive's Report do not require SEA.</p>	
<p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive's Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>	

<b>23</b>	<b>Name/Group:</b>	<b>DL Group Consulting Engineers on behalf of Liam Corbett and Lee Wiggins</b> <b>Ref: LCC – C220 – NCW2 – 14</b>
<b>Submission:</b>		<b>Response</b>
<p><b>1.</b> Submission relates to a site at Gortroe, Newcastle West, on the eastern edge of the town on the southern side of the N21. The submission requests that the Council retain appropriate zonings on the subject site and to retain their current location within the development boundary of the town. In this regard the submission specifically requests that the</p>		<p><b>1.</b> Noted</p>

<p>lands currently zoned enterprise and employment in the 2014 plan remain in place and are included in the Newcastle West Local Area Plan 2024. Submission states that in terms of the main road which the site abuts, there is a continuous white line outside the access to the subject site, preventing overtaking.</p> <p><b>2.</b> Submission gives an overview of applicable national policy, Section 28 guidelines, regional and local policy including the Planning and Development Act, Guidelines for Planning Authorities on Development Plans and Guidelines for Planning Authorities on Local Area Plans.</p> <p><b>3.</b> Submission infers that the general text, policies and objectives in the current Newcastle West LAP 2014 – 2020 (Extended to April 2024), the current Limerick Development Plan 2022 – 2028 and the Midwest Strategic Plan supports the retention of the existing enterprise and employment zoning on the subject site. The submission quotes a number of policies and objectives considered relevant in this regard.</p> <p><b>4.</b> The background of the proposed N21 road scheme – preferred route options is set out and states that this section of the</p>	<p><b>2.</b> The Draft LAP has been prepared in accordance with legislation and guidance referenced.</p> <p><b>3.</b> The LAP is required to be consistent with any objectives of the RSES concerning strategic enterprise / employment sites or in respect of development type or location-specific development (e.g. rural development). In this regard, both the RSES and the Development Plan Guidelines recognise accessibility as a central consideration in selecting employment zonings and the transport provision of potential locations for development needs to be strategically considered, including through the application of the sequential approach. The application of the sequential approach to the zoning of lands for employment and commercial land uses, and the reuse of appropriate brownfield sites and vacant premises will contribute to the delivery of compact growth consistent with the National Strategic Objective of the NPF and will help implement the Government’s Town Centre First Policy.</p> <p><b>4.</b> It is acknowledged that the proposed N21 road scheme is a strategic piece of infrastructure for the</p>
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<p>N21 forms part of a vital strategic corridor link between the south-west and the mid-west regions. The preferred route option no longer creates an impediment to the development of the subject lands.</p> <p><b>5.</b> Submission gives the planning history of the subject site, with several planning applications being submitted which included the provision of a service station. All applications referenced were either withdrawn or refused.</p> <p><b>6.</b> Land owners currently engaging in pre planning for a development on the subject site, which includes a petrol station with ancillary retail, regional E-car Charging Hub, light industrial units and associated access road through the site. Drawings of the pre planning proposal also submitted. The development of this land offers a significant opportunity for prosperity and employment for the town and is considered to be in accordance with the proper planning and sustainable development of the area.</p> <p><b>7.</b> Submission states that no rationale or justification for the change in zoning of the subject site from Enterprise and Employment to Agricultural has been provided.</p> <p><b>8.</b> Submission includes a justification for retaining the existing enterprise and employment zoning of the subject site. The submitted justification sets out that</p>	<p>region and as such policy support for its development is included in the Draft LAP.</p> <p><b>5.</b> Noted</p> <p><b>6.</b> Noted</p> <p><b>7.</b> Attention is drawn to the response to point 3 above.</p> <p><b>8.</b> It should be noted that the areas proposed to be zoned enterprise and employment in the Draft LAP also align with the requirements of this objective, but the key factor is that those sites and</p>
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<p>retaining the enterprise and employment zoning on the subject site is in line with all requirements (points (a) to (h)) of Objective EDO1: Enterprise and Employment Objectives of the Draft Newcastle West Local Area Plan 2023 - 2029</p> 	<p>particularly their location proximate to the town centre is more in line with applicable regional and national policy as highlighted in the response to point 3 above, in terms of sequential development and compact growth principles.</p>
<p><b>Chief Executive's Recommendations:</b></p>	
<p><b>1. to 8. No Change</b></p>	
<p><b>SEA/AA Response:</b> N/A</p>	

<p><b>24</b></p>	<p><b>Name/Group:</b></p>	<p><b>Grainne O'Keefe</b> <b>Ref: LCC – C220 – NCW2 – 16</b></p>
<p><b>Submission:</b></p>		<p><b>Response</b></p>
<p><b>1.</b> Submission requests the inclusion of a policy to promote the development of Motorhome/Campervan service areas, commonly known as “aires” across mainland Europe, and to identify suitable sites on the Newcastle West Zoning Map. Submission defines aires as overnight parking (sized for motorhomes), grey water disposal points, chemical toilet disposal, fresh water supply and electric hook-up points, bins, all for a fee. Parking is usually limited to 48 hours.</p>		<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p>

<p><b>2.</b> Submission states that many municipal authorities across Europe include these facilities in public car parks to encourage tourists to stopover in small towns and contribute to the local economy.</p>	<p><b>2.</b> Noted</p>
<p><b>3.</b> An example of aires already exists at the Askeaton Leisure Centre, and there is examples include the Kilrush Marina in Co. Clare and Cobh in Co. Cork.</p>	<p><b>3.</b> Noted</p>
<p><b>4.</b> The rationale behind this submission is to encourage passing tourists to stop in Newcastle West and contribute to the local economy in the town centre. High volumes of tourism traffic, including motorhomes, heading Dublin - Kerry pass along the edge of the town on the N21. There is an opportunity to take advantage of this passing trade by providing facilities in the town centre to encourage some of the passing motorhomes to stop for an afternoon or a night, and to contribute to local small independent businesses in the town centre. These would be additional tourists, who might not consider Limerick as a main holiday destination, but they would consider a stop-over for a night or two en route to Kerry. The Greenway is a new attraction that would encourage motorhomes to stop for a few hours/overnight. Many motorhomes carry bicycles on the rear.</p>	<p><b>4.</b> Noted</p>
<p><b>5.</b> Submission goes on to state that There were 16,181 licensed motor-caravans (motorhome/camper vans) in the</p>	<p><b>5.</b> Noted</p>

<p>Republic of Ireland at the end of December 2021 and this represented 16% increase on the previous year, and a 53% increase over the previous 5-year period since 2016. (Source: Dept. of Transport, Tourism, and Sport - "Irish Bulletin of Vehicle and Driver Statistics 2021"). A further 5815 motor-caravan were licensed in Northern Ireland in 2021 (Dept. for Transport Statistical Office), which demonstrates a growing demand for motorhome facilities.</p>	
<p><b>Chief Executive's Recommendations:</b></p>	
<p><b>1.</b> Include an additional objective at the end of Objective TO1 – Tourism: <b>(k) Investigate the potential of providing a campervan/motorhome service areas or 'Aire' at an appropriate location in the town.</b></p> <p><b>1(b)</b> 'Campsite/caravan park – holiday use' will be changed from generally not permitted to open for consideration in the 'education and community', 'enterprise and employment' and 'open space and recreation' land use zonings in the land use zoning matrix.</p> <p><b>2. – 5.</b> No Change</p>	
<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive's Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive's Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>	

25	<b>Name/Group:</b>	<b>Jason Carmody</b> <b>Ref: LCC – C220 – NCW2 – 20</b>
	<p><b>Submission:</b></p> <p>1. Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p>2. Submission states that such an amenity has been provided in Cobh in Cork Gaignamannagh Co Kilkenny Ferryman Wexford and has brought tourists to towns that now are flourishing with people shopping local and eating in local restaurants.</p>	<p><b>Response</b></p> <p>1. The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p>2. Noted</p>
	<p><b>Chief Executive’s Recommendations:</b></p> <p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p>1(b). ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p>2. No Change</p> <p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be</p>	

	<p>significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>
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<b>26</b>	<b>Name/Group:</b>	<b>Caroline Kavanagh</b> <b>Ref: LCC – C220 – NCW2 – 21</b>
	<b>Submission:</b>	<b>Response</b>
	<p>1. Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town and could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	<p>1. The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p>2. Noted</p>

<b>Chief Executive's Recommendations:</b>	
<p><b>1.</b> Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or 'Aire' at an appropriate location in the town.</p> <p><b>1(b).</b> 'Campsite/caravan park – holiday use' will be changed from generally not permitted to open for consideration in the 'education and community', 'enterprise and employment' and 'open space and recreation' land use zonings in the land use zoning matrix.</p> <p><b>2.</b> No Change</p>	
<b>SEA/AA Response:</b>	
<p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive's Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive's Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>	

<b>27</b>	<b>Name/Group:</b>	<b>Annette Keane</b> <b>Ref: LCC – C220 – NCW2 – 22</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or 'Aire' in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or 'Aire' at an appropriate location in Newcastle West. In order to facilitate this objective, 'campsite/caravan park – holiday use' will be changed from generally not permitted to open for</p>

<p><b>2.</b> Submission states that Motorhome tourism has hugely increased in Ireland in recent years. Those towns like Cobh in Cork and Graiguenamanagh in Kilkenny have benefitted enormously from facilities provided for overnight stops for the Motorhome community. Shops, pubs, restaurants and other local businesses have shown increased revenue.</p> <p><b>3.</b> In addition, the money collected at these Aires goes back into the community to improve services and facilities.</p>	<p>consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p><b>2.</b> Noted</p> <p><b>3.</b> Noted</p>
<p><b>Chief Executive’s Recommendations:</b></p>	
<p><b>1.</b> Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p><b>1(b).</b> ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p><b>2. – 3.</b> No Change</p>	
<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p>	

Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.

<b>28</b>	<b>Name/Group:</b>	<b>Catherine Carson</b> <b>Ref: LCC – C220 – NCW2 – 23</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p><b>2.</b> Submission states that such a facility would bring significant business to local shops, attractions, pubs and restaurants in the town, which is in an excellent position as a tourist stop.</p> <p><b>3.</b> The resultant income would help support local jobs and create year round activity in the town. Submission encourages a European aire type facility, with no charge for parking.</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p><b>2.</b> Noted</p> <p><b>3.</b> Noted</p>
	<b>Chief Executive’s Recommendations:</b>	
	<p><b>1.</b> Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p>	

	<p><b>1(b).</b> ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p><b>2. – 3.</b> No Change</p>
	<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>

<b>29</b>	<b>Name/Group:</b>	<b>June Gorman</b> <b>Ref: LCC – C220 – NCW2 – 24</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p>

	<p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	<p>2. Noted</p>
<p><b>Chief Executive's Recommendations:</b></p>		
<p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or 'Aire' at an appropriate location in the town.</p> <p>1(b). 'Campsite/caravan park – holiday use' will be changed from generally not permitted to open for consideration in the 'education and community', 'enterprise and employment' and 'open space and recreation' land use zonings in the land use zoning matrix.</p> <p>2. No Change</p>		
<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive's Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive's Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>		

30	<p><b>Name/Group:</b></p>	<p>Peter and Anne Lewis Ref: LCC – C220 – NCW2 – 25</p>
	<p><b>Submission:</b></p> <p>1. Submission expresses a desire to visit the Newcastle West area in small unobtrusive self-contained motorhome, throughout the year not just in the July and August peak season, but parking for</p>	<p><b>Response</b></p> <p>1. Noted</p>

<p>such a vehicle is hard to find. Submission goes on to state that campsites are prohibitively expensive (they charge for facilities Motorhomers don't need or want), don't offer short stays, can suffer from antisocial behaviour, are too far to walk from and are closed out of season which is most of the year. Submission states that, while not necessary required at the parking area, a water tap and simple toilet cassette contents disposal (a hole in the ground connected to an existing sewer will do) anywhere nearby would suffice and that this could be 5 miles away from the parking, simply and cheaply installed at a fuel station or existing toilet block.</p> <p>2. Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p>3. Submission sets out the facilities that are required to facilitate overnight motorhome parking. Such facilities are located all over Europe.</p>	<p>2. The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or 'Aire' in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or 'Aire' at an appropriate location in Newcastle West. In order to facilitate this objective, 'campsite/caravan park – holiday use' will be changed from generally not permitted to open for consideration in 'education and community', 'enterprise and employment' and 'open space and recreation' land use zonings.</p> <p>3. Noted</p>
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	<p><b>4.</b> Submission infers that such a facility would bring significant business to local shops, attractions, pubs and restaurants in the town.</p>	<p><b>4.</b> Noted</p>
<p><b>Chief Executive’s Recommendations:</b></p>		
<p><b>1.</b> No Change  <b>2.</b> Include an additional objective at the end of Objective TO1 – Tourism: <b>(k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</b>  <b>2(b).</b> ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.  <b>3. – 4.</b> No Change</p>		
<p><b>SEA/AA Response:</b>  Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>		

<b>31</b>	<b>Name/Group:</b>	<p><b>Mairead O’Donovan</b>  <b>Ref: LCC – C220 – NCW2 – 26</b></p>
	<p><b>Submission:</b></p> <p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p>	<p><b>Response</b></p> <p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a</p>

<p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	<p>campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p>2. Noted</p>
<p><b>Chief Executive’s Recommendations:</b></p>	
<p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p>1(b). ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p>2. No Change</p>	
<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>	

<b>32</b>	<b>Name/Group:</b>	<b>Sean Devanny</b> <b>Ref: LCC – C220 – NCW2 – 27</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p><b>2.</b> Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p><b>2.</b> Noted</p>
	<b>Chief Executive’s Recommendations:</b>	
	<p><b>1.</b> Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p><b>1(b).</b> ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p><b>2.</b> No Change</p>	
	<b>SEA/AA Response:</b>	
	<p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or</p>	

	<p>amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>
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<b>33</b>	<b>Name/Group:</b>	<b>Cindy Driver</b> <b>Ref: LCC – C220 – NCW2 – 28</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p><b>2.</b> Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p><b>2.</b> Noted</p>
	<b>Chief Executive’s Recommendations:</b>	

	<p><b>1.</b> Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p><b>1(b).</b> ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p><b>2.</b> No Change</p>
	<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>

<b>34</b>	<b>Name/Group:</b>	<b>Paul Simpson</b> <b>Ref: LCC – C220 – NCW2 – 29</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’,</p>

	<p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town.</p>	<p>‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p>2. Noted</p>
<p><b>Chief Executive’s Recommendations:</b></p>		
<p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p>1(b). ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p>2. No Change</p>		
<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>		

35	<p><b>Name/Group:</b></p>	<p>Karen Englishby Ref: LCC – C220 – NCW2 – 30</p>
	<p><b>Submission:</b></p> <p>1. Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p>	<p><b>Response</b></p> <p>1. The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a</p>

<p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry.</p>	<p>campervan/motorhome service areas or 'Aire' at an appropriate location in Newcastle West. In order to facilitate this objective, 'campsite/caravan park – holiday use' will be changed from generally not permitted to open for consideration in 'education and community', 'enterprise and employment' and '+open space and recreation' land use zonings.</p> <p>2. Noted</p>
<p><b>Chief Executive's Recommendations:</b></p>	
<p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or 'Aire' at an appropriate location in the town.</p> <p>1(b). 'Campsite/caravan park – holiday use' will be changed from generally not permitted to open for consideration in the 'education and community', 'enterprise and employment' and 'open space and recreation' land use zonings in the land use zoning matrix.</p> <p>2. No Change</p>	
<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive's Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive's Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>	

36	<b>Name/Group:</b>	<b>C. Whittle</b> <b>Ref: LCC – C220 – NCW2 – 31</b>
<b>Submission:</b>		<b>Response</b>
<p>1. Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>		<p>1. The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p>2. Noted</p>
<b>Chief Executive’s Recommendations:</b>		
<p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p>1(b). ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p>2. No Change</p>		
<b>SEA/AA Response:</b>		
<p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or</p>		

	<p>amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>
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<b>37</b>	<b>Name/Group:</b>	<b>Nicky McCarthy</b> <b>Ref: LCC – C220 – NCW2 – 32</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p>
	<b>Chief Executive’s Recommendations:</b>	
	<p><b>1.</b> Include an additional objective at the end of Objective TO1 – Tourism: <b>(k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</b></p> <p><b>1(b).</b> ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p>	
	<b>SEA/AA Response:</b>	
	<p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the</p>	

	<p>Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>
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<b>38</b>	<b>Name/Group:</b>	<b>Gerry Doherty</b> <b>Ref: LCC – C220 – NCW2 – 33</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p><b>2.</b> Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p><b>2.</b> Noted</p>

<b>Chief Executive's Recommendations:</b>	
<p><b>1.</b> Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or 'Aire' at an appropriate location in the town.</p> <p><b>1(b).</b> 'Campsite/caravan park – holiday use' will be changed from generally not permitted to open for consideration in the 'education and community', 'enterprise and employment' and 'open space and recreation' land use zonings in the land use zoning matrix.</p> <p><b>2.</b> No Change</p>	
<b>SEA/AA Response:</b>	
<p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive's Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive's Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>	

<b>39</b>	<b>Name/Group:</b>	<b>Anthony Nagle</b> <b>Ref: LCC – C220 – NCW2 – 34</b>
	<b>Submission:</b>	<b>Response</b>
	<p>1. Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or 'Aire' in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or 'Aire' at an appropriate location in Newcastle West. In order to facilitate this objective, 'campsite/caravan park – holiday use' will be changed from generally not permitted to open for</p>

<p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town.</p>	<p>consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p>2. Noted</p>
<p><b>Chief Executive’s Recommendations:</b></p>	
<p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p>1(b). ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p>2. No Change</p>	
<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>	

40	<b>Name/Group:</b>	<b>John Bohan</b> <b>Ref: LCC – C220 – NCW2 – 35</b>	
<b>Submission:</b>		<b>Response</b>	
<p>1. Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>		<p>1. The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p>2. Noted</p>	
<b>Chief Executive’s Recommendations:</b>			
<p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p>1(b). ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p>2. No Change</p>			
<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant</p>			

	<p>environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>
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<b>41</b>	<b>Name/Group:</b>	<b>Gearoid McCarthy</b> <b>Ref: LCC – C220 – NCW2 – 36</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p><b>2.</b> Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p><b>2.</b> Noted</p>
	<b>Chief Executive’s Recommendations:</b>	
	<p><b>1.</b> Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p>	

	<p><b>1(b).</b> ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p><b>2.</b> No Change</p>
	<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>

<b>42</b>	<b>Name/Group:</b>	<b>Maura Devlin</b> <b>Ref: LCC – C220 – NCW2 – 37</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p>

<p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	<p>2. Noted</p>
<p><b>Chief Executive's Recommendations:</b></p>	
<p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or 'Aire' at an appropriate location in the town.</p> <p>1(b). 'Campsite/caravan park – holiday use' will be changed from generally not permitted to open for consideration in the 'education and community', 'enterprise and employment' and 'open space and recreation' land use zonings in the land use zoning matrix.</p> <p>2. No Change</p>	
<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive's Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive's Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>	

<p>43</p>	<p><b>Name/Group:</b></p>	<p>Irene Donovan Ref: LCC – C220 – NCW2 – 38</p>
	<p><b>Submission:</b></p>	<p><b>Response</b></p>
	<p>1. Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p>	<p>1. The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or 'Aire' in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan</p>

<p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	<p>to investigate the potential of providing a campervan/motorhome service areas or 'Aire' at an appropriate location in Newcastle West. In order to facilitate this objective, 'campsite/caravan park – holiday use' will be changed from generally not permitted to open for consideration in 'education and community', 'enterprise and employment' and 'open space and recreation' land use zonings.</p> <p>2. Noted</p>
<p><b>Chief Executive's Recommendations:</b></p>	
<p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or 'Aire' at an appropriate location in the town.</p> <p>1(b). 'Campsite/caravan park – holiday use' will be changed from generally not permitted to open for consideration in the 'education and community', 'enterprise and employment' and 'open space and recreation' land use zonings in the land use zoning matrix.</p> <p>2. No Change</p>	
<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive's Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive's Report the Proposed Alterations will not give rise to any likely</p>	

	significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.
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<b>44</b>	<b>Name/Group:</b>	<b>James Seamus</b> <b>Ref: LCC – C220 – NCW2 – 39</b>
	<b>Submission:</b>	<b>Response</b>
	1. Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.	1. The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.
	<b>Chief Executive’s Recommendations:</b>	
	1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town. 1(b). ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.	
	<b>SEA/AA Response:</b> Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.	

Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.

<b>45</b>	<b>Name/Group:</b>	<b>John Bergin</b> <b>Ref: LCC – C220 – NCW2 – 40</b>
	<b>Submission:</b>	<b>Response</b>
	<p>1. Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	<p>1. The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p>2. Noted</p>
	<b>Chief Executive’s Recommendations:</b>	
	<p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p>1(b). ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p>2. No Change</p>	

	<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>
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<b>46</b>	<b>Name/Group:</b>	<b>Adrian Casey</b> <b>Ref: LCC – C220 – NCW2 – 41</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p><b>2.</b> Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p><b>2.</b> Noted</p>

<p>become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	
<p><b>Chief Executive's Recommendations:</b></p>	
<p><b>1.</b> Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or 'Aire' at an appropriate location in the town.</p> <p><b>1(b).</b> 'Campsite/caravan park – holiday use' will be changed from generally not permitted to open for consideration in the 'education and community', 'enterprise and employment' and 'open space and recreation' land use zonings in the land use zoning matrix.</p> <p><b>2.</b> No Change</p>	
<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive's Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive's Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>	

<p><b>47</b></p>	<p><b>Name/Group:</b></p>	<p><b>Tom Campbell</b> <b>Ref: LCC – C220 – NCW2 – 42</b></p>
	<p><b>Submission:</b></p> <p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p>	<p><b>Response</b></p> <p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or 'Aire' in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or 'Aire' at an appropriate location in Newcastle West. In</p>

<p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	<p>order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p>2. Noted</p>
<p><b>Chief Executive’s Recommendations:</b></p>	
<p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p>1(b). ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p>2. No Change</p>	
<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>	

48	<b>Name/Group:</b>	<b>Mary O’Neill</b> <b>Ref: LCC – C220 – NCW2 – 43</b>
	<p><b>Submission:</b></p> <p>1. Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	<p><b>Response</b></p> <p>1. The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p>2. Noted</p>
	<p><b>Chief Executive’s Recommendations:</b></p> <p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p>1(b). ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p>2. No Change</p>	
	<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant</p>	

	<p>environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>
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<b>49</b>	<b>Name/Group:</b>	<b>Paula Corcoran</b> <b>Ref: LCC – C220 – NCW2 – 44</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p>
	<b>Chief Executive’s Recommendations:</b>	
	<p><b>1.</b> Include an additional objective at the end of Objective TO1 – Tourism: <b>(k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</b></p> <p><b>1(b).</b> ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p>	
	<b>SEA/AA Response:</b>	
	<p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the</p>	

	<p>Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>
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<b>50</b>	<b>Name/Group:</b>	<b>Pauline Muldowney</b> <b>Ref: LCC – C220 – NCW2 – 45</b>
	<b>Submission:</b>	<b>Response</b>
	<p>1. Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	<p>1. The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p>2. Noted</p>
	<b>Chief Executive’s Recommendations:</b>	

	<p><b>1.</b> Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p><b>1(b).</b> ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p><b>2.</b> No Change</p>
	<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>

<b>51</b>	<b>Name/Group:</b>	<b>Agnes Gray</b> <b>Ref: LCC – C220 – NCW2 – 46</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’,</p>

<p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	<p>‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p>2. Noted</p>
<p><b>Chief Executive’s Recommendations:</b></p>	
<p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p>1(b). ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p>2. No Change</p>	
<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>	

52	<b>Name/Group:</b>	<b>Kathleen Maguire</b> <b>Ref: LCC – C220 – NCW2 – 47</b>
	<p><b>Submission:</b></p> <p>1. Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town.</p>	<p><b>Response</b></p> <p>1. The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p>2. Noted</p>
	<p><b>Chief Executive’s Recommendations:</b></p> <p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p>1(b). ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p>2. No Change</p> <p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p>	

	Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.
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<b>53</b>	<b>Name/Group:</b>	<b>Padraig O’Sullivan</b> <b>Ref: LCC – C220 – NCW2 – 48</b>
	<b>Submission:</b>	<b>Response</b>
	<p>1. Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	<p>1. The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p>2. Noted</p>
	<b>Chief Executive’s Recommendations:</b>	
	<p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p>1(b). ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p>2. No Change</p>	

	<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>
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<b>54</b>	<b>Name/Group:</b>	<b>Dermot Gillard</b> <b>Ref: LCC – C220 – NCW2 – 49</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p><b>2.</b> Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p><b>2.</b> Noted</p>

<p>become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	
<p><b>Chief Executive’s Recommendations:</b></p>	
<p><b>1.</b> Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p><b>1(b).</b> ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p><b>2.</b> No Change</p>	
<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>	

55	<p><b>Name/Group:</b></p>	<p><b>Maurice Hayes (Woodfield Grove Residents Association)</b>  <b>Ref: LCC – C220 – NCW2 – 50</b></p>
	<p><b>Submission:</b></p> <p><b>1.</b> Concern regarding proposed link road connecting the Woodfield Roundabout to the Knockane Road. This will create a direct link between the R522 Dromcollogher road and the Knockane road. As a result, traffic from the R520 as well as traffic from the R522 will have direct access to the Monagea road and</p>	<p><b>Response</b></p> <p><b>1.</b> The development of the local link road is intended to improve permeability and facilitate linkages between south-east and south-west of the town for local access. The construction of the link road will not significantly increase local traffic. Measures will be included to ensure that the link road is prioritised for local connectivity.</p>

<p>Bothar Bui, at the western side of the town via Woodfield. The proposed measures will vastly increase the daily number of vehicles going through Woodfield.</p> <p><b>2.</b> Submission notes that there is a traffic congestion problem at the Kerry Agri roundabout and over the Bridge of tears onto the roundabout on the N21, but states that there is a northern bypass nearing design completion from the town. Submission states that the northern bypass should be fast tracked to resolve traffic congestion in the town.</p> <p><b>3.</b> Submission infers that if the link road through Woodfield was created it wouldn't get traffic onto the N21 any quicker. Vehicles would just end up in another traffic jam where the N21 junctions with both Bothar Bui and Lower Knockane. Link road would partially alleviate congestion at the bridge of tears but would just create a problem further back the town.</p> <p><b>4.</b> Providing a link road will mean the estates in the area can be accessed from east and west, creating a lot more traffic in the area and present road safety issues for children in these estates.</p>	<p><b>2.</b> Noted, submission will be relayed to the N21 project team.</p> <p><b>3.</b> The construction of the link road will not significantly increase local traffic.</p> <p><b>4.</b> Detailed design will prioritise pedestrian and cycle safety by the provision of traffic management measures as appropriate.</p>
<p><b>Chief Executive's Recommendations:</b></p>	
<p><b>1. – 4.</b> No Change</p>	
<p><b>SEA/AA Response:</b> N/A</p>	

56	<b>Name/Group:</b>	<b>Jim Jordan</b> <b>Ref: LCC – C220 – NCW2 – 51</b>
	<p><b>Submission:</b></p> <p>1. Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p>2. Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could become a stop for tourists travelling to Co Kerry.</p>	<p><b>Response</b></p> <p>1. The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p>2. Noted</p>
	<p><b>Chief Executive’s Recommendations:</b></p> <p>1. Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</p> <p>1(b). ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p>2. No Change</p> <p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant</p>	

	<p>environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>
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<b>57</b>	<b>Name/Group:</b>	<b>Gwen Grogan</b> <b>Ref: LCC – C220 – NCW2 – 52</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p><b>2.</b> Submission states that such a facility would bring lots of business to shops and restaurants in the town.</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p><b>2.</b> Noted</p>
	<b>Chief Executive’s Recommendations:</b>	
	<p><b>1.</b> Include an additional objective at the end of Objective TO1 – Tourism: <b>(k) Investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in the town.</b></p> <p><b>1(b).</b> ‘Campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in the ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings in the land use zoning matrix.</p> <p><b>2.</b> No Change</p>	

	<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>
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<b>58</b>	<b>Name/Group:</b>	<b>William McKinstry</b> <b>Ref: LCC – C220 – NCW2 – 53</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission requests that an Aire be provided for Motorhome/Campervan users in the town of Newcastle West.</p> <p><b>2.</b> Submission states that such a facility would bring lots of business to shops and restaurants in the town, which could</p>	<p><b>1.</b> The submission is noted and the issue raised in terms of the provision of campervan/motorhome service areas or ‘Aire’ in Newcastle West is welcomed. As such, it is considered appropriate to include a new objective in the Draft Local Area Plan to investigate the potential of providing a campervan/motorhome service areas or ‘Aire’ at an appropriate location in Newcastle West. In order to facilitate this objective, ‘campsite/caravan park – holiday use’ will be changed from generally not permitted to open for consideration in ‘education and community’, ‘enterprise and employment’ and ‘open space and recreation’ land use zonings.</p> <p><b>2.</b> Noted</p>

<p>become a stop for tourists travelling to Co Kerry. It would create jobs and bring a great buzz to the town.</p>	
<p><b>Chief Executive's Recommendations:</b></p>	
<p><b>1.</b> Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a campervan/motorhome service areas or 'Aire' at an appropriate location in the town.</p> <p><b>1(b).</b> 'Campsite/caravan park – holiday use' will be changed from generally not permitted to open for consideration in the 'education and community', 'enterprise and employment' and 'open space and recreation' land use zonings in the land use zoning matrix.</p> <p><b>2.</b> No Change</p>	
<p><b>SEA/AA Response:</b></p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive's Report do not require SEA.</p> <p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive's Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>	

59	<p><b>Name/Group:</b></p>	<p><b>Kenneally &amp; Murphy Architecture Engineering (Tim &amp; Frances Kelly)</b>  <b>Ref: LCC – C220 – NCW2 – 56</b></p>
<p><b>Submission:</b></p>		<p><b>Response</b></p>
<p><b>1.</b> Submission requests a change in zoning of the subject site from open space and recreation to new residential.</p>		<p><b>1.</b> Given the modest nature of the site, with existing residential dwellings to the north and south, also fronting onto Churchtown Road, coupled with the fact that the site in question does not form part of the open space for the Carrig Desmond development to the south, it is considered appropriate to change the zoning of</p>

<p><b>2.</b> Submission references the development of ‘Carrig Desmond’ to the south of the subject site and references the extended planning permission 17/383.</p> <p><b>3.</b> Submission sets out how the subject site and surrounding lands have been developed over the years. Submission states that the site in question was previously zoned residential and that the zoning changed to open space and recreation with the adoption of the current Newcastle West LAP, which the submission believes was in error.</p> <p><b>4.</b> Submission states that the planning history of the subject site demonstrates that at one point it was zoned residential and that this was previous deemed to be an appropriate zoning for the subject site.</p> <p><b>5.</b> Submission states that the subject site does not form part of the open space for the ‘Carrig Desmond’ development to the south of the subject site.</p> <p><b>6.</b> Submission includes drawings for the development of the subject lands as a dwelling house.</p> <p><b>7.</b> Submission infers that the subject site is in an appropriate location to be zoned residential.</p>	<p>this site from open space and recreation to new residential.</p> <p><b>2.</b> It is considered appropriate to change/redefine the zoning of the lands zoned new residential and open space and recreation within the Carrig Desmond estate to align with the parent permission that was recently extended (17/383).</p> <p><b>3.</b> Noted – See response to point 1 above</p> <p><b>4.</b> Noted – See response to point 1 above</p> <p><b>5.</b> Noted – See response to point 1 above</p> <p><b>6.</b> Noted – The specifics of how this site develops is a matter for the development management process.</p> <p><b>7.</b> Noted – See response to point 1 above</p>
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 <p style="text-align: center;">Subject site location shown thus.</p>	
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<b>Chief Executive’s Recommendations:</b>	
<p><b>1.</b> Change the zoning of the subject site from open space and recreation to new residential – <b>Note:</b> An indicative site layout was submitted with this rezoning request. While the rezoning of these lands is considered appropriate, this in no way endorses the submitted plans, which will be assessed through the development management process.</p> <p><b>2.</b> Change/redefine the zoning of the lands zoned new residential and open space and recreation within the Carrig Desmond estate to align with the parent permission that was recently extended (17/383).</p> <p><b>3. – 7.</b> No Change</p>	
<b>SEA/AA Response:</b>	
<p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p>	
<p>Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive’s Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently Stage 2 AA will not be required to be undertaken on the Proposed Alterations.</p>	

<b>60</b>	<b>Name/Group:</b>	<b>Vicki Nash</b> <b>Ref: LCC – C220 – NCW2 – 58</b>
	<b>Submission:</b>	<b>Response</b>
	<p><b>1.</b> Submission notes the reference made to the elderly population, e.g. empty nesters and retired, who would like to downsize, on pages 14 and 28 of the LAP.</p>	<p><b>1.</b> It should be noted that Policy DSP2 (Development Strategy) of the Draft LAP seeks to deliver new residential development in accordance with the Settlement and Housing</p>

<p>Submission highlights the need to encourage and support development of suitable housing (private and public) for this cohort.</p> <p><b>2.</b> Submission references a large site in cullinagh zoned Existing Residential, which could be divided to provide for a downsized house for the observer with sufficient space to allow for 4 more houses especially designed to meet the needs of older people. Submission also states that the site is centrally located and in walking distance of shops, services and the Parish Church so is ideal for this age group.</p>	<p>Strategy of the Limerick Development Plan 2022 – 2028, supporting a choice of quality housing, mixed tenure and unit size/type universally designed for ease of adaption to the lifecycle and mixed mobility needs.</p> <p><b>2.</b> The proposed zoning of this site as existing residential allows for such a development to potentially take place.</p>
<p><b>Chief Executive’s Recommendations:</b></p>	
<p><b>1. – 2.</b> No Change</p>	
<p><b>SEA/AA Response:</b> N/A</p>	

<p><b>61</b></p>	<p><b>Name/Group:</b></p>	<p><b>Vicki Nash</b> <b>Ref: LCC – C220 – NCW2 – 59</b></p>
<p><b>Submission:</b></p>		<p><b>Response</b></p>
<p><b>1.</b> Submission states that the need for a significant increase in housing is evident and the submission welcomes the approach taken in terms of encouraging more residential accommodation in the town centre.</p> <p><b>2.</b> To address the needs of an aging population, provision of suitable residences for the elderly both public and private houses are necessary.</p>		<p><b>1.</b> Noted</p> <p><b>2.</b> It should be noted that Policy DSP2 (Development Strategy) of the Draft LAP- seeks to deliver new residential development in accordance with the Settlement and Housing Strategy of the Limerick Development Plan 2022 – 2028, supporting a choice of quality housing, mixed tenure and unit size/type universally</p>

<p><b>3.</b> Submission highlights the need to provide more cafes and restaurants in the town.</p> <p><b>4.</b> Submission infers that the Draft Lap should support existing festivals, events and markets.</p> <p><b>5.</b> Submission highlights the need for more maintenance of the cobbles and paving on the mall including non-chemical weed control.</p> <p><b>6.</b> Submission request the establishment of a tourist office in Fuller’s Folly or nearby.</p>	<p>designed for ease of adaption to the lifecycle and mixed mobility needs. Housing for the elderly is permissible in several of the land use zonings in the Draft LAP.</p> <p><b>3.</b> The Draft Plan particularly Chapter 4 supports such development in the town centre. Furthermore cafés are a permissible land use in several of the land use zonings in the Draft LAP such as local centre and town centre. This land use is also open for consideration in other land use zonings.</p> <p><b>4.</b> It is considered that the Draft LAP adequately addresses this issue. One of the aims of the Draft LAP is to continue to support the established festivals and events that take place within Newcastle West and consider opportunities for further events. It should also be noted that Objective TO1 (Tourism) (f) seeks to improve public realm opportunities, to make available spaces to facilitate the tradition of festivals in the town.</p> <p><b>5.</b> While the Draft LAP contains policies and objective in terms of improving and upgrading roads, footpaths and public realm, the actual upkeep and maintenance of the roads and streets within the town is an operational matter and not within the planning remit.</p> <p><b>6.</b> It should be noted that one of the development potential proposals for opportunity area 4 (River Walkway) is to investigate the potential of providing a tourism hub at Fuller’s Folly. This</p>
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<p><b>7.</b> Submission highlights the impact of the greenway and requests the development of a blueway encompassing the River Arra and Daar. As part of this these Rivers should be surveyed and steps taken to keep them biodiversity sound.</p> <p><b>8.</b> Submission states that there is a need to draw more attention to the great town centre on the both approaches, ideally somewhere near the Church and at the Cullinagh/Killoughteen junction and suggests the updating/replacement of the Tourist Map across from the Church.</p> <p><b>9.</b> Submission highlights the need for an arts centre in the town. Theatre groups rely on school gyms/auditoriums in town and stages outside of town for rehearsal and performance space.</p> <p><b>10.</b> Submission notes that the Courthouse was used a number of times in the late 1990's early 2000's for some arts events. Given that it is no longer suited to its use for legal events, a new up-to-date courthouse could be built on a greenfield site and the current, historic building could be converted to a performance and visual art venue.</p> <p><b>11.</b> Submission requests that A Michael Hartnett archive should be established and available to the public.</p>	<p>proposal, coupled with the Town Centre zoning of the subject site would also allow for such a proposal to be investigated and potentially delivered.</p> <p><b>7.</b> Table 8.1 (Blue Green Infrastructure Enhancements/Opportunities) in the Draft LAP seeks to better utilise these rivers. The future development of a blueway would be one such way to do this.</p> <p><b>8.</b> It is considered that the Local Transport Plan (LTP) has a vision for and potential interventions for all approaches to the town centre. These interventions will be delivered through separate statutory processes over the lifetime of the LAP.</p> <p><b>9.</b> It is considered that this issue is dealt with via an objective already contained within the LAP. Objective CIO3 (Community, Sports and Cultural Facilities) (d) seeks to support the provision of a cultural/arts facility in Newcastle West.</p> <p><b>10.</b> This is something that could be investigated by the Council. The existing zoning designations, policies and objectives contained within the LAP, including the objective highlighted in point 9 above would allow for such a proposal to be pursued.</p> <p><b>11.</b> Michael Hartnett's link to the town is highlighted in section 8.5 of the LAP. However, the specific provision of an archive, while something</p>
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<p><b>12.</b> Submission notes the Red Door Gallery, which has gained a reputation as an excellent venue for exhibitions with a history of bringing well-known artists (past and present) to town.</p> <p><b>13.</b> Submission welcomes the suggestions/proposal in the draft LAP for a canopy structure in the Square would be an excellent addition to the town for events and markets.</p> <p><b>14.</b> Submission welcomes suggestions for Green Streets and more Street Trees, which form part of the Draft LAP.</p> <p><b>15.</b> Submission requests the protection of the Castle Demesne as a haven for the local population, tourists, wildlife (flora and fauna) is essential. Steps to achieve this could include, the appointment of a park supervisor, upgrading of exercise equipment and an increase in signage.</p> <p><b>16.</b> Appropriate redevelopment of the opportunity areas should be fast tracked and efforts should be made to tackle dereliction on Maiden Street.</p> <p><b>17.</b> Submission states that the Local Transport Plan (LTP) is of critical importance.</p>	<p>for the Council to consider is not a planning matter for the Local Area Plan.</p> <p><b>12.</b> Noted</p> <p><b>13.</b> Noted</p> <p><b>14.</b> Noted</p> <p><b>15.</b> It should be noted that one of the actions of the LAP is to prepare a Masterplan for the Castle Demense to maximise its recreational and amenity value. The delivery of this masterplan will be through a separate process, but will have appropriate consultation with the public and all stakeholders. Issues around park supervision and upgrading of existing facilities within the Demense will be addressed as part of the preparation of this masterplan.</p> <p><b>16.</b> The fact that these opportunity areas have been highlighted in the first instance shows Council's commitment to their redevelopment.</p> <p><b>17.</b> Noted</p>
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<p><b>18.</b> Submission raises concern about the route of the proposed bypass to the north of the town.</p> <p><b>19.</b> In terms of walking and cycling, this submission states that any effort to encourage movement on foot or by bicycle will be of benefit not just climate wise but also on individual healthy lifestyle, that the Introduction of cycle paths where feasible would be very beneficial and that a safe walkway along the rivers makes sense on an aesthetic and practical level.</p> <p><b>20.</b> In terms of vehicular traffic, submission states that Key junctions along the N21 Lacey's Cross, Sheehan's Road, Boherbue and the Bridge Street junctions would benefit from roundabouts.</p> <p><b>21.</b> Concern raised regarding the proposed changes to The Square. Submission raises uncertainty that a change to two way traffic on the western side of The Square would be of benefit. The removal of a significant number of parking spaces needs to be counterbalanced by new parking spaces nearby. There should continue to be 4 Disabled Spaces.</p> <p><b>22.</b> Submission raises concern regarding traffic associated with Scoil Mhuire agus Íde, stating that it is very problematic and as the student numbers increase with the building extension this can only get worse. Submission questions whether or not it would be possible to do a trial of a one way system using Boherbue and the Knockane roads.</p>	<p><b>18.</b> Concerns are noted however the preferred route for the N21 Road Scheme has been prepared in accordance with scheme objectives and will follow a separate statutory consultation process.</p> <p><b>19.</b> Noted</p> <p><b>20.</b> The most appropriate treatment for junctions will be determined at detailed design stage.</p> <p><b>21.</b> The most appropriate traffic management and parking arrangements will be determined at detailed design stage. Detailed design will prioritise pedestrian and cycle safety by the provision of traffic management measures as appropriate.</p> <p><b>22.</b> The most appropriate traffic management and parking arrangements will be determined at detailed design stage. Detailed design will prioritise pedestrian and cycle safety by the provision of traffic management measures as appropriate.</p>
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	<p><b>23.</b> Submission states that there tends to be a significant number of pedestrians who cross from the Rathina side of the N21 to Sheahan's Store and questions that, in their interest, should a safer crossing be provided.</p> <p><b>24.</b> Submission questions whether provision has been made for a significant increase in vehicular traffic in Churchtown and on Station Road with the potential major housing development there?</p> <p><b>25.</b> In terms of parking, this submission while applauding efforts to encourage walking and cycling states that the need for increased parking facilities remains and highlights two places that might be considered for more off street parking:</p> <ul style="list-style-type: none"> <li>- The former Tadhg O'Connor's building at Lower Maiden Street, which has been vacant for many years. With access available on both Maiden Street and the N21 it could provide a significant number of spaces in the centre of town.</li> <li>- The former Kennedy's Garage could also be considered for off street parking.</li> </ul>	<p><b>23.</b> Noted, this will be considered as part of the detailed design for implementation of the Local Transport Plan.</p> <p><b>24.</b> Any future housing development in this area will be required to consider traffic and transport impacts within a planning application. Any future development in this area will be required to comply with the Policies, Objectives and Development Management Standards contained within the Limerick Development Plan 2022-2028.</p> <p><b>25.</b> Noted, options for car parking will be considered during the implementation stage of the Local Transport Plan.</p>
<b>Chief Executive's Recommendations:</b>		
1. – 25. No Change		
<b>SEA/AA Response:</b> N/A		

<b>62</b>	<b>Name/Group:</b>	<b>John Upton</b> <b>Ref: LCC – C220 – NCW2 – 60</b>
	<b>Submission:</b>	<b>Response</b>
	1. Submission requests that 3 sites, currently zoned New Residential, Residential Serviced Sites and Education	1. One of the aims of the Draft LAP is to zone the appropriate quantum of residential land at appropriate locations to ensure the settlement of

<p>and Community be changed to an agricultural zoning.</p> <p><b>2.</b> Submission states that the sites in question are actively farmed and will continue to be farmed for the foreseeable future.</p> <p><b>3.</b> Submission infers that the Residential Zoned Land Tax (RZLT) legislation requires the zoning of actively farmed land to an agricultural zoning.</p> <p><b>4.</b> Submission states that 2 of the sites in question are not developable over the period of the plan due to a lack of public infrastructure capacity and should not be zoned for development, as per Appendix 3 of the National Planning Framework</p>	<p>Newcastle West aligns with the Core Strategy of the Limerick Development Plan 2022-2028 as well as the principles of compact growth and the sequential approach to the zoning of land. It should be noted that the Office of the Planning Regulator (OPR) in their submission stated <i>'The Office is satisfied that the draft LAP includes a sufficient supply of zoned land to meet the housing supply target and will ensure sufficient choice for development appropriate to a key town of the scale and nature of Newcastle West.'</i> As such, it is considered appropriate that the zoning designations shown for these lands in the Draft LAP remain.</p> <p><b>2.</b> The zoning of these sites does not impact whether or not this land can be farmed going forward. The lands in question are located within close proximity to the town centre and educational facilities and therefore represent compact growth.</p> <p><b>3.</b> This element of the submission is incorrect. The Residential Zoned Land Tax - Guidelines for Planning Authorities state that the use of land for agricultural or horticultural purposes are not considered to be exempted from scope as they are not subject to rates. It was reported in the media in May of this year that exemptions to the tax for actively farmed land would be provided, but this has not yet come to pass.</p> <p><b>4.</b> A Settlement Capacity Audit has been prepared to inform the land use zonings and identifies that all lands identified within this audit are either serviced or serviceable.</p>
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<p>(NPF). Submission goes on to state that the inclusion of these sites in Tier 1 in the settlement capacity is not appropriate.</p> <p><b>5.</b> Submission disputes the interpretation of ‘serviced’ land in the Draft LAP.</p> <p><b>6.</b> Submission infers that Newcastle West does not have the water, wastewater of roads infrastructure to facilitate the quantum of development projected in the Draft Plan.</p> <p><b>7.</b> Submission also highlights the infrastructural issues that impacted development of these sites in the past.</p> <p><b>8.</b> Submission states that the Draft LAP and the various reports refer to the projected population growth in the period of the plan (6 years) being 1988. The NPF targets a 30% growth in the 2016 Census population in the period 2016 to 2040, an increase of 1988 over the 24 years. Should the planning assumptions be aligned as they appear to be inconsistent. Is it realistic to assume 24 years population growth can be achieved over 6 years and to prepare the plan on the basis it is.</p> <p><b>9.</b> Based on the projected NPF population growth rate the number of houses required annually is of the order of 30 (of which the NPF targets 30% to be from brownfield/infill development, a net 21 on new sites p.a.). The area zoned is</p>	<p><b>5.</b> See response to point 4 above.</p> <p><b>6.</b> As can be seen earlier in this report, the relevant statutory bodies tasked with the maintenance or delivery of the infrastructure mentioned in this element of the submission have also lodged submissions in relation to the Draft LAP and broad support for the LAP has been expressed within these. (See submission by Uisce Eireann)</p> <p><b>7.</b> Noted</p> <p><b>8.</b> The targeted growth within the plan area recognizes the importance of Newcastle West as a key town, as indicated in the RSES. Therefore the zoning of sufficient lands is required to ensure the proper planning and sustainable growth of the town. The Office of the Planning Regulator in their submission on the Draft Plan stated: <i>The Office is satisfied that the population and housing growth for the plan period (which extends to 2029) is consistent with the Development Plan. As such, it is considered that the population projections in the Draft LAP are appropriate.</i></p> <p><b>9.</b> The Office of the Planning Regulator in their submission on the Draft Plan stated: <i>The Development Plan core strategy sets out a population projection of 6,619 persons by the year 2028, and a housing supply target of 706 homes. The Office is satisfied that the population and</i></p>
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<p>sufficient for 1350 houses/units (a multiple of 45).</p> <p><b>10.</b> The projected population growth over the period of the plan is c.500, the area zoned is to accommodate c.3800 which represents an increase of more than 50% on the current population in 6 years.</p> <p><b>11.</b> Based effectively on the 35% population growth projections being achieved in 6 years, Table 3.1 (Core Strategy Units) of the Draft Plan calculates that 28.3 ha are needed for residential purposes. The actual area zoned in the plan is significantly higher. Per Table 3.3 the area zoned for residential totals 43.8 ha, including the additional 55% contingency.</p> <p><b>12.</b> Submission states it is unrealistic to believe the 44 ha being zoned in the Draft Plan can be developed over the period of the plan for a variety of reasons (including population growth assumed</p>	<p><i>housing growth for the plan period (which extends to 2029) is consistent with the Development Plan.</i></p> <p>As such, it is considered that the population projections and quantum of land zoned in the Draft LAP are appropriate. It should be noted that the National Planning Framework target of 30% relates to the location of new development rather than quantum of houses.</p> <p><b>10.</b> See response to point 9 above</p> <p><b>11.</b> In their submission the OPR note this point and state: <i>Whilst the extent of zoned residential land is in excess of the requirement, the Office is satisfied that all of the lands proposed to be zoned ‘New Residential’ and ‘Serviced Sites’ are well located, contiguous to the existing built up footprint and within the CSO settlement boundary. In this regard, it is considered that the proposed residential land use zonings are generally consistent with NPO 3c and RPO 35 in relation to compact growth. It is also noted that an LTP was undertaken to inform the zoning provisions of the draft LAP and that a suite of active travel measures and other sustainable transport objectives are proposed to enhance connectivity between the proposed residential areas and the town centre.</i></p> <p><b>12.</b> See response to Point 11 above</p>
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	won't be achieved, public infrastructure inadequate, scale of construction required, existing unfinished housing estates, limited if any developer demand, financial viability not proven, building cost inflation).	
<b>Chief Executive's Recommendations:</b>		
1. – 12. No Change		
<b>SEA/AA Response:</b> N/A		

<b>63</b>	<b>Name/Group:</b>	<b>HRA Planning (DC Manor LTD./HDI Developments Ltd.) Ref: LCC – C220 – NCW2 – 61</b>
<b>Submission:</b>		<b>Response</b>
<p>1. Submission relates to lands situated at Woodfield Manner/Killeline within the southern part of Newcastle West. The subject lands have the benefit of 'residential' zoning objectives in the current LAP. The draft LAP seeks to modify these to 'agriculture' and 'open space and recreation'. Submission states that the growth allocation relates to provision of 118 residential units per year during the life of the LAP. However, that 30% growth allocation set out in the Limerick Development Plan is applicable from the adoption of the Limerick Development Plan in 2022 and is not tied to commencement only upon adoption of the new LAP. Thus, it is important and practicable to take into account the relatively little amount of new residential development that has occurred between 2022- 2023 and the need for any new LAP provisions to be mindful that deficiently in the first year of the Core Strategy projection.</p>		<p>1. It should be noted that the draft LAP core strategy identifies a need for 33.4 ha of zoned land in Newcastle West to accommodate this level of growth. The draft LAP indicates that there is 43.8 ha of zoned land. As stated in previous responses above, the OPR are content with this overprovision, but it more than adequately captures any perceived deficiencies in the first year of the Core Strategy projection.</p>

2. Submission states that the subject lands are considered to represent 'Tier 1: Serviced Zoned Land' characteristics – the basis of which should inform the consideration of zoning of land for development.



3. Submission states that the national planning framework seeks to promote serviced lands first, which these lands are.

4. Submission states that the development plan guidelines are clear in that de-zoning of land per-se, is not the solution where such zoned land is serviceable and can be developable within the life of the Plan.

5. Submission goes on to state that the guidelines go on to provide direction (to planning authorities) that if it is a case that there is a surplus of well-located zoned and fully serviced land to meet population and housing supply targets

2. While the lands in question may be serviced or serviceable, this is not the only contributing factor to consider in terms of zoning land. The principles of compact growth and the sequential approach to the zoning of land must also be considered. The OPR in their submission in relation to the Draft LAP stated: *the Office is satisfied that all of the lands proposed to be zoned 'New Residential' and 'Serviced Sites' are well located, contiguous to the existing built up footprint and within the CSO settlement boundary. In this regard, it is considered that the proposed residential land use zonings are generally consistent with NPO 3c and RPO 35 in relation to compact growth. It is also noted that an LTP was undertaken to inform the zoning provisions of the draft LAP and that a suite of active travel measures and other sustainable transport objectives are proposed to enhance connectivity between the proposed residential areas and the town centre.*

3. See response to point 2 above

4. See response to points 1 and 2 above

5. It is considered that the zoning of lands in the Draft LAP has created a surplus of well-located and serviced lands. The OPR acknowledge this in their submission and state: *Whilst the extent of zoned residential land is in excess of the requirement, the Office is satisfied that all of the lands proposed to*

<p>already zoned for development in any local authority area when reviewing a development plan, it is recommended best practice that a phased approach be taken to prioritise the preferred sequence of development of such sites where there is a sound planning rationale for doing so. In considering such 'rationale', the guidelines suggest consideration should be given to material factors such as; the urgent need to increase housing supply; and, the availability or proximity of, or capacity to provide, off-site services, facilities or infrastructure. This is the most current and updated methodological guidance available from National Government in respect to the preparation of zoning objectives in instances where existing residential zoning applies.</p> <p><b>6.</b> Submission states that the subject site benefits from great connectivity and proximity to the town centre.</p> <p><b>7.</b> Submission sets out the planning history of the subject site and adjoining sites.</p> <p><b>8.</b> De zoning would miss an opportunity to secure connectivity between Killeline Road and the Woodfield estate and to deliver further essential sporting infrastructure at this location (creating synergy with existing sporting facilities) which is currently being considered as part of the development concept which otherwise, is unlikely to be delivered.</p>	<p><i>be zoned 'New Residential' and 'Serviced Sites' are well located, contiguous to the existing built up footprint and within the CSO settlement boundary. In this regard, it is considered that the proposed residential land use zonings are generally consistent with NPO 3c and RPO 35 in relation to compact growth. As such, it is considered that the quantum of zoned land proposed in the Draft LAP is appropriate and line with national and regional policy.</i></p> <p><b>6.</b> See response to point 5 above</p> <p><b>7.</b> Noted</p> <p><b>8.</b> It should be noted that a Local Transport Plan was undertaken to inform the zoning provisions of the draft LAP and that a suite of active travel measures and other sustainable transport objectives are proposed to enhance connectivity between the proposed residential areas and the town centre.</p>
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<p><b>9.</b> Submission respectfully requests that the Council satisfy itself in the finalisation of the draft LAP, that all other ‘residential’ zoned land in Newcastle West, presents equal ‘developability’ and ‘likelihood’ characteristics as the subject lands, and that their zoning is not based on the (marginally) closer proximity to the town centre in a simplistic evaluation of distance alone.</p> <p><b>10.</b> There has been relatively little amount of new residential development between 2022- 2023 and core strategy targets for the year 2022-2023 are unlikely to have been met thus requiring that future LAP objectives take this under provision into account in land allocation for housing supply;</p> <p><b>11.</b> The proposed rezoning of subject land from a development to non-development ‘agricultural’ function within the settlement boundary is at variance to the National Planning Guidelines which does not advocate or recommend the de zoning of land per se in subsequent land use plans where they are serviceable and developable during the lifetime of the LAP;</p>	<p><b>9.</b> The Council is satisfied that the appropriate quantum of residential land at appropriate locations is provided for in the Draft LAP. This is validated by the Office of the Planning Regulator (OPR) in their submission, which stated: <i>the Office is satisfied that all of the lands proposed to be zoned ‘New Residential’ and ‘Serviced Sites’ are well located, contiguous to the existing built up footprint and within the CSO settlement boundary. In this regard, it is considered that the proposed residential land use zonings are generally consistent with NPO 3c and RPO 35 in relation to compact growth.</i></p> <p><b>10.</b> It should be noted that the draft LAP core strategy identifies a need for 33.4 ha of zoned land in Newcastle West to accommodate this level of growth. The draft LAP indicates that there is 43.8 ha of zoned land. As stated in previous responses above, the OPR are content with this overprovision, but it more than adequately captures any perceived deficiency in the first year of the Core Strategy projection.</p> <p><b>11.</b> While the lands in question may be serviced or serviceable, this is not the only contributing factor to consider in terms of zoning land. The principles of compact growth and the sequential approach to the zoning of land must also be considered. The OPR in their submission in relation to the Draft LAP stated: <i>the Office is satisfied that all of the lands proposed to be zoned ‘New Residential’ and ‘Serviced Sites’ are well located, contiguous to the existing built up footprint and within the CSO settlement boundary. In this regard, it is considered that the proposed residential land use zonings are generally consistent with NPO 3c and RPO 35 in relation to compact growth.</i></p>
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<p><b>12.</b> The landowner is at an advanced stage of planning design on the subject site and has gone to considerable expense and resource since acquiring the land in 2022 to advance the residential development of it consistent with the land use zoning provisions of the current LAP which the Council confirmed would be in place until 2024;</p> <p><b>13.</b> There is sufficient basis to indicate that other lands zoned in the draft LAP may not come forward or be developable during the lifetime of the new LAP such that the inclusion of them may impede real opportunities to deliver forecasted housing growth on other appropriate lands and it may distort housing land allocation;</p> <p><b>14.</b> The property is sufficiently close to the town centre and has access to a wide range of social, community, sporting and educational services within reasonable walking and cycling distance to support sequential development of the subject lands whilst supporting the '15-minute' neighbourhood concept advocated in urban planning.</p>	<p><b>12.</b> In the interest of clarity, it should be noted that the current land use zonings are in place until the adoption of the Draft LAP.</p> <p><b>13.</b> The zoning of land in the Draft LAP is based on planning principles and applicable regional and national policy and not commercial or market influences.</p> <p><b>14.</b> The Council is satisfied that the appropriate quantum of residential land at appropriate locations is provided for in the Draft LAP. This is validated by the Office of the Planning Regulator (OPR) in their submission, which stated: <i>the Office is satisfied that all of the lands proposed to be zoned 'New Residential' and 'Serviced Sites' are well located, contiguous to the existing built up footprint and within the CSO settlement boundary. In this regard, it is considered that the proposed residential land use zonings are generally consistent with NPO 3c and RPO 35 in relation to compact growth.</i></p>
<p><b>Chief Executive's Recommendations:</b></p>	
<p><b>1. – 14.</b> No Change</p>	
<p><b>SEA/AA Response:</b> N/A</p>	

64	<b>Name/Group:</b>	<b>Bernard Doherty</b> <b>Ref: LCC – C220 – NCW2 – 62</b>
	<p><b>Submission:</b></p> <p>1. Submission relates to a plot of land to the south of the settlement.</p> <p>2. Submission states that zoning the subject site agricultural is not in line with Newcastle West’s designation as a key town.</p> <p>3. Submission states that the subject lands are tier 1 as defined in the National Planning Framework and as such should not be de-zoned.</p>	<p><b>Response</b></p> <p>1. Noted</p> <p>2. The Council is satisfied that the appropriate quantum of residential land at appropriate locations is provided for in the Draft LAP. This is validated by the Office of the Planning Regulator (OPR) in their submission, which stated: <i>the Office is satisfied that all of the lands proposed to be zoned ‘New Residential’ and ‘Serviced Sites’ are well located, contiguous to the existing built up footprint and within the CSO settlement boundary. In this regard, it is considered that the proposed residential land use zonings are generally consistent with NPO 3c and RPO 35 in relation to compact growth.</i></p> <p>3. While the lands in question may be serviced or serviceable, this is not the only contributing factor to consider in terms of zoning land. The principles of compact growth and the sequential approach to the zoning of land must also be considered. The OPR in their submission in relation to the Draft LAP stated: <i>the Office is satisfied that all of the lands proposed to be zoned ‘New Residential’ and ‘Serviced Sites’ are well located, contiguous to the existing built up footprint and within the CSO settlement boundary. In this regard, it is considered that the proposed residential land use zonings are generally consistent with NPO 3c and RPO 35 in relation to compact growth. It is also noted that an LTP was undertaken to inform the zoning provisions of the draft LAP and that a suite of active travel measures and other sustainable transport objectives are proposed to enhance</i></p>

<p><b>4.</b> Submission states that the Draft LAP promotes the 10 minute town concept and that the subject site is within this catchment.</p> <p><b>5.</b> The retention of the residential zoning on these lands will allow for the delivery of housing in line with RPO22 of the Regional Economic and Spatial Strategy (RSES).</p> <p><b>6.</b> Submission states that the subject lands can help deliver some of the transport interventions outlined in the Local Transport Plan for Newcastle West.</p>	<p><i>connectivity between the proposed residential areas and the town centre.</i></p> <p><b>4.</b> In terms of the 10 minute town concept, Figure 7.1 (Newcastle West Walking Distances) on page 72 of the Draft LAP shows the 10 minute walk time from the centre of town. The subject site is not located within a 10 minute wartime of the town centre.</p> <p><b>5.</b> The Council is satisfied that the appropriate quantum of residential land at appropriate locations is provided for in the Draft LAP. This is validated by the Office of the Planning Regulator (OPR) in their submission, which stated: <i>the Office is satisfied that all of the lands proposed to be zoned ‘New Residential’ and ‘Serviced Sites’ are well located, contiguous to the existing built up footprint and within the CSO settlement boundary. In this regard, it is considered that the proposed residential land use zonings are generally consistent with NPO 3c and RPO 35 in relation to compact growth.</i> In terms of compliance with the RSES, the OPR in their submission stated that <i>the draft LAP provides a comprehensive strategy for the future development of Newcastle West and is generally consistent with the provisions of the Development Plan, the Project Ireland 2040: National Planning Framework (NPF) and the RSES.</i></p> <p><b>6.</b> The Local Transport Plan and the actions contained within are one of the factors that informed the zoning of land in Newcastle West. As such, it is considered that appropriate land use zonings are provided at the appropriate locations, which aligns with the aims, aspirations and actions of the Local Transport Plan.</p>
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7. Submission states that Newcastle West has a great need for a Retirement Village to provide suitable independent and assisted living accommodation for older people. Submission infers that the subject lands can deliver on this.

7. It should be noted that Policy DSP2 (Development Strategy) of the Draft LAP- seeks to deliver new residential development in accordance with the Settlement and Housing Strategy of the Limerick Development Plan 2022 – 2028, supporting a choice of quality housing, mixed tenure and unit size/type universally designed for ease of adaption to the lifecycle and mixed mobility needs. It should also be noted that a retirement village is a permissible use in several of the land use zonings in the Draft LAP, which are in a more central location, close to amenities and services.

8. Submission states that the subject lands can provide much needed community/social infrastructure.

8. The Draft LAP has zoned ample areas of education and community lands, as well as open space and recreation lands. These appropriately zoned lands are capable of accommodating community/social infrastructure such as playing pitches.



**Chief Executive’s Recommendations:**

1. – 8. No Change

**SEA/AA Response:**

N/A

65	<b>Name/Group:</b>	<b>Thomas Duggan (Newcastle West Limerick Camogie)</b> <b>Ref: LCC – C220 – NCW2 – 64</b>
	<p><b>Submission:</b></p> <p>1. Submission expresses support for submission No. 63, which seeks the retention of a residential zoning on a plot of land to the south of the town.</p> <p>2. The development of these lands will provide community/social infrastructure such as playing pitches.</p> <p>3. The development of these lands will have a positive economic impact on the local area, creating new jobs during construction and running of the facilities/services provided.</p>	<p><b>Response</b></p> <p>1. One of the aims of the Draft Lap is to zone the appropriate quantum of residential land at appropriate locations to ensure the settlement of Newcastle West aligns with the Core Strategy of the Limerick Development Plan 2022-2028 as well as the principles of compact growth and the sequential approach to the zoning of land. It should be noted that the Office of the Planning Regulator (OPR) in their submission stated <i>‘The Office is satisfied that the draft LAP includes a sufficient supply of zoned land to meet the housing supply target and will ensure sufficient choice for development appropriate to a key town of the scale and nature of Newcastle West.’</i> As such, it is considered appropriate that the zoning designations shown for these lands in the Draft LAP remain.</p> <p>2. The Draft LAP has zoned ample areas of open space and recreation, which are capable of accommodating community/social infrastructure such as playing pitches.</p> <p>3. As per point 1 above, a sufficient supply of zoned land has been provided in the Draft LAP to meet its housing supply target. The development of the lands zoned in the Draft LAP, which are considered to be in appropriate locations, will have a positive economic impact on the local area, creating new jobs during construction and running of the facilities/services provided.</p>
	<b>Chief Executive’s Recommendations:</b>	
	1. – 3. No Change	
	<b>SEA/AA Response:</b> N/A	

#### 2.4 Late Submissions received outside the statutory period for Public Consultation

	<b>Name/Group:</b>	<b>Thomas Duggan (Newcastle West Limerick Camogie)</b>
	<b>Key points:</b>	
		<ul style="list-style-type: none"><li>- Submission includes a letter of support from the Limerick County Board expressing support for the Newcastle West Camogie submission.</li></ul>

## Part B Proposed Amendments to Draft Newcastle West Local Area Plan 2023 – 2029

### (To be read in tandem with Part A)

**Note:** The following sets out amendments, which include text to be omitted ~~struck through in red~~ and wording to be inserted underlined in green. Where policies or objectives are proposed to be included or amended, the policy/objective numbers of those in the Proposed Plan may need to be revised.

### 3.1 Amendments to Proposed Local Area Plan Text

#### Chapter 2

Text Amendment No.	Proposed Amendment	Submission No.
1.	Point 5 in the challenges element of the SCOT analysis in section 2.4.1 of the Draft Local Area Plan will be amended as follows: Traffic congestion and high volume of <u>local</u> traffic on the N21.	11

Text Amendment No.	Proposed Amendment	Submission No.
2.	Point 4 in the opportunities element of the SCOT analysis in section 2.4.1 of the Draft Local Area Plan will be amended as follows: Tourism and amenity <u>(including pool and leisure amenity)</u> development potential	11

Text Amendment No.	Proposed Amendment	Submission No.
3.	Point 3 in the threats element of the SCOT analysis in section 2.4.1 of the Draft Local Area Plan will be amended as follows: Uncertainty regarding the release of zoned lands <u>in particular to meet demand for serviced sites</u>	11

### Chapter 3

Text Amendment No.	Proposed Amendment	Submission No.																		
4.	<p>Insert the following tables in an appropriate location in Chapter 3 (Development Strategy) of the Draft LAP:</p> <p>Table x: Quantum of Zoned land required and quantum of land zoned:</p> <table border="1" data-bbox="403 535 1334 837"> <thead> <tr> <th data-bbox="403 535 632 775">'New Residential' zoned land required</th> <th data-bbox="632 535 847 775">Land zoned as 'New Residential'</th> <th data-bbox="847 535 1082 775">'Residential Serviced Sites' zoned land required</th> <th data-bbox="1082 535 1334 775">Land zoned for 'Residential Serviced Sites'</th> </tr> </thead> <tbody> <tr> <td data-bbox="403 775 632 837">25.5 ha</td> <td data-bbox="632 775 847 837">36.228 ha</td> <td data-bbox="847 775 1082 837">7.9ha</td> <td data-bbox="1082 775 1334 837">7.286 ha</td> </tr> </tbody> </table> <p>Table x: Residential units required and potential yield on zoned land:</p> <table border="1" data-bbox="403 909 1334 1279"> <thead> <tr> <th data-bbox="403 909 563 1279">No. of residential units required as per LDP core strategy 2022 - 2029</th> <th data-bbox="563 909 836 1279">Potential residential yield on 'New Residential' zoned land</th> <th data-bbox="836 909 1011 1279">Potential residential yield on 'Residential Serviced Sites'</th> <th data-bbox="1011 909 1187 1279">Potential units within town centre, including opportunity sites</th> <th data-bbox="1187 909 1334 1279">Total potential units within the LAP boundary</th> </tr> </thead> <tbody> <tr> <td data-bbox="403 1279 563 1384">826 units</td> <td data-bbox="563 1279 836 1384">1268 units</td> <td data-bbox="836 1279 1011 1384">79 units</td> <td data-bbox="1011 1279 1187 1384">33 units</td> <td data-bbox="1187 1279 1334 1384">1380 units</td> </tr> </tbody> </table>	'New Residential' zoned land required	Land zoned as 'New Residential'	'Residential Serviced Sites' zoned land required	Land zoned for 'Residential Serviced Sites'	25.5 ha	36.228 ha	7.9ha	7.286 ha	No. of residential units required as per LDP core strategy 2022 - 2029	Potential residential yield on 'New Residential' zoned land	Potential residential yield on 'Residential Serviced Sites'	Potential units within town centre, including opportunity sites	Total potential units within the LAP boundary	826 units	1268 units	79 units	33 units	1380 units	1
'New Residential' zoned land required	Land zoned as 'New Residential'	'Residential Serviced Sites' zoned land required	Land zoned for 'Residential Serviced Sites'																	
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826 units	1268 units	79 units	33 units	1380 units																

### Chapter 4

Text Amendment No.	Proposed Amendment	Submission No.
5.	<p>Include additional text in Policy RLP1 in the Draft LAP as follows: <u>(f) There is a presumption against large out of town retail centres located adjacent or close to existing, new or planned national roads in accordance with the 'Retail Planning Guidelines', 2012.</u></p>	3

Text Amendment No.	Proposed Amendment	Submission No.
6.	<p>Section 4.6.1 (A Vibrant Town Centre) will be updated to include a final point in the last paragraph:</p> <ul style="list-style-type: none"> <li>Investigate the provision of a cafeteria type meeting place with the potential for a small retail outlet.</li> </ul>	11

## Chapter 5

Text Amendment No.	Proposed Amendment	Submission No.
7.	<p>1. Section 5.4 (Community, Cultural Facilities) will be amended to include the following text after the first paragraph of the section: West Limerick Sports Complex is a not for profit Social Enterprise established in 2017, they operate the only public swimming pool and leisure facilities in the town. Their Mission is to provide and encourage people of all abilities and demographics the opportunity to access and engage in inclusive swimming, fitness and exercise activities to enhance and benefit their social, physical and mental wellbeing and promote healthy lifestyles in our community. WLSC collaborates with a large number of schools, local groups and organisations providing a socially inclusive setting for people to enjoy sport, swimming &amp; exercise across all ages &amp; abilities. They have future development plans to expand the facilities to a Regional Sports Complex for the greater west limerick region.</p>	21

## Chapter 6

Text Amendment No.	Proposed Amendment	Submission No.
8.	<p>Include an additional objective at the end of Objective TO1 – Tourism: (k) Investigate the potential of providing a</p>	10, 11, 24 – 54, 56 - 58

	campervan/motorhome service areas or 'Aire' at an appropriate location in the town.	
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## Chapter 7

Text Amendment No.	Proposed Amendment	Submission No.
9.	Policy SMTP2 will be updated as follows: Seek to implement in a positive manner, in cooperation with other relevant stakeholders and agencies <u>including the Nation Transport Authority (NTA)</u> , the policies of the NPF, RSES and the Department of Transport's Active Travel publications <u>and the National Sustainable Mobility Policy (2022)</u> , to encourage more sustainable patterns of travel and greater use of sustainable forms of transport in Newcastle West, including public transport, cycling and walking.	1, 2

Text Amendment No.	Proposed Amendment	Submission No.
10.	Objective SMT01 - Local Transport Plan: It is an objective of the Council to <del>to</del> implement the Local Transport Plan for Newcastle West and all actions/recommendations contained within, in particular: <u>(a) The walking/Cycling Strategy for Newcastle West and subsequent walking/connectivity actions and cycling/connectivity actions as set out in Table 4.1 (Pedestrian Infrastructure interventions/actions) and Table 4.2 (Cycle Infrastructure Intervention/actions) of the Local Transport Plan and figure x.x and figure x.x below.</u> <u>(b) The roads strategy for Newcastle West and subsequent roads/connectivity actions as set out in Table 4.3 (Road interventions/actions) of the Local Transport Plan and figure x.x below.</u> <u>(c) The prioritisation, detailed design and delivery of the interventions/actions set out above and in the Local</u>	1, 2

	<p><u>Transport Plan for Newcastle West will be progressed during this lifetime of this plan.</u></p> <p><del>Tables 4.1, 4.2 and 4.3. (See Volume 2)</del></p> <p>As well as the above amendment to Objective SMTO1, Drawing No. NCW-MHL-PED-D01 Rev.02 (walking Interventions), Drawing No. NCW-MHL-CYC-D01 Rev.02 (Cycling Interventions) and Drawing No. NCW-MHL-RD-D01 Rev.02 (Road Strategy Interventions) from the Local Transport Plan will be inserted into Chapter 7 of the Draft LAP under revised Objective SMTO1 (Local Transport Plan), to provide more explicit support to the proposed interventions set out in the Local Transport Plan (LTP), but also to provide clear mapping of the interventions required to support the delivery of the LTP.</p>	
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Text Amendment No.	Proposed Amendment	Submission No.
11.	<p>Paragraph 2 of Section 7.5.1 (Existing Walking/Cycling infrastructure) of the Draft LAP will be updated as follows: The NCWLTP recognises that there are a number of locations throughout Newcastle West where connectivity of the pedestrian network requires improvement. Safe and easy to use crossing locations improve accessibility for pedestrians and increase comfort levels for those walking. <u>Such improvements will have regard to the NTA’s Rapid Build Active Travel Facilities Advice Note in terms of the deliverability of the proposed walking and cycling networks with specific reference to:</u></p> <ul style="list-style-type: none"> <li><u>a. Road markings/traffic restrictions;</u></li> <li><u>b. Narrowing/converting general traffic lanes to active travel facilities;</u></li> <li><u>c. Converting on-street parking to active travel facilities;</u></li> <li><u>d. Creating Traffic Free streets; and</u></li> <li><u>e. Redesigning junctions to provide greater capacity for walking, cycling and public transport.</u></li> </ul>	2

	These locations include: Station Road and Churchtown Road junction, Bishop Street and Market Place junction and Sheehan's Road.	
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Text Amendment No.	Proposed Amendment	Submission No.
12.	Objective SMTO4 (a) will be updated to read as follows: Protect the capacity of the national and regional road network from inappropriate development, having regard to all relevant Government guidance, <a href="#">Objective TR 039 National Roads</a> and Objective TR 041 Strategic Regional Roads of the Limerick Development Plan 2022-2028 and ensure development does not compromise the performance of the network or future improvements to the network. Road Safety Audits and Traffic Impact Assessments will be required to demonstrate implications of development proposals on the national and regional road network.	3

Text Amendment No.	Proposed Amendment	Submission No.
13.	Objective SMTO2 (Supporting Modal Split) will be updated to include an additional point as follows: <a href="#">c) Investigate the potential of providing a mobility hub at an appropriate location in the town centre.</a>	10

## Chapter 9

Text Amendment No.	Proposed Amendment	Submission No.
14.	Amend Objective IUO2 to include the following: (b) Ensure adequate wastewater infrastructure is available to cater for existing and proposed development, in collaboration with Uisce Eireann, avoiding any deterioration in the quality of receiving	1, 5

	<p>waters and ensuring discharge meets the requirements of the Water Framework Directive. This includes the separation of foul and surface water through the provision of separate networks and nature-based rainwater management measures. Applications for development under the Draft Plan must demonstrate that the proposal for development would not adversely affect a water body's ability to meet its objectives under the Water Framework Directive, individually as a result of the proposed development or cumulatively, in combination with other developments. – <del>evidence to this effect may include correspondence from Uisce Éireann</del> <u>Evidence of consultation by developers with Uisce Éireann, prior to submitting a planning application will be required.</u></p> <p><u>(c) Ensure compliance for infrastructure led-growth in accordance with the DHPLG Water Services Guidelines for Planning Authorities.</u></p> <p><u>(d) Facilitate improvements to the existing wastewater system to cater for the needs of an expanding population.</u></p> <p><u>(e) Ensure future development protects existing wayleave and buffer zones around public water services infrastructure</u></p>	
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Text Amendment No.	Proposed Amendment	Submission No.
15.	<p>Section 9.2 of the Draft LAP will be updated as follows:</p> <p><b>Wastewater</b></p> <p>The <del>draft 2022</del> wastewater treatment capacity register (<u>WWCR</u>) indicates there is spare capacity (ca. <del>3600</del> population equivalent) to cater for a portion, <del>but not all</del>, of the projected population growth of 1,988 <u>over the County Development Plan Period</u>. <del>identified in the LDP.</del></p>	5

	<p><u>In addition, there are a number of connection enquiries and applications being processed that may reduce available capacity further. The 2022 WWCR will be issued this month.</u></p> <p>An upgrade of Newcastle West WWTP is included in the 2020-2024 Investment Plan and is at concept design stage. The project will provide sufficient spare capacity to cater for the targeted growth. It is anticipated it will be post 2025, but within the lifetime of the <u>Local Area Plan 2022–2028 Limerick Development Plan</u>, before the WWTP project is completed. This will be subject to funding and other approvals. <del>In order to ensure the adequate protection and management of the environment, the requirements of this Local Area Plan, including those detailed under “Objective IU 02” below, must be demonstrated as being complied with in order for permission to be granted.</del></p> <p><b><u>Wastewater Networks</u></b></p> <p><u>Uisce Éireann and Limerick City and County Council are continually progressing sewer rehabilitation activities, capital maintenance activities, etc. Uisce Éireann and Limerick City and County Council will continue to monitor the performance of the networks to ensure that the most urgent works are prioritised as required. There is limited capacity in the wastewater network in Newcastle West; upgrades are likely to be required however, it is envisaged these would be developer led. A Drainage Area Plan for Newcastle West will commence this year and will identify issues and needs within the network. Surface water separation is strongly encouraged to free up capacity in the existing network.</u></p>	
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Text Amendment No.	Proposed Amendment	Submission No.
16.	<p>Add new objective after point (f) in objective IU05 as follows:  <u>The Council will examine the potential of district heating including district heating derived from waste heat where available, technically feasible and cost effective. The</u></p>	6

	<a href="#">outcomes of National Heat study shall be considered in this regard.</a>	
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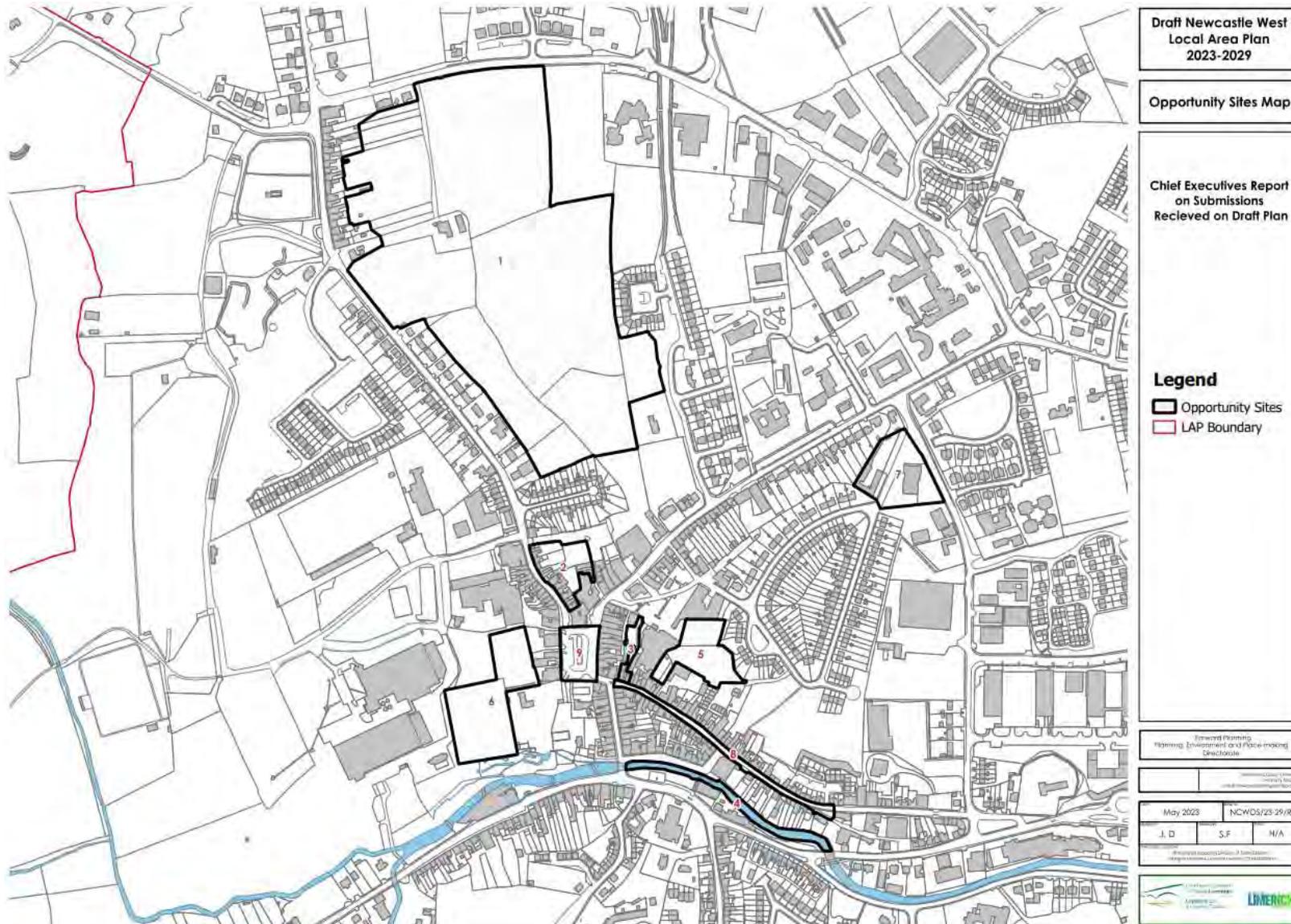
Text Amendment No.	Proposed Amendment	Submission No.
17.	<p>Amend the text within Section 9.7 (Waste Management) of the Draft LAP as follows:</p> <p>9.7 Waste Management and the Circular Economy</p> <p>The Circular Economy and Ireland’s Waste Management policy is part of the waste hierarchy established by the EU’s Waste Framework Directive, which sets out to prioritise waste prevention, followed by reuse, recycling, recovery and finally disposal into landfill. <a href="#">Regard should also be had to the Best practice guidelines for the preparation of resource &amp; waste management plans for construction &amp; demolition projects, which provide a practical approach which is informed by best practice in the prevention and management of C&amp;D wastes and resources from design through to construction and deconstruction.</a> The Southern Region Waste Management Plan 2015 – 2021 is a framework for the prevention and management of waste in a safe and sustainable manner. Refuse collection is carried out by a number of private contractors in the Newcastle West area. The town also benefits from a Civic Amenity Recycling facility. The Limerick Civic Amenity Centres have been provided primarily for the householders of County Limerick to recycle their waste. The Centres accept a wide range of household material which is suitable for recycling.</p>	6

## Chapter 10

Text Amendment No.	Proposed Amendment	Submission No.
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<p><b>18.</b></p>	<p>Amend the Enterprise and Employment objective and purpose in table 10.2 (Land Use Zoning Objectives and Purposes) to read:</p> <p><b>Objective:</b> To provide for and improve general enterprise, employment, business and commercial activities.</p> <p><b>Purpose:</b> Provides for enterprise, employment and general business activities and acknowledge existing/permitted retail uses. This land use zoning may accommodate light industry, low input and emission manufacturing, logistics and warehousing and office developments <u>including general public administration</u>. The form and scale of development on these sites shall be appropriate to their location, having regard to surrounding uses and scale. A proliferation of retail uses will not be permitted. Sites should be highly accessible, well designed and permeable with good pedestrian, cyclist links to the town centre and public transport. The implementation of mobility management plans will be required to provide important means of managing accessibility to these sites.</p>	<p><b>18</b></p>
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### 3.2 Amendments to Opportunity Sites Map and Table



Opportunity Sites	Attributes	Development Potential	Map
<p>Opportunity Area 1 - Churchtown</p>	<ul style="list-style-type: none"> <li>• Ca. 12 hectares zoned New Residential</li> <li>• Within walking distance of the town centre and the Demesne parkland and is also adjacent to the Gaelscoil and the Greenway.</li> <li>• Site is a prime location adjacent to the town centre with opportunities for <a href="#">compact mixed tenure residential</a> redevelopment, the provision of public realm, connectivity and permeability.</li> </ul>	<ol style="list-style-type: none"> <li>1. New mixed tenure residential neighbourhood appropriately designed to create a sense of place.</li> <li>2. Any development to address linkages to the Gaelscoil, Greenway, Demense and the town centre to ensure that local residents have easy access to facilities and amenities and ensure quality permeability.</li> <li>3. Masterplan required to guide the comprehensive development of this site.</li> <li>4. Implement Local Transport Plan recommended actions: RN2, RN3, RN4 RN18, CI1, CI2, CI21,CI24, WN3,WN4,WN5, WN24,WN27</li> </ol>	

Opportunity Sites	Attributes	Development Potential	Map
			<p>LEGEND:</p> <ul style="list-style-type: none"> <li> Active Travel Route</li> <li> Vehicular &amp; Active Travel Route as per traffic management report</li> <li> Mixed Tenure Residential</li> <li> School</li> <li> Protected Structures on Record</li> <li> Monuments and Places on Record</li> <li> Entrances</li> <li> Access to backlands to be maintained</li> </ul>

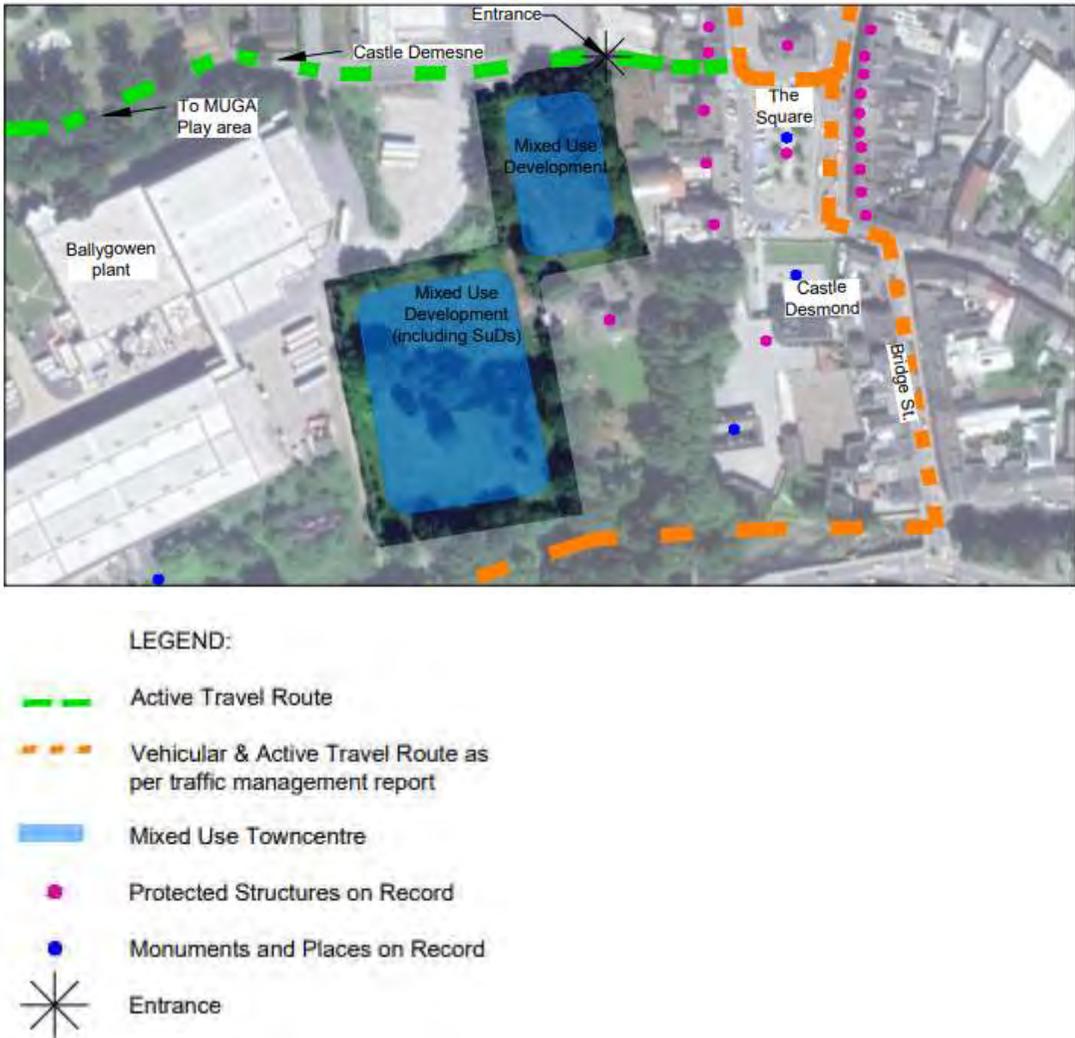
Opportunity Sites	Attributes	Development Potential	Map
<p>Opportunity Area 2 - Lands to rear of Church Street and Bishop's Street</p>	<ul style="list-style-type: none"> <li>• 0.4 ha. Site zoned Town Centre</li> <li>• The site consists of a number of single storey and two storey residences and former commercial units on the ground floor on Church Street, and a stone masonry business operating to the rear with access from the lane to the public car park.</li> <li>• Bridewell Lane provides pedestrian access to Bishop Street.</li> <li>• There is a high level of vacancy on Church Street and some of the more recently built retail/commercial units on Bridewell Lane are also vacant.</li> <li>• The site is located in an ACA</li> <li>• Site is a prime location adjacent to the town centre with opportunities for redevelopment,</li> </ul>	<ol style="list-style-type: none"> <li>1. Any proposal should maximise the opportunity of the existing pedestrian access at Bridewell Lane and access to the existing car park. The design and layout shall reflect this and active frontage should address the car park.</li> <li>2. The amalgamation of plots is encouraged.</li> <li>3. A comprehensive masterplan will be required to demonstrate a planned, integrated scheme for the re-development of the area to avoid piecemeal development, which could inhibit the future potential of the area.</li> <li>4. Desirable re-development of the site includes, a mix of residential units, commercial, tourist related services, tourist accommodation, office development or a cultural/arts facility.</li> <li>5. Any development works shall respect and incorporate, where reasonable the architectural heritage of the site.</li> </ol>	

Opportunity Sites	Attributes	Development Potential	Map
	connectivity and permeability.	6. Implement Local Transport Plan recommended actions: RN3, RN4, CI1, CI3, WN4, WN5.	<p>LEGEND:</p> <ul style="list-style-type: none"> <li> Vehicular &amp; Active Travel Route as per traffic management report</li> <li> Towncentre</li> <li> Protected Structures on Record</li> <li> Monuments and Places on Record</li> <li> Entrances</li> <li> Access to laneway to be maintained</li> </ul>

Opportunity Sites	Attributes	Development Potential	Map
<p>Opportunity Area 3 - Brewery Lane is a formal thoroughfare linking Market Square to Maiden Street. It is located approximately 100m east of The Square in the ACA. It is located approximately 100m east of The Square in the ACA.</p>	<ul style="list-style-type: none"> <li>• This site acts as a formal thoroughfare linking Market Square to Maiden Street. It is located approximately 100m east of The Square in the ACA and within the curtilage of a number of Protected Structures.</li> <li>• Poor quality path, not maintained, uneven surface.</li> <li>• Site is a prime location adjacent to the town centre with some opportunities for redevelopment, but with more opportunities in terms of public realm, connectivity and permeability.</li> </ul>	<ol style="list-style-type: none"> <li>1. This area is important from a public realm and improvements would provide a better quality pedestrian link in the heart of the town through quality surfacing, signage and lighting.</li> <li>2. There is potential for the development of the lands adjoining the lane to provide residential and retail development.</li> <li>3. Any infill proposal of this site will be required to respect the access to the rear of the terrace of Protected Structures on the Square.</li> <li>4. Consideration could be given to widening or opening up the entrance at the Market Square and the provision of quality street furniture, seating and bicycle parking.</li> <li>5. Implement Local Transport Plan recommended actions: RN4, RN6, RN7, RN17, CI3, CI6, CI5, CI20, WN5, WN7, WN8, W N22.</li> </ol>	<p>The map displays a street layout with Brewery Lane highlighted as a red thoroughfare with arrows at both ends. To the west of Brewery Lane, a purple line indicates a linkage. Several pink dots represent Protected Structures on Record, and one blue dot represents a Monument and Place on Record. The map shows buildings in grey and open spaces in white.</p> <ul style="list-style-type: none"> <li>Protected Structures on Record</li> <li>Monuments and Places on Record</li> <li>Linkages</li> <li>Thoroughfare</li> </ul>

Opportunity Sites	Attributes	Development Potential	Map
<p>Opportunity Area 4 – River Walkway connecting the Demesne and River Arra linking into the Castle Demense</p>	<p>Site is a prime location adjacent to the town centre with vast potential in terms of public realm, connectivity and permeability.</p>	<ol style="list-style-type: none"> <li>1. Improve pedestrian and cycle links adjacent to the River Arra</li> <li>2. Encourage linkages with the Demense to provide for greater connectivity.</li> <li>3. Investigate the potential of providing a tourism hub at Fuller’s Folly.</li> <li>4. Upgrade Street Furniture</li> <li>5. Sympathetic lighting</li> <li>6. Enhanced connection between the river and the Demense/Desmond Hall.</li> <li>7. Up-graded footways.</li> <li>8. Implement Local Transport Plan recommended actions: RN6, RN10, RN17 CI4 ,CI7, CI20 WN6,WN7,WN9 ,WN22, WN23</li> </ol>	 <p>The map displays a plan view of a town area with a blue river (River Arra) flowing through it. A grey shaded area represents the town center. A light blue shaded area along the riverbank indicates the proposed walkway. Pink dots mark protected structures, and pink lines indicate linkages between the river and the town center. A legend at the bottom identifies the pink dot as 'Protected Structures on Record' and the pink line as 'Linkages'.</p>

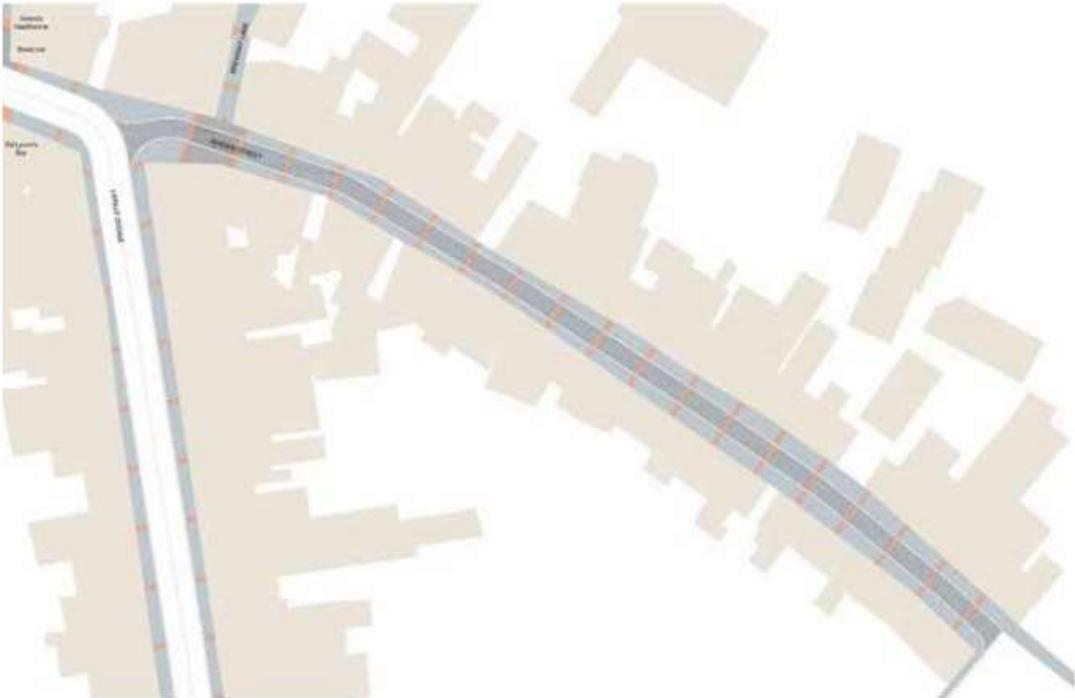
Opportunity Sites	Attributes	Development Potential	Map
<p>Opportunity Area 5 - Market Place</p>	<ul style="list-style-type: none"> <li>• Circa 0.355 ha</li> <li>• Lands located in the heart of Newcastle West</li> <li>• South west of Assumpta Park</li> <li>• Site is currently underutilized</li> <li>• Site comprises grassland</li> <li>• Site is currently zoned Town Centre</li> </ul>	<ol style="list-style-type: none"> <li>1. Site is a prime location adjacent to the town centre with some opportunities for redevelopment including potential for residential, and community uses, but also with opportunities in terms of public realm, connectivity and permeability.</li> <li>2. Any proposal should maximise the opportunity of the existing pedestrian access.</li> <li>3. Implement Local Transport Plan recommended actions: CI 5, CI20. WN7, WN22.</li> <li>4. <u>A comprehensive masterplan will be required to demonstrate a planned, integrated scheme for the re-development of the area to avoid piecemeal development, which could inhibit the future potential of the area.</u></li> </ol>	 <p><b>LEGEND:</b></p> <ul style="list-style-type: none"> <li>--- Active Travel Route</li> <li>--- Vehicular &amp; Active Travel Route as per traffic management report</li> <li>■ Mixed Use Towncentre</li> <li>● Protected Structures on Record</li> <li>✳ Entrance</li> </ul>

Opportunity Sites	Attributes	Development Potential	Map
<p>Opportunity Area 6 - Nash Backlands, The Square and Castle Demesne</p>	<ul style="list-style-type: none"> <li>• C. 1.2ha</li> <li>• Site is located to the east of Ballygowan and is located immediately off The Square.</li> <li>• Site is currently underutilized</li> <li>• Site contains grassland and trees.</li> <li>• Site is currently zoned Town Centre</li> </ul>	<ol style="list-style-type: none"> <li>1. Given its strategic location in relation to the retail core and its considerable size, the site presents significant potential for reinforcing the use, function and character of the Town Centre.</li> <li>2. The site would provide an opportunity for increased permeability, linking the square to the Demesne. Opportunity for a mixed use development in the heart of The Square including residential, office, retail and tourism.</li> <li>3. The existing laneway would benefit from resurfacing in appropriate high quality materials and improved signage and lighting.</li> <li>4. Implement Local Transport Plan recommended actions: RN3, RN4, RN7, CI1, CI3, CI6, CI18, WN4, WN8, WN20.</li> <li>5. <a href="#">A comprehensive masterplan will be required to demonstrate a planned, integrated scheme for the re-development of the area</a></li> </ol>	 <p><b>LEGEND:</b></p> <ul style="list-style-type: none"> <li>Active Travel Route</li> <li>Vehicular &amp; Active Travel Route as per traffic management report</li> <li>Mixed Use Towncentre</li> <li>Protected Structures on Record</li> <li>Monuments and Places on Record</li> <li>Entrance</li> </ul>

Opportunity Sites	Attributes	Development Potential	Map
		<p><u>to avoid piecemeal development, which could inhibit the future potential of the area.</u></p>	

Opportunity Sites	Attributes	Development Potential	Map
<p>Opportunity Area 7 - Former Olympic Ballroom, Sheehan's Road</p>	<ul style="list-style-type: none"> <li>The site contains 2 plots with a combined area of approximately 0.776 hectares</li> <li>The existing Ballroom is approximately 117square metres with a stepped front façade commonly found at ballrooms around the county.</li> <li>The site is zoned New Residential.</li> <li>Site is a prime location proximate to the town centre with opportunities for redevelopment, and the provision of Public Realm.</li> </ul>	<ol style="list-style-type: none"> <li>Residential redevelopment opportunity</li> <li>Sites to be redeveloped either together or separately.</li> <li>Site is a prime location proximate to the town centre with opportunities for redevelopment, and the provision of Public Realm.</li> <li>Implement Local Transport Plan recommended actions: RN 4, RN5, RN16, CI3, CI4, CI19, CI26, WN5, WN6, WN21.</li> <li>A comprehensive masterplan will be required to demonstrate a planned, integrated scheme for the redevelopment of the area to avoid piecemeal development, which could inhibit the future potential of the area.</li> </ol>	<p>Map</p> <p>LEGEND:</p> <ul style="list-style-type: none"> <li>Vehicular &amp; Active Travel Route as per traffic management report</li> <li>Towncentre</li> <li>Monuments and Places on Record</li> <li>Entrances</li> </ul>

Opportunity Sites	Attributes	Development Potential	Map
<p>Opportunity Area 8 - Maiden Street</p>	<ul style="list-style-type: none"> <li>• Maiden Street is a narrow, one-way thoroughfare defined by traditional 2 and 3-storey buildings providing ground floor commercial space and some upper floor residential accommodation. It is an attractive street with many independent shops and pubs.</li> <li>• Site is a prime location adjacent to the town centre with vast potential in terms of public realm, connectivity and permeability.</li> </ul>	<ol style="list-style-type: none"> <li>1. Improve pedestrian and cycle links along Maiden Street to increase permeability and east of movement towards the Square.</li> <li>2. Link in with The Square to provide for greater connectivity.</li> <li>3. Investigate the potential of providing traffic calming measures. This could include a shared surface treatment with no raised kerbs, which would reinforce the presence of pedestrians and act as a traffic calming device.</li> <li>4. The character of the street would be enhanced through high-quality surface finishes and street furniture.</li> <li>5. A shopfront improvement scheme would enhance the attractiveness of the street for visitors and locals, thereby encouraging increased footfall and vibrancy for the benefit of traders.</li> <li>6. The opening-up and enhancement of Brewery Lane would further increase the vitality of Maiden Street by</li> </ol>	 <p>The map shows a street layout with a river flowing through it. A thick black line highlights a specific section of Maiden Street. Pink dots are scattered across the map, indicating protected structures. Purple lines represent linkages between different areas. A legend at the bottom of the map identifies the pink dots as 'Protected Structures on Record' and the purple lines as 'Linkages'.</p>

Opportunity Sites	Attributes	Development Potential	Map
		<p>providing a direct pedestrian link to Market Place and associated parking areas.</p> <p>7. Implement Local Transport Plan recommended actions: RN6, RN8, RN17, CI5, CI7, CI20, WN7, WN9, WN22, WN23.</p> <p><u>8. Funding will be sought through Rural Regeneration and Development Fund or other appropriate funding schemes to carry out enhancement works on Maiden Street.</u></p>	<p>Maiden Street Proposal</p> 

Opportunity Sites	Attributes	Development Potential	Map
<p>Opportunity Area 9 – The Square</p>	<ul style="list-style-type: none"> <li>The Square is the spatial, historical, and business centre of Newcastle West, with important facilities such as the Library, the Demesne Arra riverside, Desmond Complex and most local educational institutes located within a 500m radius.</li> <li>The overall aim for the Square is to create a welcoming space that caters for a wide range of civic uses and enhances the setting of Desmond Hall.</li> </ul>	<ol style="list-style-type: none"> <li>Minor changes to the roadway on eastern side of the Square – existing parking and loading bays retained.</li> <li>Raised and wider pedestrian crossings connecting eastern side to the Square, and with Loading/Set Down bay and 2no. disabled parking spaces.</li> <li>Two-way vehicle access to western side of the Square, on shared surface of high-quality materials.</li> <li>Rationalised parking to western side, with provision for 16no. perpendicular spaces (including 1no. disabled space).</li> <li>Vehicle access to existing residential and commercial properties on the south-west corner of the Square retained.</li> <li>High-quality surface materials (granite) throughout the Square, with defined spaces for 12no. market stalls.</li> <li>Footpath improvements to eastern edge of Square and linking to Nash’s Yard.</li> <li>Existing trees and sculptures retained.</li> </ol>	 <p>The map shows a central square area outlined in black. Surrounding the square are various buildings and structures. A legend below the map identifies three types of features: Protected Structures on Record (indicated by pink dots), Monuments and Places on Record (indicated by blue dots), and Linkages (indicated by purple lines). The square itself is a light grey area, and the surrounding area is a darker grey. The legend is located at the bottom of the map area.</p>

Opportunity Sites	Attributes	Development Potential	Map
		<p>9. Raised planters and/or grass areas and rain gardens with integral seating.</p> <p>10. Provision of lightweight canopy structure for events and weather protection.</p> <p>11. New feature lighting, street furniture, signage and trees.</p> <p><a href="#">12. Funding will be sought through Rural Regeneration and Development Fund or Town and Village Renewal Scheme to progress this scheme.</a></p>	<p>The Square Proposal</p> 

Opportunity Sites	Attributes	Development Potential	Map
			 An aerial photograph of a city street scene. The street is paved and has a pedestrian plaza area with trees and benches. A large, multi-story stone building is prominent in the center. The surrounding area includes residential buildings and green spaces. The sky is blue with some clouds.

### 3.3 Amendments to Settlement Capacity Audit

Table 10.5: Residential Settlement Capacity Audit

Site No.	Location	Area - Hectare	Zoning	Tier	Services							Comment
					Lighting	Footpath	Public Transport	Water	Foul Sewer	Surface Water	Road	
<b>Town Centre, New Residential and Residential Serviced Sites</b>												
1	Lands to rear of Church Street and Bishop's Street	C. 0.5ha.	Town Centre	1	√	√	√	√	√	X	√	Opportunity Site 2. See Section 4.5.3. Mix of uses encouraged, with an emphasis on residential. Surface water upgrade required.
2	Market Place	C. 0.4ha	Town Centre	1	X	X	√	X	X	X	√	Opportunity Site 5. See Section 4.5.3. Site is located to the south west of Assumpta Park.  Town Centre zoning where a mix of uses will be encouraged with an emphasis on residential.  <a href="#">Localised upgrades/extension of existing infrastructure may be required to facilitate development.</a>
3	Nash back lands, the square and Castle Demesne	C. 1.2ha	Town Centre	1	√	√	√	√	√	X	√	Opportunity Site 6. See Section 4.5.3. Site is located to the east of Ballygowan.  Town Centre zoning where a mix of uses will be encouraged with an emphasis on residential.
4	Assumpta Park	C. 0.8ha	<del>Town Centre</del> <b>New Residential</b>	1	√	√	√	√	√	√	√	Zoned New Residential. A critical site to enhance overlooking and to provide connectivity.  <a href="#">Localised upgrades/extension of existing infrastructure may be required to facilitate development.</a>
5	Rathnaneane	C. 4.3ha.	New Residential	1	√	√	√	√	√	√	√	Zoned New Residential, proximate to the town centre and existing residential zoned lands to the north. Close proximity to the school and within 5 min walk of town centre. This site can avail of services and utilities from the developed lands to the north.  <a href="#">Localised upgrades/extension of existing infrastructure may be required to facilitate development.</a>
6	Churchtown	C. 12.5 ha.	New Residential	1	√	√	X	√	√	√	√	Opportunity site 1. Within 500m of town centre. Important lands in terms of delivering connectivity to schools and greenway.
7	Carrig Desmond	C. 1.5 ha.	New Residential	1	√	√	√	√	√	√	√	Zoned New Residential, proximate to the town centre and adjacent to existing residential zoned lands to the south. This site can avail of

Site No.	Location	Area - Hectare	Zoning	Tier	Services							Comment
					Lighting	Footpath	Public Transport	Water	Foul Sewer	Surface Water	Road	
												<p>services and utilities from the developed lands to the south. Important lands in terms of delivering connectivity to schools and greenway.</p> <p><a href="#">Localised upgrades/extension of existing infrastructure may be required to facilitate development.</a></p> <p><a href="#">Site is in close proximity to a water reservoir, on site boosting may be required.</a></p>
8/9	Olympic Ballroom Site and Eircom site	9: C. 0.3 ha 10: C. 0.4ha	New Residential	1	√	√	√	√	√	√	√	<p>Opportunity site 7. Walking distance of the town centre. Existing vacant buildings in prominent location</p> <p>Potential for the redevelopment of these sites either separately or together, allowing for the creation of a streetscape which will define the road boundary and allow for improved public realm.</p>
10	Rathina Road, to the rear of Beechwood House Nursing Home.	C. 1.9 ha	New Residential	1	√	√	√	√	√	√X	√X	<p>New residentially zoned site, 5 min walk from town centre and surrounded on all four sides by existing residential zoned lands. This site can avail of services and utilities from the developed lands surrounding it. Access is limited and will require enhancements.</p> <p><a href="#">Localised upgrades/extension of existing infrastructure may be required to facilitate development.</a></p>
11	Gortboy (between Liosan and Oakpark)	C. 1.2ha.	New Residential	1	√	√	√	√	√	√	√	<p>Infill site approximately 5 min walk from town centre. New residentially zoned site, in walking distance of the town centre and adjacent to existing residential zoned lands to the north, east and west.</p> <p><a href="#">Localised upgrades/extension of existing infrastructure may be required to facilitate development.</a></p>
12	Rathnaneane, between Arra View and the Paddocks	C. 9.4ha.	New Residential	1	√	√	√	√	√	√	√	<p>New residentially zoned site, close to the town centre and surrounded by predominantly existing residential zoned lands. This site can avail of services and utilities from the developed lands surrounding it.</p> <p><a href="#">Localised upgrades/extension of existing infrastructure may be required to facilitate development.</a></p>
13	Woodfield	C. 0.8ha.	New Residential	1	√	√	√	√	√	√	√	<p>New residentially zoned site, 1km from the town centre and surrounded by predominantly existing residential zoned lands.</p>
14	Churchtown	C. 2.1ha.	New Residential	1	√	√	√	√	√	√	√	<p>New residentially zoned site, 900m from the town centre and adjacent to existing residential zoned lands to the east and west.</p>

Site No.	Location	Area - Hectare	Zoning	Tier	Services							Comment
					Lighting	Footpath	Public Transport	Water	Foul Sewer	Surface Water	Road	
												<a href="#">Localised upgrades/extension of existing infrastructure may be required to facilitate development.</a>
15	Dungeeha	C. 1.3ha.	New Residential	1	√	√	√	√	√	√	√	New residentially zoned site, close to the town centre and adjacent to existing residential zoned lands to the south and west. The site is close to existing primary and secondary schools.
16	Gortboy	C. 3ha.	Residential Serviced Sites	1	√	√	√	√	√	√	√	Serviced sites, close to the N21 and the existing residential estates of Daarwood Crescent and Portland Drive.  <a href="#">Localised upgrades/extension of existing infrastructure may be required to facilitate development.</a>
17	Clounsrehane	C. 2.1ha.	Residential Serviced Sites	1	√	√	√	√	√	√	√	Serviced sites, proximate to the existing residential estate of Ferndale and the Killeline Leisure-West Limerick Sports Complex.
18	Knockane	C. 1.9ha.	Residential Serviced Sites	1	√	√	√	√	√	√	√	Serviced sites, close to the existing residential estate of Dúnquin, and road frontage onto Knockane Road.  <a href="#">Localised upgrades/extension of existing infrastructure may be required to facilitate development.</a>

**Table 10.6:** Enterprise and Employment Settlement Capacity Audit

Site No.	Location	Area - Hectare	Zoning	Tier	Services							Comment
					Lighting	Footpath	Public Transport	Water	Foul Sewer	Surface Water	Road	
<b>Enterprise and Employment</b>												
19	Dromindeel	C. 24.5ha.	Enterprise and Employment		X	X	√	√	√	√	√	Large site located to the south of the N21, in proximity to the existing Tesco store. Located approximately 900m from the town centre, applicants will have to provide walking/cycling infrastructure to connect to the town centre. Access subject to traffic transport assessment and road safety audit. Footpath and lighting to be provided by developer.

Site No.	Location	Area - Hectare	Zoning	Tier	Services							Comment	
					Lighting	Footpath	Public Transport	Water	Foul Sewer	Surface Water	Road		
201	Churchtown	C. 4.5ha.	Enterprise and Employment		√	√	√	√	√	√	√	√	Located to the north of the settlement, in proximity to the existing Desmond Business Park and the River Daar. Access subject to traffic transport assessment and road safety audit. Applicants will have to provide walking/cycling infrastructure to connect to with the town centre.

### 3.4 Amendments to Land Use Zoning Matrix

Land Use Zone	Town Centre	Local Centre	Existing Residential	New Residential	Serviced Sites	Education and Community	Tourism related development	Enterprise and Employment	Open Space and Recreation	Mixed Use	Semi- Natural Open Space	Utilities	Agriculture
Abattoir	X	X	X	X	X	X	X	X	X	O	X	X	O
Advertising and Advertising Structures	/	X	X	X	X	O <sup>1</sup>	/ <sup>1</sup>	/ <sup>1</sup>	/ <sup>1</sup>	O	X	O	X
Aerodrome/ Airfield	X	/	X	X	X	X	X	X	O	O	X	X	O
Agricultural Buildings	X	X	X	X	X	X	X	X	X	O	X	X	/
Agricultural Supplies/ Machinery Sales	/	X	X	X	X	X	X	/	X	O	X	X	X
Allotments	X	X	/	/	/	/	X	X	O	O	O	X	O
Amusement Arcade/ Casino	/	X	X	X	X	X	X	X	X	O	X	X	X
Bank/ Credit Union	/	/	X	X	X	/	X	X	X	X	X	X	X
Bed and Breakfast/ Guesthouse	/	/	/	/	/	X	O	X	X	O	X	X	/ <sup>2</sup>
Betting Office	/	/	X	X	X	X	X	X	X	O	X	X	X
Boarding Kennels	X	X	X	X	X	X	X	/	X	O	X	X	/ <sup>21</sup>
Bring Banks/ Bring Centres	/	/	/	/	/	/	O	O	X	/	X	/	X
Builders Providers/ Yard	X	X	X	X	X	X	X	/	X	O	X	X	X
Burial Grounds	X	X	X	X	X	O	X	X	O	O	X	X	/

<sup>1</sup> Ancillary to the primary use only

<sup>2</sup> Where the use is ancillary to the use of the dwelling as a main residence

Land Use Zone	Town Centre	Local Centre	Existing Residential	New Residential	Serviced Sites	Education and Community	Tourism related development	Enterprise and Employment	Open Space and Recreation	Mixed Use	Semi- Natural Open Space	Utilities	Agriculture
Campsite/ Caravan Park - Holiday Use	X	X	O	O	O	X <sup>3</sup>	/	X <sup>3</sup>	X <sup>3</sup>	X	X	X	X
Car Park	/	O	X	X	X	/ <sup>1</sup>	/ <sup>1</sup>	/ <sup>1</sup>	/ <sup>1</sup>	O	X	/	X
Childcare Facilities	/	/	/	/	/	/	X	O	X	O	X	X	X
Civic Recycling/ Waste Facility	X	X	X	X	X	X	X	/	X	/	X	/	X
Community/ Cultural/ Tourism Facility*	/	/	/	/	/	/	O	X	/	O	X	X	X
Conference Centre	/	/	X	X	X	O <sup>1</sup>	X	O	X	O	X	X	X
Dancehall/ Nightclub	/	X	X	X	X	X	X	X	X	O	X	X	X
Education/ Training Facility	/	/	/	/	/	/	X	/	X	O	X	X	X
Enterprise Centre	/	X	X	X	X	O <sup>1</sup>	X	/	X	O	X	X	X
Extractive Industry/ Quarry	X	X	X	X	X	X	X	X	X	X	X	X	O
Fast Food Outlet/ Take-Away	/	/	X	X	X	X	/ <sup>1</sup>	X	X	O	X	X	X
Food Drink Processing/ Manufacturing	X	X	X	X	X	X	X	/	X	O	X	X	/ <sup>1</sup>

<sup>3</sup> Only in areas outside flood zone A and B

Land Use Zone	Town Centre	Local Centre	Existing Residential	New Residential	Serviced Sites	Education and Community	Tourism related development	Enterprise and Employment	Open Space and Recreation	Mixed Use	Semi- Natural Open Space	Utilities	Agriculture
Fuel Depot/ Storage	O	O	X	X	X	X	X	/	X	O	X	X	X
Funeral Home	/	/	O	O	O	X	X	/	X	O	X	X	X
Garden Centre	/	/	X	X	X	X	X	/	X	O	X	X	O
General Public Administration	/	O	X	X	X	O	X	O	X	O	X	X	X
Hair & Beauty Salons	/	/	X	X	X	X	X	X	X	O	X	X	X
Halting Site	X	X	O	O	O	X	X	X	X	X	X	O	X
Health Centre	/	/	/	/	/	/	X	O	X	O	X	X	X
Health Practitioner	/	/	/	/	/	/	X	O	X	O	X	X	X
High Technology Manufacturing	X	x	X	X	X	X	X	O	X	O	X	X	X
Hospital	/	X	X	X	X	/	X	O	X	O	X	X	X
Hotel/Hostel	/	O	X	X	X	X	O	O	X	O	X	X	X
Industry - Heavy	X	X	X	X	X	X	X	X	X	O	X	X	X
Industry - Light	O	X	X	X	X	X	X	/	X	X	X	X	X
Leisure/ Recreation Facility*	/	O	X	X	X	X	O	O	O	O	X	X	X
Logistics	X	X	X	X	X	X	X	/	X	O	X	X	X
Nursing Home/ Residential Care or Institution/	/	/	/	/	/	O	X	X	X	O	X	X	X

Land Use Zone	Town Centre	Local Centre	Existing Residential	New Residential	Serviced Sites	Education and Community	Tourism related development	Enterprise and Employment	Open Space and Recreation	Mixed Use	Semi- Natural Open Space	Utilities	Agriculture
Retirement Town													
Offices	/	/	X	X	X	X	X	/	X	O	X	X	X
Petrol Station <sup>3</sup>	/	/	X	X	X	X	X	O	X	O	X	X	X
Place of Worship	/	/	O	O	O	/	X	O	X	O	X	X	X
Plant Storage/Hire	X	X	X	X	X	X	X	/	X	O	X	X	X
Professional Services*	/	/	X	X	X	X	X	/	X	O	X	X	X
Public House	/	/	X	X	X	X	O	O	X	O	X	X	X
Renewable Energy Installation	O <sup>1</sup>	O <sup>1</sup>	O <sup>1</sup>	O <sup>1</sup>	O <sup>1</sup>	O <sup>1</sup>	/ <sup>1</sup>	/	X	O	X	/	O
Research and Dev./ Science & Technology	/	/	X	X	X	X	X	O	X	O	X	X	/
Residential	/	/	/	/	/	X	X	X	X	O	X	X	/ <sup>2</sup>
Restaurant/Café	/	/	X	X	X	O	O	O	X	O	X	X	X
Retail	/	O <sup>4</sup>	X	X	X	X	X	X	X	O	X	X	X
Retail - Warehouse	X	X	X	X	X	X	X	O	X	O	X	X	X
Scrap Yard	X	X	X	X	X	X	X	O	X	O	X	X	X
Sports Facility	O	O	/	/	/	/	X	O	/	O	X	X	X
Telecommunications Structures	/	/	X	X	X	/	X	/	O	O	X	/	/

<sup>3,4</sup> Subject to the Retail Strategy, Limerick Development Plan 2023 – 2029. Petrol stations shall not exceed 100sqm net as per Retail Planning Guidelines

Land Use Zone	Town Centre	Local Centre	Existing Residential	New Residential	Serviced Sites	Education and Community	Tourism related development	Enterprise and Employment	Open Space and Recreation	Mixed Use	Semi- Natural Open Space	Utilities	Agriculture
Vehicle Sales Outlet	X	X	X	X	X	X	X	/	X	O	X	X	X
Vehicle Servicing/ Maintenance/ Repairs	X	X	X	X	X	X	X	/	X	O	X	X	X
Veterinary Clinic	/	/	X	X	X	X	X	O	X	O	X	X	/ <sup>5</sup>
Warehousing	X	X	X	X	X	X	X	/	X	O	X	X	X
Waste Disposal & Recover Facility	X	X	X	X	X	X	X	/	X	O	X	/	X
Wholesale - Cash and Carry	X	X	X	X	X	X	X	/	X	O	X	X	X

**\*Comparison** - Goods including Comparison Goods: - clothing and footwear; - furniture, furnishings and household equipment (excluding non-durable household goods); - medical and pharmaceutical products, therapeutic appliances and equipment; - educational and recreation equipment and accessories; - books, newspapers and magazines; - goods for personal care; - goods not elsewhere classified; - bulky goods;

**\*Convenience** - Goods including -food; - alcoholic and non-alcoholic beverages; - tobacco; - non-durable household goods;

**\*Leisure/ Recreation Facility** - Cinema, Theatre, Concert Halls, Bingo Halls, Bowling Alley, Commercial Play etc.;

**\*Professional Services** - Including for example accountants, architects, solicitors etc.

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<sup>5</sup> Only where the need to locate in a rural environment has been demonstrated because of the nature of the clinic required

### **3.5 Amendments to Maps**

3.5.1 Submissions Map

3.5.2 Zoning Changes Map

3.5.3 Updated Land Use Zoning Map

3.5.4 Updated Flood Map

3.5.5 Updated Settlement Capacity Audit Map

**Draft  
Submissions Map**

**Newcastle West**

**Chief Executives Report  
on Submissions  
Recieved on Drafft Plan**

**Legend**

-  Submissions
-  LAP Boundary

**Note:**  
Reference numbers are taken  
from Mypoint submissions

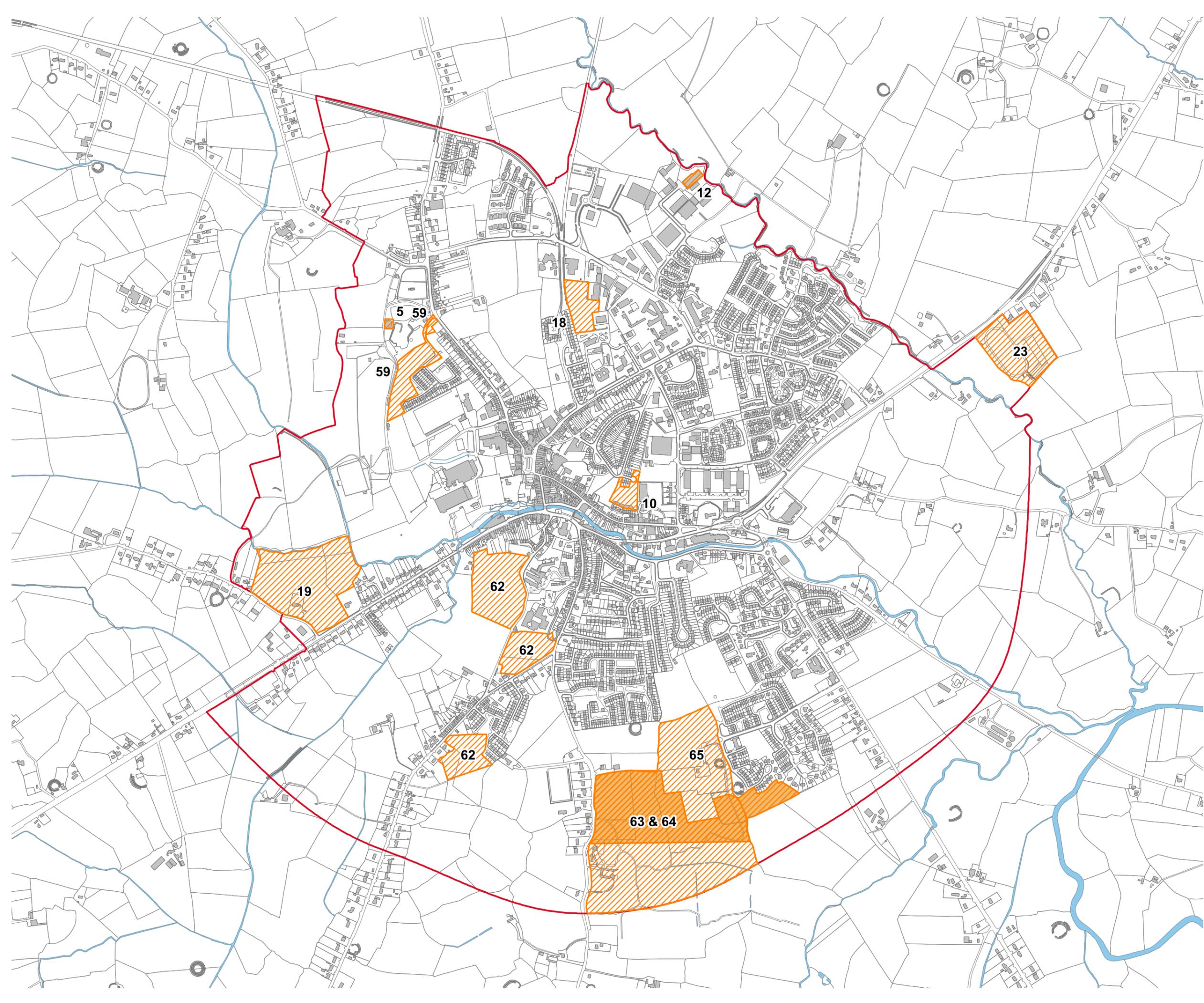
Forward Planning  
Planning, Environment and  
Place-making Directorate

Merchants Quay, Limerick  
Tel: (061) 556600  
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DATE: July 2023 Dwg. No. NCWSUBS/23-29/R6

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**Legend**

-  ZONING CHANGES
-  Agriculture
-  Education and Community
-  Enterprise and Employment
-  Existing Residential
-  Local Centre
-  Mixed Use
-  New Residential
-  Open Space and Recreation
-  Residential Serviced Sites
-  Tourism Related Development
-  Town Centre
-  Utilities
-  Indicative Link Road
-  LAP Boundary

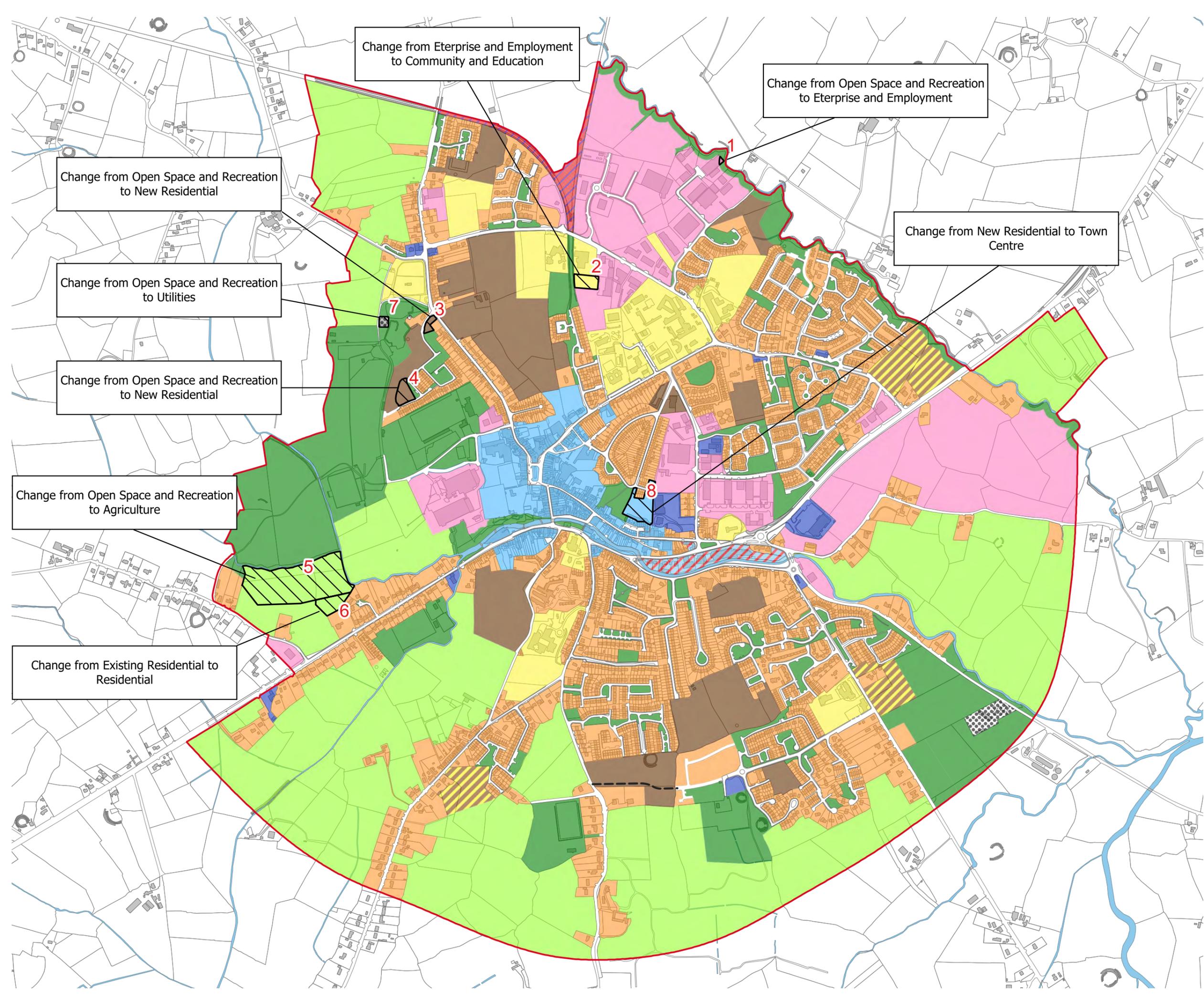
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**Draft Newcastle West  
Local Area Plan  
2023-2029**

**Zoning Map**

**Chief Executives Report  
on Submissions  
Received on Draft Plan**

**Legend**

- Agriculture
- Education and Community
- Enterprise and Employment
- Existing Residential
- Local Centre
- Mixed Use
- New Residential
- Open Space and Recreation
- Residential Serviced Sites
- Tourism Related Development
- Town Centre
- Utilities
- Indicative Link Road
- LAP Boundary

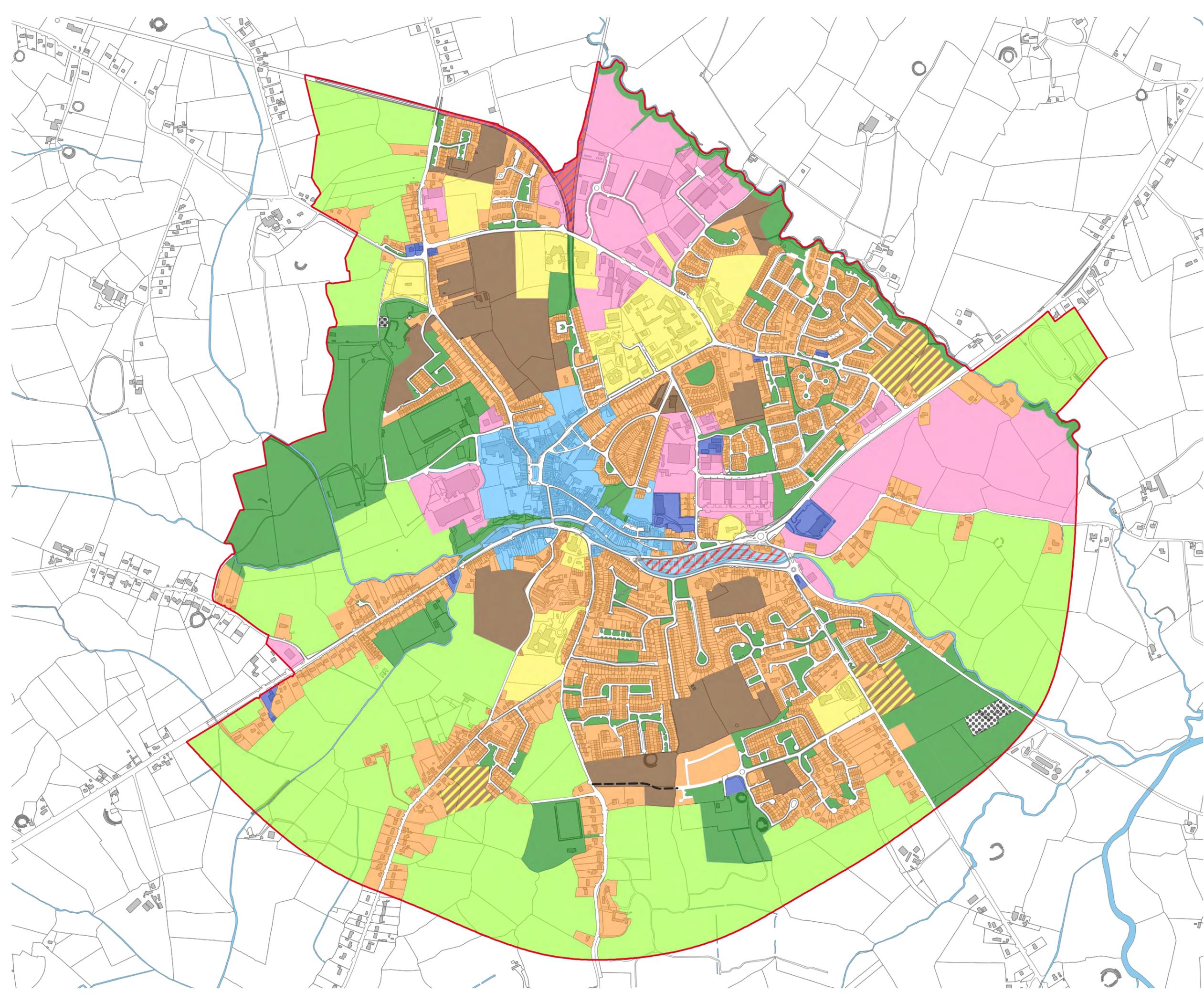
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**Draft Newcastle West  
Local Area Plan  
2023-2029**

**Flood Map**

**Chief Executives Report  
on Submissions  
Recieved on Draft Plan**

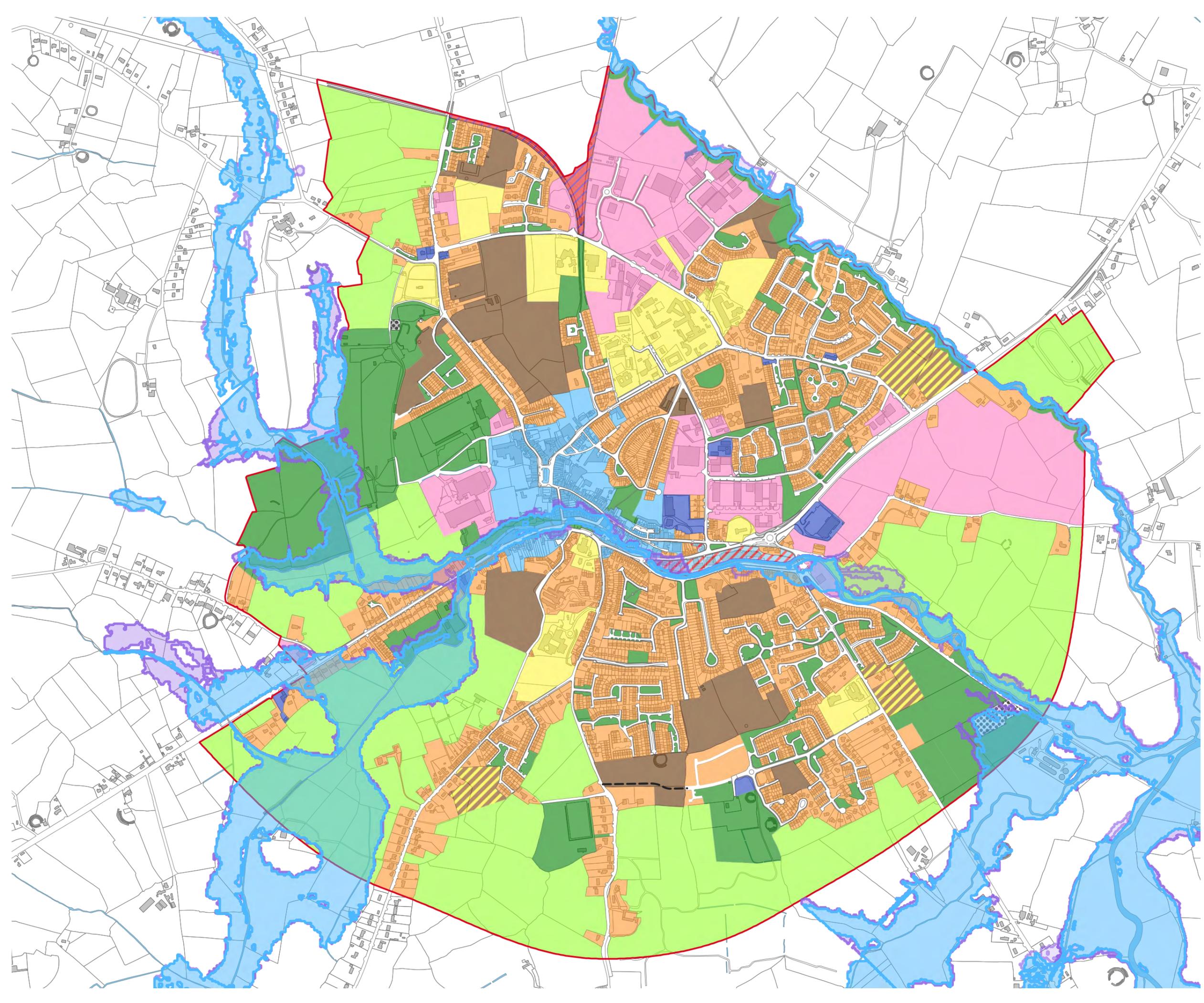
**Legend**

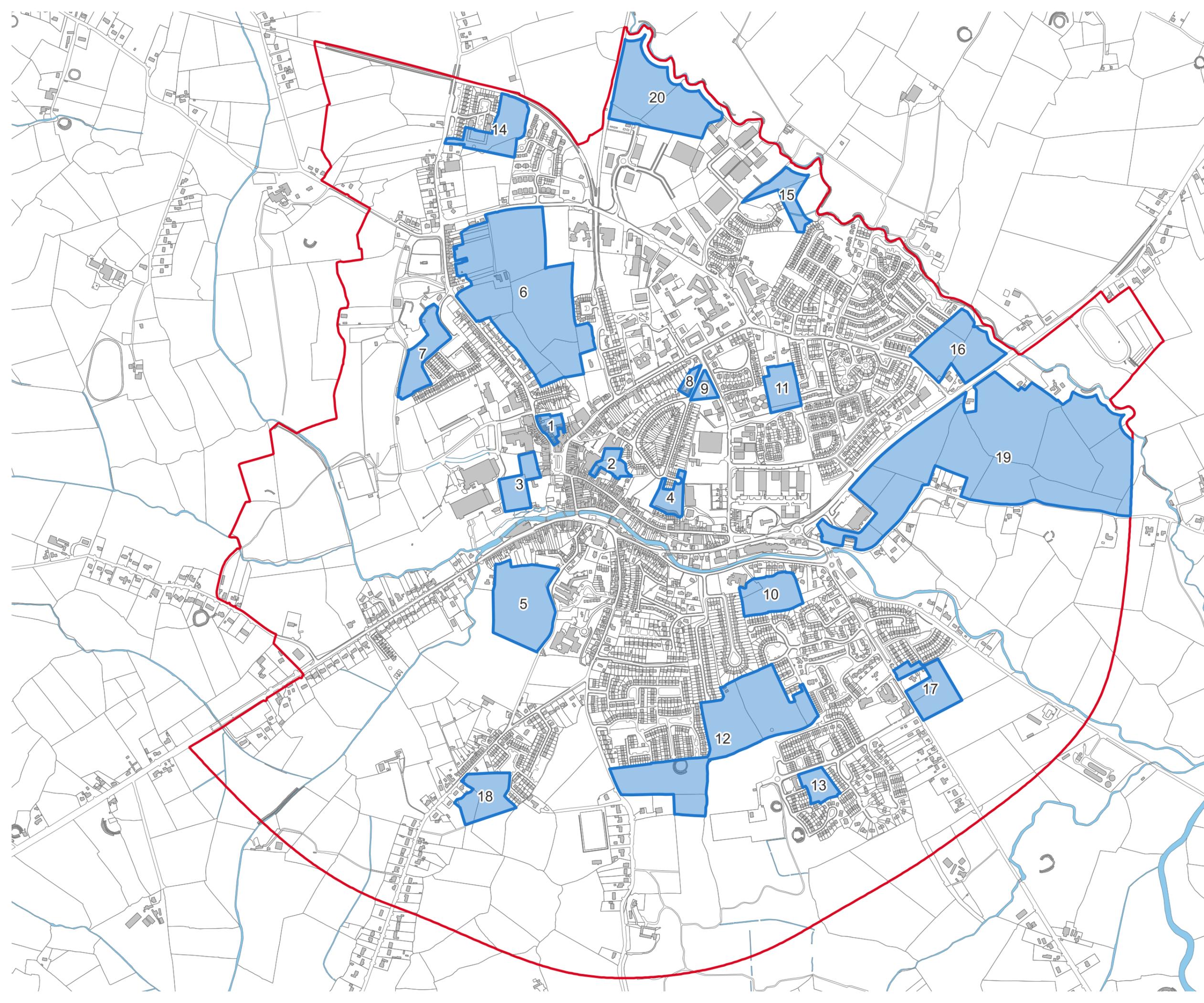
- Agriculture
- Education and Community
- Enterprise and Employment
- Existing Residential
- Local Centre
- Mixed Use
- New Residential
- Open Space and Recreation
- Residential Serviced Sites
- Tourism Related Development
- Town Centre
- Utilities
- Flood Zone A
- Flood Zone B
- LAP Boundary

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**Legend**  
■ Settlement Capacity  
Audit Sites  
■ LAP Boundary

Forward Planning  
Planning, Environment and  
Place-making Directorate

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## **Part C Amendments to Local Transport Plan**

- 1.** The name of the Local Transport Plan will be updated to Newcastle West [Local Transport Plan](#). ~~ABTA~~.
- 2.** A section on the NTA's Rapid Build Active Travel Facilities Advice Note has been included on page 92/93 of the LTP.
- 3.** Action CI8 in Table 4.2 has been updated to incorporate the N21.
- 4.** A Section on Key transport interventions to facilitate walking/cycling to schools has been added to page 92 of the Local Transport Plan.
- 5.** An additional drawing has been added to the Local Transport Plan, which shows the priority interventions for the short, medium and long terms.
- 6.** Road Measures RN11, RN16 and RN18 will be removed from Table 4.3 (Road intervention/actions) in the Local Transport Plan.
- 7.** An additional section on spatial planning and national roads has been added to page 16 of the Local Transport Plan.
- 8.** Figure 4.11 (Junction options for E&E zoning) in the Local Transport Plan has been updated.
- 9.** A Section on TII stakeholder engagement/consultation has been added to page 94 of the Local Transport Plan.
- 10.** A Section on Coach/Bus parking has been added to page 81 of the Local Transport Plan.



## NEWCASTLE WEST LOCAL TRANSPORT PLAN



Comhairle Cathrach  
& Contae **Luimnigh**

**Limerick** City  
& County Council

FOR: LIMERICK CITY AND COUNTY COUNCIL



## DOCUMENT CONTROL SHEET

PROJECT DETAILS	
<b>Client:</b>	Limerick City and County Council
<b>Project Name:</b>	Newcastle West LTP
<b>Document Title:</b>	Local Transport Assessment
<b>MHL Document Reference:</b>	22101TS-MHL-Doc01-LTP

DOCUMENT CONTROL					
Rev.	Status	Author	Reviewed By	Approved By	Date
01	Internal Draft	B. Hill	D. Murphy	B. Murphy	05/12/2022
02	External Issue	D. Murphy	D. Murphy	B. Murphy	09/03/2023
03	Client Draft Issue	D. Murphy	B. Hill	B. Murphy	24/04/2023
04	Client Issue	D. Murphy	D. Murphy	B. Murphy	28/04/2023
05	Client Issue	D. Murphy	D. Murphy	B. Murphy	04/05/2023
06	Final Issue	D. Murphy	D. Murphy	B. Murphy	05/05/2023
07	Review Issue	D. Murphy	D. Murphy	B. Murphy	13/07/2023

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## Abbreviations

LCCC	Limerick City and County Council
LSMATS	Limerick Shannon Metropolitan Area Transport Strategy
LTP	Local Transport Plan
ABTA	Area Based Transport Assessment
RSES	Regional Spatial and Economic Strategy
NCM	National Cycle Manual
DMURS	Design Manual for Urban Roads and Streets
TII	Transport Infrastructure Ireland
TMG's	Traffic Management Guidelines
NTA	National Transport Agency
OSI	Ordnance Survey of Ireland
CSO	Central Statistics Office
ED	Electoral Division
AADT	Annual Average Daily Traffic
NCW	Newcastle West
AIRO	All-Island Research Observatory
ED	Electoral Division
LDP	Limerick Development Plan 2022-2028

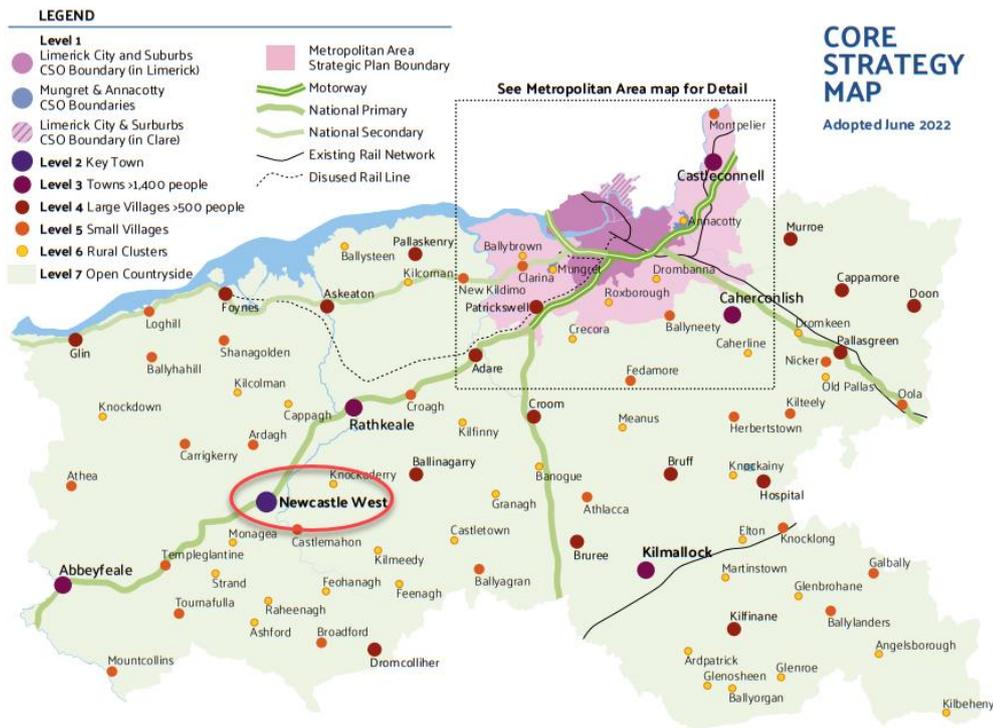
## 1. INTRODUCTION

### 1.1 Overview

MHL & Associates Ltd. Consulting Engineers have been appointed by Limerick City and County Council to carry out an Area Based Transport Assessment (ABTA) and develop a Local Transport Plan (LTP) for the town of Newcastle West in County Limerick. The objective of the plan is to provide a long term strategic integrated Local Transport Plan for the town that incorporates all land transport modes and to inform the preparation of the Newcastle West Local Area Plan (LAP) 2023-2029.

An ABTA is recommended as the preferred form of technical assessment, which can be used to appraise and guide the formulation of transport policies within the LAP and, more generally, the integration of land use and transport planning in the form of the LAP's accompanying Local Transport Plan (LTP). The area assessment will identify current mobility/transport issues in the locality and focus the Transport Plan on appropriate transport solutions for the Newcastle West area, appraising transport demand and opportunities in a manner which typically results in firm proposals for transport infrastructure and accompanying transport demand management, including non-infrastructure measures to encourage sustainable travel behaviour that can be incorporated into the Newcastle West LAP. The ATBA informs the LTP which will allow development to occur in line with the objectives of national, regional, and local planning policies.

Newcastle West is the county town of Limerick and sits on the river Arra. It is also the county's largest town with a population of 6,619 (as per the 2016 Census). It's situated on the N21 national primary road, where it is joined by the R520, R521 and R522 regional roads. Newcastle West has also been identified as a Key Town in the Southern Regional Spatial and Economic Strategy, and in the Limerick Development Plan 2022-2028. A Key Town is a settlement with a strong employment base and a broad range of services that serves a wide catchment area. The Key Town plays a critical role in underpinning the RSES objectives to ensure a consolidated spread of growth beyond the cities to the subregional level. It is envisaged that the Key Town will be a focus for significant growth. The Southern Regional Spatial and Economic Strategy describes the location of Newcastle West as presenting opportunities for future economic development and employment growth.



**Figure 1.1: LDP- Core Strategy Map (NCW: Key Town) (c: LCCC)**

*LDP: "Newcastle West has been identified as a Key Town in the Southern Region. The Council acknowledge the importance of this designation. A Key Town is a settlement with a strong employment base and a broad range of services that serves a wide catchment area. The Key Town plays a critical role in underpinning the RSES objectives to ensure a consolidated spread of growth beyond the cities to the subregional level. It is envisaged that the Key Town will be a focus for significant growth."*

The town is a key service provider of regional importance in West Limerick and beyond the administrative boundary of Limerick County into North Kerry. The town has a wide range of retail, commercial, social, and civic services, that serve not only the resident population but also the greater West Limerick-North Kerry area. The RSES identifies the importance of supporting Newcastle West as a strategically located urban centre of significant sub-regional context and highlights that strong subregional interdependencies exist between Newcastle West, Listowel, Rathkeale and Abbeyfeale. There are a number of industries / large employers located in the town. Transport connectivity is crucial for Newcastle West to fulfil its distribution / logistics role for enterprise and employment, and general quality of life as people commute to school, work, and the town centre.

This report sets out to determine the extent of existing transport infrastructure and options within the town before recommending potential measures to improve, in particular, those modes of transport which are deemed sustainable i.e., walking, cycling & bus. Focus will be placed on improving links between residential areas and essential services, including schools, places of work, the town centre as well as other amenities.

### 1.2 Study Objectives and Principles

The overall objectives of this report are founded in the core purpose of what an ABTA and LTP should achieve - effective integration of land use and transport planning, providing for more sustainable and equitable forms of development. An important aspect of this is to capture more

sustainable travel mode share by discouraging unnecessary car use. These objectives are in line with overarching National, Regional and Local Planning Policies (as outlined in Section 3).

This objective is to be achieved through the delivery of facilities which are designed in compliance with the National Cycle Manual (NCM), the Design Manual for Urban Roads and Streets (DMURS), Transport Infrastructure Ireland (TII) Publications and the Traffic Management Guidelines (TMG's).

The strategic aim of the LTP is to provide for the planning and delivery of transport infrastructure and services in the town over the period of the Limerick Development Plan 2022-2028, the Draft Newcastle West Local Area Plan 2023-2029, and beyond, which will:

- co-ordinate transport and land use planning,
- reduce the demand for travel and the reliance on the private car in favour of more sustainable forms of transport,
- Providing a safe and sustainable transport network,
- Identify strategic walking and cycling infrastructure to prioritise for funding.

The LTP will be required to examine all transport modes and how they interact. The Local Transport Plan for Newcastle West has been prepared to make sure that movement and accessibility of all forms, across all modes is considered; The Local Transport Plan incorporates the most recent land use plan for the town.

### 1.3 Study Methodology and Report

This area assessment has been prepared to align with the ABTA How to Guide, Guidance Document – Pilot Methodology, prepared by TII and the NTA. The report seeks to facilitate and inform the integration of land use and transport planning at the earliest possible stage in the preparation of the Plan, with an emphasis on enabling sustainable transport outcomes for the Plan area. The ABTA approach provides a clearly defined methodology to support better integration of land use and transport planning at different spatial levels, from strategic to local, enabling greater consistency and effectiveness at local, county, regional and national levels.

The report broadly follows the ABTA Guidance document in following the prescribed steps:

- Part 1: Baseline Assessment: establishes the receiving plan area characteristics in terms of transport demand / demand patterns, mode split and infrastructure provision, with practical examples of how this information can be illustrated.
- Part 2a: Establish context for the area assessment and local transport plan provides guidance on the forecasting of future transport demand, how objectives can be set for an Transport Plan.
- Part 2b: Options Development: methods for identifying potential transport measures.
- Part 3: Scenario Assessment: provides guidance on how to appraise the transport options developed, using the defined transport objectives, with practical examples at the Development Plan and Local Area Plan levels.
- Parts 4 and 5: Plan Preparation and Finalisation: provides guidance on the preparation of the assessment, as supplemental to the Development Plan or Local Area Plan preparation, in particular the establishment of transport policies/objectives and associated steps to finalise the plan.
- Part 6: Monitoring and Evaluation: Sets out the requirements relating to monitoring and evaluation of the plan.

### 1.3.1 LTP /area assessment summary methodology

Baseline Study - discovery process (Census data, Geodirectory, AIRO SAP, QGIS, Catchment analysis using QGIS, Travel Demand analysis, future travel demand analysis using preliminary land use zoning.

Study Context - review of relevant policies, strategies, and frameworks.

Options Assessment – Identification of key trip attractors, identify gaps in walking/cycling network, QGIS analysis, identification of current road projects, traffic modelling of key NCW junctions, identify road proposals to encourage active travel in the town, reviewing existing parking infrastructure and measures to improve parking facilities.

Implementation Plan – development of short, medium- and long-term implementation of options/interventions.

Consultation and Plan finalisation – Summary of LCCC feedback, inclusive of transport feedback into future LAP process, finalization of proposed options/interventions based on LCCC/Stakeholder consultations.

Review – Monitoring of LTP actions/interventions with periodic review into the future.

## 2. CONTEXT FOR THE AREA BASED TRANSPORT ASSESSMENT

### 2.1 National Policy

#### 2.1.1 ABTA and LTP Policy and Guidelines

The Area Based Transport Assessment (ABTA) is a process where land use and transport planning are integrated at the earliest point of the planning process, a key requirement of government planning guidance, with existing and future transport integration at the centre of local authority plan preparation process. The ABTA assessments are complementary to corresponding LTP planning used in the preparation of local area plans. The intended effect of an LTP is to ensure that the assessment of transport demand and its associated impact plays a central role in informing the development proposals.

The LTP allows for early identification of requirements for a specific locality constraint, particularly in relation to movement and accessibility, to address issues of the environment, employment, education, recreation, health, and housing.

The developing LTP is a requirement for any new Local Area Plan whereby Local Authorities must show that they comply with government policy in terms of the transport assessment requirements. A key focus of any LTP is the importance of sustainable transport and proper integration between transport and development.

#### 2.1.2 National Planning Policy Framework

The National Planning Framework (NPF) is a high-level strategic plan provided by the Government for sculpting the development and future growth of Ireland until 2040. To help guide future development and investment, the NPF sets out 10 National Strategic Outcomes, some of which include Enhanced Regional Accessibility, Sustainable Mobility, and a Transition to a Low Carbon and Climate Resilient Society.

A new region focused strategy was implemented which divides Ireland into three regions. Newcastle West is located in the Southern Region, which contains three cities (Cork, Limerick and Waterford). This region is anticipated to accommodate 380,000 additional people by 2040, increasing the population to almost 2 million.

Key future planning, development and place-making policy priorities for the Southern Region which are relevant to Newcastle West include:

- *"Measures to support the integrated development of remoter parts of this region, particularly rural peninsular areas and towns on its western seaboard, including the ongoing investment in the transport and communications area, particularly in the roll-out of the national broadband scheme and further promotion and development of attractions to capitalise on underutilised potential in the tourism and local enterprise areas."*
- *"More emphasis on consolidating the development of places that grew rapidly in the past decade or so with large scale commuter driven housing development with a particular focus on addressing local community and amenity facility provision in many of the larger commuter towns through targeted investment under relevant NPF National Strategic Outcomes."*
- *"Developing a more integrated network of greenways, blueways and peatways to support the diversification of rural and regional economies and promote more sustainable forms of travel and activity-based recreation."*

From the ten National Strategic Outcomes: NSO 1: Compact Growth, NSO 2: Enhanced Regional Accessibility and NSO 4: Sustainable Mobility are the three most relative to the Newcastle West Local Transport Plan.

Other highly applicable National Policy Objectives (NPOs) to Newcastle West are:

- *NPO 27 - "Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages."*
- *NPO 30 - "Local planning, housing, transport/accessibility and leisure policies will be developed with a focus on meeting the needs and opportunities of an ageing population along with the inclusion of specific projections, supported by clear proposals in respect of ageing communities as part of the core strategy of city and county development plans."*

### **2.1.3 National Development Plan 2021 - 2030**

The National Development Plan (NDP) is part of Project Ireland 2040 and sets out the Government's investment strategy that supports the positive implementation of the new National Planning Framework. Over the next two decades, the National Development Plan is designed to influence national, regional, and local planning and investment decisions in Ireland.

The Government's commitment to achieving Ireland's infrastructure and investment requirements over the coming 10 years is demonstrated in the National Development Plan. This is to be achieved through an investment of €165 billion from 2021-2030. The National Development Plan has allocated funding for the N/M20 Cork to Limerick Road, BusConnects for Limerick City, as well as €360 million annually for active travel schemes, which all benefit Newcastle West.

### **2.1.4 National Sustainable Mobility Policy – Action Plan 2022-2025**

National Sustainable Mobility Policy – Action Plan is a sustainable transport policy for Ireland for the years 2022 to 2025. Providing this policy is a primary objective for the Government due to the current unsustainable transport and travel trends in the country.

This document sets out a long-term objectives to reduce the percentage of "single occupancy" car-based trips, with a particular focus on increasing modal share for sustainable travel modes. If this shift is not achieved, congestion and transport emissions will get worse, and quality of life will decline despite large investment in road infrastructure.

The Government's vision and high-level targets for transport in Ireland are outlined in this document and are as follows:

- Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport.
- Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks.
- Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions.

- Reduce overall travel demand and commuting distances travelled by the private car.
- Improve security of energy supply by reducing dependency on imported fossil fuels.

Investment into Irish roads is a key requirement in improving the public transport, as good quality roads are essential for bus transport providers. The proposed policy is to maintain investment in roads that will eliminate bottlenecks, improve congestion in towns and villages, and provide essential infrastructure links to support the National Planning Framework, Project Ireland 2040.

### **2.1.5 Road Safety Authority Road Safety Strategy**

The Road Safety Authority (RSA) Road Safety Strategy 2021-2030 sets out targets to be achieved in terms of road safety in Ireland in addition to the policy to achieve these targets. The primary target of the latest strategy is:

“Ireland has set a target to reduce road deaths and serious injuries by 50% by 2030, in line with the EU. By 2030 we will reduce deaths on Ireland’s roads by 50% from 144 to 72 or lower. We will reduce serious injuries on Ireland’s roads by 50% from 1,259 to 630 or lower.”

In order to achieve these targets three phases have been set out:

- Phase 1 2021-2024 – Reduce deaths on Irish roads by 15% from 144 to 122 or lower. Reduce serious injuries on Irish roads by 10% from 1,259 to 1,133.
- Phases 2 and 3 will be developed in the final 6 months of the preceding phase and will follow an evaluation of recent progress and benchmarks.
- The final objective for 2050 is to achieve Vision Zero – by 2050 no one will be killed or seriously injured on Ireland’s roads.

The plan sets out engineering and infrastructure strategies and the benefits they may have in terms of reducing collisions.

### **2.1.6 Spatial Planning and National Roads**

SPNR guidelines set out planning policy considerations relating to development affecting national primary and secondary roads, including motorways and associated junctions, outside the 50-60 kmh speed limit zones for cities, towns, and villages. Key principles of these guidelines:

- Land-use and transportation policies are highly interdependent:
- Proper planning is central to ensuring road safety.
- Development should be plan-led:
- Development Management is the key to Plan Implementation:
- Planning Authorities and the National Roads Authority and other public transport bodies must work closely together.

This area-based assessment and Local Transport Plan states that safeguarding the function and levels of safety of the strategic national road network in the area as a key objective of the plan, reflecting the provisions of the Section 28 Ministerial Guidelines. The N21 is a national primary road is a strategic national road and is included in the EU Trans European Network (TEN – T). The TEN – T regulations target the gradual development of the transport network with the core network, as a priority by 2030 and the remainder of a comprehensive network by 2050.

Development plans require that significant development proposals be accompanied by traffic and transport assessments (TTA) and/or road safety audits and refer to the TII Design Manual for Roads and Bridges and to the Traffic Management Guidelines. LTP transport interventions are to take account of TII requirements/government policy, with close cooperation necessary for any future implementation of LTP actions

### 2.1.7 National Cycle Policy Framework

The National Cycle Policy Framework (NCPF) sets out a goal to provide a strong, vibrant cycling culture in Ireland so that 10% of all journeys will be by bicycle by the year 2020. Since the 1980's cycling rates have steadily declined, with a reduction of 83% of primary school students cycling from 1986 to 2006. The NCPF contributes to a sustainable travel vision by adding sustainable transport targets outlined in the Smarter Travel document. The NCPF outlines 19 objectives that cover Infrastructure, Communication/Education, Financial Resources, Legislation and Enforcement, Human Resources and Coordination, and Evaluation and Effects.

## 2.2 Regional Policy

### 2.2.1 Regional Spatial and Economic Strategy for the Southern Region

The Regional Spatial and Economic Strategy (RSES) for the Southern Region sets out a strategic vision to direct future growth of the Region over the medium to long term.

This RSES will aid in the implementation of the strategic planning set out in the NPF. The RSES Strategy identifies Newcastle West as a key town within the Southern Region. The RSES also identifies the importance of developing and improving the Strategic Greenway Network, which includes reference to the Limerick Greenway (Great Southern Trail) to extend to Listowel:

"Development of the Great Southern Trail as a recreational greenway for walking and cycling through West Limerick with the potential of extending to Listowel."

The RSES designates that Newcastle West will play a significant role in strengthening the urban structure of the Region. Newcastle West's two main strategic attributes are its significant employment location and synergy with North Kerry towns. Some of the key infrastructural requirements for the development of Newcastle West include:

- "Newcastle West Distributor Road and other transport measures through a Local Transport Plan. \*" \*This refers to the N21 NCW Road Scheme.
- "Development of a regional athletics hub to service 9 athletic clubs and 41 primary and post-primary schools in the catchment area of Newcastle West."
- "Investment for the development and full utilisation of the Limerick Greenway."

### 2.2.2 Limerick Cycle Network Plan

The Limerick Cycle Network Plan sets out the National Transport Authority's plan for cycle plans across Ireland, which includes Limerick County, consisting of urban cycle routes, greenways, and interurban routes. To achieve strategic goals and meet national cycling usage goals, the Cycle Network Plan intends to ensure that cycling is promoted and enhanced as a method of transport. Newcastle West has been identified in the Cycle Network Plan as an important town for development.

The Newcastle West primary cycling routes identified within the Plan are:

- Bishop’s Street
- Hazel Grove
- N21 / Sheehan’s Road
- St. Ita’s Road
- Bridge Street
- The Square
- Additional primary routes that will link different areas of Newcastle West to the town centre.
- R522 Cork Road
- Station Road
- Churchtown Road
- Bóthar Buí

Secondary routes which have also been identified for Newcastle West include:

<https://mail.google.com/mail/u/0?ui=2&ik=75eda16b31&attid=0.1&permmsgid=msg-f:1771402008295813894&th=189548bdc2e2b306&view=att&disp=inline>

- Maiden Street
- Sheehans Road
- Assumpta Park
- Woodfield Grove
- Knockane

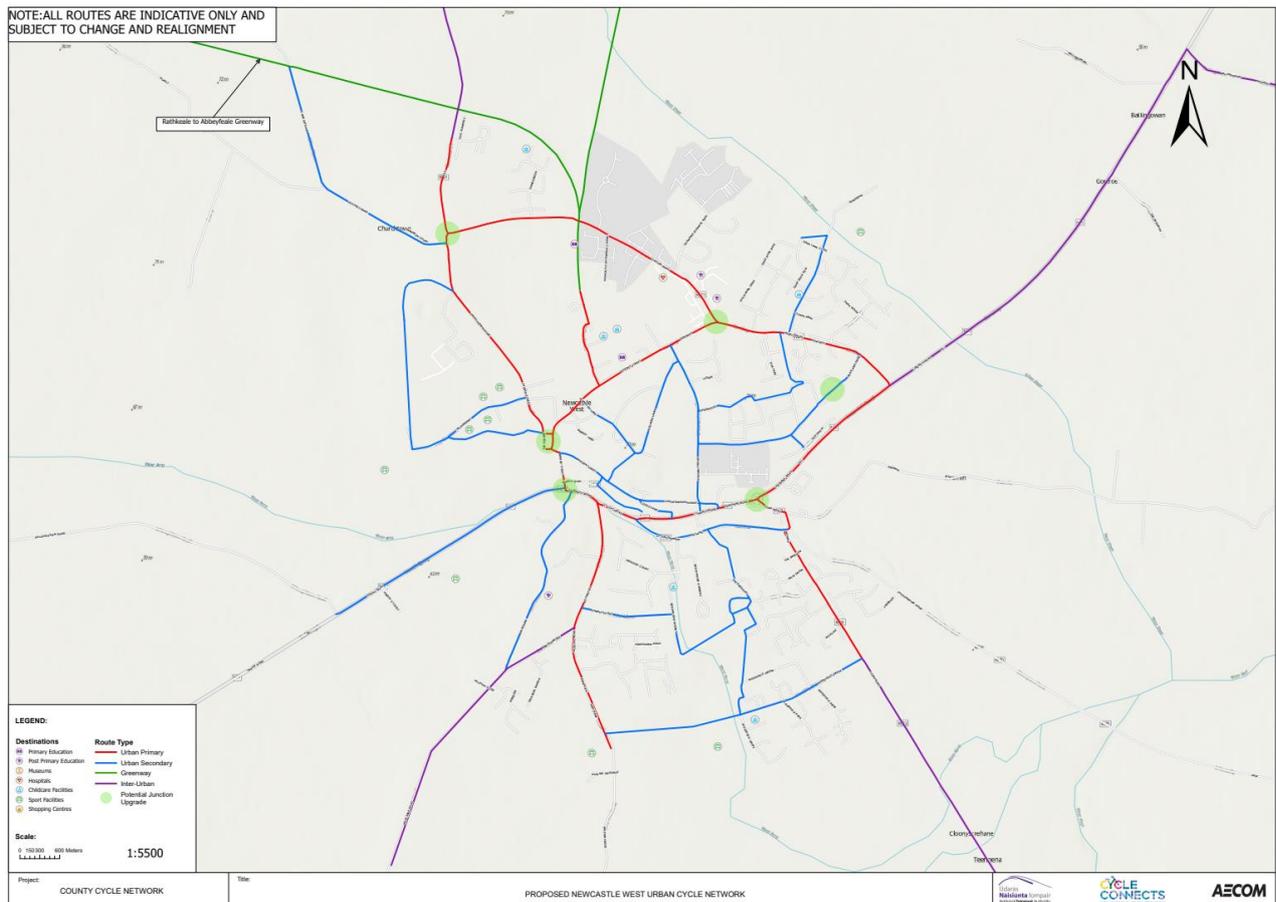


Figure 2.1: Proposed NTA Cycle Network Plan for Newcastle West (

## 2.3 Local Policy

### 2.3.1 Limerick Development Plan

The Limerick Development Plan 2022-2028 identifies Newcastle West as Level 2 Key Town. Key towns are areas with a “strong employment base” and a “broad range of services that serves a wide catchment area” and is defined thus:

“The Southern Regional Spatial and Economic Strategy describes the location of Newcastle West as presenting opportunities for future economic development and employment growth.”

The Limerick Development Plan 2022-2028 lists the percentage allocation of various towns, villages, and settlements growth in Limerick.

The Table below highlights an extract from the Development Plan which provides population and housing units allocation for Newcastle West for 2022-2028.

Level	Settlements	Census 2016 population	Population totals 2028	Population growth as % of 2016 base <sup>1</sup>	Additional households forecasted 2022-28	Target residential density ranges (UPH) <sup>2</sup>	Zoned land Required (hectares)	Existing zoned land available (hectares)	Infill or brownfield as % of total zoned lands <sup>3</sup>	Shortfall (-) or excess (+) of zoned land (hectares)
Limerick Shannon Metropolitan Area (in Limerick)	Limerick City and Suburbs (in Limerick)	89,671	123,242		11,054	35 to 100+	25925	353.06	84%	93.81
	Annacotty	2,930	3,641		235	45+	5.22	8.38	80%	3.16
	Mungret	277	687		153	35+	4.37	4.38	100%	0.01
	City and Suburbs (in Limerick), Mungret and Annacotty	92,878	127,570	37%	11,442		268.84	365.82	84%	96.98ha. (Capacity for 12,750 units on zoned lands)
	Castleconnell	2,107	2,697	28%	205	10 or 22+	11.59	24.89		13.30
	Patrickswell	847	1,153	36%	95	10 or 22+	5.36	37.93		32.57
	Clarina	294	591	101% <sup>4</sup>	20					
	Montpelier	150	172	15%	7					
	Rural Metro Area	8,676	9,237	6%	104					
	Remainder of Metro Area	12,074	13,850	16%	431		16.95	62.82		45.87
	Limerick Shannon Metropolitan Area (in Limerick)	104,952	141,420	35%	11,873		285.78	440.57		154.78
Key town	Newcastle West	6,619	8,607	30%	706	10 or 35+	30.26	139.02		108.76
Level 3 Towns	Abbeyfeale	2,023	2,589	28%	211	10 or 22+	11.89	45.50		33.61
	Kilmallock	1,668	2,135	28%	162	10 or 22+	9.14	19.61		10.47
	Rathkeale	1,441	1,844	28%	147	10 or 22+	8.30	38.12		29.82
	Caherconlish	1,476	1,815	23%	125	10 or 22+	7.02	9.94		2.92
	Level 3 Aggregate	6,608	8,383	27%	645		36.35	113.17		76.82

**Table 2.1: Settlement Hierarchy, Population and Household Growth up to end of Plan Period Q2 2028 Plus Zoned Land Provision**

Chapter 7 and chapter 8 of the Limerick Development Plan outlines mobility and transport objectives for Limerick. Objectives and policies of importance to Newcastle West are as follows:

- **TRP3: Integration of Land Use and Transport Policies** – support and facilitate the integration of land use and transportation policies ensuring the delivery of sustainable compact settlements served by sustainable modes of transport.

- **TRP6: Delivery of Transport Infrastructure in Line with National Policy** – N21 Newcastle West and N21 Abbeyfeale Road Scheme, key projects in enhancing regional connectivity with the Southwest Region and alleviating congestion in both Newcastle West and Abbeyfeale.
- **TRP8: Local Transport Plan** – prepare a Local Transport Plan (LTP), Mobility and Public Realm Plan for the key town of Newcastle West, in consultation with the National Transport Authority, Transport Infrastructure Ireland (TII), and other relevant stakeholders, as part of the Local Area Plan process and for other settlements as deemed necessary.
- **TRO15: Transport Interchange** – Facilitate the provision of quality transport interchanges, in order to facilitate focused access to multiple public transport modes and to maximise the movement of people via sustainable modes. Three railway lines in Limerick are either no longer in use or have effectively been removed. The Limerick to Tralee line, which travels via Newcastle West and Abbeyfeale, is one of these three railway lines.
- **TRO31: N21 Newcastle West and N21 Abbeyfeale Road Schemes** – support the delivery of the N21 Newcastle West and N21 Abbeyfeale Road Schemes, subject to all environmental and planning assessments.
- **TRO41: Strategic Regional Roads** – improve, manage, and maintain the strategic regional road network in Limerick which includes the:
  - R521 - Foynes/Newcastle West
  - R522 - Newcastle West/Dromcolliher/County Boundary
  - R520 - Newcastle West/Junction with R518

### 2.3.2 Newcastle West Local Area Plan

Since 2014, the Newcastle West Local Area Plan 2014 – 2020\* (\*as extended) has served as a foundation for the development of Newcastle West. The goal of this LTP is to provide information on transport objectives for the successor of this LAP – the Newcastle West Local Area Plan 2023 – 2029.

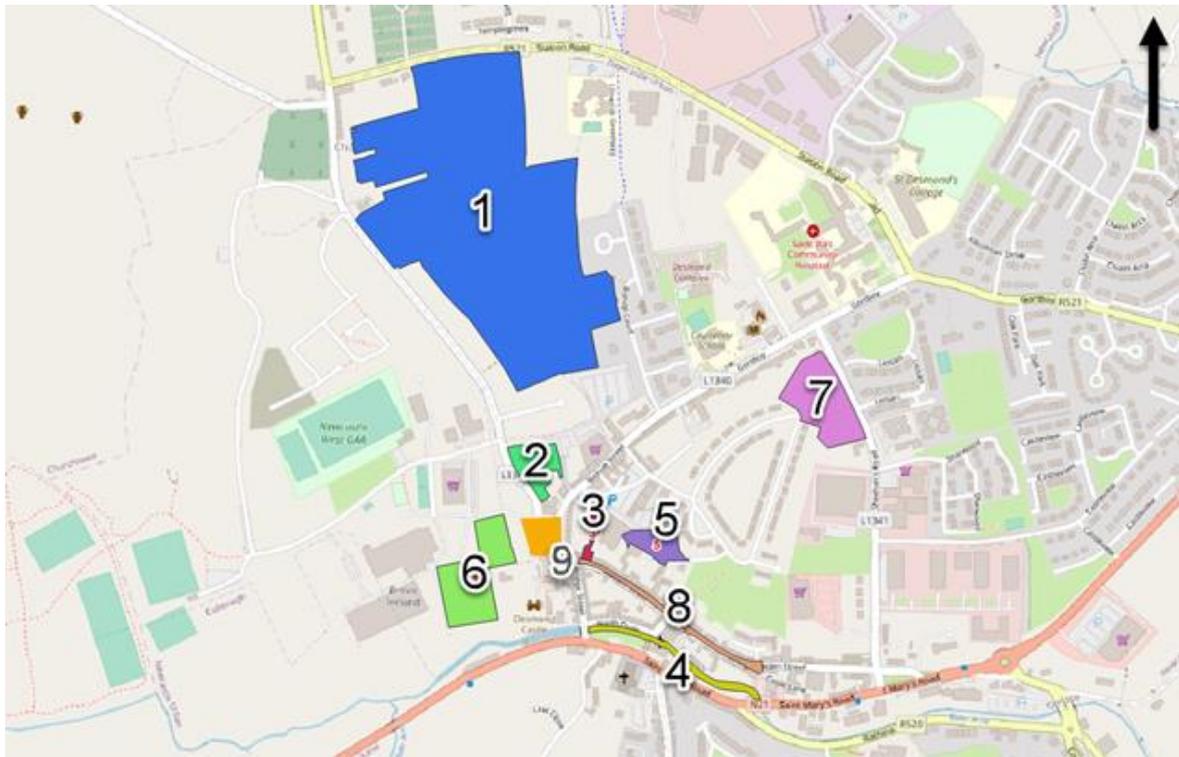
In the previous LAP, the following transport objectives are notable:

- A. Improve public transport infrastructure within Newcastle West.
- B. Encourage the provision of off-street public parking areas.
- C. Safeguard the capacity of the R521 and the N21 and ensure that any future developments do not compromise the strategic functions of these roads.
- D. Ensure that the local road network and associated junctions with the regional road have sufficient capacity to facilitate the extent of the development planned.
- E. Promote the delivery of a southern distributor road to allow for improved accessibility and a more efficient local road network. The phasing of zoned lands adjoining the indicative road will be concurrent with the construction of the road.
- F. Encourage walking and cycling as more convenient, popular, and safe methods of movement in Newcastle West.

### 2.3.3 Opportunity Sites

Opportunity sites have been identified as part of the Draft Newcastle West LAP 2023-2029. These include:

1. **Lands to the east of Churchtown Road/R521** – This area is zoned as part of the Residential Development and is within walking distance to the Greenway.
2. **Lands to rear of Church Street and Bishop’s Street** – A high level of vacancy is apparent on Church Street, with some of the retail/commercial units recently built on Bridewell Lane also vacant. The site is located in an Architectural Conservation Area (ACA).
3. **Brewery Lane** – The site is located within the ACA; however, it consists of a poor-quality path surface.
4. **Connecting the Demesne and River Arra Walkway linking into the Castle Demense** – Between west of Courtenay Bridge and east of Bridge Street and onward along Maiden Street and Demesne.
5. **Market Place** – Site is located to the southwest of Assumpta Park, comprising unmaintained grassland and is currently zoned Town Centre
6. **Nash Backlands, The Square, and Castle Demesne Backlands** – This significantly under-utilised area is located next to the town’s commercial district and between The Square and the Demesne, two primary focal points for the town of Newcastle West
7. **Former Olympic Ballroom, Sheehan’s Road** – Located on the junction of Sheehan’s Rd and the Assumpta Park, this site is zoned residential.
8. **Maiden Street** – Located between NCW Square and Lower Maiden Street, it is a prime location adjacent to the town centre with vast potential in terms of public realm.
9. **The Square** – Located between the majority of the other opportunity site, is a prime location with vast potential in terms of public realm.



**Figure 2.2: Location of Opportunity Sites, Newcastle West**

### 2.3.4 Traffic Management Plan

As part of the desktop study for this LTP and area assessment, previous transport and mobility reporting was interrogated. The objective of this baseline review was to identify travel modes and determine means to prioritise walking and cycling modes of travel for the town. There is potential to improve the Newcastle West residents' quality of life by providing transport links with active travel at the centre. The car will maintain a key role in the town as Newcastle West is a market town and Key Town in the Limerick Development Plan. Traffic management at key junctions and routes is therefore a priority.

Pedestrian connectivity improvements would prioritise safe and appropriate crossing locations at the Station Road / Churchtown Road Junction, Bishop's Street, the Bishop's Street / Market Place junction and Sheehan's Road. The Demesne provides access to the green spaces, sports facilities and walking routes.

Reviewing CSO area data and historic records, the following mobility characteristics for NCW are evident:

- The car is the primary mode of travel in Newcastle West, with +75% of residents travelling to work, school, or college by car either as a driver or a passenger.
- Public transport use was found to be high for school and/or college students (19%).
- Walking and cycling have a low uptake in Newcastle West despite a high number of trips taking less than 15 minutes.

### 2.3.5 NCW Future Local Area Plan, Pre-Draft Consultation

As part of the preparations for the upcoming Newcastle West Local Area Plan, a public and stakeholder consultation is to be held in 2023. The goal of this consultation is to better understand the main concerns that the locals believe are crucial for their town.

The NTA and TII have provided recommendations based on the previous LAP for Newcastle West. The main recommendations are as follows:

- It is of significant importance that national roads continue to play a strategic role for catering for inter-urban and inter-regional transport requirements.
- Providing for and safeguarding the provision of the N21 Newcastle West Bypass Scheme should be incorporated into the Draft Local Area Plan.
- A Local Transport Plan should be undertaken to support and inform the Local Area Plan Review process and that the Local Transport Plan should be based on the ABTA guidance produced by the NTA and TII.
- Any zoning strategy prepared should support compact growth and present an ability to serve areas of existing and planned new development by active travel and sustainable mobility measures.
- It is recommended to reference the TII Traffic and Transport Assessment Guidelines (2014) in the Draft Local Area Plan relating to development proposals with implications for the national road network.

### 3. NCW BASELINE ASSESSMENT

#### 3.1 Overview

The Baseline Assessment comprises of:

- Analysis of baseline situation using 2016 Census Data, AIRO Small Area Data, topographical information review, OSI mapping geometric review, online resources, and site visits.
- Baseline catchment analysis using GIS analysis.
- Travel demand analysis using 2016 Census commuting statistics.
- *Future travel demand analysis using the Draft LAP land-use zoning map provided by the Planning Department of LCCC.*

#### 3.2 Transport Assessment Study Area

For the purposes of this LTP, the red line in Figure 3.1 demarcates the Newcastle West Local Area Plan boundary and this has been taken as the study area extents for the area assessment (ABTA). The extents area was chosen as it encompasses more of the built environment and majority routes into the town whilst also encompassing the expanded built-up areas. Also noted is the CSO Settlement Boundary (cyan boundary line) which favourably overlays with the assessment extents chosen.

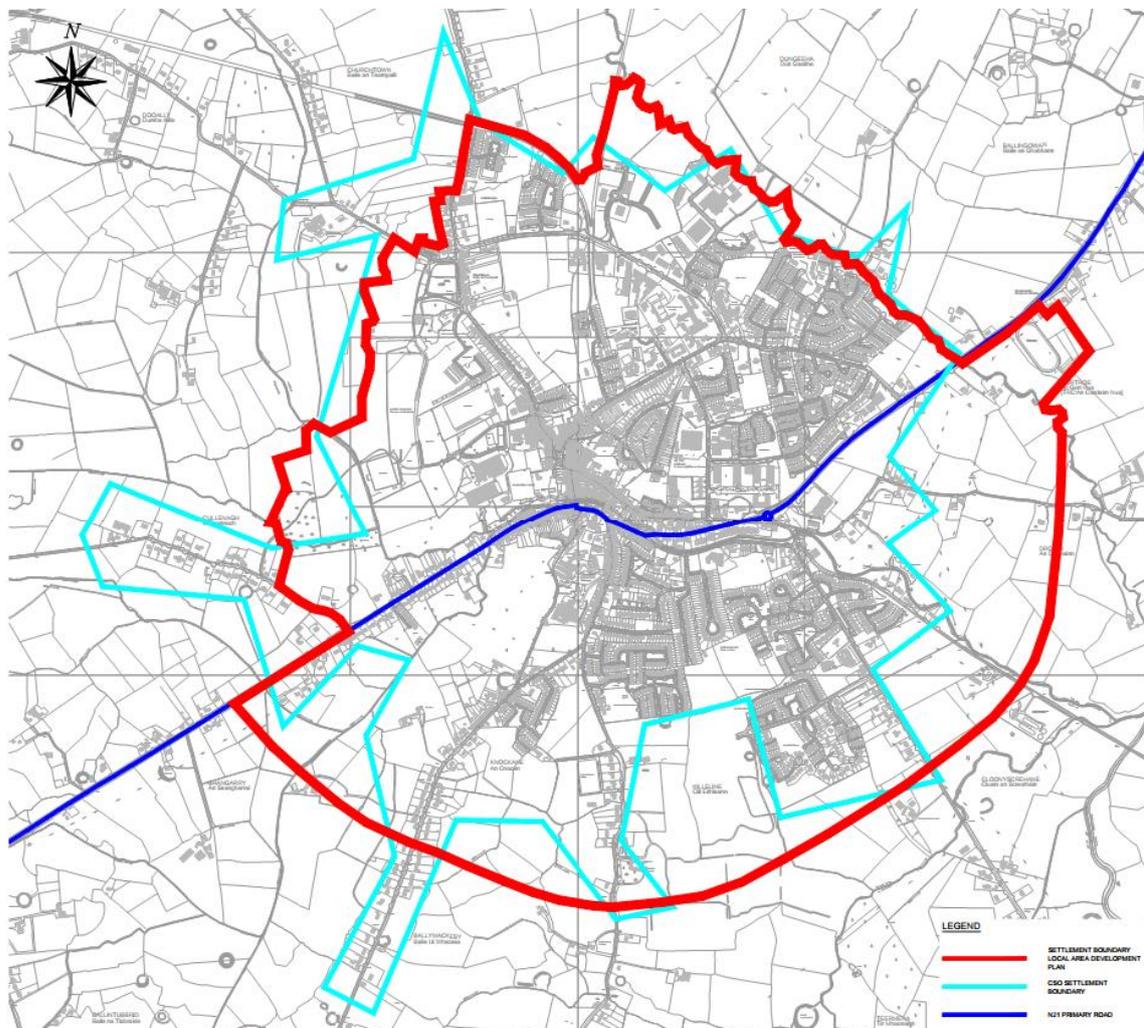


Figure 3.1: LTP assessment study area

### 3.3 Settlement Context

#### 3.3.1 Area Modal Statistics

CSO Census 2016 data outlines the number of commuters in individual electoral areas travelling for Work, School or College. This information provides an insight into wider travel patterns for a particular location. The dominant mode of travel in Newcastle West is the car. 78% of residents travel to work, school or college as a car or van driver or passenger. Minimal options for public transport are reflected with 3% using bus as a mode of travel.

In 2016, 997 commuters who lived in Newcastle West worked outside of the area, while 1,683 commuters travelled in for work. This resulted in a net flow of 686 commuters into Newcastle West. This is reflected in demand for car parking across the town.



Figure 3.2: Map of CSO Census (SAP's) with NCW Electoral Division overlaid (in blue)

The graphic in Figure 3.3 identifies the number of commuters travelling to and from the electoral areas adjoining the wider Study Area. The commuter modal choice breakdown is also noted in the following figure.

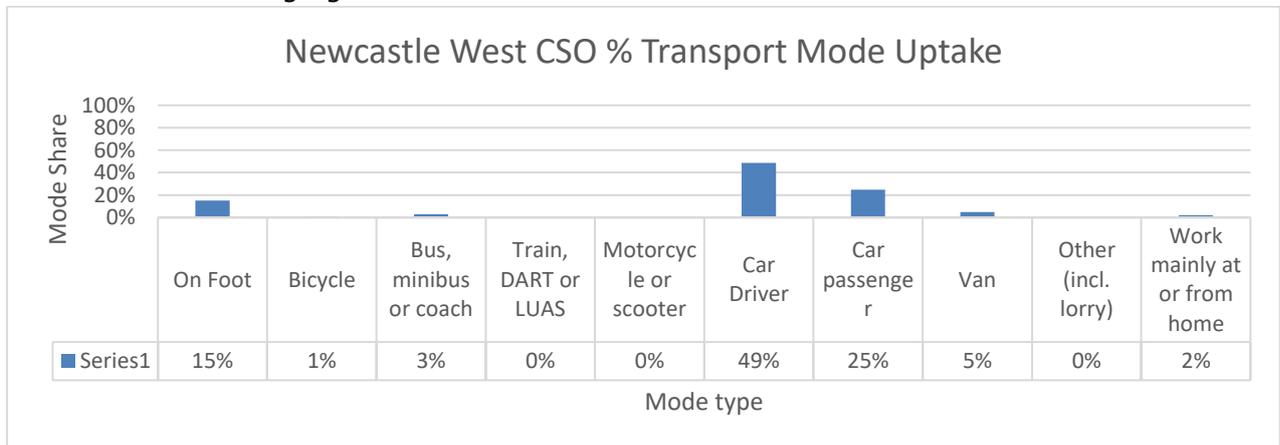


Figure 3.3: Commuter Modal Choice Breakdown for Newcastle West (CSO 2016 Census)

Walking and cycling rates in Newcastle West are low, with 15% of trips being made on foot and 1% of trips being made by bicycle. This is despite 45% of trips to work, school or college for the residents of Newcastle West taking less than 15 minutes.

School and college trips are important trips to consider when planning the movement plan. Similar to work trips, they occur daily during the week, they potentially are four trips to account for drop off and collection and involve a high amount of traffic converging on a small number of locations at the same time.

### 3.3.2 Population Size and Density

All-Island Research Observatory (AIRO) data (based on the 2016 Census) was collated, with population statistics for the wider Limerick area around Newcastle West noted in the following figures. Figure 3.4 shows the majority of the area's population is located along the national carriageway road link (N21).

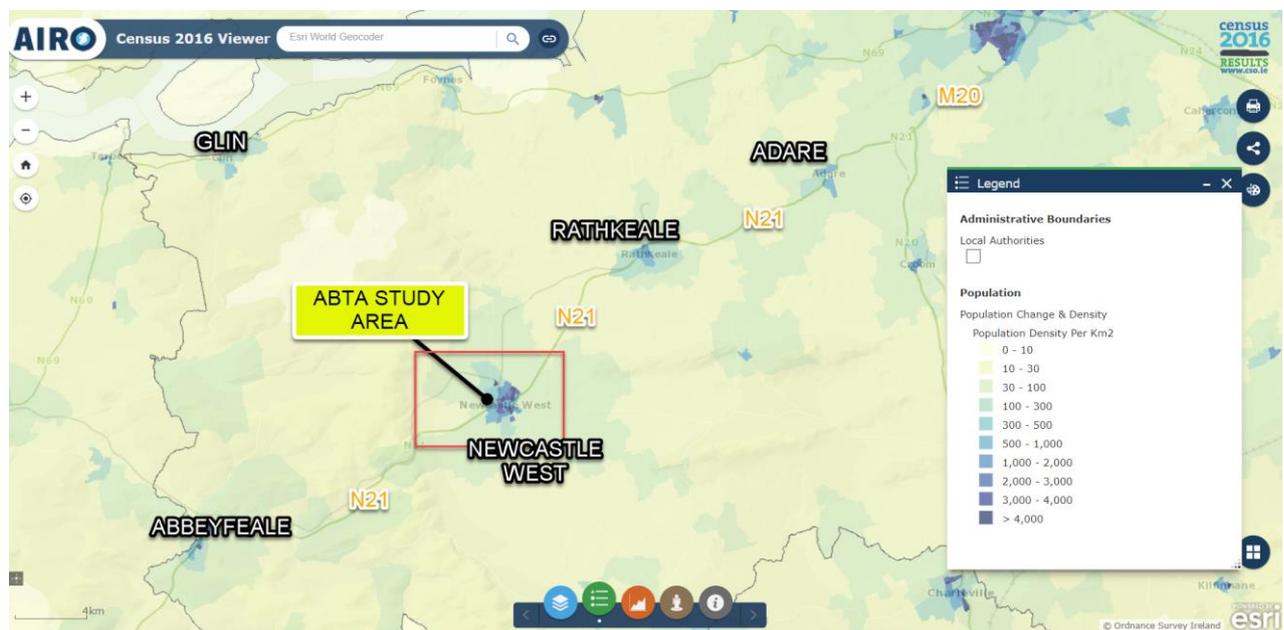


Figure 3.4: Population Density/km2 along the N21, Limerick. (c: AIRO)

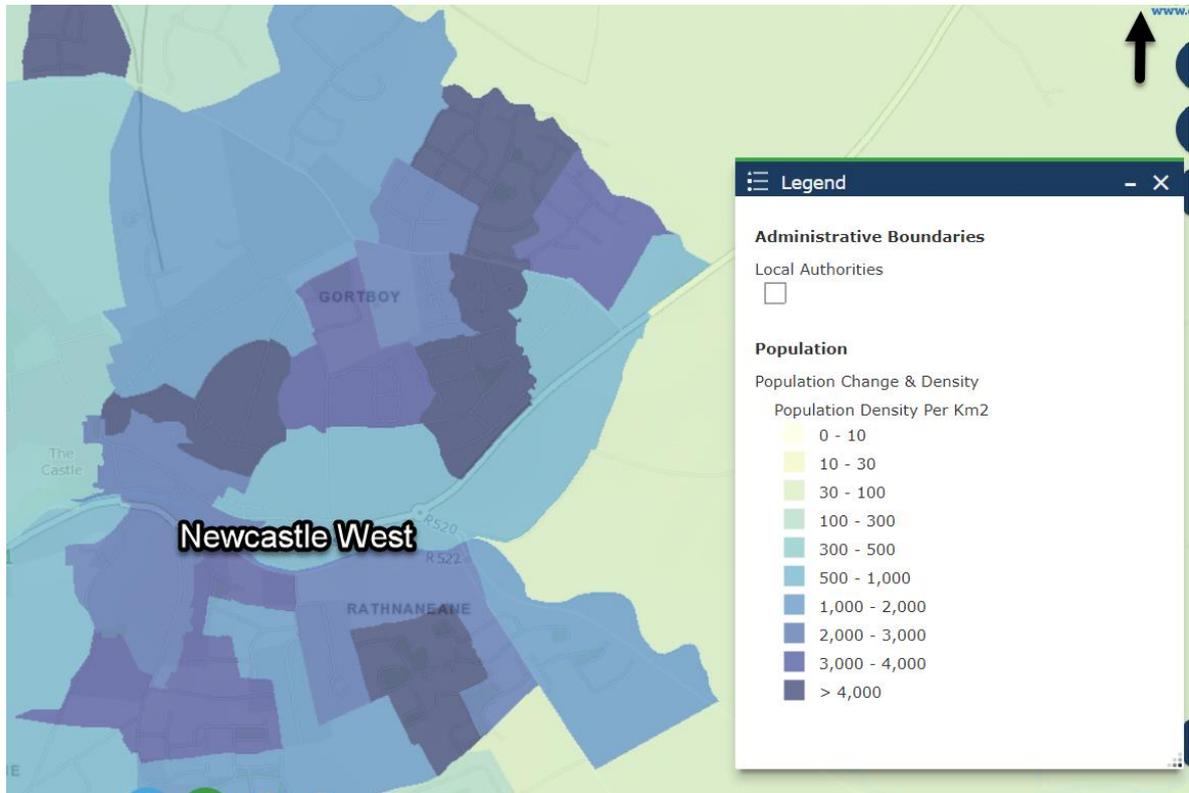


Figure 3.5: Population Density/km2 in Newcastle West (c: AIRO)

Figure 3.5 shows the population density within the town’s LAP. The highest population density is noted in the northeast and southeast of the town.

The Limerick Development Plan 2022-2028 references a 2016 Census Population of 6,619 with a target population of 8,607 in 2028, a 30% population growth as percentage of 2016 baseline.

Settlement Hierarchy	2016 population (CSO census)	Settlement population totals 2028	Additional households forecasted 2022-2028
Level 1 Limerick City and Suburbs (in Limerick), Mungret and Annacotty	92,878	127,570	11,442
<b>Level 2 Key Town</b>	<b>6,619</b>	<b>8,607</b>	<b>706</b>
Level 3 Towns (>1,400 population)	8,715	11,080	850
Level 4 Large Villages (>500 population)	12,964	16,620	1,286
Level 5 Small Villages	5,913	7,216	340
Level 6 Rural clusters	1,882	2,165	105
Level 7 Open Countryside	65,928	70,863	862
<b>Total Limerick</b>	<b>194,899</b>	<b>244,121</b>	<b>15,591</b>

Figure 3.6: Project population and household growth per settlement (c: LCCC)

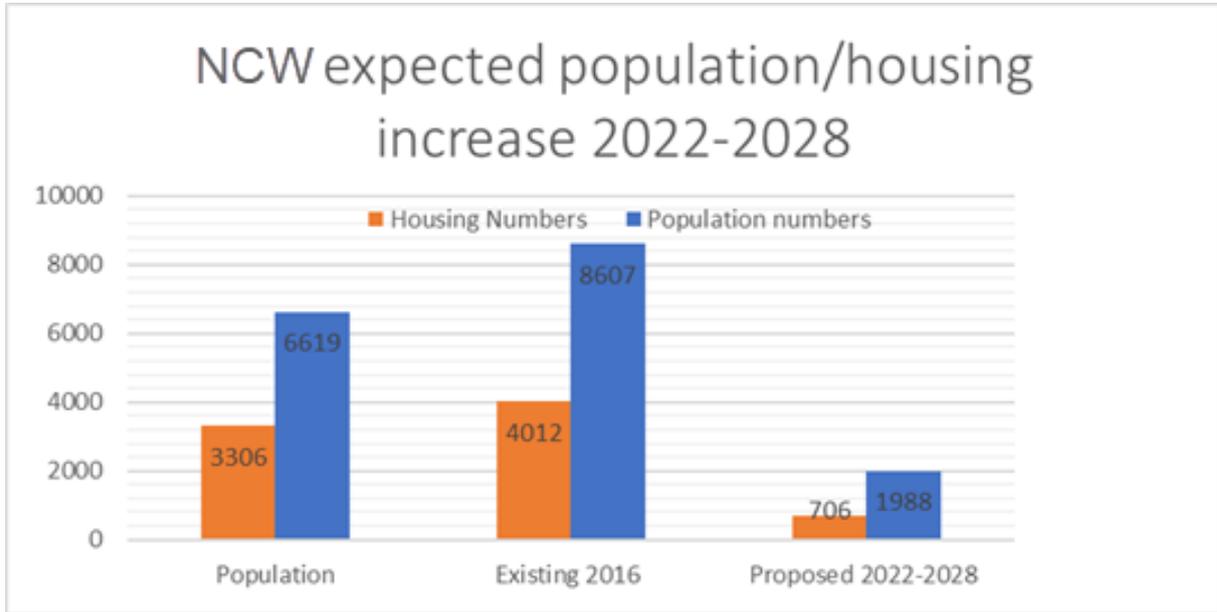


Figure 3.7: Newcastle West expected population/housing increase 2022-28.

### 3.3.3 Commercial/Residential Distribution

The distribution of Commercial and Residential properties is outlined in the following figures. It shows that the majority of commercial properties are located in two distinct areas, most particularly encompassing much of the town centre and also covering the Industrial/Business Park area to the north of the town. The residential areas are dispersed throughout the town.

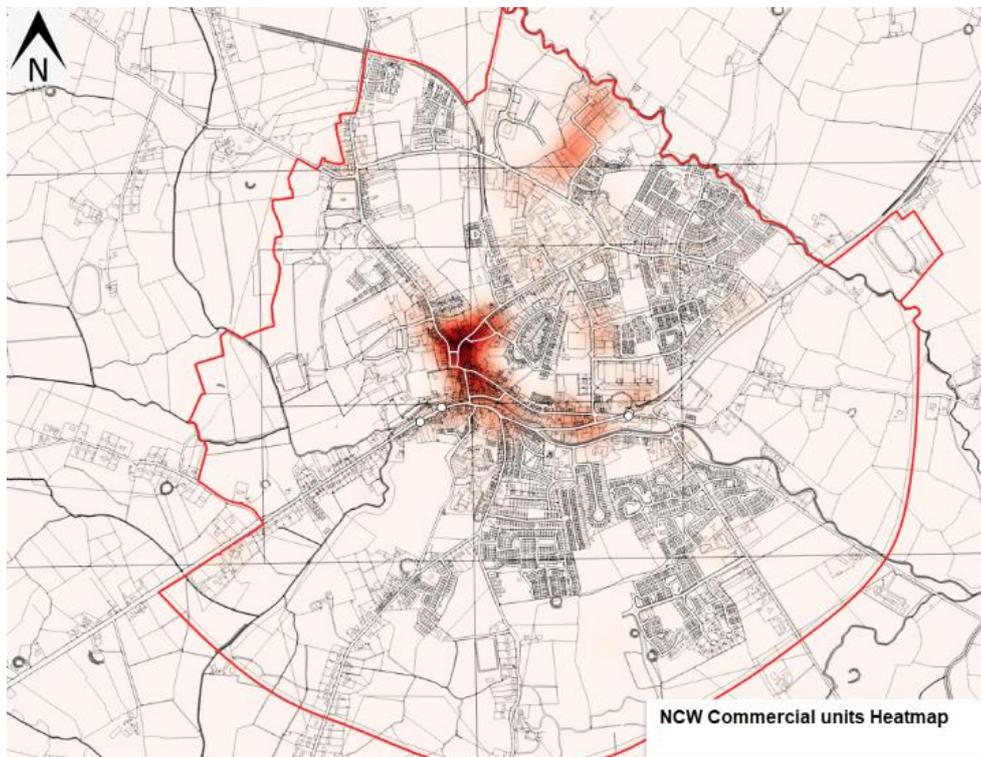
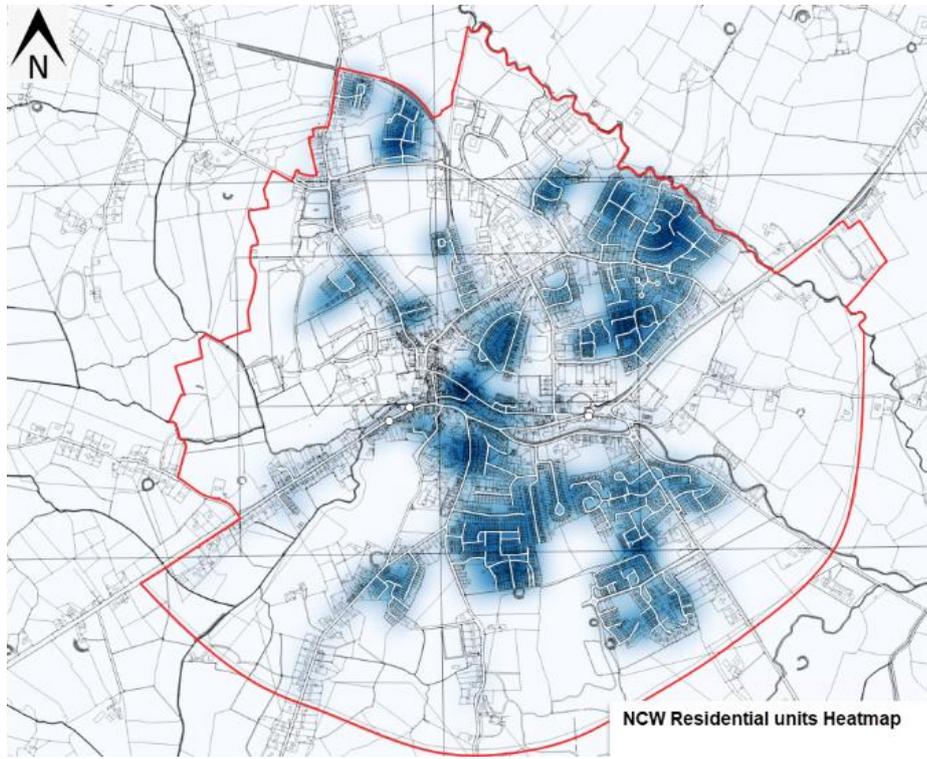


Figure 3.8: Distribution of Commercial properties in Newcastle West



**Figure 3.9: Distribution of Residential properties in Newcastle West**

**3.3.4 Schools and Education Facilities**

Figure 3.10 shows the location of the primary schools and secondary schools in Newcastle West. There are three primary schools, two located in the north of the town and one to the south, and two secondary schools.



**Figure 3.10: Location of Education Facilities in Newcastle West**

There is one secondary school located north of the N21 while the other is south of the N21. The practicality of active travel to both schools is somewhat limited due to the limited crossings of the N21, which splits the town. This is particularly the case for residents south of the N21

travelling to Desmond College and those north of the N21 travelling to Scoil Mhuire agus Ide. The locations of both secondary schools encourage vehicle trips, making it critical that safe walking and cycling facilities are provided to this area. The Primary and Secondary schools are listed in Table 2.1 below.

Number	School Name	School Type
1	Scoil Mhuire agus Ide	Secondary
2	Desmond College	Secondary
3	Scoil Iosaf	Primary
4	Courtenay National School	Primary
5	Gaelscoil Ó'Doghair	Primary

**Table 2.1: List of Education Facilities in Newcastle West**

### 3.4 Existing Public Transport

Newcastle West is served by regular regional and local bus services, as shown in the table below. Local Link also provides less frequent services to Adare, Kilfinny, Ballygarry, Feenagh, Ballyhahill and Abbeyfeale to provide local services to the Newcastle West Desmond Complex. Bus stops are provided at two locations on the N21, one east of the town at the Longcourt House Hotel, with a bus stop for east and westbound services. Shelters are provided at these bus stops. The second bus stop location is on the west of Newcastle West on South Quay, also for east and westbound services. When required for local services, Local Link will use a car park in the centre of Newcastle West. There are no dedicated bus stop facilities within the town centre.

	FREQUENCY OF SERVICE PER DAY	
	Monday to Saturday	Sunday and Public Holidays
<b>ROUTE 13</b> <b>Limerick to Tralee</b>	7	8
<b>ROUTE 13</b> <b>Tralee to Limerick</b>	8	6
<b>ROUTE 14</b> <b>Limerick to Killarney</b>	4	5
<b>ROUTE 14</b> <b>Killarney to Limerick</b>	3	5

**Table 2.2: Frequency of Bus Services at Newcastle West**

Also available is the Green Bus service run by Dublin coach. This service provides a regular timetable between Tralee/Killarney and Dublin, with Newcastle West, Limerick City and UL also served along its route. This service is provided at the Longcourt Hotel in NCW.

### 3.5 Existing Network Connectivity

#### 3.5.1 Current Network

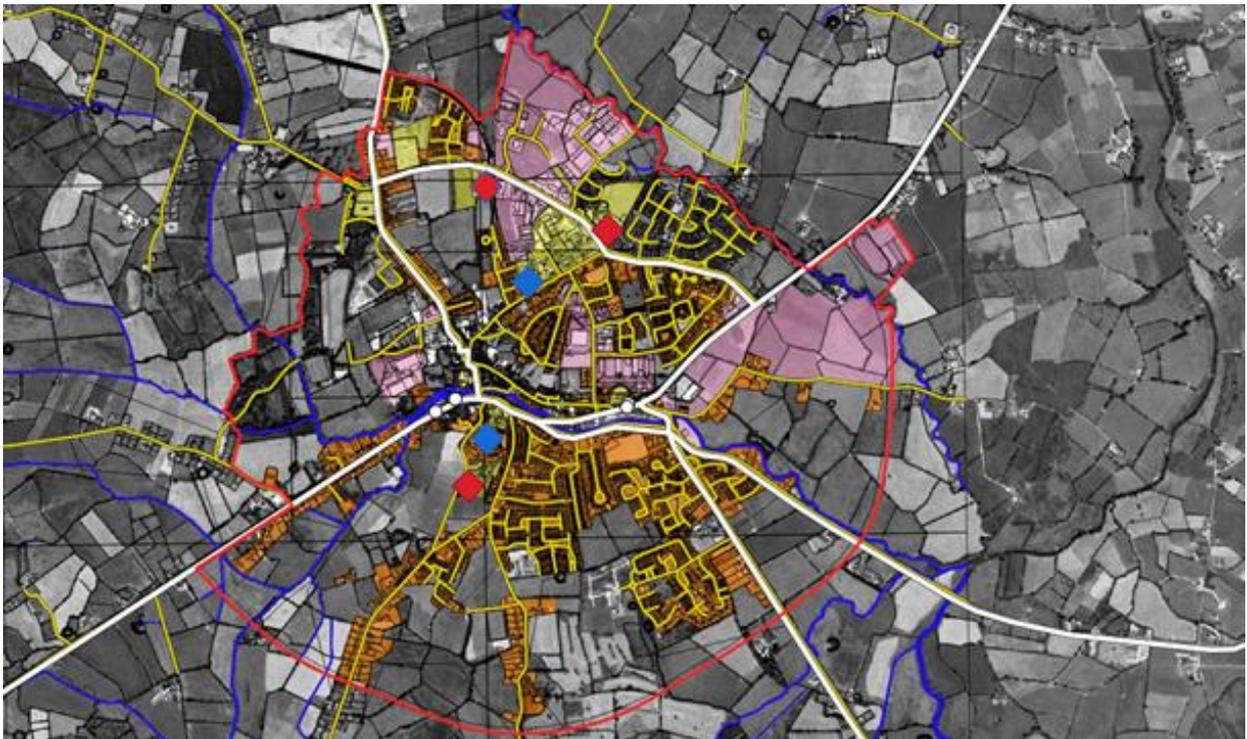
Newcastle West has a reasonably good provision of footpaths throughout the town centre and in the surrounding routes. Areas for improvement that were identified in the Walking and Cycling Strategy for Newcastle West (2013) have been implemented, including a pedestrian bridge at St. Mary's Road and St. Ita's Road and the provision of a footpath along the south side of the N21 between Sheehan's Road and St. Ita's Road.

There are a number of locations throughout Newcastle West where connectivity of the pedestrian network requires improvement. Safe and easy to use crossing locations improve accessibility for pedestrians and increase comfort levels for those walking. Walking rates within

Newcastle West are low for those making short journeys to work and school. These locations include Station Road and Churchtown Road junction, Bishop Street, Bishop Street and Market Place junction and Sheehan's Road. Also, pedestrian and cycle connectivity between the residential areas to the south of the N21 and the wider town centre to the north of the N21 is particularly poor, with the N21 and River Arra representing particular barriers.

There are notable pedestrian links within the town centre, including Bridewell Lane which links the public car park with Bishop Street. Brewery Lane links Market Place with Maiden Street, but is not open to the public at this time. Nash's Lane allows for vehicular traffic, but is predominantly used by pedestrians to access Aldi and the Demense from the town centre.

As well as providing a movement link for vehicle traffic, the N21 also provides an important east-west link for pedestrian movements. Residential, amenity and schools are located south of the N21, with the town centre and many services provided north of the N21. Consequently, crossing the N21 forms a significant link in the pedestrian network. Controlled crossing points are provided along the route at Sheehan's Road, Bother Buí and Bridge Street.



**Figure 3.11: Existing Urban area /mobility linkages**

**Local road and footpath network with National and Regional Road shown in white. Schools identified with red and blue markers. Residential and industrial areas highlighted in orange and pink respectively.**

Amenity walking in the town is provided in the Demense and the Limerick Greenway. The Demense is located on the west side of the town centre and can be accessed from The Square, west of Aldi and from Churchtown Road. It provides recreational playing fields, access to sports facilities, green spaces, and walking routes. The connections between the Demense and the town centre will be explored further in this report. Connection to the Limerick Greenway is now available to the north of Newcastle West, in the residential area of Bishop Court, north of Bishop Street. It continues north to Station Road, where a signal-controlled crossing is provided.

The Limerick Greenway is a greenway route suitable for walking and cycling off road. It is part of a national designated cycling and walking route formed by the disused Newcastle West / Limerick / Tralee Railway Line. The completed section includes from Rathkeale westwards to Ardagh, then southward to Newcastle West and then further west to Abbeyfeale. Figure 3.12 below shows Newcastle West in the context of the regional Greenway network.

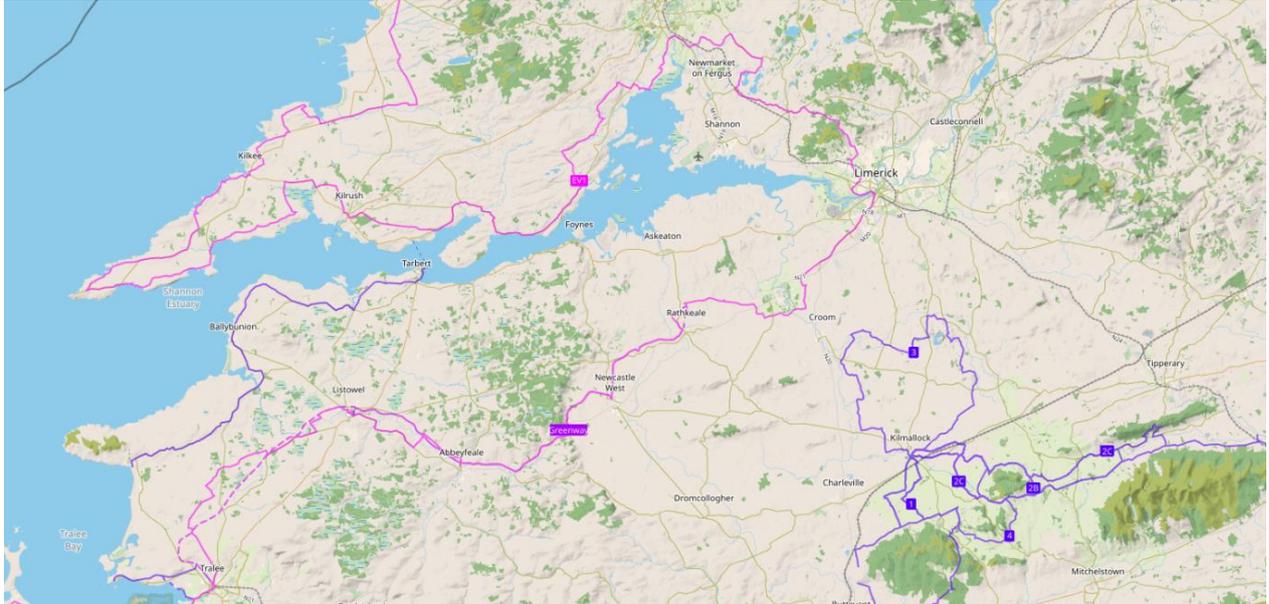


Figure 3.12: Regional Greenway network

### 3.5.2 Key Connectivity Barriers

Newcastle West is characterised by a large number of cul de sac types of residential estates with limited connectivity. In addition, there are a number of features such as the N21 and the River Arra which present linear barriers to connectivity in the north-south direction. This is illustrated in Figure 3.13 below.

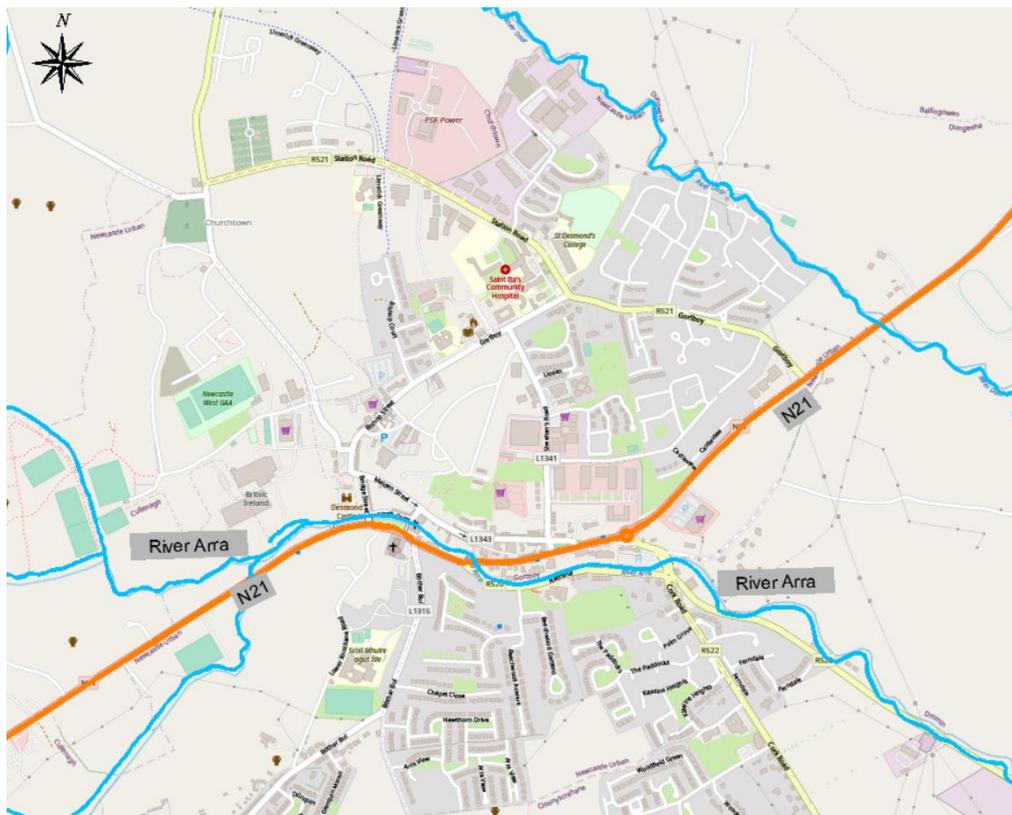


Figure 3.13: Identified Main Barriers to Connectivity in Newcastle West

The biggest issue identified was the difficulty of crossing the N21 throughout the town. Issues crossing the main road north-south through the town presents a major hindrance to connectivity.

### 3.6 Existing Catchment Area Analysis

This section outlines the current catchment areas for key trip attractors in Newcastle West.

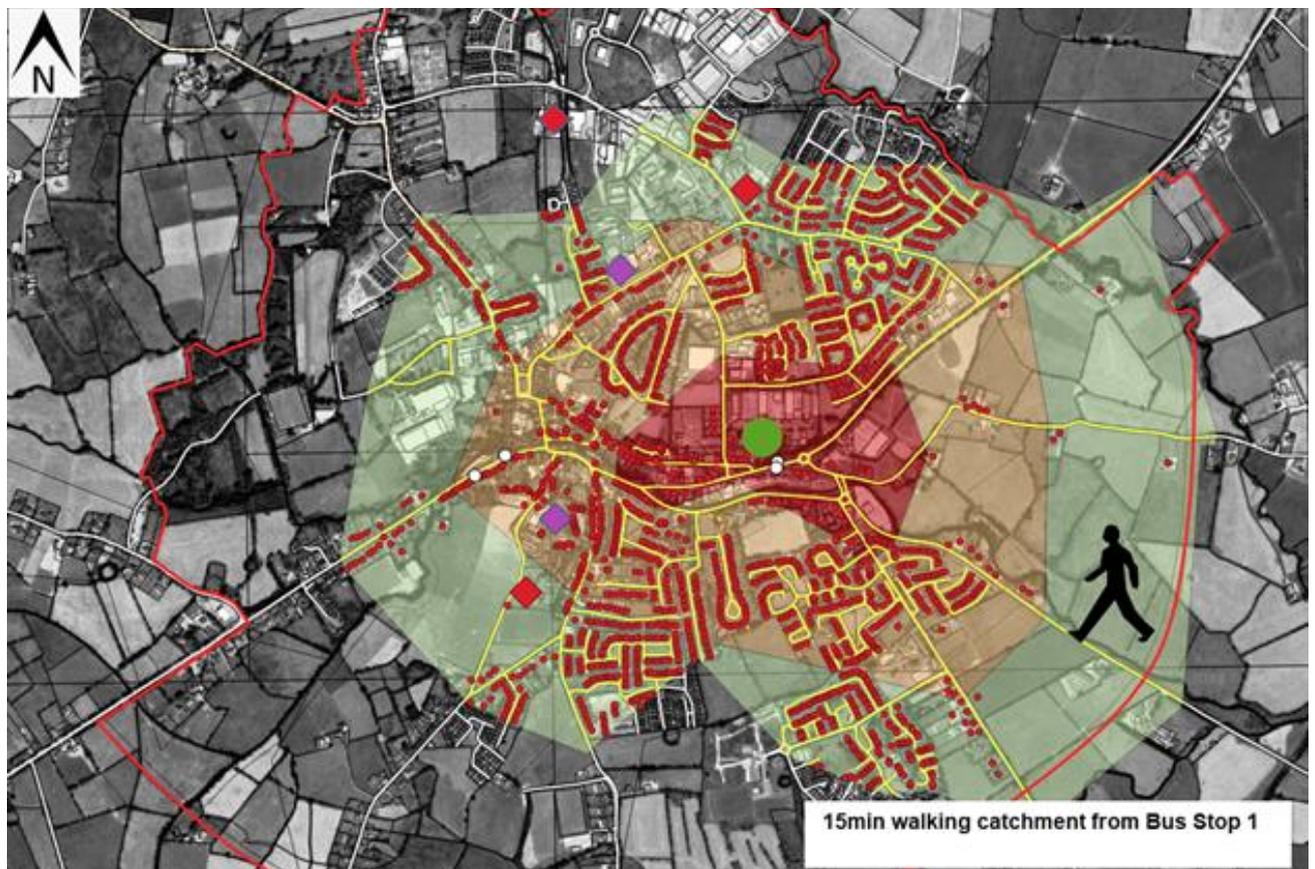
The trip attractors in this analysis include:

- |                      |                      |
|----------------------|----------------------|
| 1. Bus Stops         | 4. Health facilities |
| 2. Primary schools   | 5. Sports amenities  |
| 3. Secondary schools | 6. Supermarkets      |

The analysis uses GIS software to determine the possibility of arriving at a certain trip attractor in the town within a specified walking and cycling time period.

The baseline catchments for each type of trip attractor are shown from Figure 3.14 to Figure 3.25. In these figures, the shaded lines represent the route, within a certain walking or cycling time period, of the destination with the current pedestrian or cycle network.

#### 3.6.1 Baseline Assessment – Public Transport



**Figure 3.14: Residential Properties within walking catchment of Bus Stop 1**

The location of these bus stops that are considered to be within walking distance (15-minute walking duration) of nearby residential properties. The assessment shows that a significant proportion of residential properties are within walking commuter distance, as noted by the isochrone colour banding.

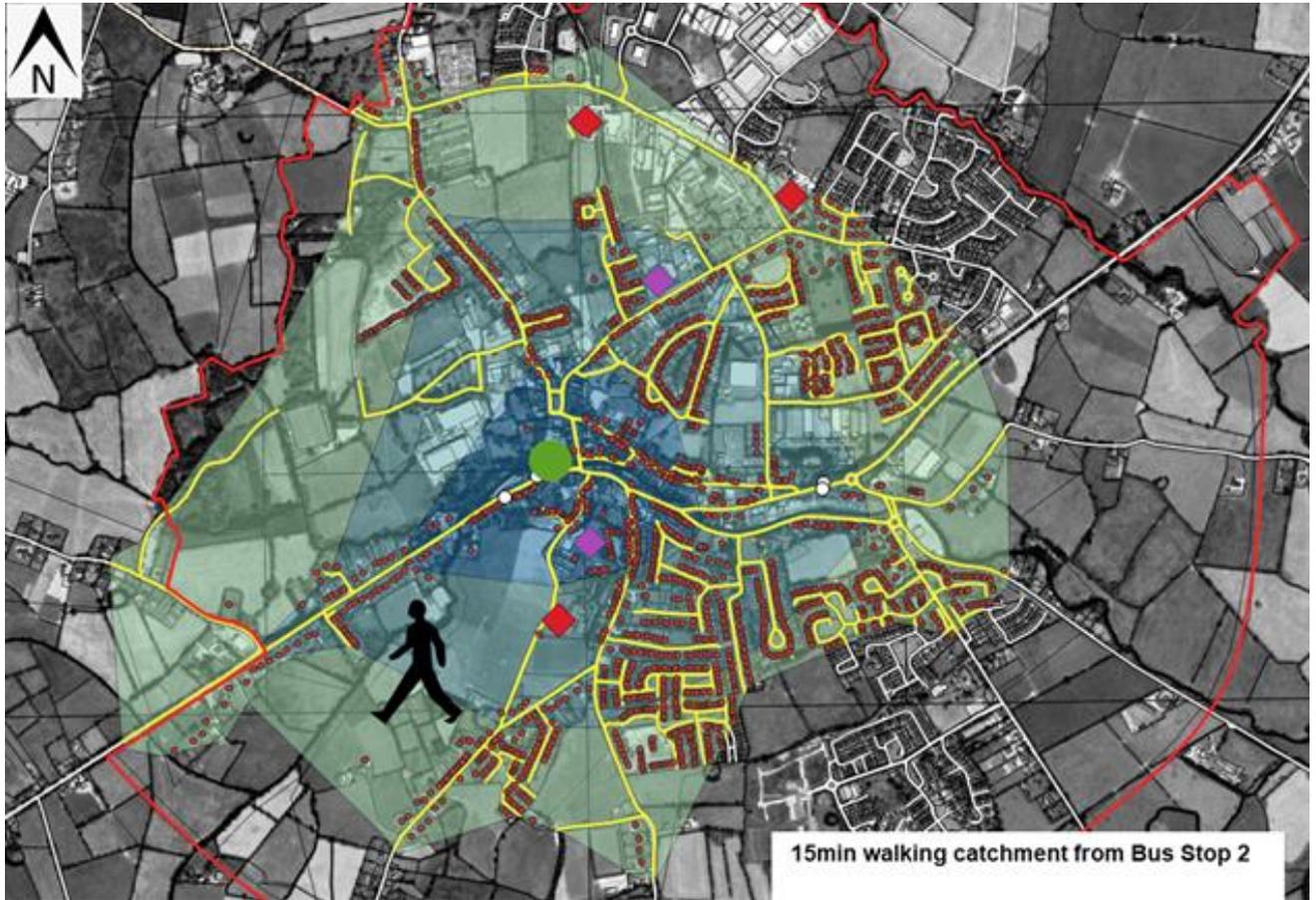


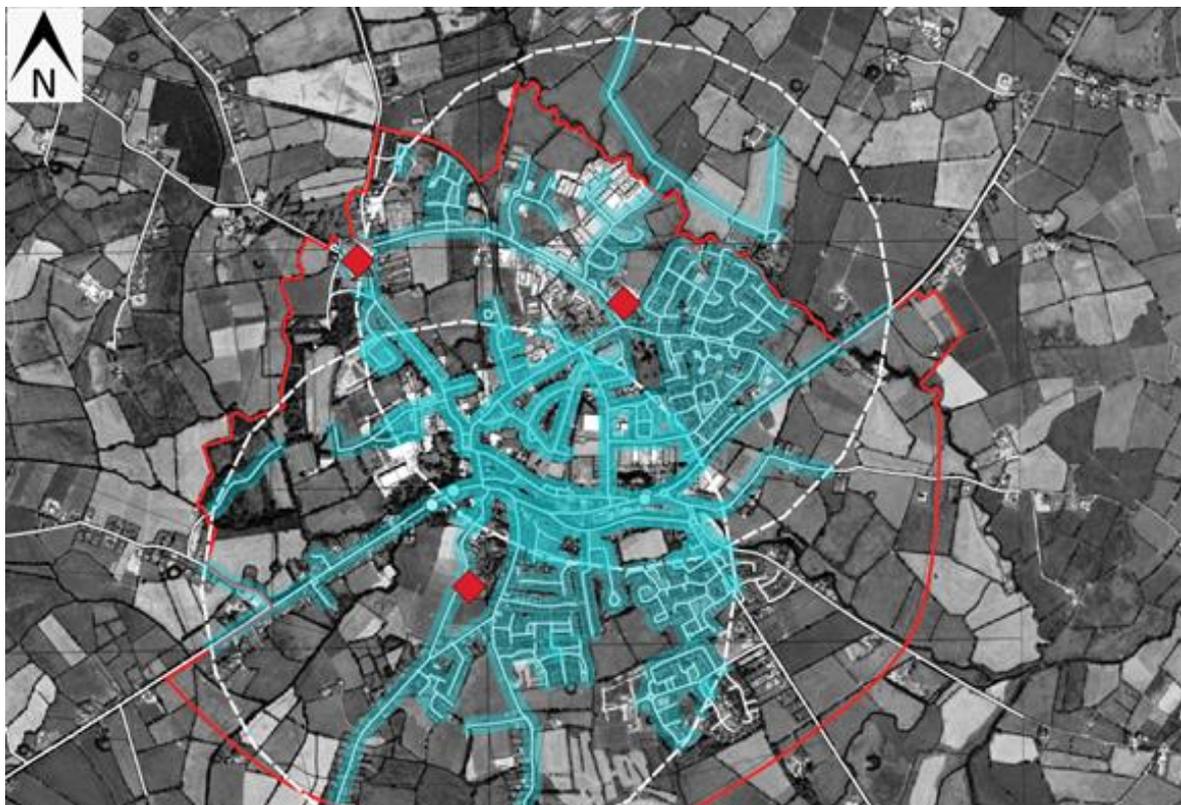
Figure 3.15: Residential Properties within walking catchment of Bus Stop 2

### 3.6.2 Baseline Assessment – Primary/ Secondary Schools

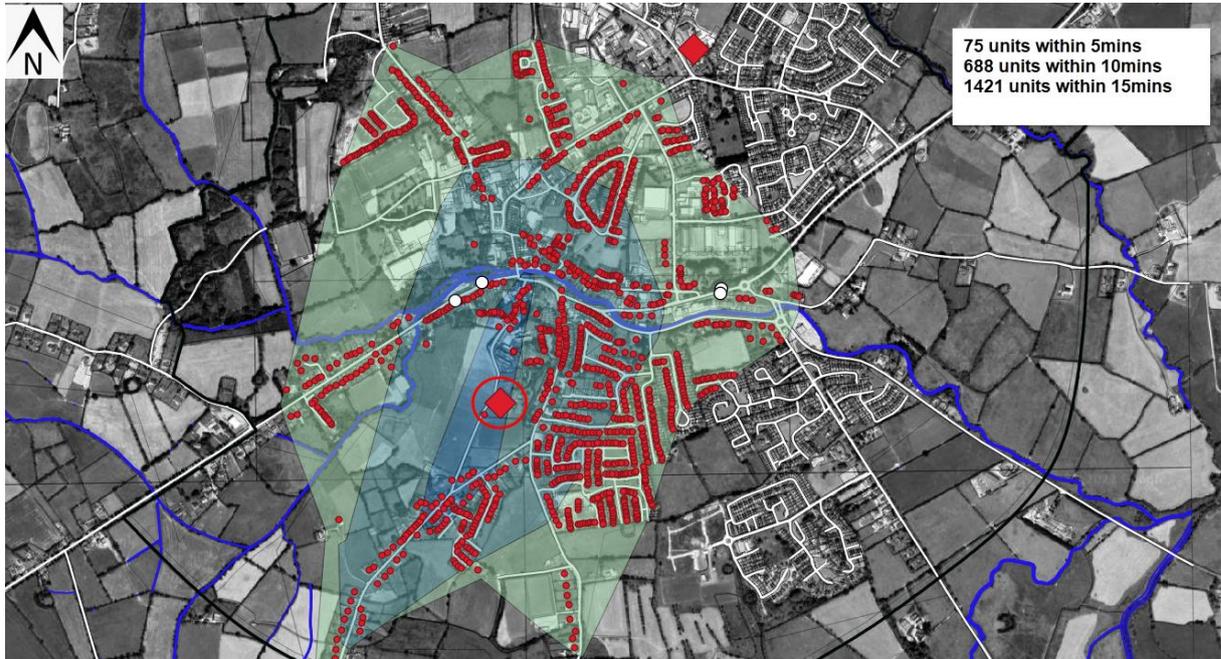


**Figure 3.16: Secondary School Baseline Catchment Area (1km catchment)**

The appraisal of the exiting road network was undertaken in QGIS where existing road networks were cross referenced with existing school locations in the town. The findings of this assessment are noted in Figures 3.16 and 3.17, where areas currently serviced by existing road links within the 1km catchment are highlighted.



**Figure 3.17: Primary Schools Baseline Catchment Area (1km Catchment)**



**Figure 3.18: Primary School Walking Isochrones (with residential property unit catchment numbers)**

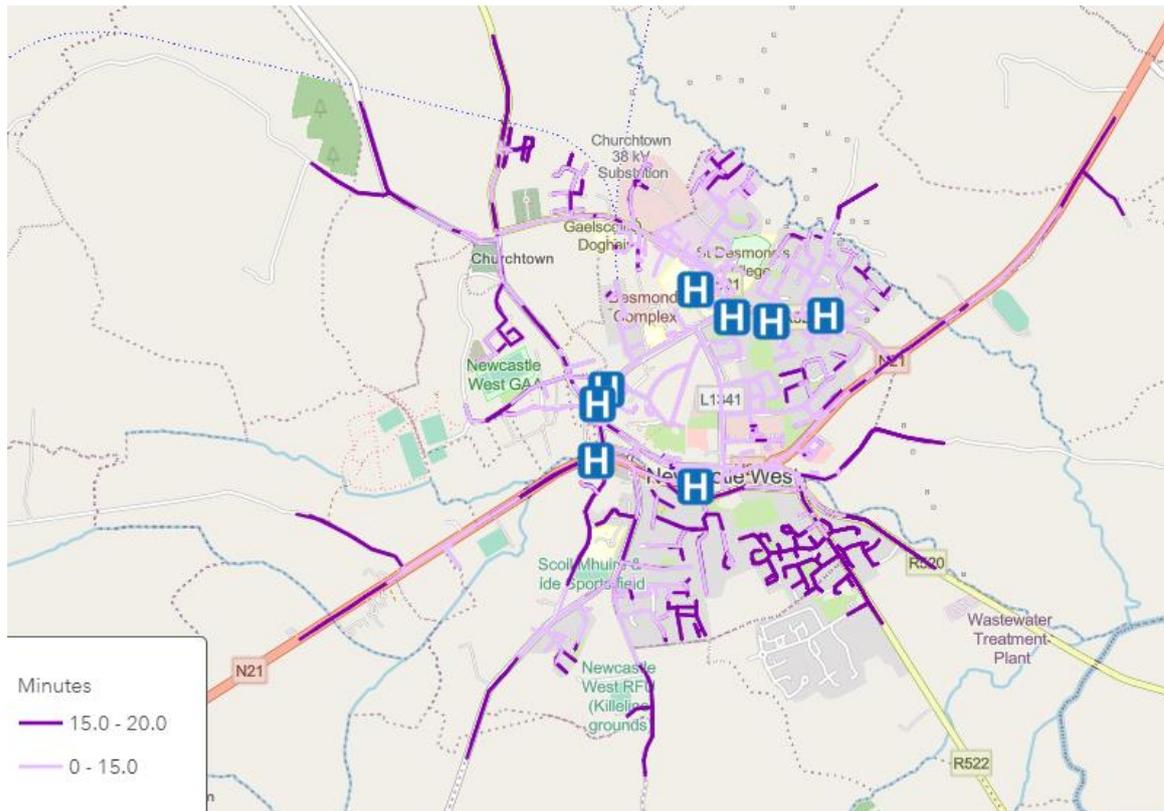
The appraisal of the walking distances from the primary and secondary schools to nearby residential units was quantified in QGIS, where 5,10,15min walking isochrones were cross referenced with existing residential housing locations in the town. The findings of this assessment are noted in Figures 3.18 and 3.19, where the distance travelled, and coverage achieved is evident.



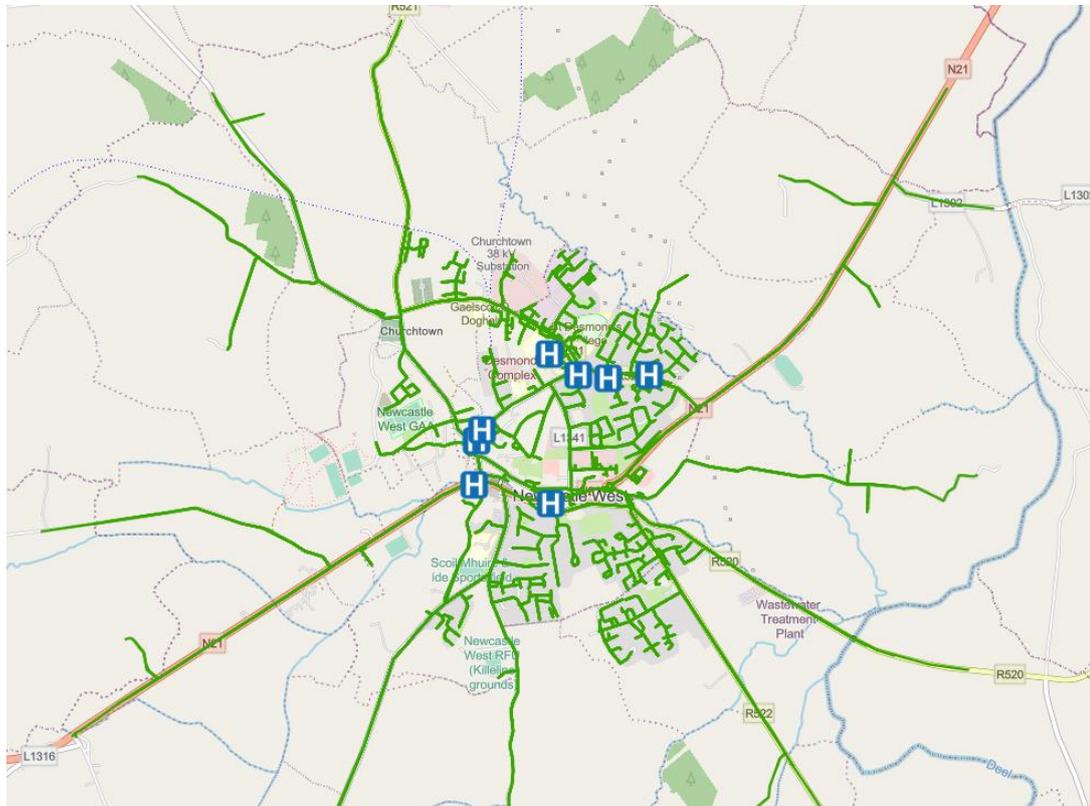
**Figure 3.19: Primary School Walking Isochrones (with residential property unit catchment numbers)**

This GIS appraisal methodology was repeated for the following also:

**3.6.3 Baseline Assessment – Health Centres**



**Figure 3.20: Health Facility Baseline Catchment Area (10-15-minute walking distance)**



**Figure 3.21: Health Facility Baseline Catchment Area (10-minute cycling distance)**

### 3.6.4 Baseline Assessment – Sports Amenities

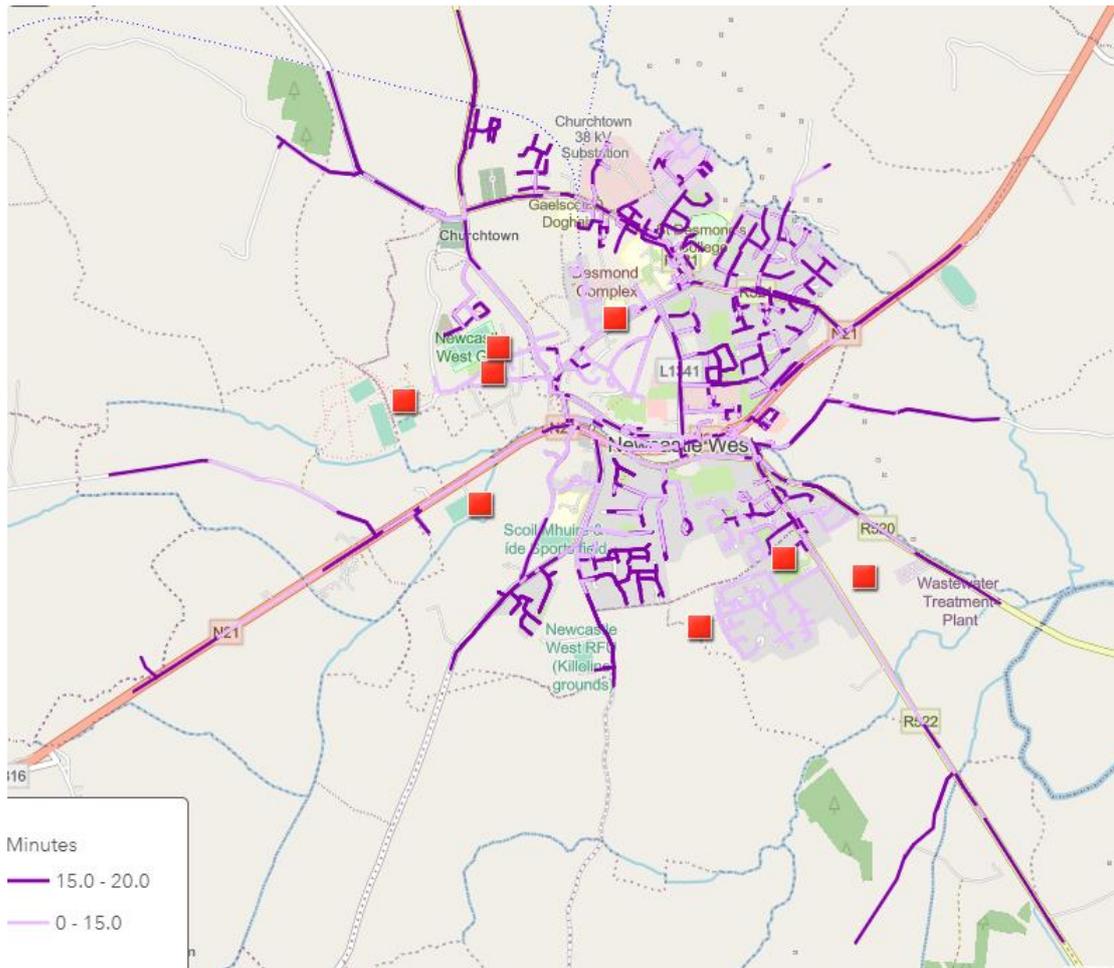


Figure 3.22: Sports Amenity Baseline Catchment Area (15-20-minute walking distance)

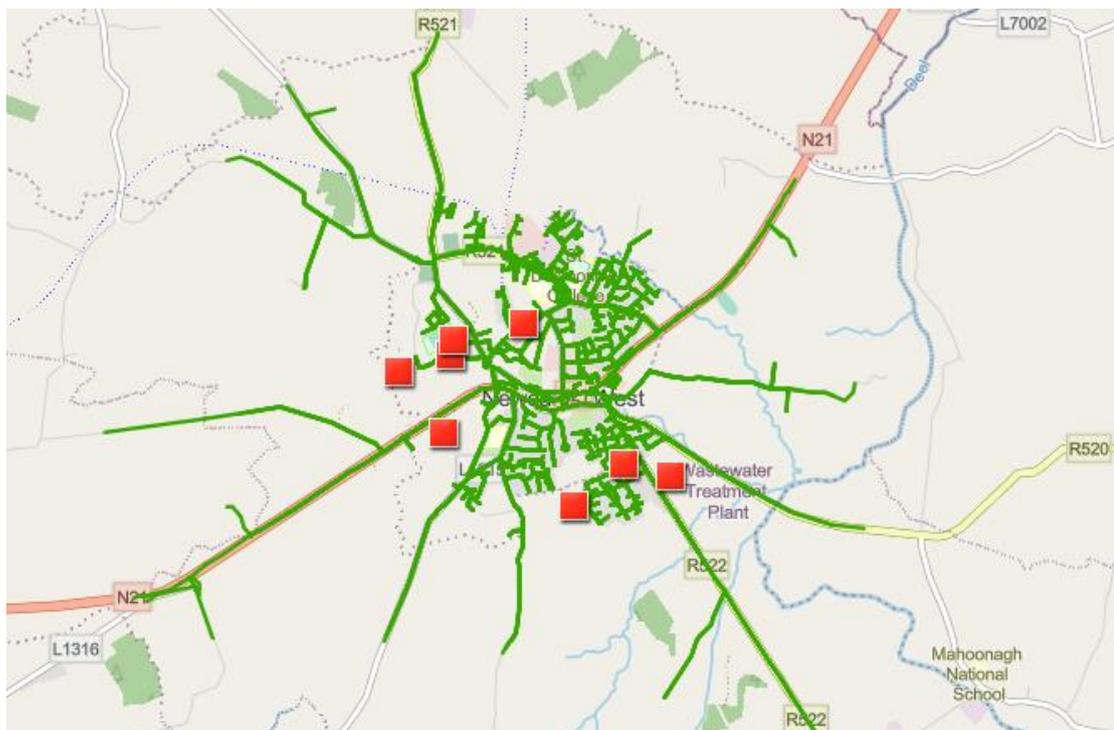


Figure 3.23: Sports Amenity Baseline Catchment Area (10-minute Cycle)

### 3.6.5 Baseline Assessment – Supermarkets

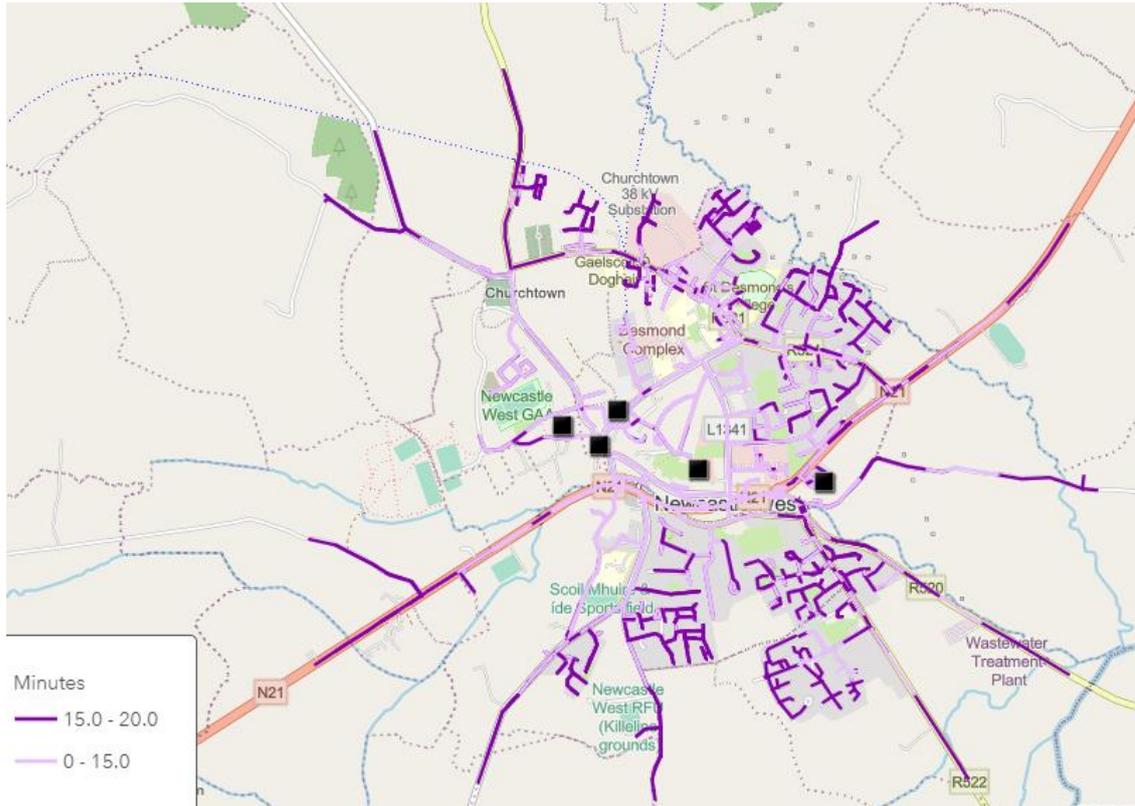


Figure 3.24: Supermarket Baseline Catchment Area (15-20-minute walking distance)

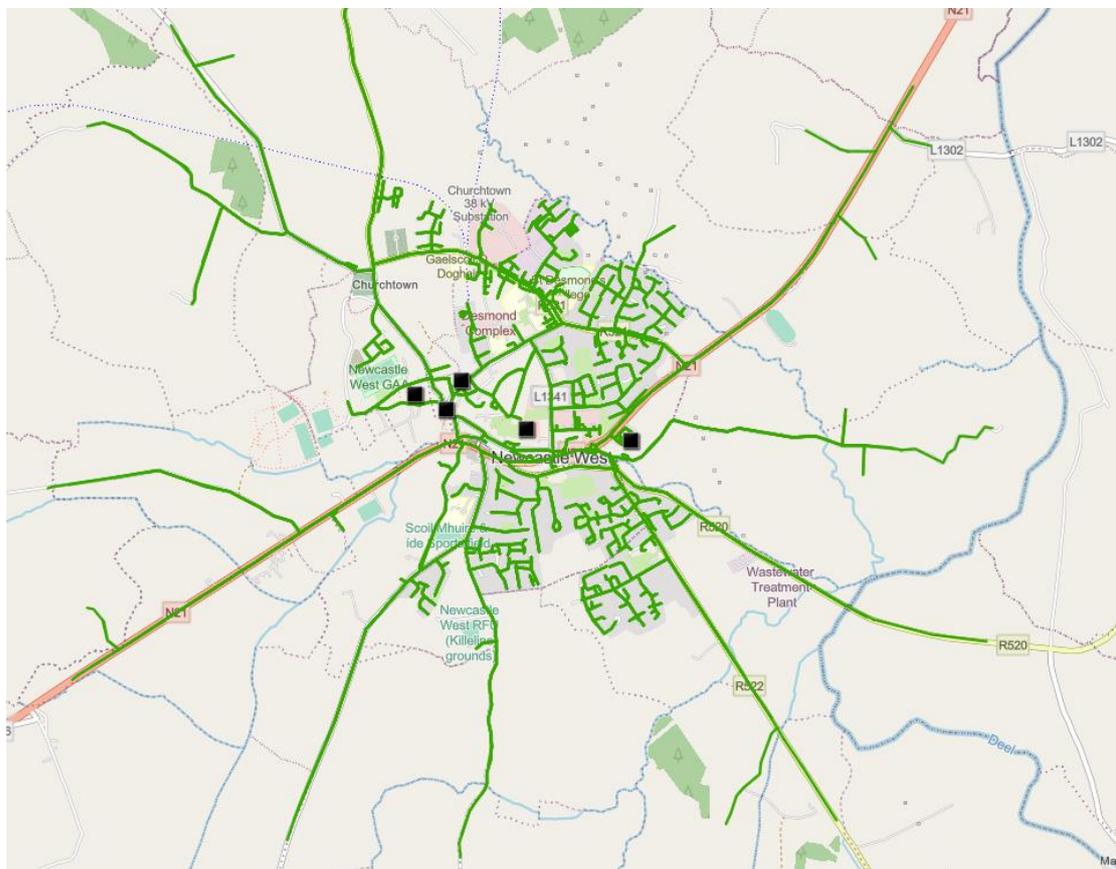


Figure 3.25: Supermarket Baseline Catchment Area (10-minute cycling distance)

### 3.7 Existing Cycling Infrastructure

The topography of Newcastle West is relatively flat, and the primary attractors and facilities are largely clustered in the town centre. This highlights that with the correct infrastructure in place, cycling should be an attractive mode of transport for the town.

However, there are currently low levels of cycling infrastructure implemented in Newcastle West. An existing greenway emerges in the north of the town onto Station Road and Bishop Court. This greenway connects Newcastle West to neighbouring towns in the north and west directions. The greenway at present does not have appropriate/ available cycle infrastructure in Newcastle West to connect into to. This is evident in the following figures.



**Figure 3.26: Limerick Greenway Connectivity to Station Road, Newcastle West**



**Figure 3.27: Limerick Greenway Connectivity to Bishop Court, Newcastle West**



## 3.2 Existing Road Network

### 3.2.1 National and Primary Roads

A number of strategic routes go through Newcastle West, including the N21 National Primary Road, the R521 to Foynes, the R522 to Charleville and the R520 to Kilmallock. These are identified as strategic routes in the Limerick City & County Development Plan 2022– 2028. The N21 National Primary Route connects Limerick and Kerry and plays an important role in the regions transport links. Transport Infrastructure Ireland (TII)'s traffic count data and Jacob's N21 NCW Road Scheme provides an AADT of over 12'000 with 8.9% of this being HGV traffic. High flows of through traffic have effects on local traffic, with queues forming on the N21 to travel through Newcastle West, especially during times of high tourist activity, such as bank holidays. This also leads to difficulty for local traffic to travel around Newcastle West, as many journeys require crossing or joining the N21.

The R521 to Foynes commences at the Square in Newcastle West and travels north to connect with the N69 at Foynes, providing a key north-south link in Limerick. The R522 and R520 converge at the east of Newcastle West, linked to the N21 by way of a roundabout. The R522 links Charleville with Newcastle West, connecting Cork with east Limerick County. The R520 provides an east/west link between Newcastle West and Kilmallock and Ballingarry.

All of these regional routes are also used by residents of Newcastle West's hinterland to access the town centre. They also provide an important industry link between the regional towns, carrying HGV traffic. The R521 in the north of Newcastle West is connected to the N21 and R522 and R520 by local roads Station Road and Gortboy. With the exception of the roundabout at the N21 and R520, priority Stop controlled junctions are in place along the route. The N21 is heavily congested during peak periods.

### 3.2.2 Local Roads

Newcastle West has an extensive local road network that connects the residential, business, industry, retail, school, and social services within the town. The local road network around the town generally accommodates footpaths on both sides. Town centre roads are narrow, reflective of their historic origins.



Figure 3.30: Newcastle West National, Regional and Local Road network

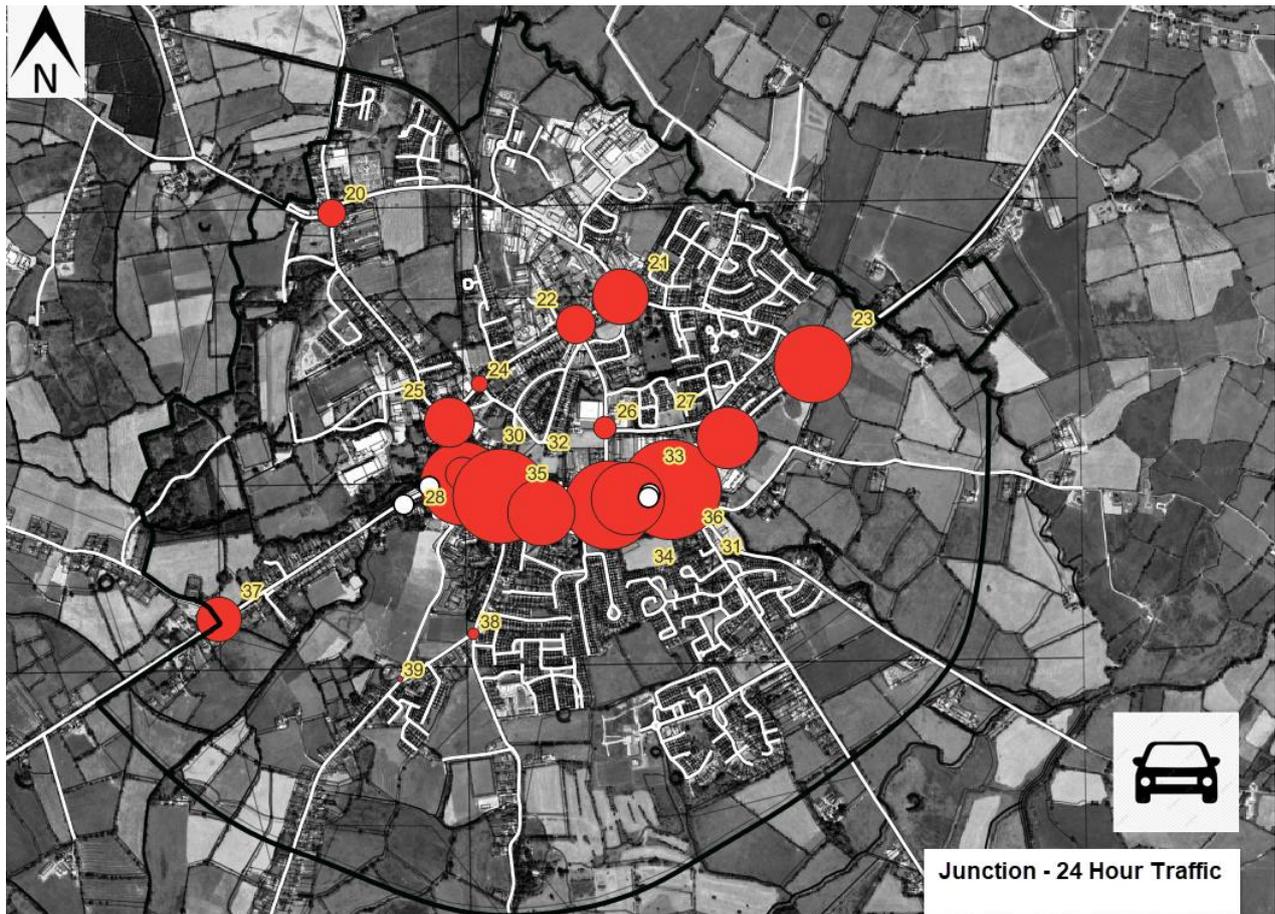
### 3.2.3 Traffic Analysis

As part of the background assessment process, traffic conditions at a number of local roads and junctions were analysed and compared with the base traffic AADT of the N21 Newcastle West Road Scheme. Figure 3.31 below shows Annual Average Daily Traffic (AADT) flows for various links through Newcastle West.



Figure 3.31: The N21 Newcastle West Road Scheme: 2019 modelled AADT and percentage HGV – (C: Jacobs)

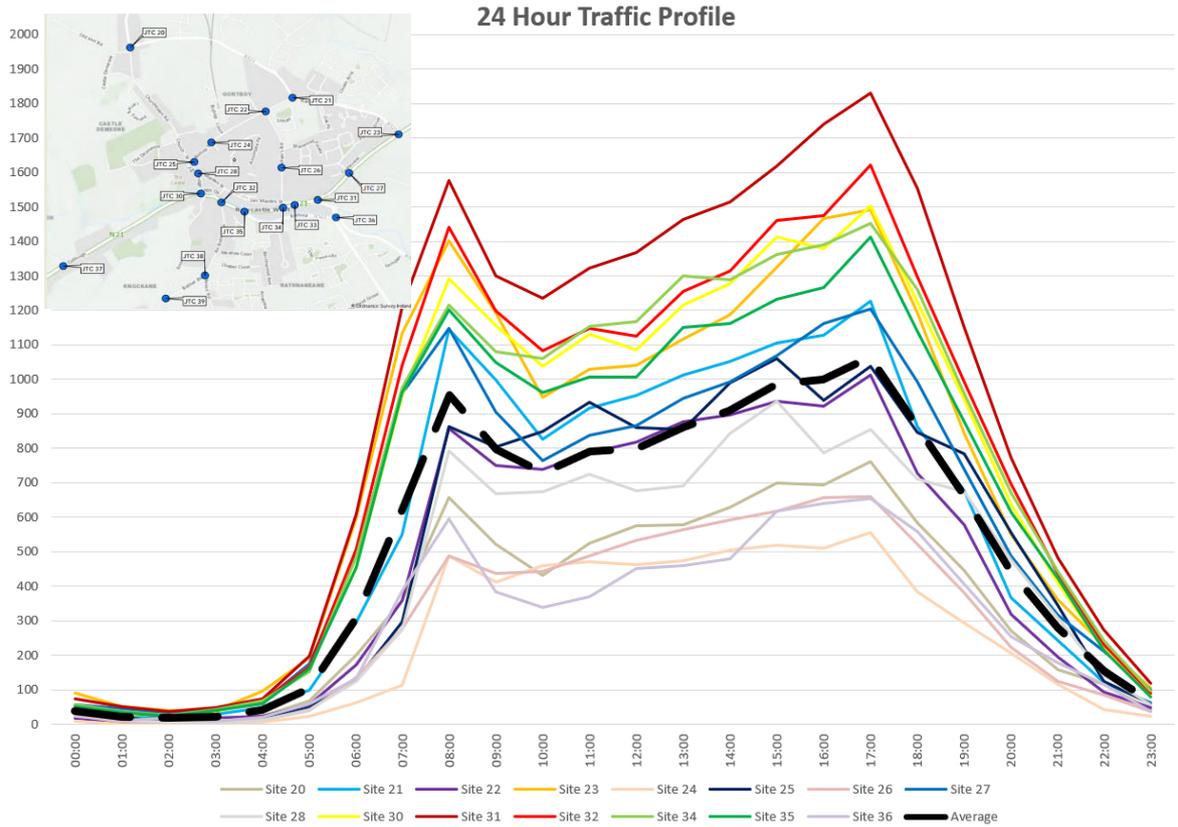
Figure 3.32 show that very high traffic volumes traverse the town in various directions, most particularly along the N21 and also along Station Road to the north, Bishop Street, Sheehan's Road and the Gortboy Road.



**Figure 3.32: 2022 Count Data- 24 Hour junction traffic counts showing relative traffic volumes.**

Figure 3.33 also points to the relative volume of traffic flows at critical junctions in Newcastle West. This graphic clearly shows that the N21 corridor accommodates a very significant confluence of traffic movements.

A profile of traffic flows at each of the junctions was also generated in order to determine the actual pattern of traffic in the town. The figure below, with associated junction map shows this traffic profile.



**Figure 3.33: 2022 24hr traffic flow profile for assessed NCW junctions, average traffic profile (dashed line)**

The profile(s) show that the overall pattern for the town translates to quite a short but very pronounced AM peak period with a more prolonged and more heavily trafficked PM peak. The AM peak can be seen to occur between 08.00 and 09.00 while the PM peak occurs between 16.00 and 18.00. The mid-day peak is not particularly noteworthy, expecting at Junction 25 (Bishop St/The Square) where a peak is seen to occur at between 11.00 and 12.00.

Congestion was observed at various junctions along these heavily trafficked routes. An assessment of the “Current Year” (2022 surveyed traffic) measured peak hour traffic flows was also undertaken to determine the traffic capacity of various critical junctions. The results of this traffic modelling, undertaken for the AM Peak, Mid-day Peak and PM Peak is outlined in the figures below:

AM

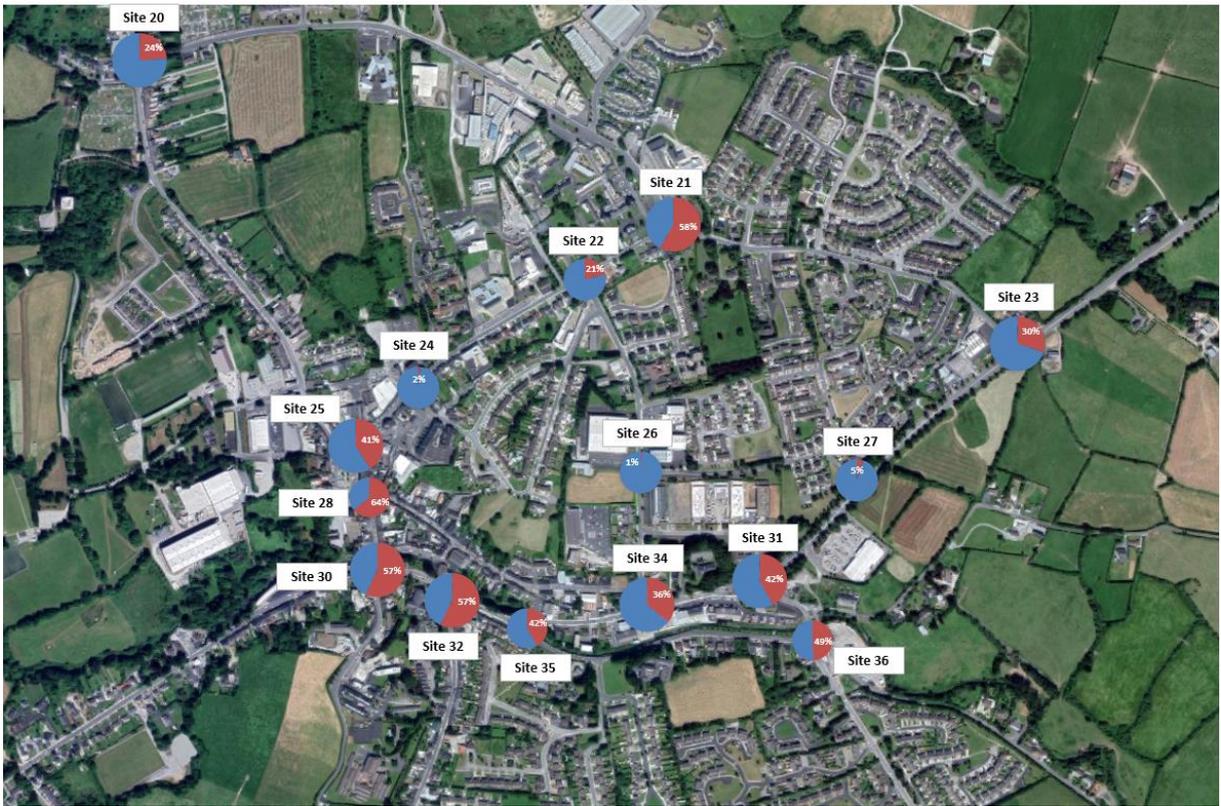


Figure 3.34: AM Peak Hour traffic modelling results for junctions throughout Newcastle West

IP

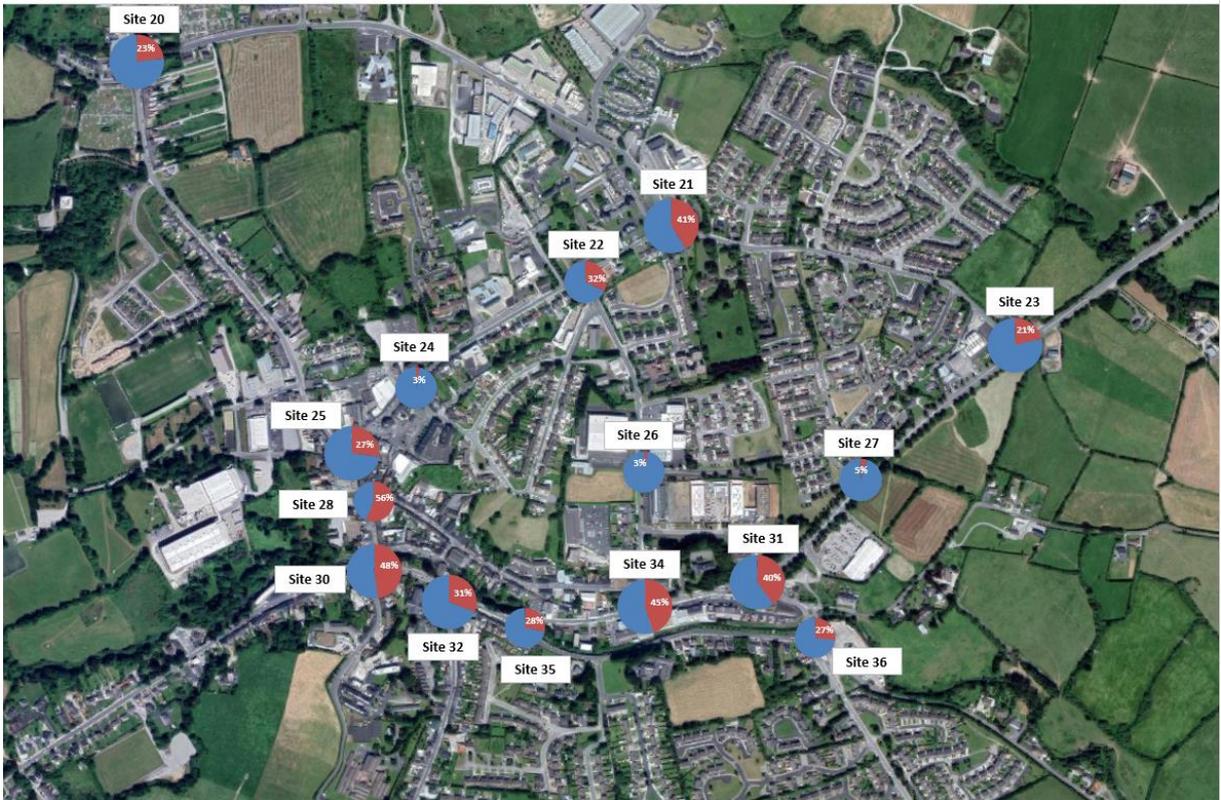
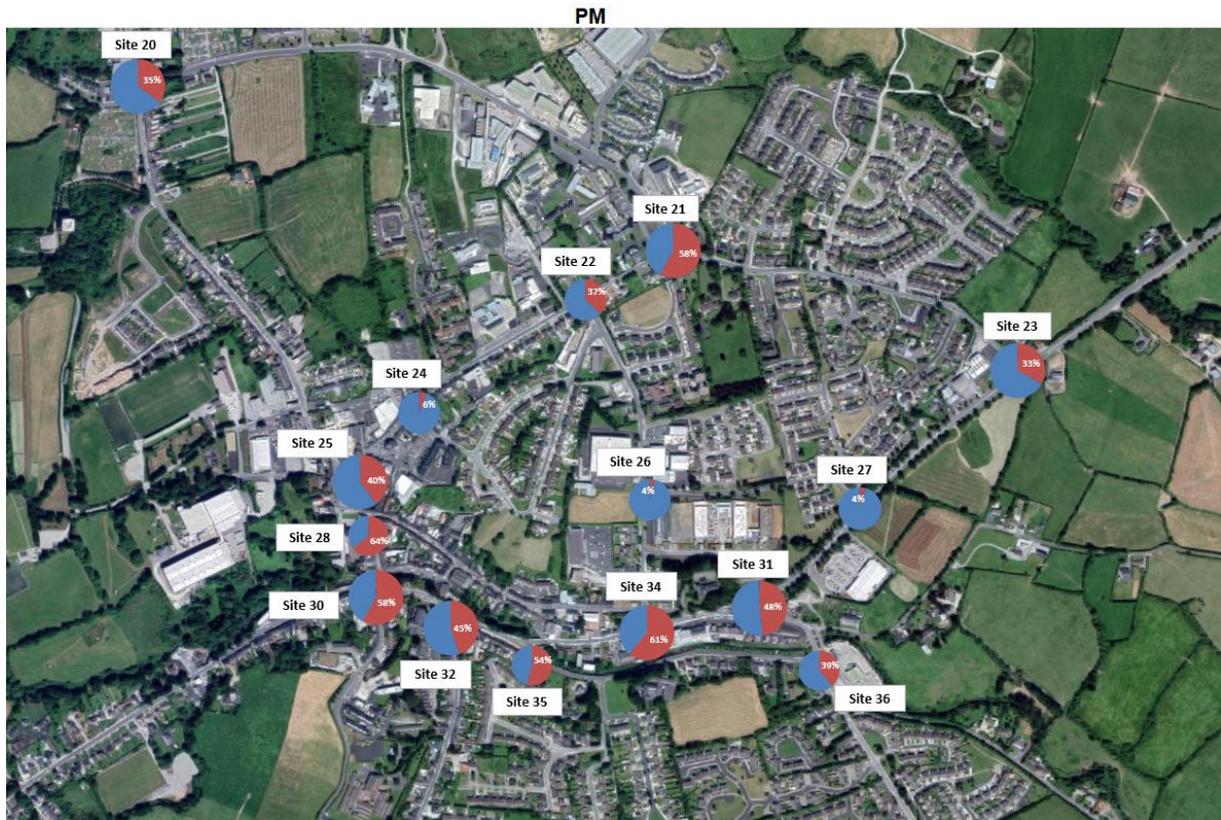


Figure 3.35: Mid-day Peak Hour traffic modelling results for junctions throughout Newcastle West

Morning, mid-day, and evening junction capacity results as noted, are based on individual traffic models developed as part of this assessment.



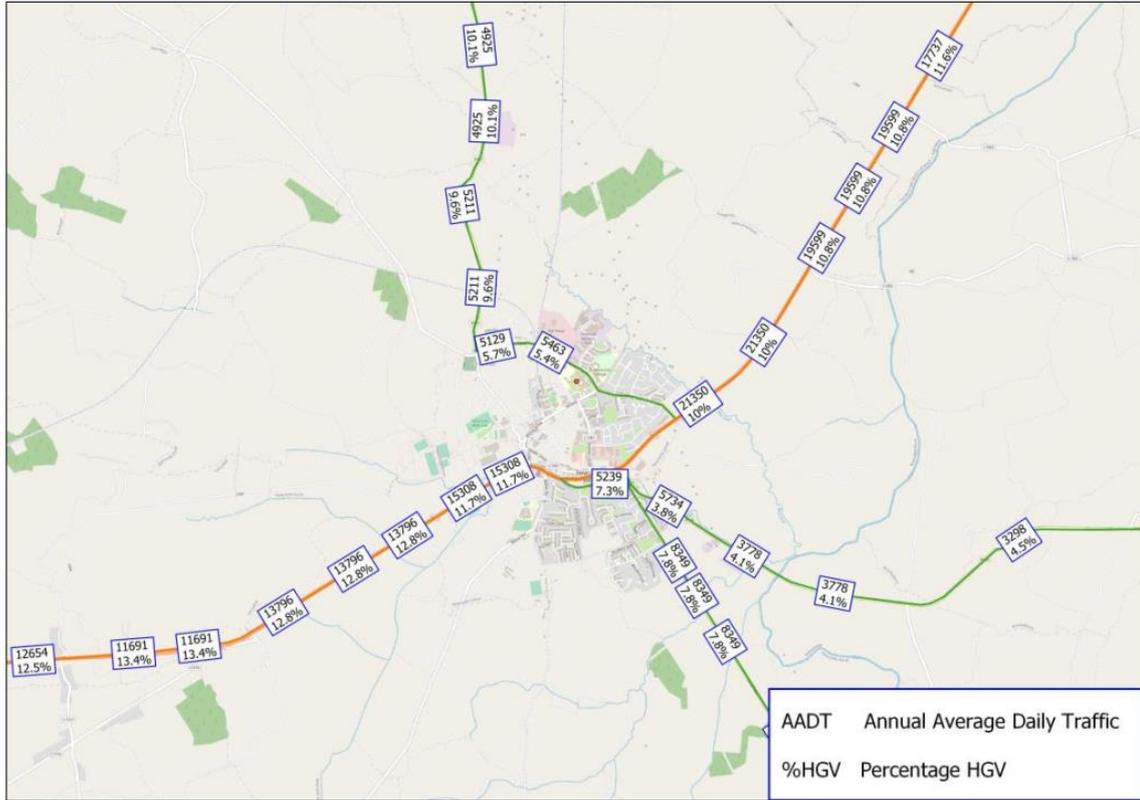
**Figure 3.36: PM Peak Hour traffic modelling results for junctions throughout Newcastle West**

The traffic modelling carried out in the junction assessment employed static junction of the individual junctions. It showed that a number of junctions, particularly those along the N21 are approaching capacity in the AM and PM peak periods. The isolated assessment of these junctions likely underestimates the level of congestion, whereby the interaction of congested junctions located in close proximity to one another reduces the overall network capacity, and that of the individual junctions also.

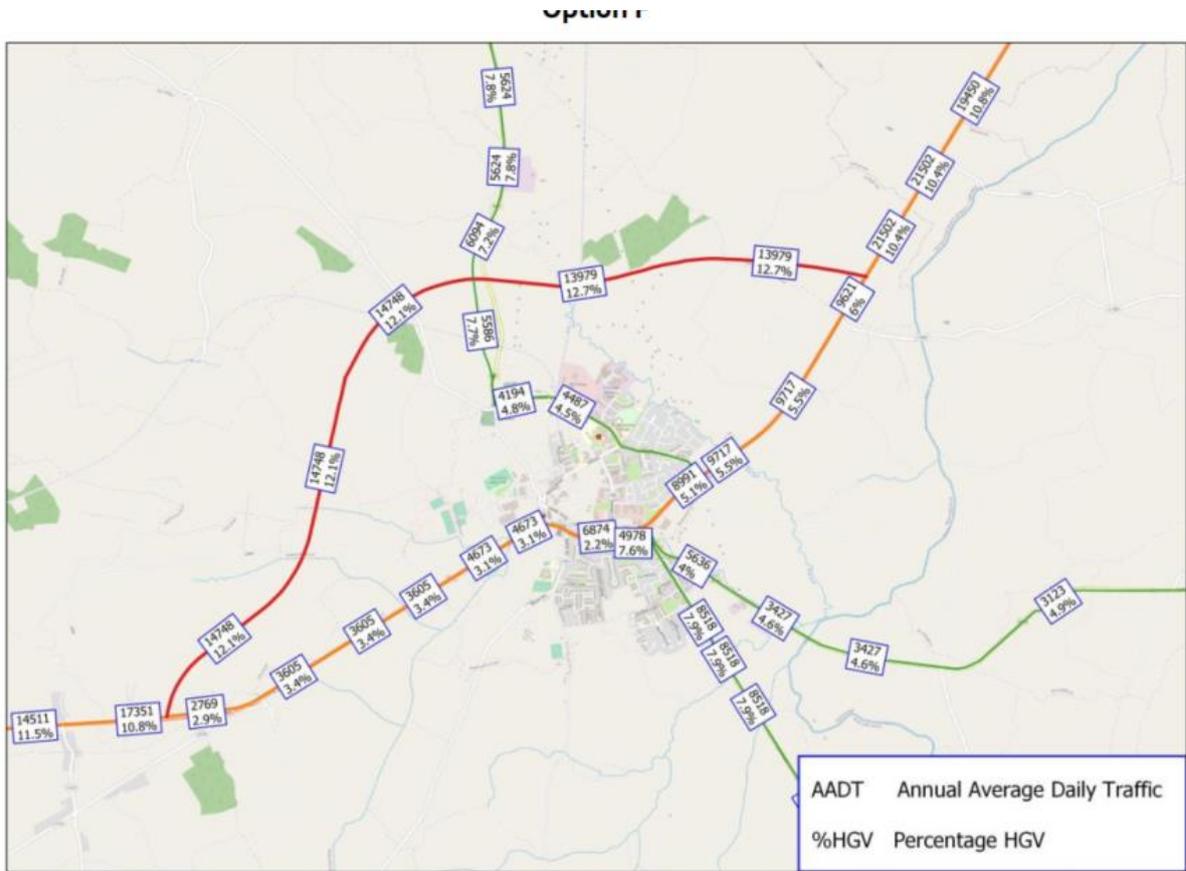
The congestion of the N21 route is subject to ongoing "N21 Newcastle West Road Scheme". This project is being progressed by TII. A number of Stage 1 Route Corridors were identified from which a Preferred Route Corridor was identified. These route corridors are shown in the graphic below:

The Stage 1 Assessment proposes that the new corridor is to be a Type 2 Dual Carriageway with a dedicated cycle facility to be provided as part of the overall solution, generally running parallel to the carriageway. The new carriageway is estimated to result in a significant reduction in thru movements, along the old N21 compared to the current situation.

A comparison of estimated 2042 traffic for both the "Do Nothing" scenario and the "Do Something" (with new road scheme) scenario are outlined below. They show that as a result of the completion of this bypass road traffic volumes are expected to be reduced by more than 50% along the existing N21 road.



**Figure 3.37: The N21 Newcastle West Road Scheme - 2042 modelled future AADT and percentage HGV – Do Minimum (C: Jacobs)**



**Figure 3.38: N21 Newcastle West Road Scheme - 2042 modelled future AADT and percentage HGV – Option F (C: Jacobs)**

Indicated traffic volumes as per Jacob’s N21 Newcastle West Road Scheme Traffic Modelling Report N21-JAC-TTP-NWP-RP-OS-0001 | Rev 0, dated March 2022.

### 3.3 Existing Parking Provisions

Parking is accommodated in Newcastle West by way of on street and public and private car parks. Extensive on-street parking was observed throughout the town. The town square also accommodates town centre parking in a high value amenity area. A graphic showing vehicle parking areas is shown below:



**Figure 3.39: Newcastle West Parking Areas.**

### 3.4 Travel Demand

This section sets out the travel demand for the Study Area that will be used for deriving a preferred approach for the study. In the case of Newcastle West, travel demand can be assessed on both a regional level and on a local level.

Data provided by the CSO from the 2016 census provides origin and destination data between Electoral Districts (EDs) for each commute on census day in an anonymised data set. Assessment of this data has provided a rich source of information for commuting patterns related to the town of Newcastle West. The provision of roadways and transportation services can be assessed against the data provided in the census. While the existing services provided will closely align with the commuting patterns, gaps can be identified, and sustainable improvements considered.

Within Newcastle West, it is anticipated that development will occur as set out in the Limerick Development Plan 2022-2028. The transportation infrastructure required for new residential and commercial development will be assessed in accordance with sustainable transportation objectives.

Together, local commuting patterns, regional commuting patterns and assessment of new growth areas provide for future travel demand and a basis for the provision of sustainable transportation solutions.

#### 3.4.1 Existing Travel Modes

As previously identified the uptake in sustainable travel modes for Newcastle West is low. In terms of overall travel, 15% of commuters travel by foot with only 1% cycling. Similarly, the uptake of Public Transport is very low with 3% of commuters travelling by bus. This is made

up in the main of school bus travel, as outlined in the table below. The data also shows that car-based commuters (inclusive of lgv/vans) account for 78% of all commuter travel in Newcastle West.

Mode	To Education	To Work	Total
<b>On Foot</b>	<b>10%</b>	<b>26%</b>	<b>15%</b>
<b>Bicycle</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>
<b>Bus, minibus, or coach</b>	<b>1%</b>	<b>9%</b>	<b>3%</b>
<b>Train, DART, or LUAS</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
<b>Motorcycle or scooter</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
<b>Car Driver</b>	<b>69%</b>	<b>5%</b>	<b>49%</b>
<b>Car passenger</b>	<b>9%</b>	<b>59%</b>	<b>25%</b>
<b>Van</b>	<b>7%</b>	<b>0%</b>	<b>5%</b>
<b>Other (incl. lorry)</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>
<b>Work mainly at or from home</b>	<b>2%</b>	<b>0%</b>	<b>2%</b>

**Table 2.3 Overall Commuter Mode Share for Newcastle West (Ref. 2016 CSO Census data)**

The Limerick Development Plan sets out mode split targets for Newcastle West. These mode split targets are:

	Overall Target
<b>On Foot</b>	20%
<b>Bicycle</b>	5%
<b>Bus, minibus, or coach</b>	7%

**Table 2.4 Overall Commuter Mode Share Targets for Newcastle West (Ref. Limerick Development Plan 2022-2028)**

### 3.4.2 Regional Travel Patterns

Commuting data in the 2016 Census provides information on the numbers of commuters with an origin or destination in Newcastle West and information on the ED where each such journey commenced or ended. This information is shown geographically in Figures 3.40 And 3.41.

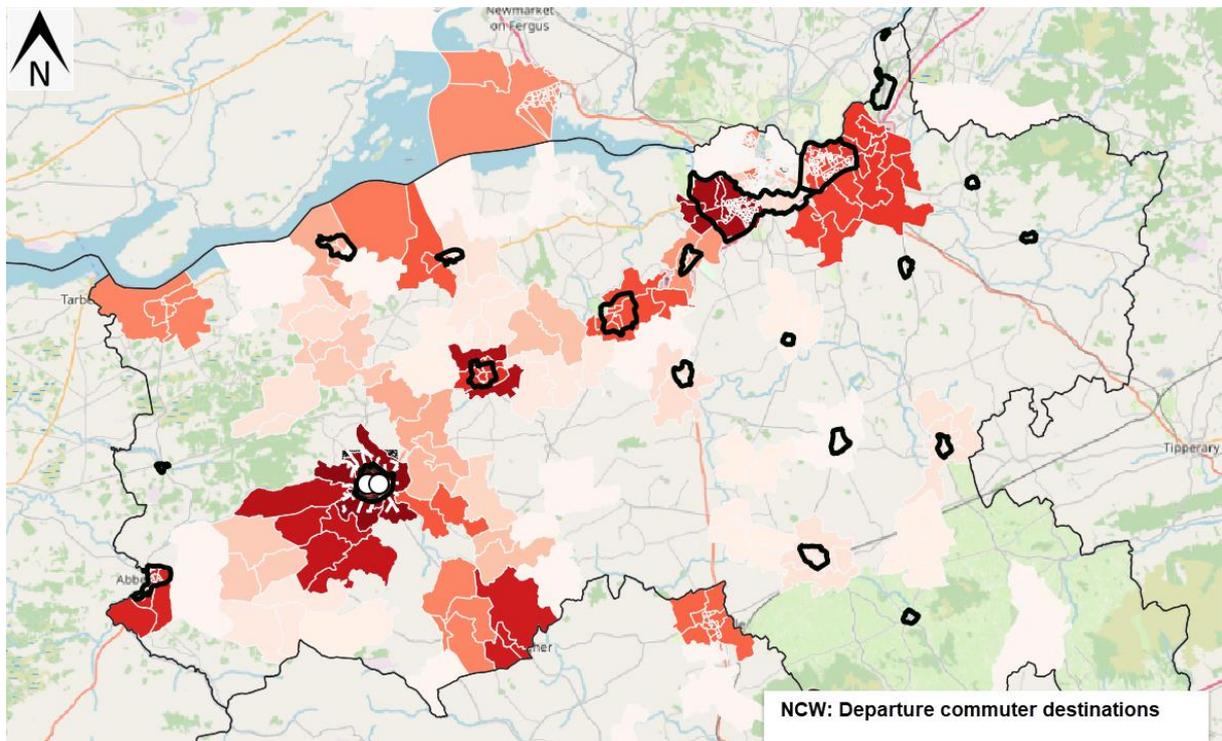


Figure 3.40: Regional Map showing destination of commuters originating from Newcastle West

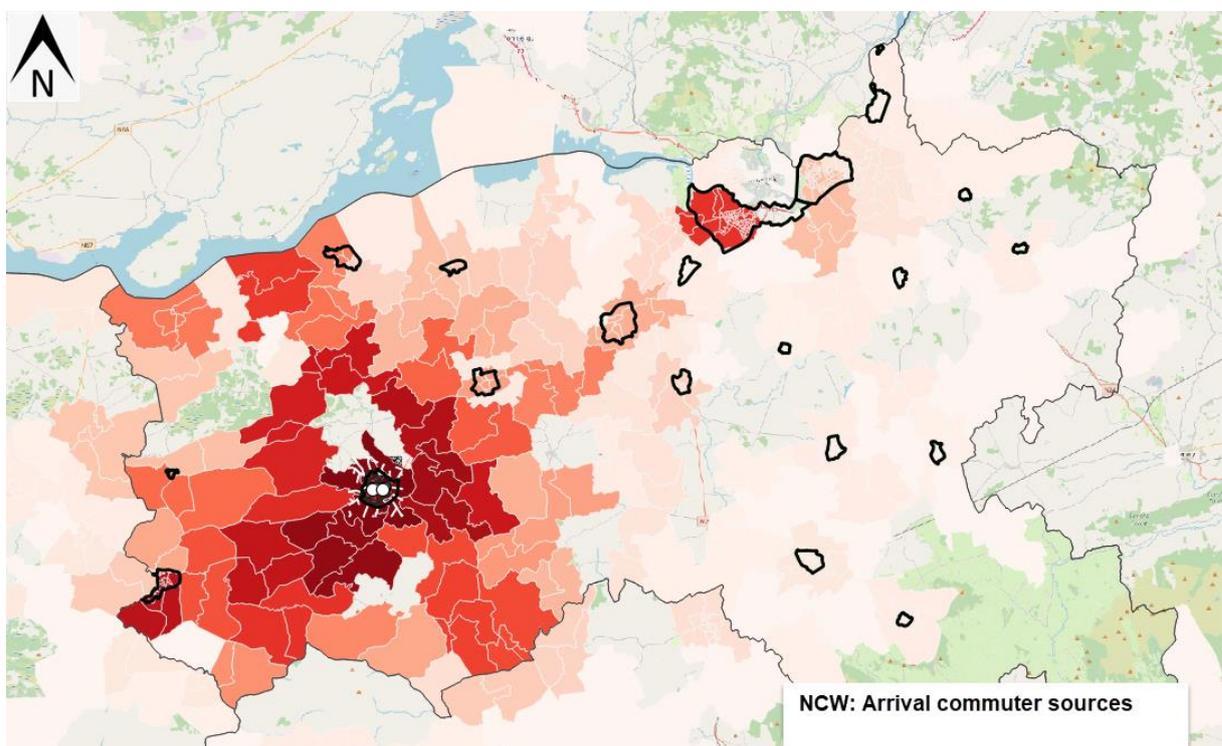


Figure 3.41: Regional Map showing origin of commuters travelling to Newcastle West

The graphics shown point to a number of trends. Inward commuters, travelling to Newcastle West comprise to a large extent of education-based travel. Much of this quantum of commuters travels to Newcastle West from the hinterland and surrounding rural areas. A number of

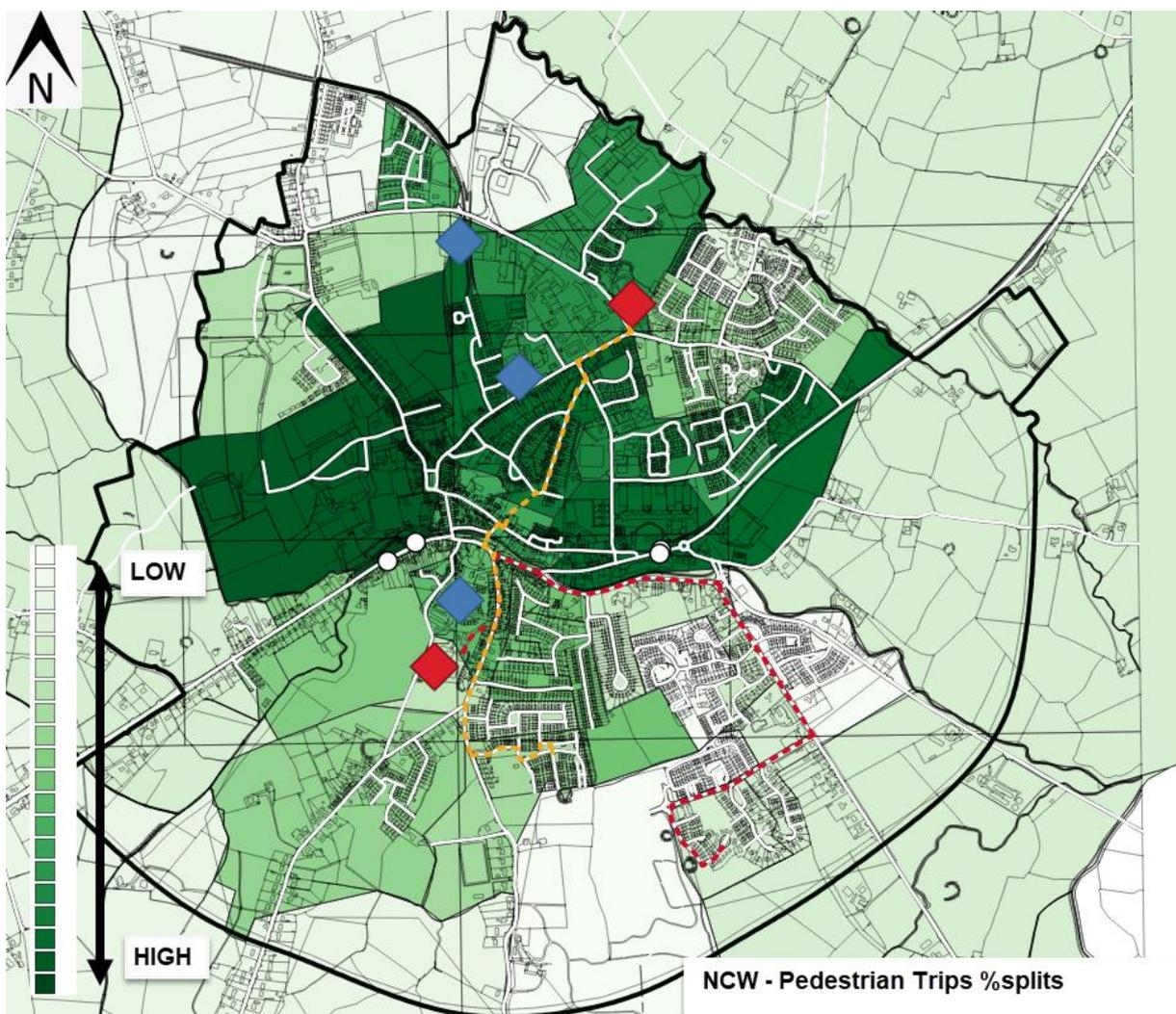
workers also likely commute to local businesses and industries from the western side of Limerick City.

Commuters departing from Newcastle West are more dispersed, reflective of the fact that they comprise mostly of workers. A significant proportion of these commuter can be seen to commute to Limerick City. The importance of the N21 route to these commuters can be seen in figure 3.41, with a very significant proportion of workers working along this corridor.

The pattern of outward commuter travel points to the potential gain in Public Transport uptake along the N21 route if an improved service, and associated town connectivity improvements were implemented.

### 3.4.3 Local Travel Patterns

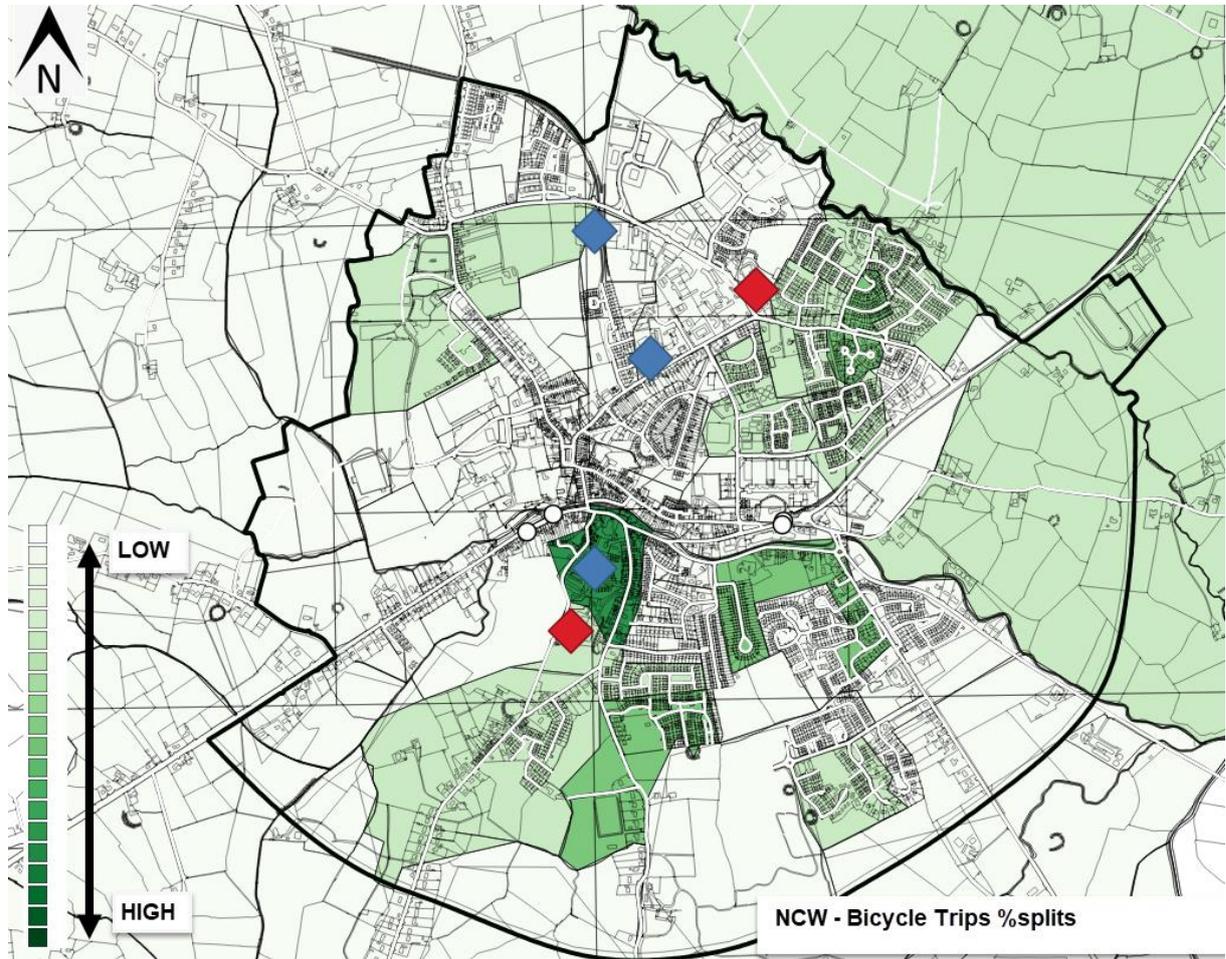
A review of walking, cycling and public transport uptake in the wider town area was also undertaken to determine current active travel commuter patterns.



**Figure 3.42: Newcastle West Pedestrian Walking Uptake**

#### Key Findings:

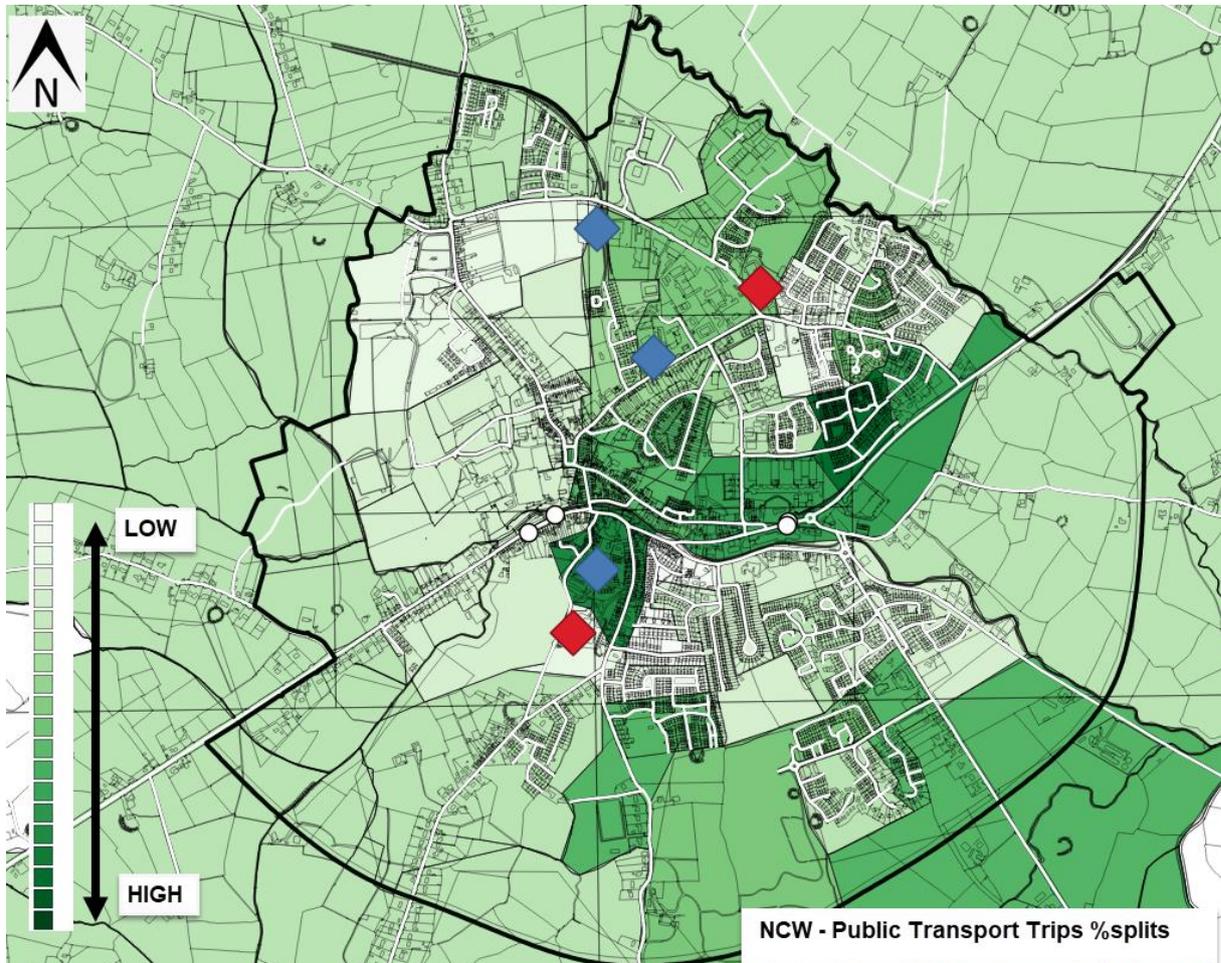
- Proportion of walking uptake is very low to the south of the N21.
- Proportion of walking uptake to the southeast most notable.
- Walking uptake to the north is reasonably good but with poor uptake from the Cluain Arra estate area.



**Figure 3.43: Newcastle West Pedestrian Walking Uptake**

**Key Findings:**

- Proportion of cycling uptake is very low throughout Newcastle West
- Some cycling uptakes in the vicinity of Scoil Iosaf Primary School and Scoil Mhuire and Ide Secondary School.
- Statistics do not consider the impact of the Greenway (2016)



**Figure 3.44: Newcastle West Public Transport Uptake**

**Key Findings:**

- Proportion of public transport (bus) uptake is very low throughout Newcastle West
- Majority of public transport commuting associated with school bus travel, arriving from surrounding ED's.
- Some bus commuters from the town centre, primarily to the north of the N21. These areas are generally the older residential areas.

### 3.5 Future Growth

As per the Limerick Development Plan, a population growth of circa 2,000 is projected for NCW for the 2022-2028 development plan, equating to a growth in housing units of 706.

This is a large reduction on the growth provided for in the previously adopted Local Area Plan for the town, reflecting the current National Planning Framework policy of reducing unsustainable population/ housing targets and associated zoning.

The Limerick Development Plan 2022-2028 references a 2016 Census Population of 6,619 with a target population of 8,607 in 2028, a 30% population growth as percentage of 2016 baseline, with an average household size of 2.68 persons.

### 3.6 Draft NCW LAP 2023 –Zoning Map

The Draft NCW LAP, was provided by Limerick City and County Council's Planning Department as the basis of in integrating growth objectives for the town whilst accounting for transport constraints/opportunities in the area, ensuring the development of land-use plans is a collaborative and iterative exercise between Planners and Transport Engineers. This draft map is shown below, split between 4no. primary land use categories.

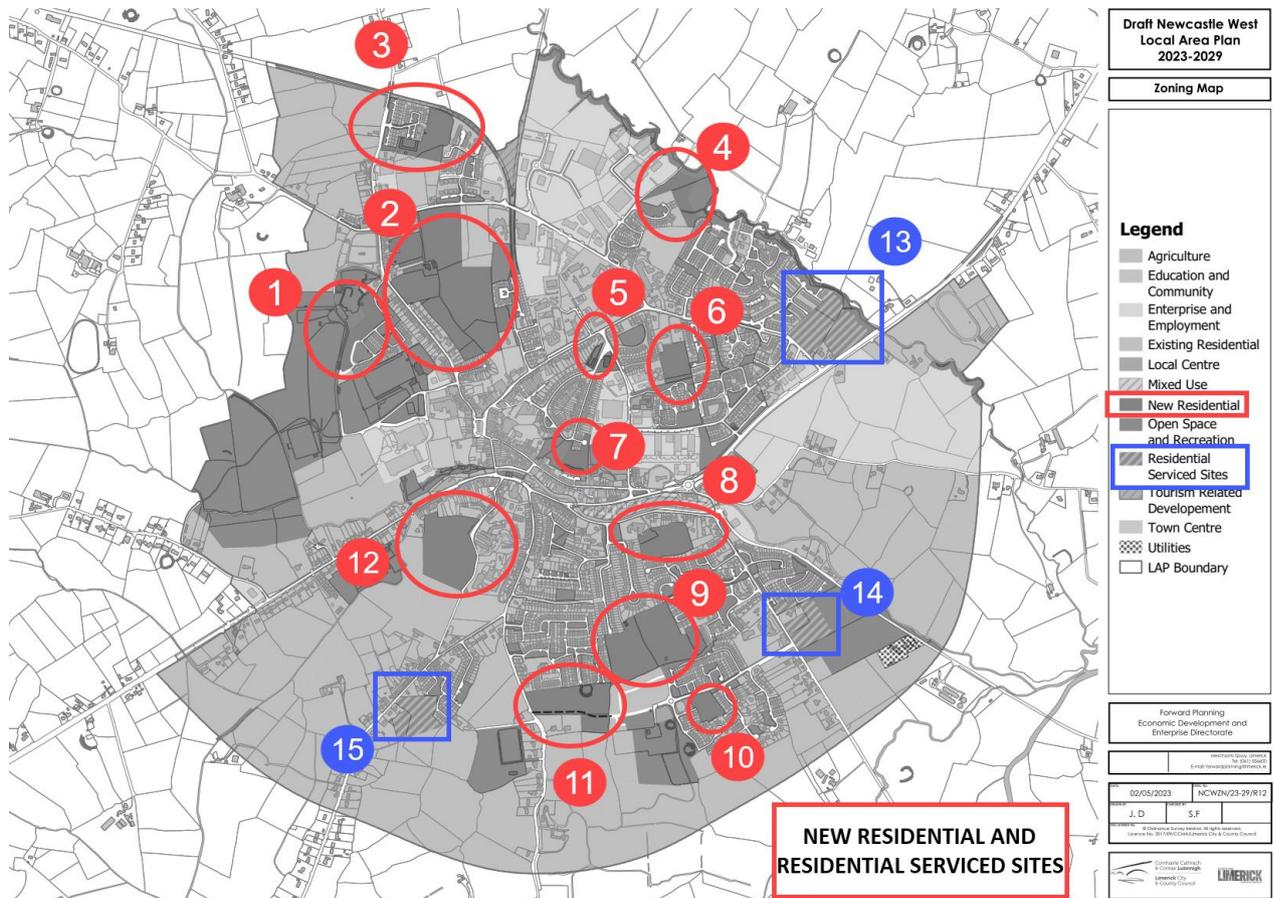


Figure 3.45: Newcastle West Primary Lane Use Breakdown – Residential and Open Space

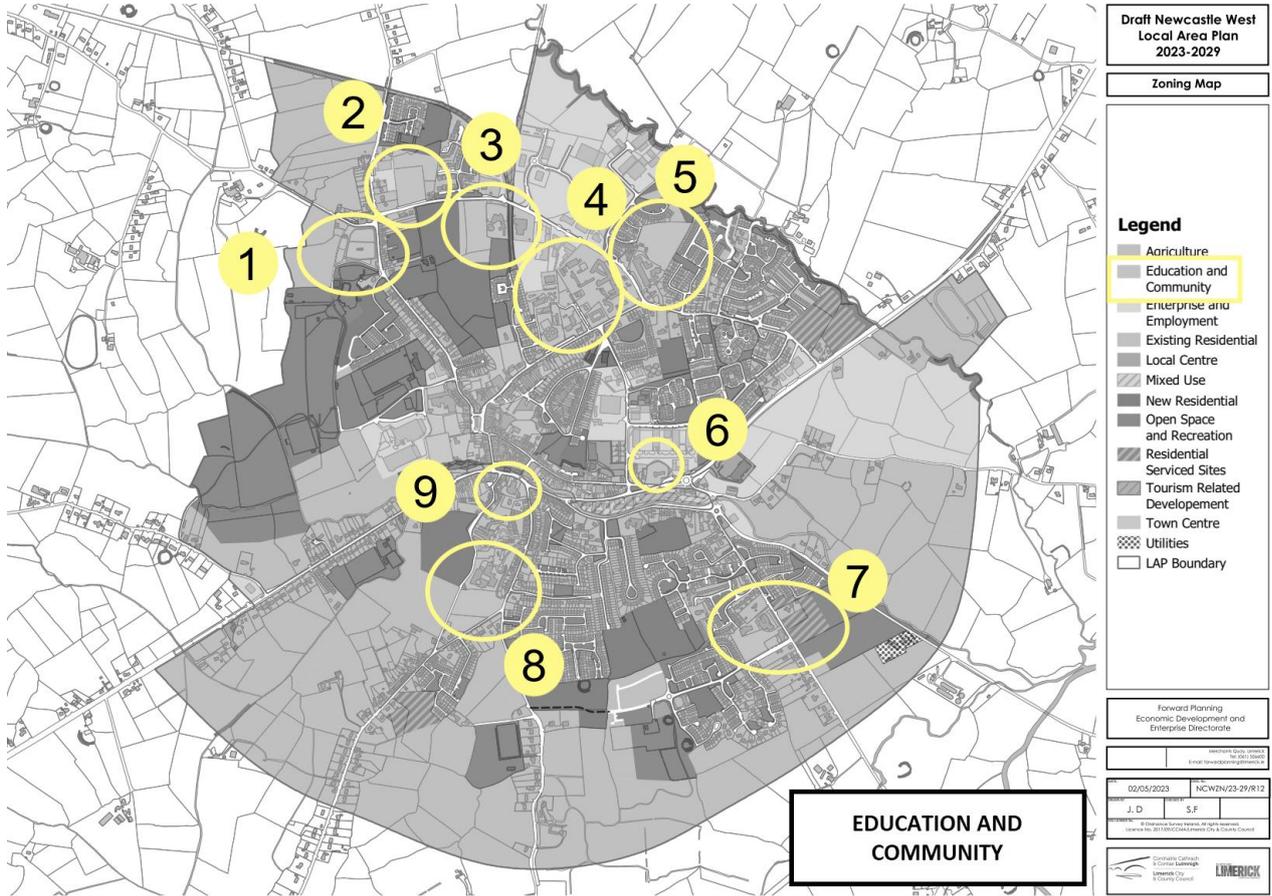


Figure 3.46: Newcastle West Primary Lane Use Breakdown – Enterprise & Employment

Land Use	Map Ref	Notes	Mobility Commentary
<b>Open Space</b>	Green	Significant land holding west of town	Opportunity to enhance active travel linkages with cross connections between zoned open spaces south the existing residential neighbourhoods. Amenity connections through the lands zoned to the west of the town would provide excellent synergies with the urban realm improvements proposed for the nearby town centre.
<b>Residential</b>	Red	Proposed residential zoning distribution primarily in a north/ south axis	Opportunity to connect existing and proposed residential zoning plots with the creation of an active travel north-south route, linking the majority of NCW's residential catchment areas. Cross connections to the western bounds of the town, and linkage to the greenway will enhance pedestrian/cyclist network permeability in the area, connecting geometrical isolated locations.
<b>Education</b>	Yellow	Schooling/ Community concentrated to the north of town centre	Opportunity to rationalise existing road/ street geometries to promote active travel connectivity / linkages, providing improved connections to residents to the south to the main town /community facilities.
<b>Employment</b>	Pink	Enterprise is concentrated to the northwest and east of study extents	Opportunity of northern zoning to provide active travel links with greenway. Eastern zoning well positioned with direct connectivity for HGV traffic to direct access the N21.

**Table 3.1 Newcastle West Primary Lane Use Breakdown – Mobility Commentary**

### 3.7 Opportunity Sites

Eight opportunity sites have been identified in Newcastle West and these are as follows:

- 1 Churchtown
- 2 Lands to rear of Church Street and Bishop's Street
- 3 Brewery Lane
- 4 Demesne and River Arra Walkway
- 5 Market Place
- 6 Nash Backlands
- 7 Former Olympic Ballroom, Sheehan's Road
- 8 Maiden Street
9. The Square

Ref	Zone	Notes	Transport Implication of Development	LTP actions
1		<p>C.12 hectares zoned New Residential, within walking distance of the town centre, the Demesne parkland and is adjacent to the Greenway.</p>	<p>Any development to address linkages to the Gaelscoil, Greenway, Demense and the town centre to ensure that local residents have easy access to facilities and amenities and ensure quality permeability.</p> <p>LTP recommended linkages- :  <b>RN2, RN3, RN4 RN18. CI1, CI2, CI21,CI24. WN3,WN4,WN5, WN24,WN27</b></p> <p>Supportive linkages measures as noted in the potential neighbourhood linkages layouts.</p>	<p>New footpaths, junction improvement and new crossing facilities, redefined street with wider pedestrian facilities where space permits, removal of linear parking to gain off street footway, segregated and on road cycle facilities, completion of Greenway connection, traffic management measures, traffic control, carriageway improvements.</p>
2		<p>0.4 ha. Site zoned Town Centre. Desirable re-development of the site includes, a mix of residential units, tourist related services, tourist accommodation, office development or a cultural/arts facility.</p>	<p>Maximise the opportunity of the existing pedestrian access at Bridewell Lane and access to the existing car park.</p> <p>LTP recommended linkages- :  <b>RN3, RN4. CI1, CI3. WN4, WN5.</b></p> <p>Supportive linkages measures as noted in the potential neighbourhood linkages layouts.</p>	<p>New footpath, on-road cycle facility, traffic control, carriageway improvements, new footpath / crossing.</p>
3		<p>A formal thoroughfare linking Market Square to Maiden Street. It is located approximately 100m east of The Square in the ACA.</p>	<p>This area is important from a public realm and improvements would provide a better quality pedestrian link in the heart of the town.</p> <p>Widening or opening up the entrance at the Market Square and the provision of quality street furniture, seating and bicycle parking.</p> <p>LTP recommended linkages- :  <b>RN4,RN6,RN7, RN17 CI3,CI6,CI5,CI20. WN5,WN7,WN8,WN22</b></p> <p>Supportive linkages measures as noted in the potential neighbourhood linkages layouts.</p>	<p>New footpath / crossing, improved Pedestrian facilities/ Traffic Management, new junction arrangement, on-road cycle facility, Urban Realm improvements plans for commercial centre of town including traffic management measure at the Square to facilitate improved active travel network improvements.</p>

<p>4</p>		<p>Prime location adjacent to the town centre with vast potential in terms of public realm, connectivity, and permeability.</p>	<p>Improve pedestrian and cycle links adjacent to the River Arra for approximately 500m between west of Courtney Bridge and east of Bridge Street. In order to facilitate safe cyclist and pedestrian movement an elevated boardwalk could be provided over the river subject to appropriate ecological assessment.</p> <p>LTP recommended linkages- :  <b>RN 6, RN10, RN17</b>  <b>CI4,CI7, CI20</b>  <b>WN6,WN7,WN9,WN22, WN23</b></p> <p>Supportive linkages measures as noted in the potential neighbourhood linkages layouts.</p>	<p>Traffic management and parking control measures, improved pedestrian facilities/ traffic management, car prohibition, improve segregated cycle facilities including new Active Travel bridge over River Arra linking to N21 crossing to Sheehan's Road</p>
<p>5</p>		<p>Site comprises unmaintained grassland, currently zoned Town Centre. Site is a prime location adjacent to the town centre with some opportunities for redevelopment including potential for residential, retail, office and community uses.</p>	<p>Maximise the opportunity of the existing pedestrian access.</p> <p>Opportunities in terms of public realm, connectivity, and permeability.</p> <p>LTP recommended linkages- :  <b>CI 5, CI20.</b>  <b>WN7, WN22.</b></p> <p>Supportive linkages measures as noted in the potential neighbourhood linkages layouts..</p>	<p>Improved Pedestrian facilities/ Traffic Management, New cycle connections to town centre</p>
<p>6</p>		<p>Nash Backlands, The Square and Castle Demesne.          1. The site is zoned for Town Centre, located immediately off the square          2. Given its strategic location in relation to the retail core and its considerable size, the site presents significant potential for reinforcing the use, function, and character of the Town Centre.</p>	<p>Opportunity for a mixed use development in the heart of the square including residential, office, retail and tourism. Site would provide an opportunity for increased permeability, linking the square to the demesne.</p> <p>LTP recommended linkages- :  <b>RN3, RN4, RN7.</b>  <b>CI1,CI3, CI6,CI18.</b>  <b>WN4, WN8,WN20.</b></p> <p>Supportive linkages measures as noted in the potential neighbourhood linkages layouts.</p>	<p>New footpath, new junction arrangement, new footpath and cycle connections to Demesne, traffic control, carriageway improvements, traffic, and parking control measures</p>

<p>7</p>		<p>Former Olympic Ballroom, Sheehan's Road. Site is a prime location proximate to the town centre with opportunities for redevelopment, and the provision of Public Realm.</p>	<p>Opportunities in terms of public realm, connectivity, and permeability.</p> <p>LTP recommended linkages- :  <b>RN 4, RN5, RN16.</b>  <b>CI3, CI4, CI19, CI26.</b>  <b>WN5, WN6, WN21.</b></p> <p>Supportive linkages measures as noted in the potential neighbourhood linkages layouts.</p>	<p>Traffic and parking control measures, new cycle facility along Sheehan's Road, new footpath / crossing, new connections to existing local and estate roads, New pedestrian and cycle facilities</p>
<p>8</p>		<p>Site is a prime location adjacent to the town centre with vast potential in terms of public realm, connectivity, and permeability.</p>	<p>Opportunities in terms of public realm, connectivity, and permeability.</p> <p>LTP recommended linkages- :  <b>RN6, RN8, RN17.</b>  <b>CI5, CI7, CI20.</b>  <b>WN7, WN9, WN22, WN23.</b></p> <p>Supportive linkages measures as noted in the potential neighbourhood linkages layouts.</p>	<p>Improved Pedestrian facilities/ Traffic Management/ New crossing, improved cycle connections, urban realm and active travel improvements, traffic management measures, improved pedestrian facilities/ traffic management, car prohibition</p>
<p>9</p>		<p>Town centre with vast potential in terms of public realm, connectivity, and permeability.</p>	<p>Opportunity for a mixed use development in the heart of the square including residential, office, retail and tourism. Site would provide an opportunity for increased permeability, linking the square to the demesne.</p> <p>LTP recommended linkages- :  <b>RN3, RN4, RN7.</b>  <b>CI1, CI3, CI6, CI18.</b>  <b>WN4, WN8, WN20.</b></p> <p>Supportive linkages measures as noted in the potential neighbourhood linkages layouts.</p>	<p>Improved Pedestrian facilities/ Traffic Management/ New crossing, improved cycle connections, urban realm and active travel improvements, traffic management measures, improved pedestrian facilities/ traffic management, car prohibition</p>

Figure 3.47 Transport Analysis of Opportunity Sites (Draft LAP 2023-2029)

### **3.7.1 Summary of Baseline Assessment and Feedback into Draft LAP**

Newcastle West's Road network is defined by the N21 national primary road which runs through the town centre in an east – southwest direction. This route serves as a main link between Limerick City, Killarney, and Tralee, as well as Abbeyfeale to the west of the town and Rathkeale directly to the northeast.

Catchment analysis provided an overview of the current walking/cycling catchments for key locations throughout the town.

Commercial activities are concentrated in the centre of NCW town as well as in industrial estates in the northern and eastern peripheries.

Regional bus services in Newcastle West are limited in frequency but do provide connections to a number of hinterlands and major towns in the county and beyond.

Newcastle West is characterised by a large number of cul de sac types of residential estates with poor connectivity. In addition, there are a number of features such as the N21, and the river Arra which present physical linear barriers to connectivity in the north south direction.

Primary and secondary schools in Newcastle West are located to the north and southwest of the town. This currently limits the practicality of active travel to school, particularly for residents to the southeast of the town due to existing limited connectivity. The disconnect between cul de sac residential estates and existing schools encourages car trips, making it critical that safe walking and cycling facilities are provided to this area.

There are currently no dedicated cycle facilities in the town with paths/ road verges not suitable for cyclists in a number of areas.

The existing N21 road safety record was reviewed to account for the traffic volumes bisecting the town's urban area.

### 3.8 Strengths, Weaknesses, Opportunities and Threats Analysis

A wide range of background data and information has been gathered in relation to influencing policy, area characteristics, travel patterns and transport infrastructure for the Plan's study area. The findings of the baseline assessment have been summarised as a Strength, Weaknesses Opportunities and Threats (SWOT) Analysis. The strengths and weaknesses focus on the existing characteristics of the Plan area, whilst the opportunities and threats identify external or long-term influences on the Plan. As outlined in the Guidance Document, the consolidation of the baseline assessment into a SWOT analysis will help inform the latter stages of the plan.

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
Strong links to National Road network	N21 and River Arra present particular barrier for integration of south side of the town	Transit orientated development around improved active travel infrastructure	Scale of achievable development is reliant on substantial public transport enhancements and substantial investment in walking and cycling infrastructure
Strong links to regional greenway network	Road network is congested during peak periods	Improved active travel connectivity owing the N21 bypass	Phasing of development to create continuous active mode infrastructure and a sense of community
N21 bypass will present improved traffic conditions throughout the town	Poor level of public transport	Improved bus service would serve a high proportion of commuters working along the N21 corridor	Ability to fund and deliver critical infrastructure required to overcome physical severances (N21 and River Arra) in order to deliver a permeable active travel network
Street Network conducive to implementation of improved walking and cycling facilities	Lack of available route to link greenway network to town centre	Existing greenway presents significant active travel opportunities	Lack of funding for N21 bypass.
Moderate gradients suitable for active travel modes	Private vehicles are established predominant mode of transport for the area	Available developable lands are of sufficient scale and can be strategically located to influence trip making and future travel behaviours.	Part M compliance, Mobility access for all NMU'S/ residents/ visitors to NCW.

Table 2.5 NCW SWOT Table

## 4. LTP PROCESS & OPTIONS ASSESSMENT

### 4.1 Introduction

The Area assessment and Local Transport Plan focuses is to determine the best options /interventions to achieve transportation objectives for the study area in question, namely Newcastle West in this instance.

Referencing relevant transportation and development policies, including the baseline study findings for NCW, the following travel modes were evaluated to determine interventions to integrate and promote active travel, sustainable travel and reduce the residents of the town dependency of private car usage.

The travel modes assessed were:

- Walking,
- Cycling,
- Road Network
- Parking
- Public Transport (Bus)

### 4.2 Walking /Cycling Strategy

#### 4.2.1 Walking - Connectivity Overview / Objectives

The study area of Newcastle West is topologically split between historic main town centre, and commercial and residential dendritic street layouts formed by a large number of cul de sac type residential estates with poor connectivity. Additionally, the River Arra and the N21 present connectivity barriers. As noted in the baseline study, walking, and cycling trips within the town are limited, due to the nature of the existing service provision and connectivity linkages. The existing spatial relationship between existing housing, schools, businesses, and amenities encourage car trips.



**Figure 4.1 DMURS- Typical dendritic spatial layout, restricted permeability**

One of the key objectives of this LTP is to provide an integrated walking network for Newcastle West, with the focus on increasing the walking mode share and improving safety. With a key focus on connecting communities with legible connectivity linkages and permeable footpath networks, this can be achieved by improving existing walking infrastructure and by creating new connectivity links, thereby increasing the catchment areas of key trip attractors in the town.

### 4.2.2 Walking / Connectivity Actions/ Interventions

Connectivity and walking interventions for the study area are as tabulated. Taken together, these actions will provide an integrated walking network for Newcastle West. These connectivity interventions are illustrated in following figure.

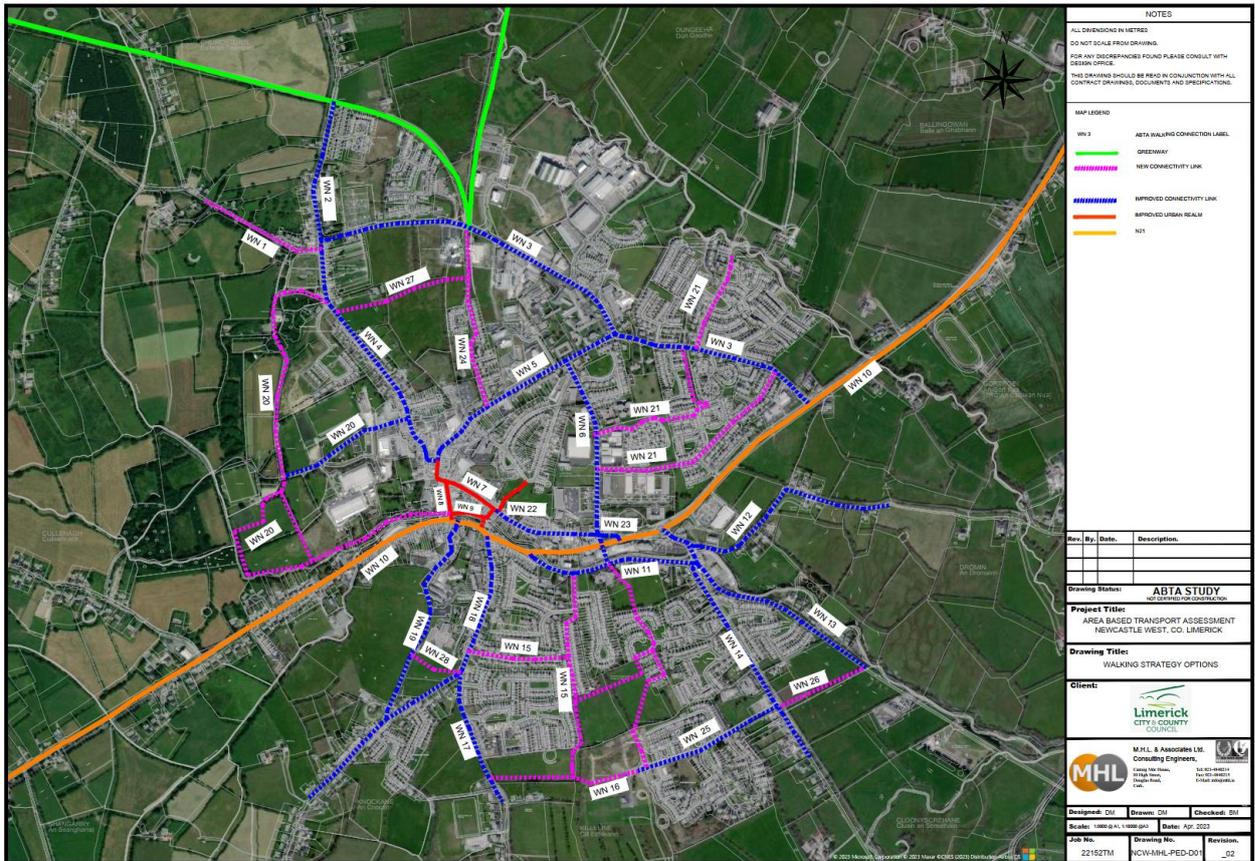


Figure 4.2 Map of Pedestrian Infrastructure Actions

### 4.2.3 Walking / Connectivity Strategy Assessment

To provide a holistic approach to this assessment, improved conditions for cycling and walking were the primary criteria for this LTP. The objective of providing combinations of link formations enable wider walking /cycling routings to key destination and transport nodes, i.e. (businesses, schools, public transport locations.)

The benefit of this whole area approach ensures appropriate walking and cycling catchment improvements are integrated together. As a result, it is not appropriate to assess each connectivity intervention option individually.

This section assesses the expansion of walking distance catchments in Newcastle West with the implementation of the new connectivity measures. To conduct this analysis, a Do-Something path network was created which contained the baseline path network with the addition of all proposed paths and road improvements. The table summarises the benefits of the strategy through improved catchment characteristics for key destination transits. Refer to Dwg.: NCW-MHL-PED-D01 R02.

<b>NCW LTP - Walking/ Pedestrian</b>				
	<b>Action/ Intervention</b>	<b>Description</b>	<b>Type</b>	<b>Need for intervention</b>
	WN 1	Provide pedestrian improvements at junction between R521 and Churchtown road	New buildouts, improved pedestrian crossing	Enhance pedestrian connections at this location, improving NMU safety.
	WN 2	Extend/ install footpath connection where current intermittent provision is located north of the Station Road Junction, along the R521 and tie into existing network,	New footpath	Connect existing residential areas with existing footway network
	WN 3	Improved pedestrian facilities along the Station Road and Gortboy Road from R521 Churchtown Road to N21. Improved pedestrian/cycle crossings along this route also. Pedestrian crossing at Churchtown Rd/Station Rd.	New footpaths, junction improvement and new crossing facilities	Improved local connection with greenway
	WN 4	Redefined street with wider pedestrian facilities where space permits along R521 Churchtown Road	New footpath	Improved local connection for Churchtown Road,
	WN 5	Removal of some linear parking to gain off street footway, pedestrian crossing at Cork Rd/ Bishop St. junction. Improved pedestrian and cycle connectivity to Courtenay National School.	New footpath / crossing	Connection between greenway to town centre, existing schools, residential areas and to proposed residential, commercial and community zoned lands
	WN 6	Continuous footway and 2-way cycle facility along Sheehan's Road.	New footpath	Connection between greenway to town centre, connecting new residential, commercial and community zoning within area
	WN 7	Urban Realm improvements plans for commercial centre of town including traffic management measure at the Square to facilitate improved active travel network improvements.	Improved Pedestrian facilities/ Traffic Management	Improved traffic control and increased uptake in active travel modes
	WN 8	Junction Improvements and new pedestrian/cycle crossings along the N21 to make provision for improved connectivity for active travel modes.	New junction arrangement	Pedestrian / cycle connection from Bridge St. through to N21.
	WN 9	Maintain one-way traffic circulation along North Quay with urban renewal improvements to allow for the installation of improved active travel network improvements	Improved Pedestrian facilities	Improved local connection
	WN 10	Improved traffic management measures along the N21 to facilitate improved active travel network improvements.	Traffic management and improved pedestrian/cycle measures	Improved connectivity across the N21.
	WN 11	Implement 1-way traffic system along the Flood Relief Road to facilitate the delivery of improved pedestrian facilities to improve connectivity from the southern portion of Newcastle West to the town centre and north.	Improved pedestrian facilities including new Active Travel Bridge over River Arra linking to N21 crossing.	Improved connectivity for existing residential area and new residential lands

		New active travel bridge connection over River Arra and N21 pedestrian/cycling road crossing.		
	WN 12	New active travel connection from Flood Relief Road to south-eastern Enterprise and Employment zoning.	Off road active travel route	Improved connectivity to Enterprise and Employment zoning
	WN 13	Improved active travel facilities along Castlemahon Road (R520)	On road pedestrian facilities along R520	Improved connectivity to residential area
	WN 14	Improved active travel facilities along Old Cork Road (R522)	Improved pedestrian facilities along R522	Improved connectivity to sports facilities and established residential area
	WN 15	Active travel connections to existing Beechwood estate roads to improve permeability and provide improved north/south active travel connectivity for zoned residential lands	New pedestrian/cycle connections to existing local and estate roads	Connectivity for existing residential area and new residential lands
	WN 16	New active travel route along new link road from Woodfield Park estate road westwards to the Knockane Road	New pedestrian and cycle facilities inclusive of appropriate traffic calming/signage, DMURS compliant street design, speed control, and HGV prohibition.	Connectivity for existing residential area and new residential lands
	WN 17	New residential lands east of Knockrane Road.	New Residential Lands Link	Active travel connection between zoned residential lands,
	WN 18	Implementation of traffic management measures and road improvement works along Bothar Bui Road to make provision for improved active travel facilities.	Traffic control with improved pedestrian facilities.	Improved connectivity to schools, sports facilities and established residential area
	WN 19	Implementation of secondary cycle network improvements, including footpath improvements along Lower Knockane Road.	New footpath	Active travel connection between zoned residential lands,
	WN 20	Improved pedestrian permeability to the Demesne to connect to the town-wide footpath network.	New footpath connections to Demesne	Improved connectivity to amenity facilities
	WN 21	Develop Active Travel connection from Sheehans Road to Castlevue Estate, forming a connection to Gortboy Road.	New connections to existing local and estate roads	Improved connectivity to established residential area
	WN 22	Develop urban realm improvements in centre of town	Improved Pedestrian facilities/ Traffic Management	Active travel connection, Urban realm improvement,
	WN 23	Develop urban realm improvements in centre of town	Improved Pedestrian facilities/ Traffic Management/ New crossing	Active travel connection, Urban realm improvement,
	WN 24	Completion of Greenway connection to Bishop Street/Town Centre. New controlled crossing facilities at Station Road crossing.	New greenway connection to wider town	Improved Active Travel Connectivity. Road Safety.
	WN 25	Improved pedestrian/cycle permeability along Woodfield Estate, connecting zoned lands to existing urban connections	Improved Link	Active travel connection between zoned residential lands, open space zoning

WN 26	Improved pedestrian/cycle permeability between R520 and R522, connecting zoned lands to existing urban connections.	New Residential Lands Link	Active travel connection between zoned residential lands, open space zoning
WN 27	Improved pedestrian/cycle permeability along, connecting zoned lands to existing urban connections	New Link	Active travel connection between zoned residential lands,
WN 28	New pedestrian /cyclist link between Bothar Buí Road and Lower Knockrane Road	New link	Active travel connection between zoned residential lands, schools

**Table 4.1 Pedestrian Infrastructure intervention /actions**

To assesses the expansion of walking distance catchments in the study area, a Do-Something path network was created which contained the baseline path network with the addition of all proposed paths, roads, and footbridges with QGIS. The following points are noted:

**Health Facilities:** There is a large catchment increase due to the new connectivity measures, mostly due to the benefits active travel measures noted, providing a north /south corridor;

**Primary and Secondary Schools:** There is an increase in the catchment area of both primary and secondary schools. In particular, the benefits to connectivity is notable, with the new connectivity measures to the south of the town proving to be highly effective;

**Further Education / Adult Education:** There is also benefits to access to further education / adult education facilities, providing an increased catchment area for walking/cycling.

**Sports Amenities:** There is an improvement to access to sports amenities, particularly for residents south of the town, due to the new connectivity measures proposed.

**Bus stops:** Without altering the existing bus stops locations, the improved connectivity linkages benefit a wider residential population in terms of improved catchment. This highlights the necessity of these improved connections and associated permeability.

The following figures note the enhanced catchment coverage associated with walking /cycling network improvements, notably extensive coverage to the existing and proposed development locations with the town's boundary extents.

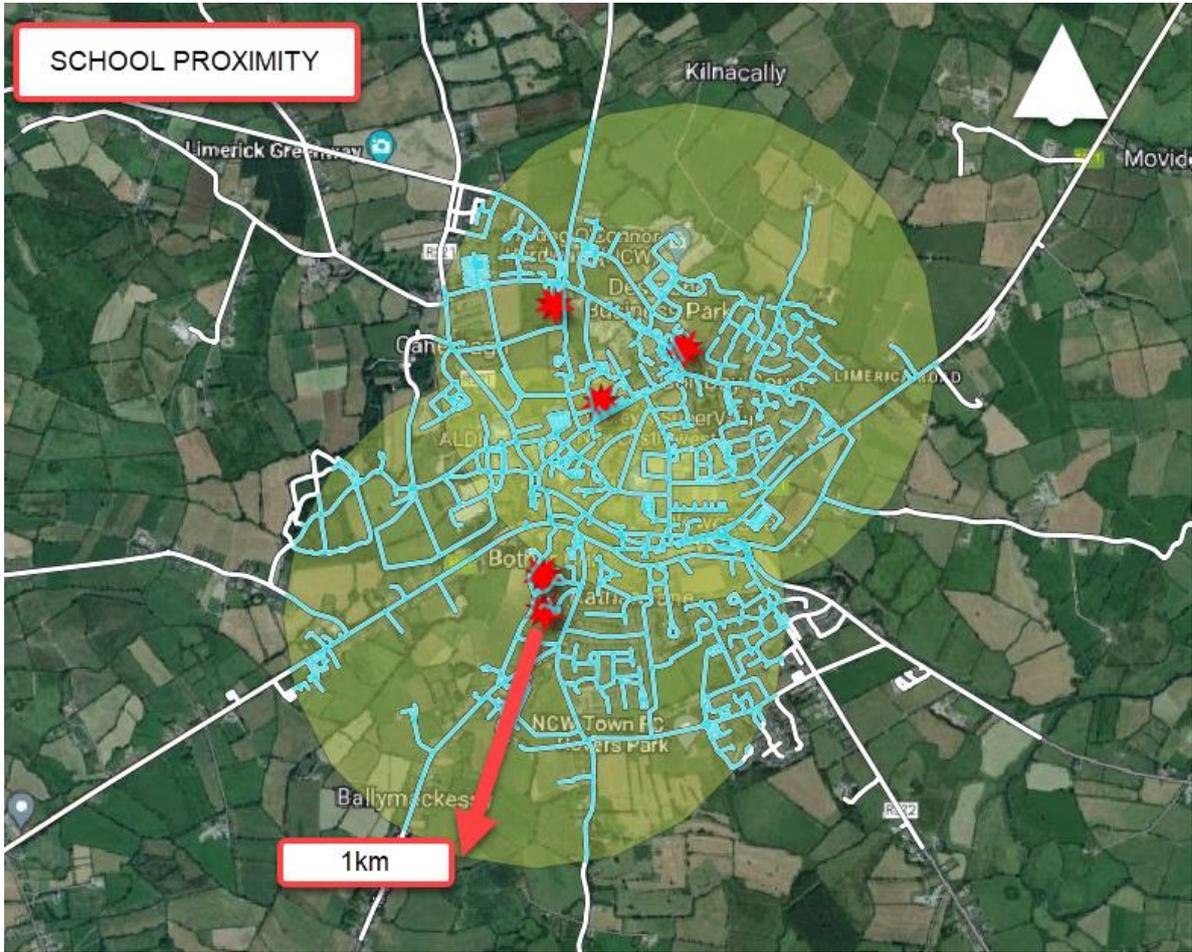


Figure 4.3 School catchment coverage with network improvements (1km walk)

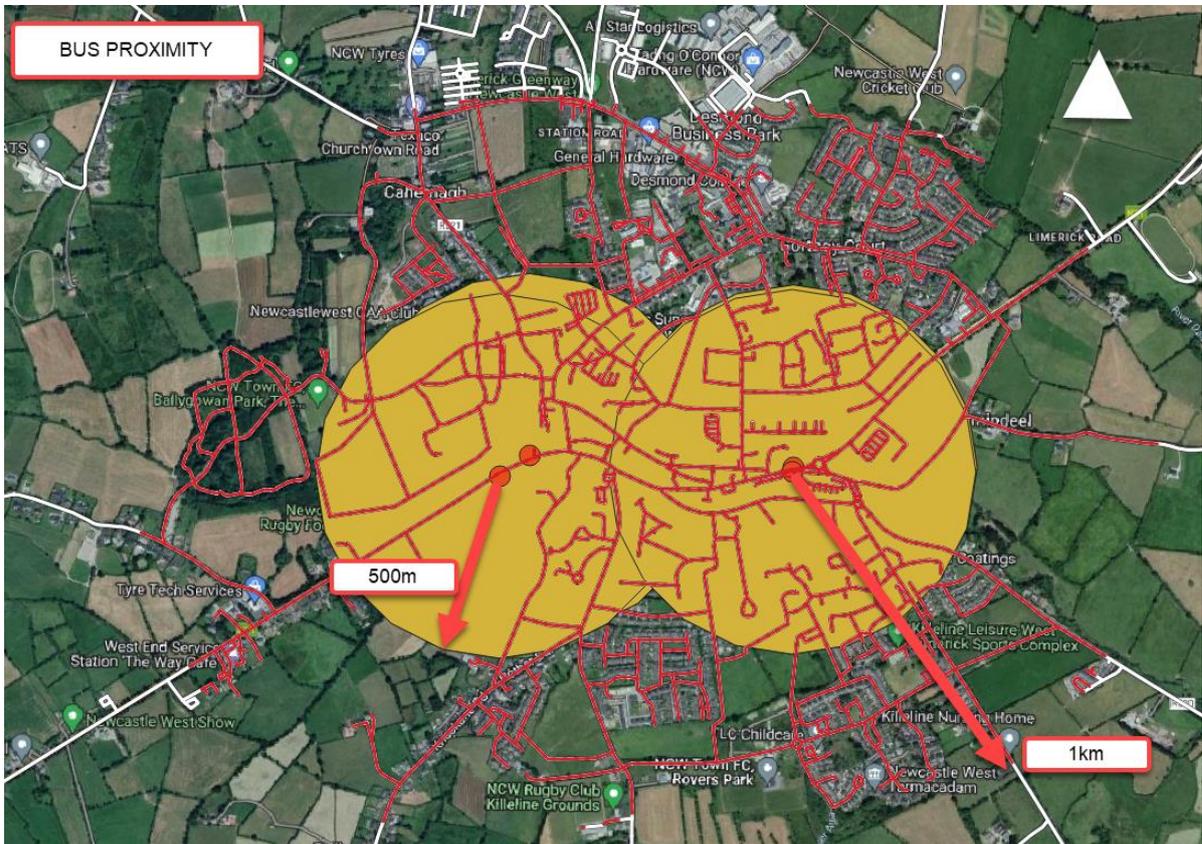
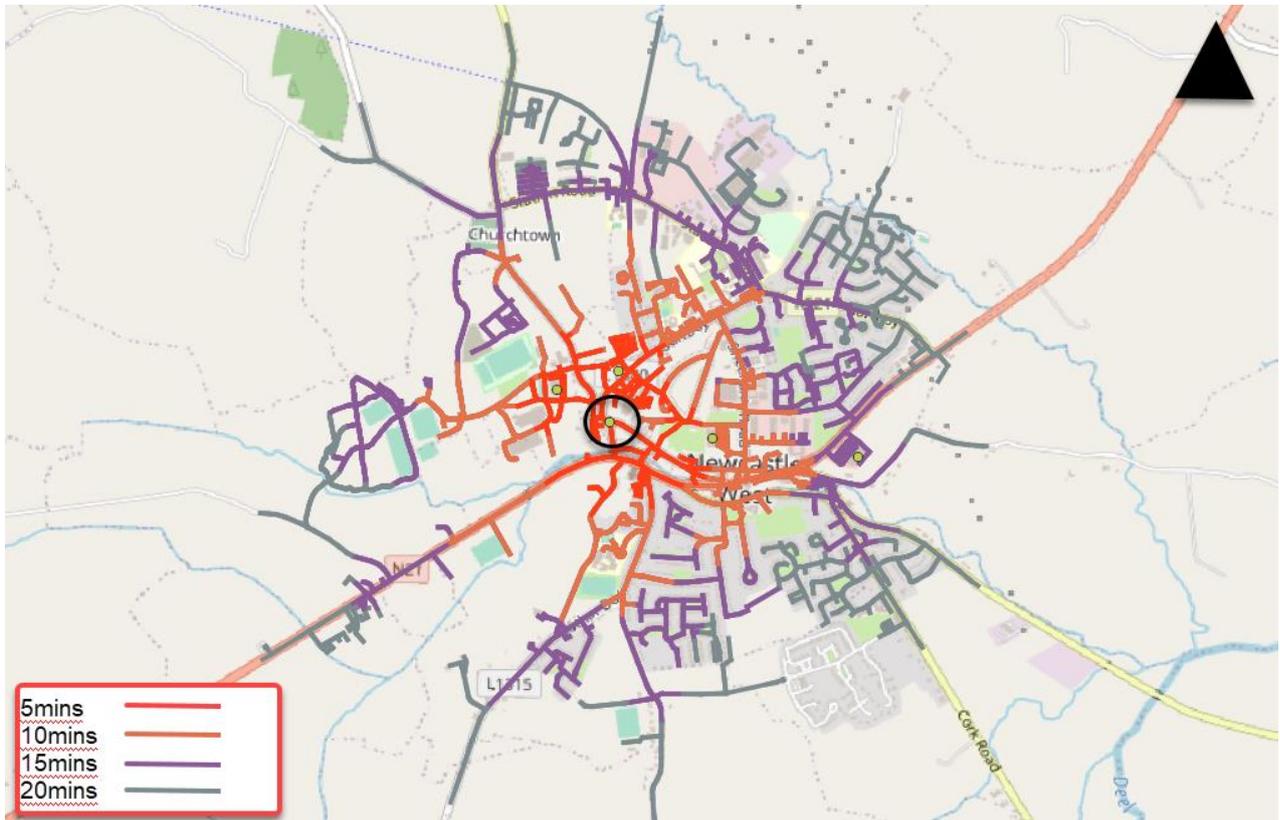


Figure 4.4 Bus catchment coverage with network improvements (500m, 1km walk)



**Figure 4.5 Town coverage with network improvements (5m, 10m, 15m, 20m walk)**

### 4.3 Cycling Strategy

#### 4.3.1 Cycling - Connectivity Overview / Objectives

Apart from the greenway, there are currently no dedicated cycle facilities within the study extents. Cyclists are currently under served within the existing road network. Given the high number of internal commuting trips within the town, there is an opportunity to increase cycling mode share.

The objective of this LTP is to focus on improving the cycling mode share, particularly to schools, by providing an integrated cycle network for the town and improve safety for cyclists. These cycle measures are as shown in the figure below.

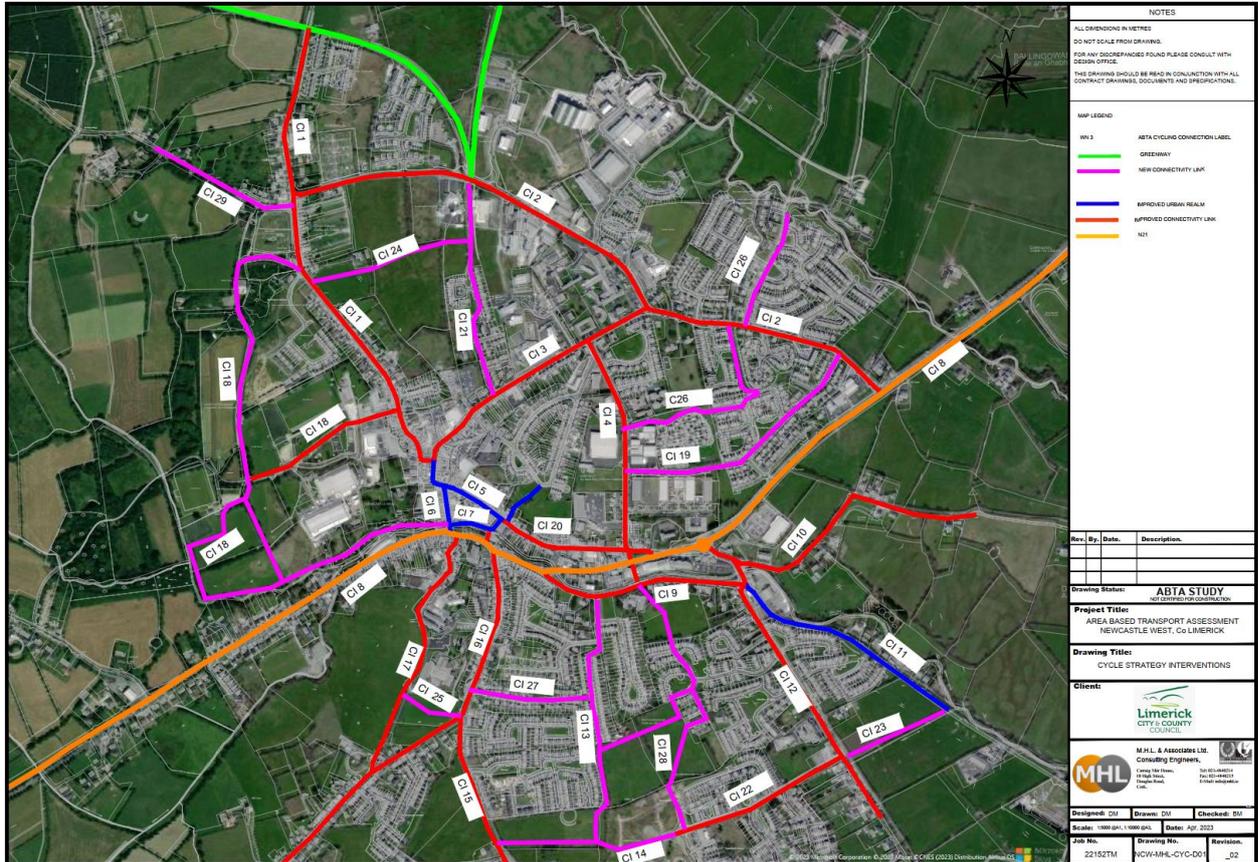


Figure 4.6 Map of Cycling Infrastructure Actions

### 4.3.2 Cycling / Connectivity Actions

Cycling interventions are as tabulated below, with the type of cycle infrastructure to be provided (cycle track/lane, shared street, greenway, etc.) as indicated. Exact details of the cycle interventions, for example, if it is segregated or on-road would be examined at detailed design stage. Refer to Dwg.: NCW-MHL-CYC-D01 R02.

A key object of the proposed interventions is to connect the wider trip attractors in the area, inclusive of the largest single retail development in Newcastle West located on the N21. This would be of great benefit to the locality. Interventions along the N21 would be subject to the protection of the roads strategic function and safeguarding the levels of safety, as per the requirements of Transport Infrastructure Ireland.

NCW LTP - Cycling			
Action Intervention /	Description	Type	Need for intervention
CI 1	Extend/ install footpath connection where current intermittent provision is located north of the Station Road Junction, along the R521 and tie into existing network,	New cycle facility	Connect existing residential areas with existing footway network
CI 2	New cycle route along Station Road and Gortboy Road from R521 Ardagh Road to N21. Improved pedestrian/cycle crossing along this route also.	Segregated and on road cycle facilities	Improved cycle connectivity and permeability
CI 3	Removal of some on streetcar parking to facilitate installation of cycle route and new pedestrian crossing at Cork Rd/ Bishop St. junction	On-road cycle facility	Improved cycle network connectivity

CI 4	Continuous footway and 2-way cycle facility along Sheehan's Road.	New cycle facility along Sheehan's Road	Connection between town centre and connecting new residential, commercial and community zoning within area
CI 5	Urban Realm improvements plans for commercial centre of town including traffic management measure at the Square to facilitate improved active travel network improvements.	Improved Cycle connections	Improved traffic control and increased uptake in active travel modes
CI 6	Junction Improvements and new pedestrian/cycle crossings along the N21 to make provision for improved connectivity for active travel modes.	New junction arrangement	Pedestrian / cycle connection from Bridge St. through to N21.
CI 7	Maintain one-way traffic circulation along North Quay with urban renewal improvements to allow for the installation of improved active travel network improvements	Improved Cycle facilities	Improved local connectivity
CI 8	Implementation of improved cycle facilities along the N21, inclusive of proposed pedestrian/ cycle network interventions to the east connecting with the Tesco superstore located south of the N21.	Inter Urban route	Inter Urban Connectivity
CI 9	Implement 1-way traffic system along the Flood Relief Road to facilitate the delivery of a 2-way segregated cycle facility to improve connectivity from the southern portion of Newcastle West to the town centre and north.	Improve segregated cycle facilities including new Active Travel bridge over River Arra linking to N21 crossing to Sheehan's Road.	Improved connectivity for existing residential area and new residential lands
CI 10	New active travel connection from Flood Relief Road to southeastern Enterprise and Employment zoning.	Off road active travel route	Improved connectivity to Enterprise and Employment zoning
CI 11	Improved active travel facilities along CastleMahon Road (R520)	On road cycle facilities along R520	Improved connectivity to sports facilities and established residential area
CI 12	Improved active travel facilities along Old Cork Road (R522)	On road cycle facilities along R522	Improved connectivity to sports facilities and established residential area
CI 13	Active travel connections to existing Beechwood estate roads to improve permeability and provide improved north/south active travel connectivity for zoned residential lands	New pedestrian/cycle connections to existing local and estate roads	Connectivity for existing residential area and new residential lands
CI 14	New active travel route along new link road from Woodfield Park estate road westwards to the Knockane Road	New pedestrian and cycle facilities	Connectivity for existing residential area and new residential lands
CI 15	New residential lands east of Knockrane Road.	New Residential Lands Link	Active travel connection between zoned residential lands,
CI 16	Implementation of traffic management measures and road improvement works along Bothar Bui Road to make provision for improved active travel facilities	Traffic control with improved pedestrian facilities. On road cycle route.	Improved connectivity to schools, sports facilities and established residential area

CI 17	Implementation of secondary cycle network improvements along Lower Knockane Road.	New footpath	Active travel connection between zoned residential lands,
CI 18	Improved cycle connectivity to the Demesne to connect to the town-wide cycle network.	New cycle connections to Demesne	Improved connectivity to amenity facilities
CI 19	Develop Active Travel connection from Sheehans Road to Castlevue Estate, forming a connection to Gortboy Road.	New connections to existing local and estate roads	Improved connectivity to established residential area
CI 20	Implementation of NCW urban cycle network on Maiden St.	New cycle connections to town centre	Improved connectivity to amenity facilities
CI 21	Completion of Greenway connection to Bishop Street/Town Centre. New controlled crossing facilities at Station Road crossing.	New greenway connection to wider town	Improved Active Travel Connectivity. Road Safety.
CI 22	Improved pedestrian/cycle permeability along existing residential roadway, connecting zoned lands to existing urban connections	New Residential Lands Link	Active travel connection between zoned residential lands, open space zoning
CI 23	Improved pedestrian/cycle permeability along Woodfield Estate, connecting zoned lands to existing urban connections	New Residential Lands Link	Active travel connection between zoned residential lands, open space zoning
CI 24	New pedestrian /cyclist link between Bishop Ct./Gortboy and Churchtown Road/ R521	New link	Active travel connection between zoned residential lands, schools
CI 25	New pedestrian /cyclist link between Bothar Buí Road and Lower Knockane Road	New link	Active travel connection between zoned residential lands, schools
CI 26	New pedestrian /cyclist link between Cluain Arra and surrounding estates with Station Roadane Road.	New link	Active travel connection between zoned residential lands, schools

**Table 4.2 Cycle Infrastructure intervention /actions**

## 4.4 Roads Strategy

### 4.4.1 Roads - Connectivity Overview / Objectives

The main objective of this LTP in terms of roads, to reduce unnecessary vehicular trips through the town centre and identify mitigation measures to improve road safety and minimise collision hotspots.

With the government's current focus on reducing car transport trips, emissions and promote active travel across the country, the focus of this LTP roads strategy is to ensure integration of the recommended network improvements for cycle and pedestrian modes with existing road carriageways, whilst ensuring capacity and road safety of the vehicular network is not undermined.

The focus on reclaiming the street scape is evident in the NCW proposals to pedestrianize the town centre with urban realm improvement works. This ties into this LTP road strategy assessment to prioritize non-vehicular trip generation.

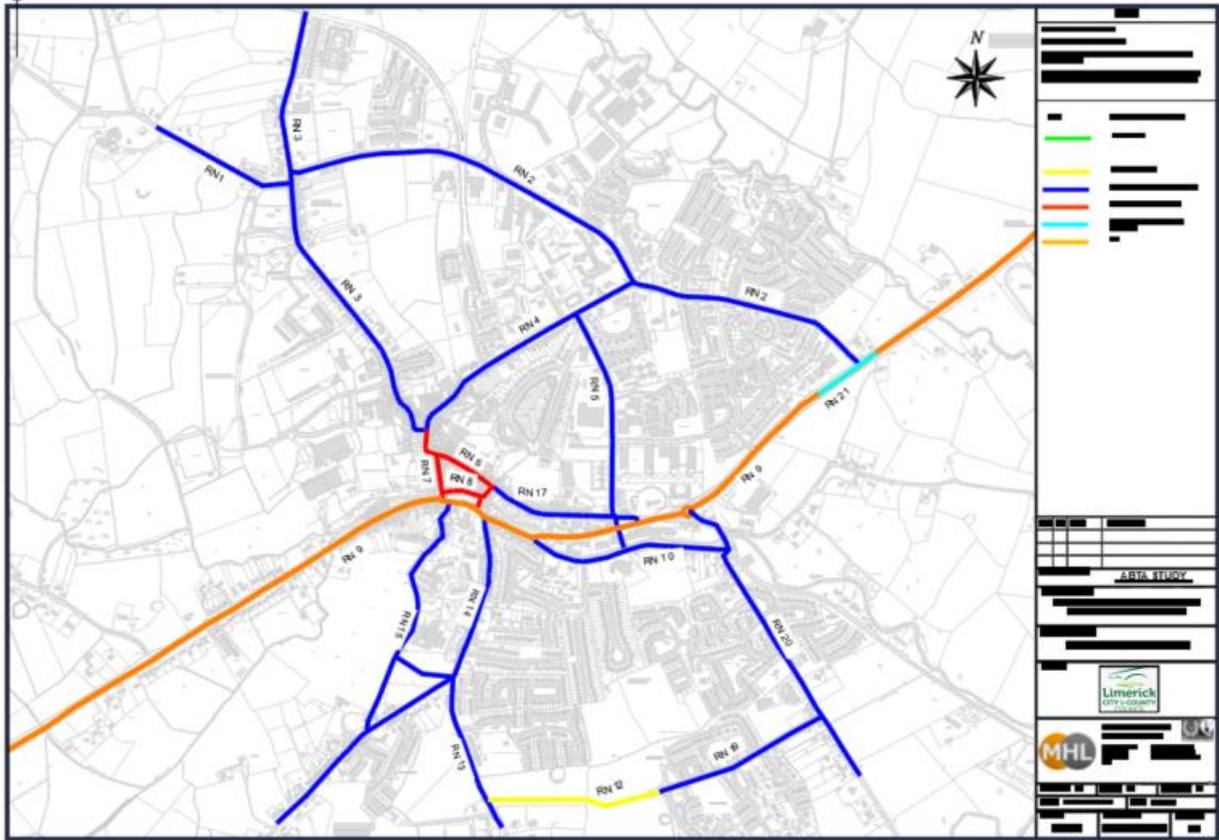


Figure 4.7 Map of Road Infrastructure Actions

Part of the vehicular linkage review highlighted the opportunity to provide an east west link between Cork Road and Knockane Road/Bothar Buí roads. This serves to provide a southern link between these existing estates and provides connection for future zoned lands.

**4.4.2 Southern Distributor Roadway referencing dezoned lands**

The previous Local Area Plan proposed a southern orbital road to facilitate the extensive development lands zoned to the south of Newcastle West, as noted in figure below.



Figure 4.8 Reduction in residential zoned lands (map)

The current draft zoning map shows that the outer development boundary to the south is separated from the route of the previous Southern Distributor Road. This lack of connectivity between development lands and the previous Southern Distributor Road would undermine its function and sustainable development of the town. This relevant Objective, as set out in the previous Newcastle West LAP, stated that "The phasing of zoned lands adjoining the indicative road will be concurrent with the construction of the road." This cannot be delivered due to the proposed zoning proposal.

On review of the proposed zoning for the town, the need for the previously proposed southern distributor road would not be warranted for the new Local Area Plan, where alternative active travel measures and new local connectivity links would suffice for this scale of zoned development and ensure that sustainable development of the town.

Land Use Zone	2014 Area (ha)	2023 Area (ha)	Difference (ha)
Agriculture	45.6	160.541	114.941
Education and Community	21.15	27.39	6.24
Enterprise and Employment	71.32	63.172	-8.148
Existing Residential	124.48	131.632	7.152
Local Centre	N/A	4.32	4.32
Mixed Use	12.63	2.062	-10.568
Open Space and Recreation	80.37	82.864	2.494
Residential Serviced Sites*	39.917	7.286	-32.631
Tourism Related Development	0	2.122	2.122
Town Centre	10.46	15.207	4.747
Utilities	1.4	0.942	-0.458
New Residential**	104.43	36.528	-67.902
<b>Total</b>	<b>512.08</b>	<b>534.066</b>	<b>21.986</b>

Figure 4.9 Schedule of zoned lands

Coupled with reduction in zoned land requirement as per the core strategy as noted in new 2022-2028 Development Plan, LSMA Mode Share targets note further vehicle usage reduction in the form of LCCC mode share targets. A baseline mode share of 52% for car usage in Newcastle West was noted in the LSMA. Current active travel uptake in the study area is 15% as noted in the baseline mode share, reflective of the current mobility issues and constraints highlighted in the assessment.

Previous proposals for a southern distributor road in Newcastle West do not reconcile with current government policy of reducing private car mode share. LCCC mode share targets (%) aims to achieve 32% mode use by sustainable means, (20% walking, 5% cycling and 7% public transport). For these targets to be achievable, the LTP recommended active travel and road improvements should be pursued.

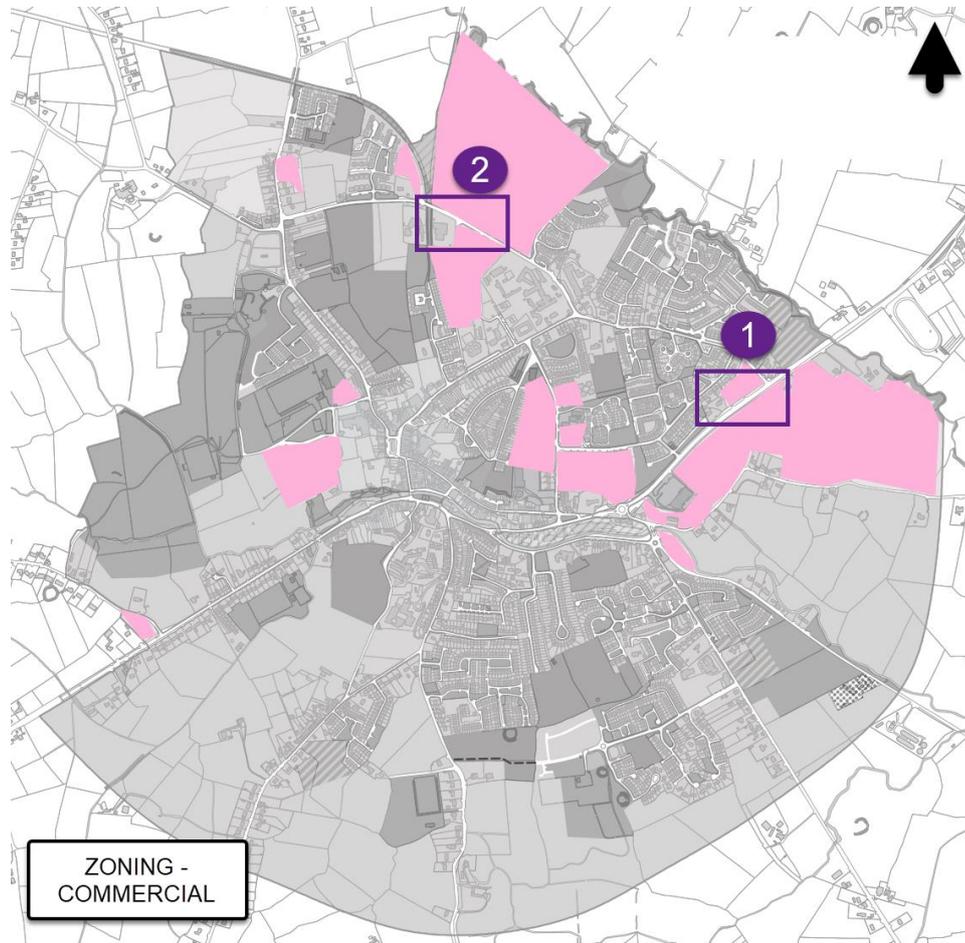
#### 4.4.3 N21 NCW Bypass Road

Also, it should be noted that the N21 Newcastle West Road Scheme to the north of the town is currently being investigated by the TII/ Transport and Mobility Directorate.

*"Support the progression of the N21 Newcastle West Road Scheme, and associated linkage into the town centre, to provide improved regional connectivity and ensure future development proposals do not compromise the development of this scheme."*

If constructed, this scheme would provide a new east-west link to the north of the town. This new road will provide region with a high-quality connectivity link, reducing traffic through the heart of the urban centre. On completion of the Road Scheme, a major opportunity will exist





**Figure 4.11 Mapped junction options for E&E zoning.**

To enable the development of these lands going forward into the implementation the LAP, appropriate junction locations for the E&E sites are as noted in the following figures.

- Zone 1: Appropriate junction access for E and E lands to the southeast of the town would be to directly connect with the nearby N21 carriageway.
- Zone 2: Existing junction access with Station Road for continued development one zoning area 2 would be appropriate.

E&E lands (Zone)	Location	Potential Junction Type	Connecting Road
1	SE	Pending analysis of the land uses proposed to be facilitated and having regard to the need to optimise active travel measures crossing the N21, exact junction intervention to be determined at future consultation / detailed design stage.	N21
2	N	Existing Priority T Junction / Signalisation pending future development traffic demand	Station Rd.

**Figure 4.12 Junction options for E&E zoning**



Figure 4.13 Zone 1: Appropriate junction access with the N21 carriageway.

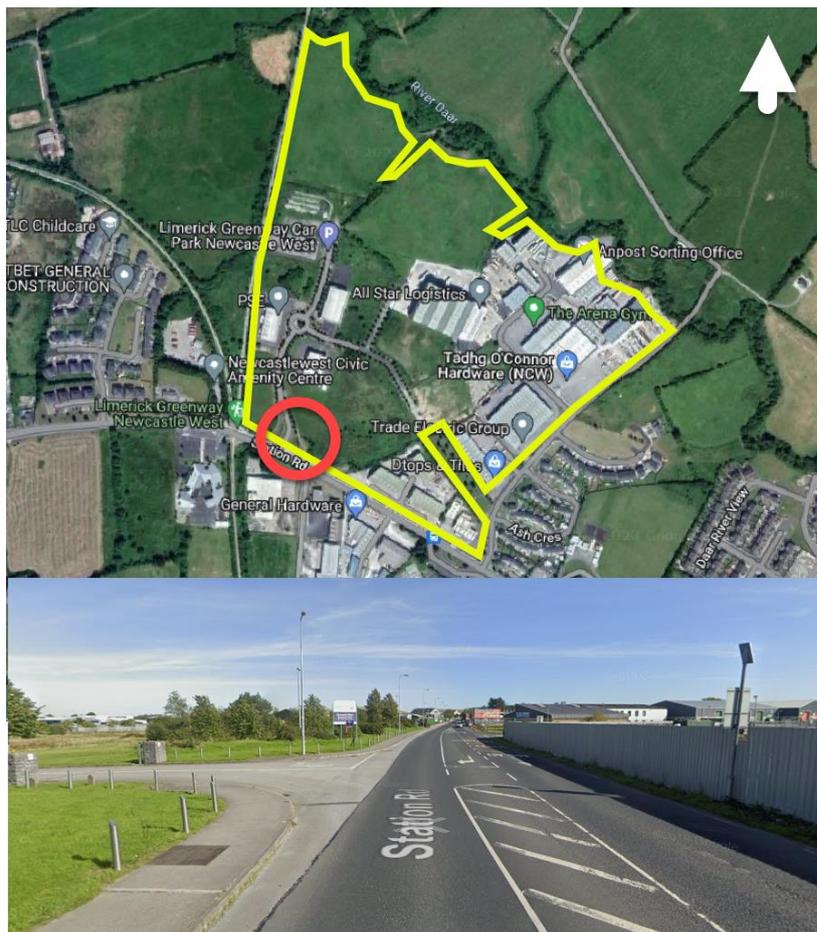


Figure 4.14 Zone 2: Existing junction access with Station Road

#### 4.4.5 Roads / Connectivity Actions

This section presents the appraisal road improvement actions brought forward as part of the LTP. Road interventions are as noted. Refer to Dwg.: NCW-MHL-RD-D01 R02.

NCW LTP - Roadway				
	Action/ Intervention	Description	Type	Need for intervention
	RN 1	Provide improvements at junction between R521 and Churchtown road	New buildouts, traffic control	Enhance pedestrian connections at this location, improving NMU safety.
	RN 2	Traffic control measures along Station Road and Gortboy Road from R521 Ardagh Road to N21. Facilitate improved pedestrian/cycle crossing along this route.	Traffic control measures and reassignment of road space to benefit active travel facilities.	Improved traffic control and cycle/pedestrian connectivity
	RN 3	Redefined street with DMURS compliant streets where space permits along R521 Churchtown Road	Traffic control, carriageway improvements	Improved local connection for Churchtown Road,
	RN 4	Removal of some on streetcar parking to facilitate installation of cycle route and new pedestrian crossing at Cork Rd/ Bishop St. junction	Traffic and parking control measures	Traffic control and reassignment of road space to benefit active travel connectivity
	RN 5	Traffic management interventions to accommodate continuous footway and cycle facilities along Sheehan's Road.	New cycle facility along Sheehan's Road	Improved traffic control and increased uptake in active travel modes
	RN 6	Urban Realm improvements plans for commercial centre of town including traffic management measure at the Square to facilitate improved active travel network improvements.	Urban realm and active travel Improvements	Improved traffic control and increased uptake in active travel modes
	RN 7	Junction Improvements and new pedestrian/cycle crossings along the N21 to make provision for improved connectivity for active travel modes.	New junction arrangement	Pedestrian / cycle connection from Bridge St. through to N21.
	RN 8	Maintain one-way traffic circulation along North Quay with urban renewal improvements to allow for the installation of improved active travel network improvements	Traffic Management Measures	Improved local connectivity
	RN 9	Improved active travel facilities across the N21.	Traffic Management Measures	Improved local connectivity
	RN 10	Traffic management measures to facilitate active travel network improvements on Rathina Road.	Traffic management and parking control measures	Improved town centre pedestrian facilities
	XXX			
	RN 12	New link road from Woodfield Park estate road, westwards to the Knockane Road	New link road	Connectivity for existing residential area and new residential lands
	RN 13	Traffic calming measures, pedestrian crossing facilities on Knockane Road	Traffic Management Measures	Improved local connectivity

RN 14	Implementation of traffic management measures and road improvement works along Bothar Buí Road to make provision for improved active travel facilities.	Traffic control with improved pedestrian and facilities.	Improved connectivity to schools, sports facilities and established residential area
RN 15	Traffic calming measures, pedestrian crossing facilities, Implementation of secondary cycle network improvements on Lower Knockane Road.	Traffic Management Measures	Improved local connectivity
XXX			
RN 17	Implementation of appropriate traffic management and traffic routing on Lower Maiden St. to account for potential Improved Pedestrian facilities/ Traffic Management of Maiden St.	Improved Pedestrian facilities/ Traffic Management, car prohibition	Active travel connection, Urban realm improvement,
XXX			
RN 19	Upgraded residential road Woodfield Park Estate to facilitate cycle/ pedestrian linkages to zoned lands	Traffic control measures and reassignment of road space to benefit active travel facilities.	Improved Active Travel Connectivity. Road Safety.
RN 20	Upgraded Cork Road (R522) to facilitate cycle/ pedestrian linkages to zoned lands	Traffic control measures and reassignment of road space to benefit active travel facilities.	Improved Active Travel Connectivity. Road Safety.
RN 21	New Enterprise and Employment development access junction with N21	New junction link	Improved Connectivity. Road Safety.

**Table 4.3 Road intervention /actions**

## 4.5 Parking Strategy

### 4.5.1 Parking – Connectivity Overview / Objectives

Newcastle West is served by a mixture of off-street and on street parking controlled by LCCC and by private entities. A majority of these facilities can be accessed without having to travel through the town centre yet are in easy walking distance of the main retail areas. This area assessment and LTP aims to provide high-level parking objectives to guide this future parking plan. It is recommended that a comprehensive parking plan for the town centre should be implemented, balancing the overall quality and visitor experience with the needs of vehicular access (retail, delivery) to the town centre. Offset parking can be established to account for any loss of street parking due to proposed interventions and can be established in appropriate areas within the LAP zoned locations.

### 4.5.2 Parking / Connectivity Actions/ Interventions

Parking interventions brought forward as part of the area assessment and Transport Plan are presented below.

NCW LTP – Parking				
	Action/ Intervention	Description	Type	Need for action
	PK 1	Removal of parking to facilitate the implementation of active travel improvements.	Parking Control	To facilitate active travel improvements
	PK 2	Urban renewal of the Square	Improved town centre environment and active travel facilities	To facilitate active travel improvements
	PK 3	Coach/Bus parking	Safe, secure parking along the N21 / near to the town centre.	To facilitate sustainable transport improvements

**Table 4.4 Parking intervention /actions**

## 4.6 Public Transport Strategy

### 4.6.1 Public Transport Overview / Objectives

The baseline assessment of NCW highlighted gaps and deficiencies in the existing public transport provision. Bus connections are solely provided along the N21, with limited frequency to the surrounding hinterlands and main towns in proximity with the town, limiting their potential as viable transport modes for commuting journeys.

The key public transport objectives for the study area are to improve the existing bus services to encourage a shift to sustainable transport modes. This section presents these actions designed to achieve these objectives.

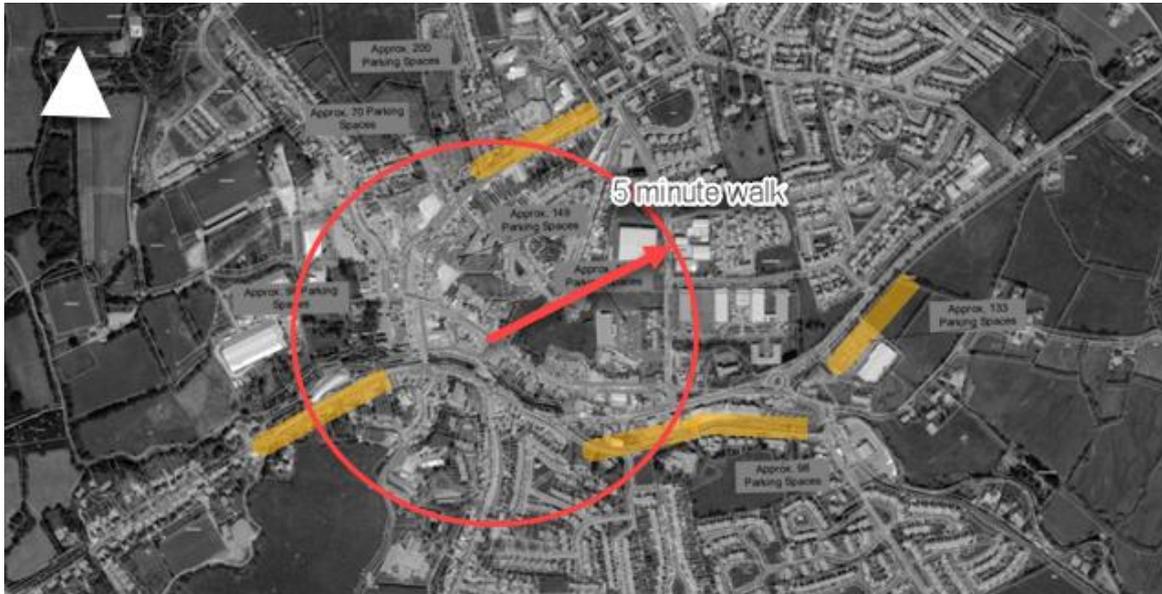
### 4.6.2 Public Transport Actions/ Interventions

The table below lists the bus transport intervention/s brought forward as part of this Transport Plan.

NCW LTP – BUS				
	Action/ Intervention	Description	Type	Need for action
	PTR 1	Public transport bus set down /parking improvements.	Improvements/ maintenance of interface of active travel interventions on the N21 and surrounding identified linkages.	Enhanced connectivity and incorporation of public transport into area mobility improvements.

**Table 4.5 Public Transport intervention /actions**

Coach/Bus parking can be facilitated in locations near the NCW town core to offer safe, secure parking. Possible locations could include along appropriate sections of the N21, Rathina Road, Gortboy Road and existing area car parks which can specify coach priority / set down locations. Accessibility requirements and key trip locations /desire routes within the town would mean priority parking locations would be located as noted in figure below, within a 5minute walk of the town core. Priority set down for short duration drop-off can be prioritised within the close zone to the town core, with longer duration parking established further outside the immediate 5min walking radius.



**Figure 4.15: Newcastle West Potential Coach Parking Areas.**

## 4.7 Supportive Linkages

### 4.7.1 Public Transport Overview / Objectives

Indicative supporting active travel linkages, noted in yellow in the summary connectivity map below and in the NCW ATBA drawing pack.

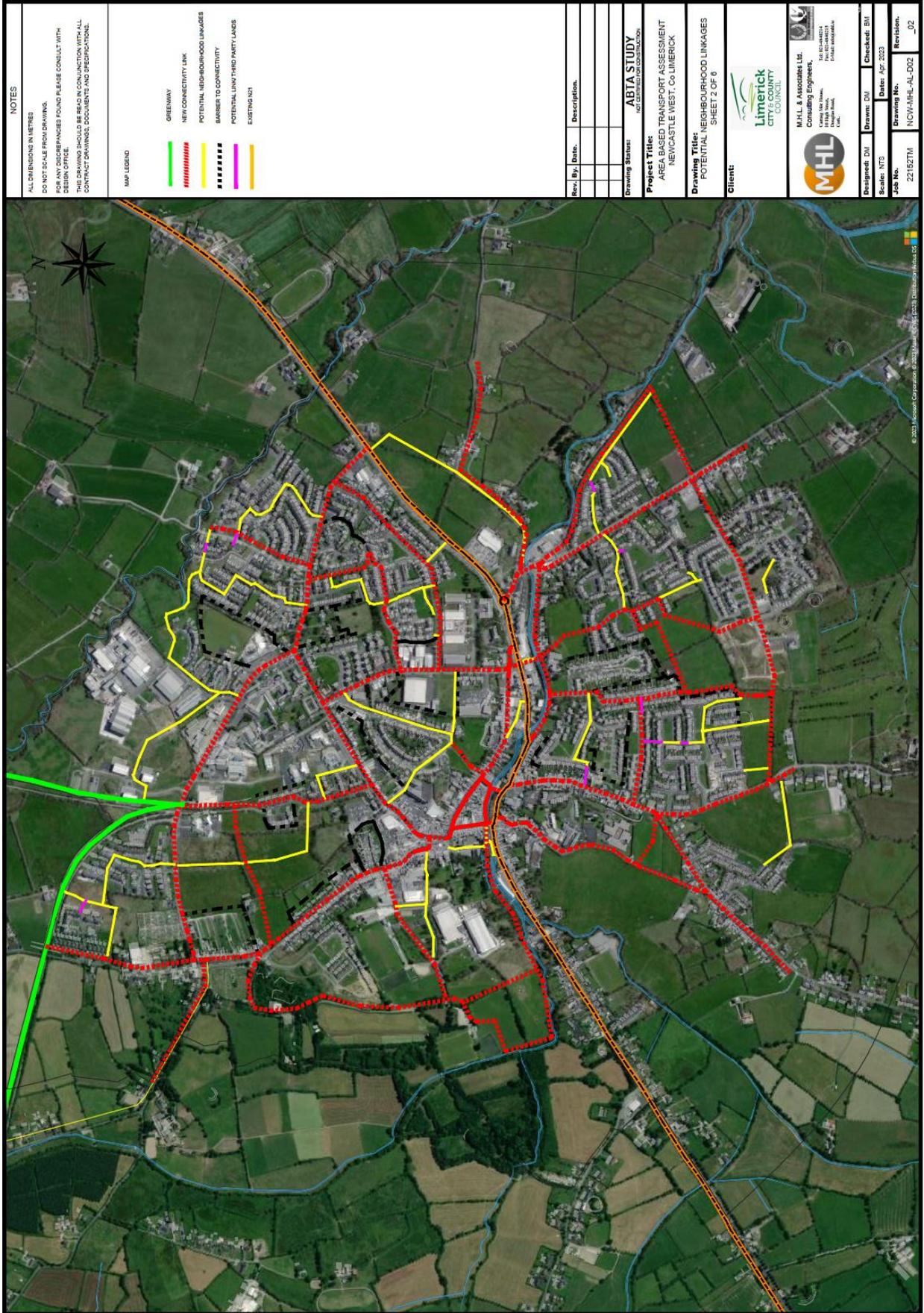


Figure 4.16 Map summary of Connectivity Improvements to be developed over the life of the LAP.

These are further detailed in the following figures and tables, noting the connection improvements to existing residential estate locations within the town’s urban extents.

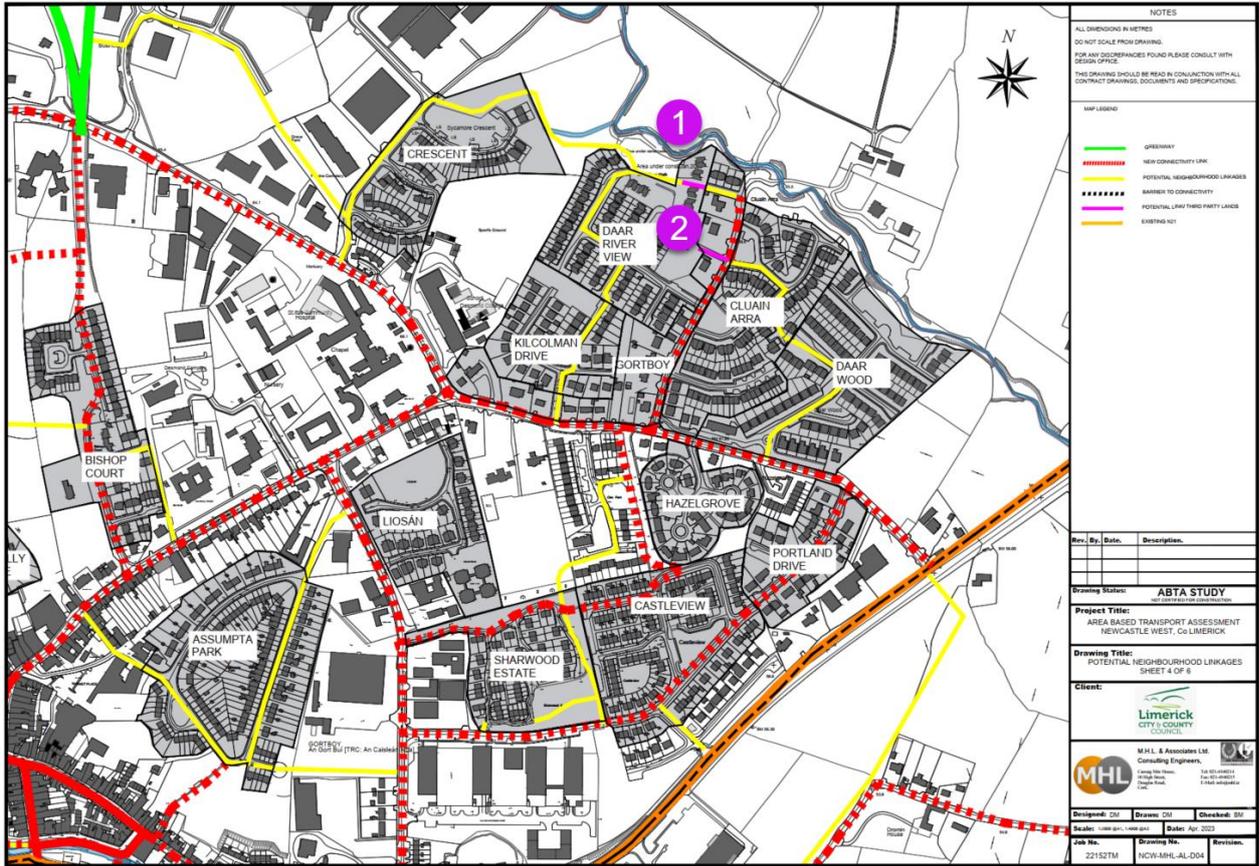


Figure 4.17 Map: Connectivity Improvements to existing residential estates NE.

Supporting linkage options	Description	Type	Note
1	Connection between Cluain Arra and Daar River View Estates	Active Travel Link	Third Party/ Public Lands
2	Connection between Cluain Arra and Daar River View Estates	Active Travel Link	Third Party/ Public Lands

Table 4.6 Supporting Linkages NE

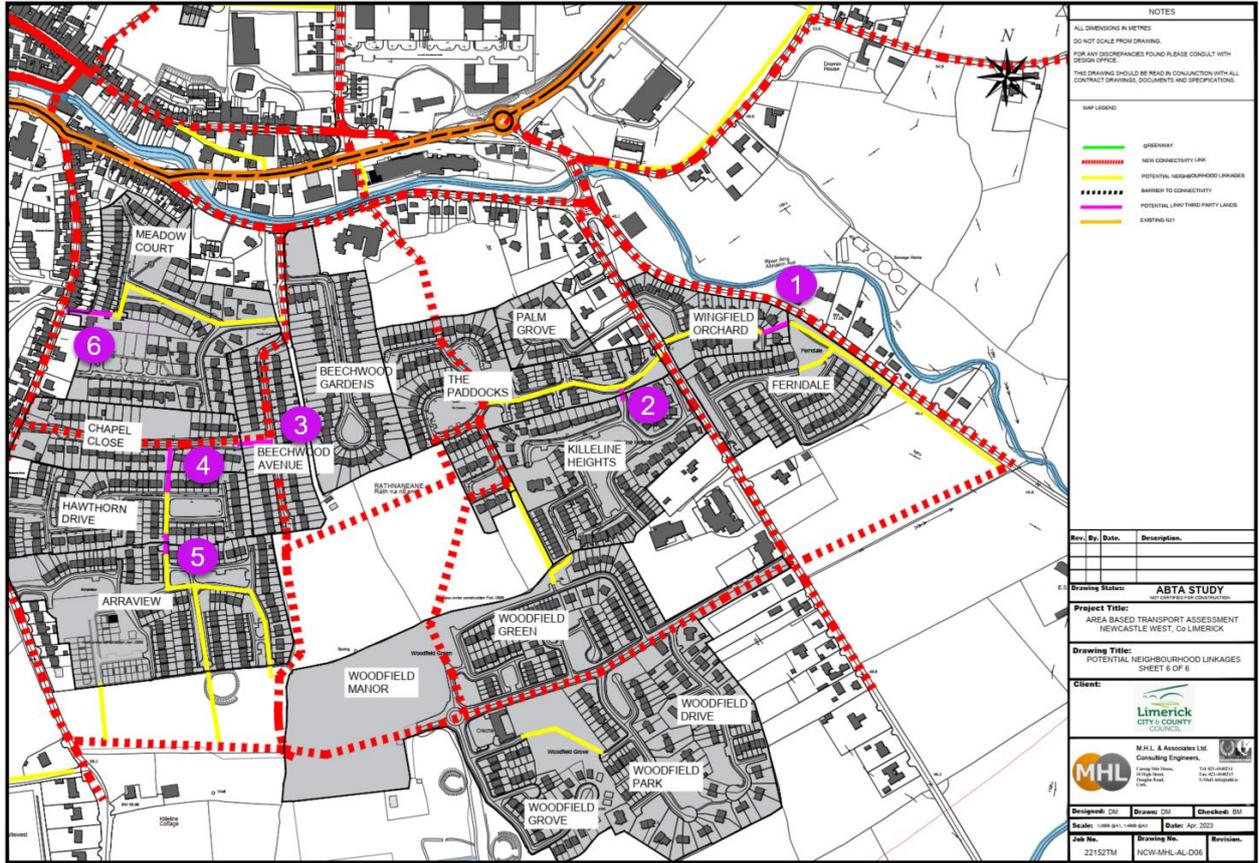


Figure 4.18 Map: Connectivity Improvements to existing residential estates SE.

Supporting linkage options	Description	Type	Note
1	Connection between Wingfield Orchard and Ferndale.	Active Travel Link	Third Party/ Public Lands
2	Connection between The Paddocks Estate and Killeline heights.	Active Travel Link	Third Party/ Public Lands
3	Connection between Beechwood Avenue and Chapel Close.	Active Travel Link	Third Party/ Public Lands
4	Connection between Chapel Close and Hawthorn Drive.	Active Travel Link	Third Party/ Public Lands
5	Connection between Hawthorn Drive and Arraview.	Active Travel Link	Third Party/ Public Lands
6	Connection between Meadow Court and Bothar Buí.	Active Travel Link	Third Party/ Public Lands

Table 4.7 Supporting Linkages SE

## 5. IMPLEMENTATION

### 5.1 Detailed design commentary

The LTP examination of transport and mobility in Newcastle West provides a solid baseline, with evidence-based commentary and key supportive analysis for the development of future mobility objectives in the new Local Area Planning for the town. The final NCW LAP may take account of these LTP identified objectives, forming the basis of future mobility projects within the town.

The NCW LTP purpose is not for assessing individual projects within the town, but rather is a broad “global” review of the potential interventions available within the town and should not be considered a definitive analysis of all possible actions but indicates suitable transport objectives for the review and inclusion in the LAP review process.

The final LAP objectives will form the basis for individual mobility projects, with these projects reviewed independently and subject to Public Spending Code (PSC) and the Common Appraisal Framework for Transport Projects and Programmes (CAF). These mobility improvement projects will be subjected to public consultation, environmental and heritage studies, relevant statutory procedures, and consultation with the relevant statutory stakeholders.

### 5.2 Appraisal Action/Interventions and Timeframes

Newcastle West is one of a number of development areas throughout Limerick which will require investment in transport infrastructure and services and will be subject to corresponding planning and design work to be undertaken on each of the relevant transport measures.

Timelines should be taken as indicative only as they will be subject to resource and funding availability.

Potential timelines for the implementation of measures are broken down as follows:

- Short term: Measure intended for implementation within 1-2 years
- Medium term: Measure intended for implementation within 3-5 years
- Long term: Measure intended for implementation within 6-10 years

#### 5.2.1 Phasing of Walking / Connectivity Interventions

The following table shows the timeframe for the implementation of connectivity interventions for NCW. Some of these measures are linked with public realm projects and development land applications, with timeframes for the implementation of these project dependent.

ID	Action/ Intervention	Description	Timeframe
1	WN 1	Provide pedestrian improvements at junction between R521 and Churchtown road.	ST
2	WN 2	Extend/ install footpath connection where current intermittent provision is located north of the Station Road Junction, along the R521 and tie into existing network,	MT/ LT
3	WN 3	Improved pedestrian facilities along the Station Road and Gortboy Road from R521 Churchtown Road to N21. Improved pedestrian/cycle crossings along this route also. Pedestrian crossing at Churchtown Rd/Station Rd.	MT

4	WN 4	Redefined street with wider pedestrian facilities where space permits along R521 Churchtown Road	MT/ LT
5	WN 5	Removal of some linear parking to gain off street footway, pedestrian crossing at Cork Rd/ Bishop St. junction. Improved pedestrian and cycle connectivity to Courtenay National School.	ST
6	WN 6	Continuous footway and 2-way cycle facility along Sheehan's Road.	MT
7	WN 7	Urban Realm improvements plans for commercial centre of town including traffic management measure at the Square to facilitate improved active travel network improvements.	ST
8	WN 8	Junction Improvements and new pedestrian/cycle crossings along the N21 to make provision for improved connectivity for active travel modes.	ST
9	WN 9	Maintain one-way traffic circulation along North Quay with urban renewal improvements to allow for the installation of improved active travel network improvements	ST
10	WN 10	Improved traffic management measure across the N21 to facilitate improved active travel network improvements.	ST / MT
11	WN 11	Implement 1-way traffic system along the Flood Relief Road to facilitate the delivery of improved pedestrian facilities to improve connectivity from the southern portion of Newcastle West to the town centre and north. New active travel bridge connection over River Arra and N21 pedestrian/cycling road crossing.	ST
12	WN 12	New active travel connection from Flood Relief Road to southeastern Enterprise and Employment zoning.	MT/ LT
13	WN 13	Improved active travel facilities along Castlemahon Road (R520)	MT/ LT
14	WN 14	Improved active travel facilities along Old Cork Road (R522)	MT/ LT
15	WN 15	Active travel connections to existing Beechwood estate roads to improve permeability and provide improved north/south active travel connectivity for zoned residential lands.	MT/ LT
16	WN 16	New active travel route along new link road from Woodfield Park estate road westwards to the Knockane Road. New pedestrian and cycle facilities inclusive of appropriate traffic calming/ signage, DMURS compliant street design, speed control, and HGV prohibition.	MT/ LT
17	WN 17	New residential lands east of Knockrane Road.	MT/ LT
18	WN 18	Implementation of traffic management measures and road improvement works along Bothar Bui Road to make provision for improved active travel facilities.	MT/ LT

19	WN 19	Implementation of secondary cycle network improvements, including footpath improvements along Lower Knockane Road.	MT/ LT
20	WN 20	Improved pedestrian permeability to the Demesne to connect to the town-wide footpath network.	MT/ LT
21	WN 21	Develop Active Travel connection from Sheehans Road to Castleview Estate, forming a connection to Gortboy Road.	MT/ LT
22	WN 22	Develop urban realm improvements in centre of town.	MT/ LT
23	WN 23	Develop urban realm improvements in centre of town.	MT/ LT
24	WN 24	Completion of Greenway connection to Bishop Street/Town Centre. New controlled crossing facilities at Station Road crossing.	MT/ LT
25	WN 25	Improved pedestrian permeability to greenway to connect to the town-wide footpath network.	MT/ LT
26	WN 26	Improved pedestrian/cycle permeability between R520 and R522, connecting zoned lands to existing urban connections.	MT/ LT
27	WN 27	New open space lands - Cork Road.	MT/ LT
28	WN 28	New pedestrian /cyclist link between Bothar Buí Road and Lower Knockrane Road	MT/ LT

**Table 5.1 Pedestrian Infrastructure Intervention Timeframe**

### 5.2.2 Phasing of Cycling Actions/ Interventions

The following table shows the timeframe for the implementation of cycling interventions for NCW. Some of these measures are linked with public realm projects and development land applications, with timeframes for the implementation of these project dependent.

Id	Action	Description	Timeframe
1	CI 1	Extend/ install footpath connection where current intermittent provision is located north of the Station Road Junction, along the R521 and tie into existing network,	MT/ LT
2	CI 2	New cycle route along Station Road and Gortboy Road from R521 Ardagh Road to N21. Improved pedestrian/cycle crossing along this route also.	MT
3	CI 3	Removal of on streetcar parking to facilitate installation of cycle route and new pedestrian crossing at Cork Rd/ Bishop St. junction.	MT
4	CI 4	Continuous footway and 2-way cycle facility along Sheehan's Road.	ST

5	CI 5	Urban Realm improvements plans for commercial centre of town including traffic management measure at the Square to facilitate improved active travel network improvements.	ST
6	CI 6	Junction Improvements and new pedestrian/cycle crossings along the N21 to make provision for improved connectivity for active travel modes.	ST
7	CI 7	Maintain one-way traffic circulation along North Quay with urban renewal improvements to allow for the installation of improved active travel network improvements	ST
8	CI 8	Implementation of improved cycle facilities along the N21, inclusive of proposed pedestrian/ cycle network interventions to the east connecting with the Tesco superstore located south of the N21.	MT/ LT
9	CI 9	Implement 1-way traffic system along the Flood Relief Road to facilitate the delivery of a 2-way segregated cycle facility to improve connectivity from the southern portion of Newcastle West to the town centre and north.	ST
10	CI 10	New active travel connection from Flood Relief Road to southeastern Enterprise and Employment zoning.	MT/ LT
11	CI 11	Improved active travel facilities along CastleMahon Road (R520)	MT/ LT
12	CI 12	Improved active travel facilities along Old Cork Road (R522)	MT/ LT
13	CI 13	Active travel connections to existing Beechwood estate roads to improve permeability and provide improved north/south active travel connectivity for zoned residential lands.	MT
14	CI 14	New active travel route along new link road from Woodfield Park estate road westwards to the Knockane Road	MT/ LT
15	CI 15	New residential lands east of Knockrane Road.	MT/ LT
16	CI 16	Implementation of traffic management measures and road improvement works along Bothar Buí Road to make provision for improved active travel facilities.	MT/ LT
17	CI 17	Implementation of secondary cycle network improvements along Lower Knockane Road.	MT/ LT
18	CI 18	Improved cycle connectivity to the Demesne to connect to the town-wide cycle network.	MT/ LT
19	CI 19	Develop Active Travel connection from Sheehans Road to Castleview Estate, forming a connection to Gortboy Road.	MT/ LT
20	CI 20	Implementation of NCW urban cycle network on Maiden St.	ST

21	CI 21	Completion of Greenway connection to Bishop Street/Town Centre. New controlled crossing facilities at Station Road crossing.	ST/MT
22	CI 22	Improved pedestrian/cycle permeability along existing residential roadway, connecting zoned lands to existing urban connections.	MT/ LT
23	CI 23	Improved pedestrian/cycle permeability along Woodfield Estate, connecting zoned lands to existing urban connections.	MT/ LT
24	CI 24	New pedestrian /cyclist link between Bishop Ct./Gortboy and Churchtown Road/ R521	MT/ LT
25	CI 25	New pedestrian /cyclist link between Bothar Buí Road and Lower Knockrane Road	MT/ LT
26	CI 26	New pedestrian /cyclist link between Cluain Arra and surrounding estates with Station Road.	MT/ LT

**Table 5.2 Cycle Infrastructure Interventions Timeframe**

### 5.2.3 Phasing of Road Actions/ Interventions

The following tables shows the timeframe for the implementation of road interventions for NCW.

Id	Action	Description	Timeframe
1	RN 1	Provide improvements at junction between R521 and Churchtown road	MT/ LT
2	RN 2	Traffic control measures along Station Road and Gortboy Road from R521 Ardagh Road to N21. Facilitate improved pedestrian/cycle crossing along this route.	MT
3	RN 3	Redefined street with DMURS compliant streets where space permits along R521 Churchtown Road	MT/ LT
4	RN 4	Removal of some on streetcar parking to facilitate installation of cycle route and new pedestrian crossing at Cork Rd/ Bishop St. junction	ST
5	RN 5	Traffic management interventions to accommodate continuous footway and cycle facilities along Sheehan's Road.	ST
6	RN 6	Urban Realm improvements plans for commercial centre of town including traffic management measure at the Square to facilitate improved active travel network improvements.	ST
7	RN 7	Junction Improvements and new pedestrian/cycle crossings along the N21 to make provision for improved connectivity for active travel modes.	ST
8	RN 8	Maintain one-way traffic circulation along North Quay with urban renewal improvements to allow for the installation of improved active travel network improvements	ST
9	RN 9	Improved active travel facilities across the N21.	MT/ LT
10	RN 10	Traffic management measures to facilitate active travel network improvements on Rathina Road.	MT/ LT
11	XXX		
12	RN 12	New link road from Woodfield Park estate road, westwards to the Knockane Road	MT/ LT
13	RN 13	Traffic calming measures, pedestrian crossing facilities on Knockane Road	MT/ LT

14	RN 14	Implementation of traffic management measures and road improvement works along Bothar Buí Road to make provision for improved active travel facilities.	MT/ LT
15	RN 15	Traffic calming measures, pedestrian crossing facilities, Implementation of secondary cycle network improvements on Lower Knockane Road.	MT/ LT
16	XXX		
17	RN 17	Implementation of appropriate traffic management and traffic routing on Lower Maiden St. to account for potential Improved Pedestrian facilities/ Traffic Management of Maiden St.	MT/ LT
18	XXX		
19	RN 19	Upgraded residential road Woodfield Park Estate to facilitate cycle/ pedestrian linkages to zoned lands	MT/ LT
20	RN 20	Upgraded Cork Road (R522) to facilitate cycle/ pedestrian linkages to zoned lands	MT/ LT
21	RN 21	New Enterprise and Employment development access junction with N21	MT

**Table 5.3 Road Interventions Timeframe**

#### 5.2.4 Phasing of Parking Actions/ Interventions

The following tables shows the timeframe for the implementation of parking interventions for NCW. Some parking measures are linked with public realm projects and development land applications, with timeframes for parking interventions to coincide with the implementation of these projects.

Id	Action	Description	Timeframe
1	PK 1	Removal of parking to facilitate the implementation of active travel improvements.	ST/ MT
2	PK 2	Urban renewal of the Square	ST/ MT

**Table 5.4 Parking Interventions Timeframe**

#### 5.2.5 Phasing of Public Transport Actions/Interventions

The following tables shows the timeframe for the implementation of public transport interventions for NCW. Upgrade and improvements in associated facilities under the control of LCCC.

Id	Action	Description	Timeframe
1	PT 1	Removal of linear parking to gain off street footway, pedestrian crossing at Cork Rd/ Bishop St. junction.	ST/ MT

**Table 5.5 Public Transport Interventions Timeframe**

#### 5.2.6 Key transport interventions to facilitate walking/cycling to schools.

Priority desire lines to key trip attractors such as schools, as indicated in the baseline assessment, would require key short/medium- and long-term interventions as noted in the following figure. The five local schools would be accommodated by the indicated linkages, providing appropriate measures for safe active travel.

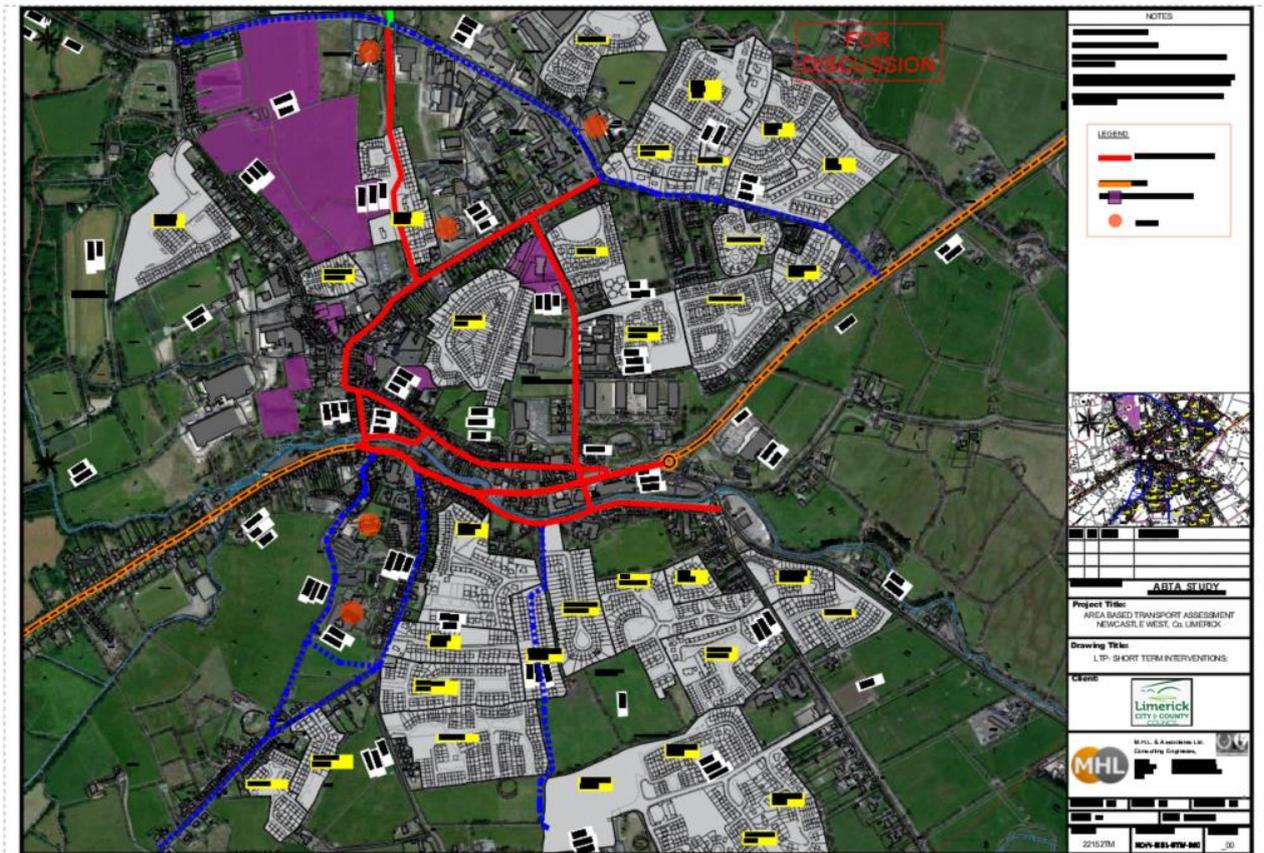


Figure 5.1 Key interventions to facilitate school connecting linkages.

### 5.3 NTA's Rapid Build Active Travel Facilities

As per NTA:

*"The NTA has a dedicated Active Travel team who work in collaboration with Local Authorities across the country on the delivery of hundreds of Active Travel projects. This includes the development of segregated cycle lanes and widened footpaths, new walking and cycling bridges, and new pedestrian crossings. The work of the NTA's Active Travel Programme is underpinned by the aims and objectives set out in the Government's Climate Action Plan 2023. One of the key aims cited is to increase the number of walking and cycling networks so that walking, cycling and public transport will account for 50% of all journeys made by 2030. Projects are funded by the Department of Transport through the National Transport Authority's Active Travel Programme and are managed and delivered by the Local Authorities."*

NTA's Rapid Build Active Travel Facilities Advice Note the deliverability of the proposed walking and cycling networks with specific reference to the following:

- Road markings/traffic restrictions;
- Narrowing/converting general traffic lanes to active travel facilities;
- Converting on-street parking to active travel facilities;
- Creating Traffic Free streets; and
- Redesigning junctions to provide greater capacity for walking, cycling and public transport.



Figure 5.2 NTA 2021 Works Summary

By 2025, the NTA aims to have delivered in excess of 1,200 projects equating to 1,000km of combined cycling and walking routes nationwide.

The Local Transport Plan scoring for short term interventions STIV is as follows:

NCW LTP -										
ID	ROAD	CYCLE	WALK	RN	CI	WN	Core	Route	Score	Cost
	RN 8	CI 7	WN 9	ST	ST	ST	1	1	1	3
1	RN 17	CI 20	WN 22	MT/ LT	ST	MT/ LT	3		1	4
2			WN 23			MT/ LT	1			
3	RN 10	CI 9	WN 11	MT/ LT	ST	ST	1		2	5
4	RN 9			MT/ LT			5			8
5		CI 10	WN 12		MT/ LT	MT/ LT	3			
6		CI 11	WN 13		MT/ LT	MT/ LT	3			
7		CI 23	WN 26		MT/ LT	MT/ LT	3			
8	RN 20	CI 12	WN 14	MT/ LT	MT/ LT	MT/ LT	3			
9	RN 19	CI 22	WN 25	MT/ LT	MT/ LT	MT/ LT	3			
10	RN 12	CI 14	WN 16	MT/ LT	MT/ LT	MT/ LT	3			
11		CI 28				MT/ LT	3			
12		CI 13	WN 15		MT	MT/ LT	5			
13	RN 13	CI 15	WN 17	MT/ LT	MT/ LT	MT/ LT	5			
14		CI 25	WN 28		MT/ LT	MT/ LT	5	2		
15	RN 15	CI 17	WN 19	MT/ LT	MT/ LT	MT/ LT	5	2		
16	RN 14	CI 16	WN 18	MT/ LT	MT/ LT	MT/ LT	5	2		
17	RN 7	CI 6	WN 8	ST	ST	ST	1	1	1	2
18	RN 6	CI 5	WN 7	ST	ST	ST	1	1	1	1
19		CI 18	WN 20		MT/ LT	MT/ LT	5			
20	RN 3	CI 1	WN 4	MT/ LT	MT/ LT	MT/ LT	5			
21	RN 1	CI 29	WN 1			ST	1		1	
22	RN 2	CI 2	WN 3	MT	MT	MT	3			
23		CI 26	WN 21		MT/ LT	MT/ LT	2		2	
24		CI 8	WN 10		MT/ LT	ST/ MT	3		1	9
25	RN 4	CI 3	WN 5	ST	MT	ST	1	1	1	6
26			WN 2			MT/ LT	5			
27	RN 5	CI 4	WN 6	ST	ST	MT	1	1	1	7
28			WN 24			MT/ LT	5			
30		CI 24	WN 27		MT/ LT	MT/ LT	5			
30	N21				MT		3			
	18	26	28							

Figure 5.3 STIV scoring matrix.

### 5.3.1 TII Stakeholder engagement/ consultation

Any Local Transport Plan works to national roads are to be in accordance with:

- TII Publications DN-GEO-03030 (Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes),
- *TII Publication 'The Treatment of Transition Zones to Towns and Villages on National Roads' (TII Publications DN-GEO-03084) in relation to design standards to be applied to national roads and national road junctions in future interventions,*
- TII Publications (Standards) as well as the Design Manual for Urban Roads and Streets (DMURS).

All relevant bodies, including TII, are to be consulted at planning, detailed design, and implementation stages.

## 6. LTP FINALISATION & CONCLUSIONS

### 6.1 Consultation

Submissions relating to transport and movement will be assessed and incorporated into this LTP where necessary post consultation for the NCW LAP has been completed.

### 6.2 Finalisation of LTP and Conclusions

Following public consultation, proposals changes will be tabled and set out in this LTP.

## 7. MONITORING AND REVIEW

### 7.1 LTP Assumptions

Area Based Transport Assessment are based on current strategic and development policy, developed assuming travel characteristics of the town, forming a baseline of existing and future proposed transport links, existing demographics and existing surveyed traffic conditions and patterns.

The main assumptions for this LTP and ABTA assessment were:

- Traffic levels in the town are as per the traffic surveys conducted.
- Travel demand and commuting patterns are as per the Census 2016 data.
- New development within the town will occur in locations as shown in the preliminary draft land-use zoning map.

A monitoring and review process should be implemented to adapt the LTP going forward to account for reporting assumptions and subsequently observed / quantified development and traffic data in NCW which was not available to the team at the time of writing this assessment.

### 7.2 Monitoring Strategy and LTP Review

LTP reviews and monitoring programmes should provide details on the continued adaptation of the transport assessment recommendations, amended to account for real world constraints in NCW and account for feedback from key stakeholders and the general public. Changes subsequent to these reviews and performance monitoring will need to feed into the NCW LAP.

The monitoring strategy should take account of the short, medium, and long-term timeframes to establish a solid framework for review of the Transport Plan's findings and objectives.

ID	Timeframe	Years
1	short term	1-2 years
2	medium term	2-5 years
3	long term	5-10 years

The monitoring strategy should feed into a review of the LTP at 2 years (2025), 5 years (2028) and 10 years (2033) from publication.

Monitoring would focus on:

- Development in the town since the completion of the ABTA/LTP and if it has occurred as originally assumed.
- Follow up traffic surveys to establish medium- and long-term travel patterns and modal splits.
- Update of demographic, community, travel, and population characteristics from updated Census data.
- Review of the LTP assumptions against medium- and long-term travel /commuter conditions.
- Progress on implementation of interventions/actions for each transport mode

The monitoring strategy is to be linked to future LAP reviews.

### 7.3 Future Developments/ Road Interventions

Future planned developments in Newcastle West including those located in newly zoned residential and commercial development lands need to show that the development is sustainable within the transport network of NCW and supporting road network improvements are justified.

Any proposed future growth in NCW should regard to:

- Consistency with the objectives and measures within this LTP.
- Trip generation associated with specific land use proposals.
- Road network and junction improvements proposals
- Detailed Traffic Management Plans

Impact on the national road infrastructure, with primary focus on the N21.

## 8. REFERENCES

NTA - Area Based Transport Assessment Advice Note, December 2018

TII - Area Based Transport Assessment Guidance Notes, PE-PDV-02046 April 2018

SAP CSO

LCCC County Development Plan

Planning and Development Act 2000

Walking and Cycling Strategy for Newcastle West (Roughan & O'Donovan)

N21 Newcastle west Road Scheme (Jacobs)

Traffic counter survey NRA

Climate Action Plan -Dept. ECC

Smarter Travel - TFI

Newcastle West Urban Cycle Network – (AECOM)

OpenStreetMap

Google mapping

Bing mapping

National Sustainable Mobility Policy (2022).

NTA's Rapid Build Active Travel Facilities Advice Note

TII Publications DN-GEO-03030 (Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes).

TII Publication 'The Treatment of Transition Zones to Towns and Villages on National Roads' (TII Publications DN-GEO-03084)

TII Publications (Standards) as well as the Design Manual for Urban Roads and Streets (DMURS).



# 1.1 Project Context- Local Area Zoning –

## 1.1.1 Previous zoning extents

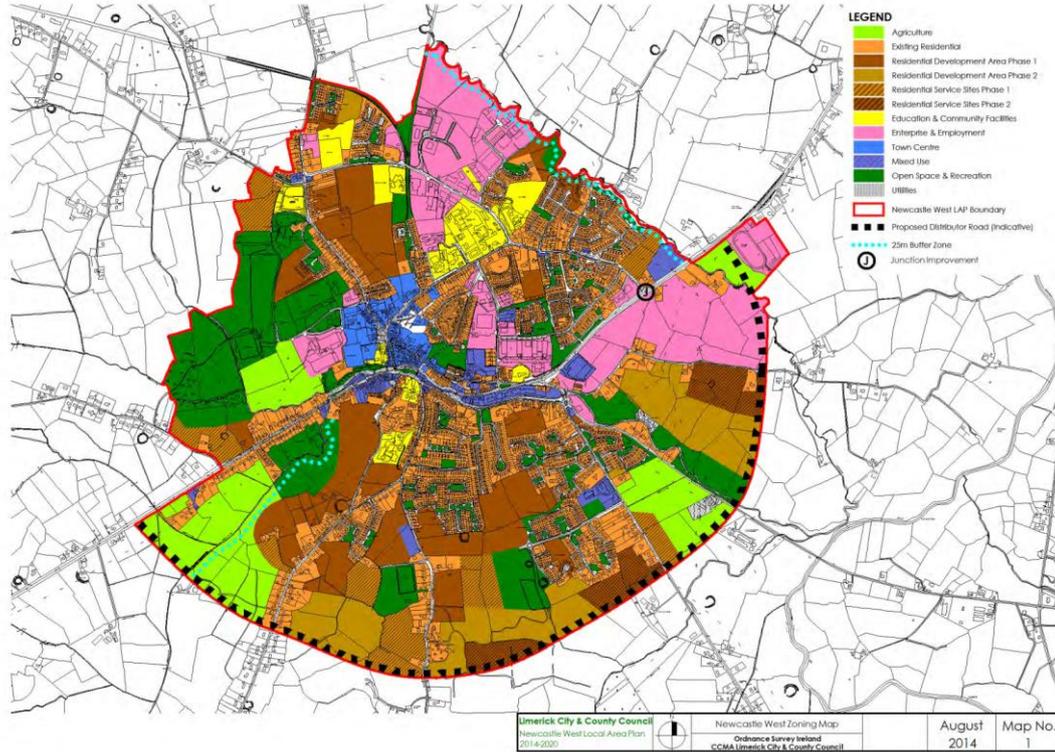


Figure 9.3 – 2014 zoning

## 1.1.2 2023 -2029 draft zoning

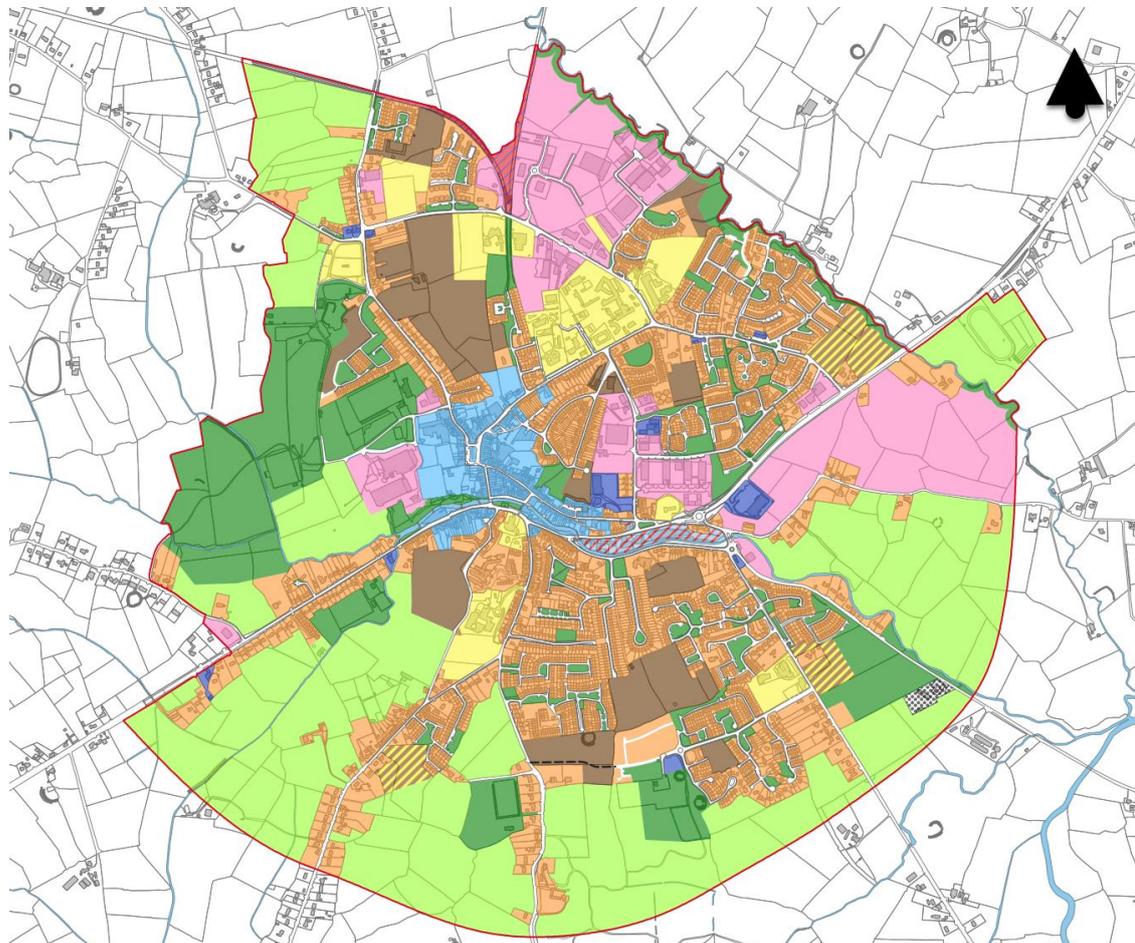
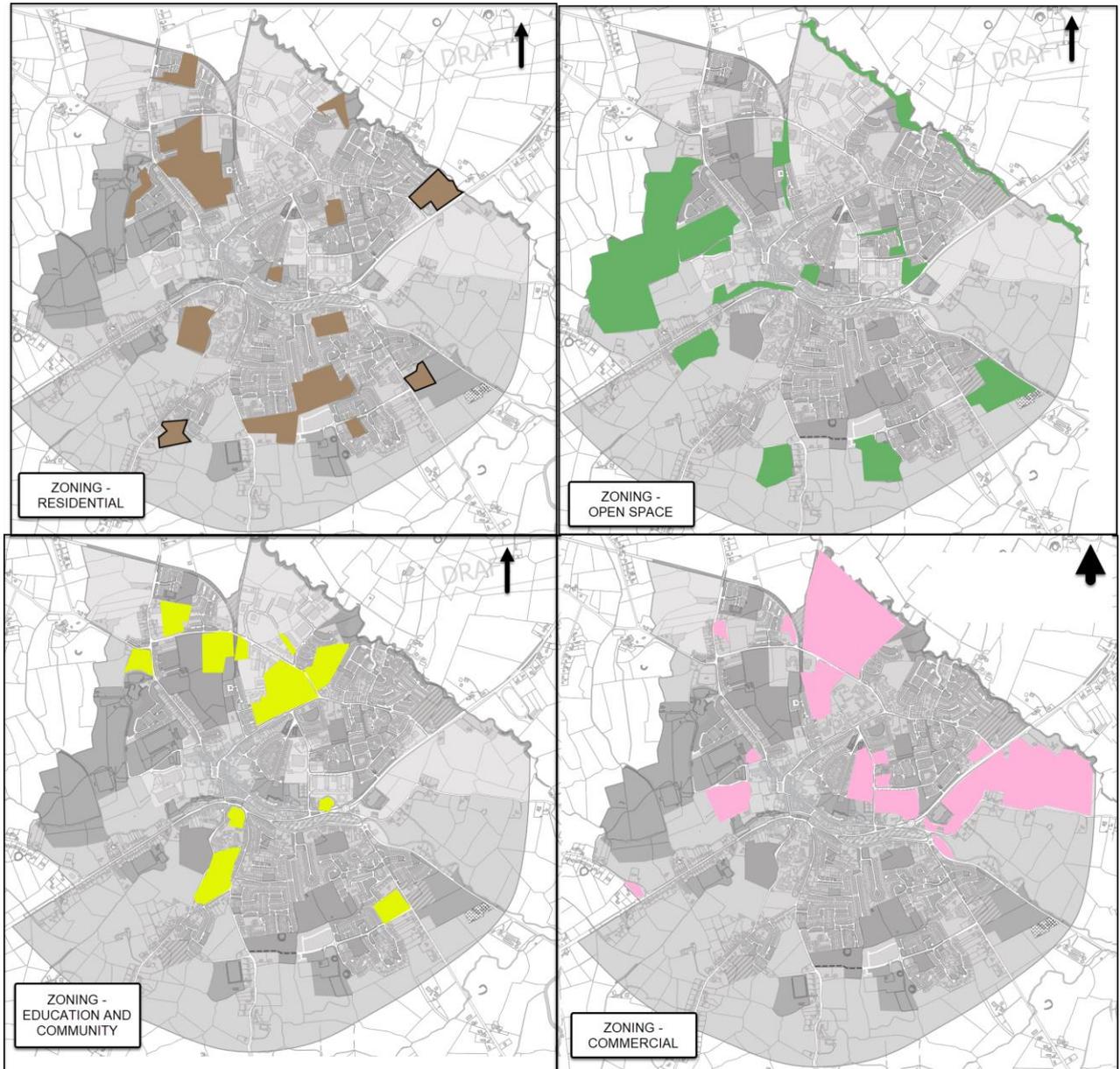


Figure 9.4 – 2023 to 2029 draft zoning

**1.2 Proposed Zoning areas.**



**Figure 9.5 – Zoning breakdown**

Settlement Tier	Census Pop. 2016	Additional households forecasted 2023-2029	Quantum of land required - ha	Total land zoned Serviced Sites (ha)	Total Land zoned New Residential (ha)
Level 2 – Key Town	6619	793	33.4*	7.3	36.5
			Total	43.8	

**Figure 9.6 – Zoning breakdown table**

### 1.3 Proposed Zoning areas- improved linkages for zoning.

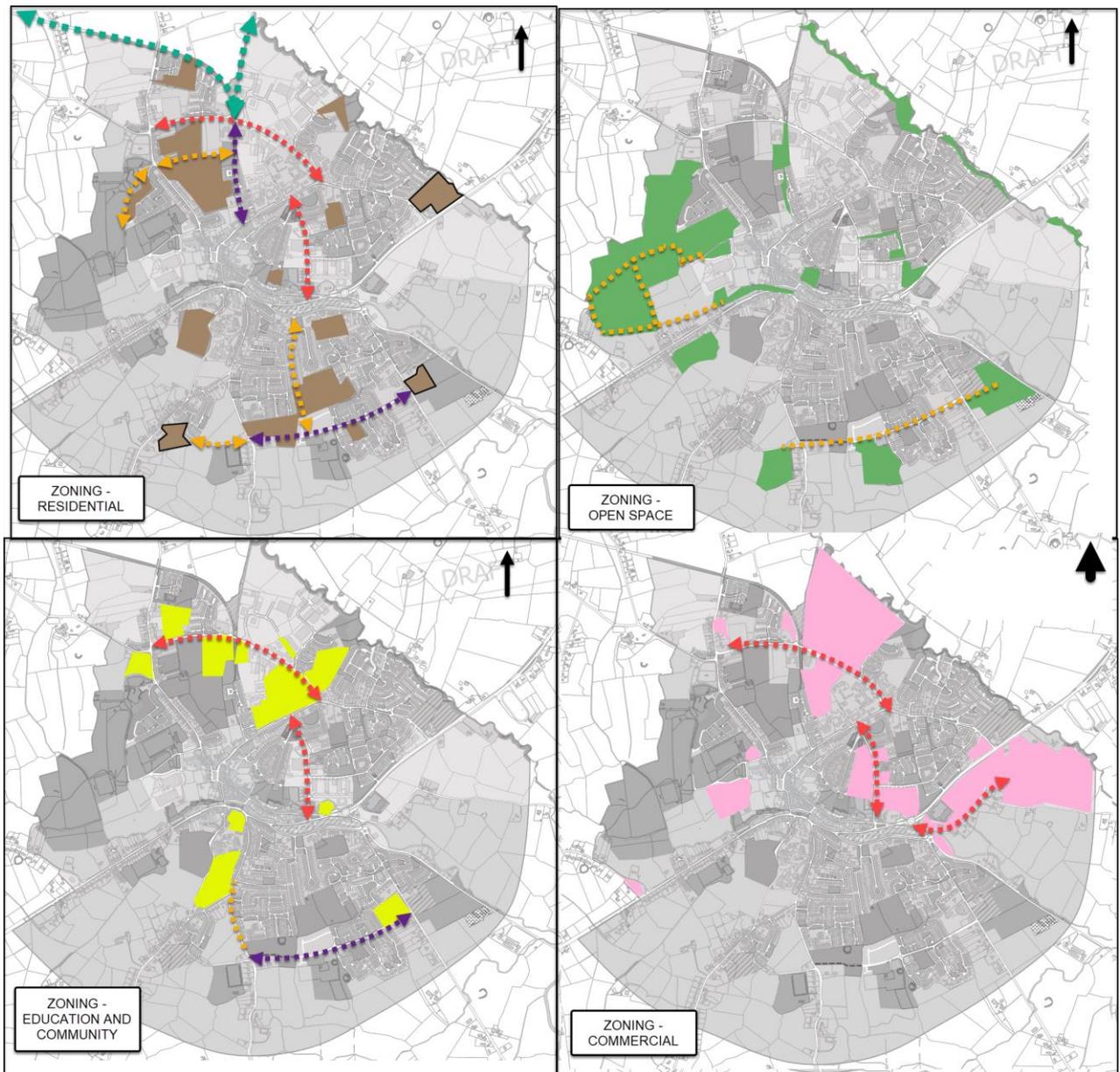


Figure 9.7 – Potential linkages / recommendations

# 10. STREET REFERENCE

## 10.1.1 WN 1



Figure 10.1 Churchtown Road (c: Google)

## 10.1.2 WN 2



Figure 10.2 R521 (c: Google)

### 10.1.3 WN 3



Figure 10.3 Station Road (c: Google)

### 10.1.4 WN 4



Figure 10.4 Churchtown Road (c: Google)

### 10.1.5 WN 5



Figure 10.5 Bishop St. (c: Google)

### 10.1.6 WN 6



Figure 10.6 Sheehan's Road (c: Google)

### 10.1.7 WN 7



Figure 10.7 Maiden St. (c: Google)

### 10.1.8 WN 8



Figure 10.8 R521 (c: Google)

### 10.1.9 WN 9



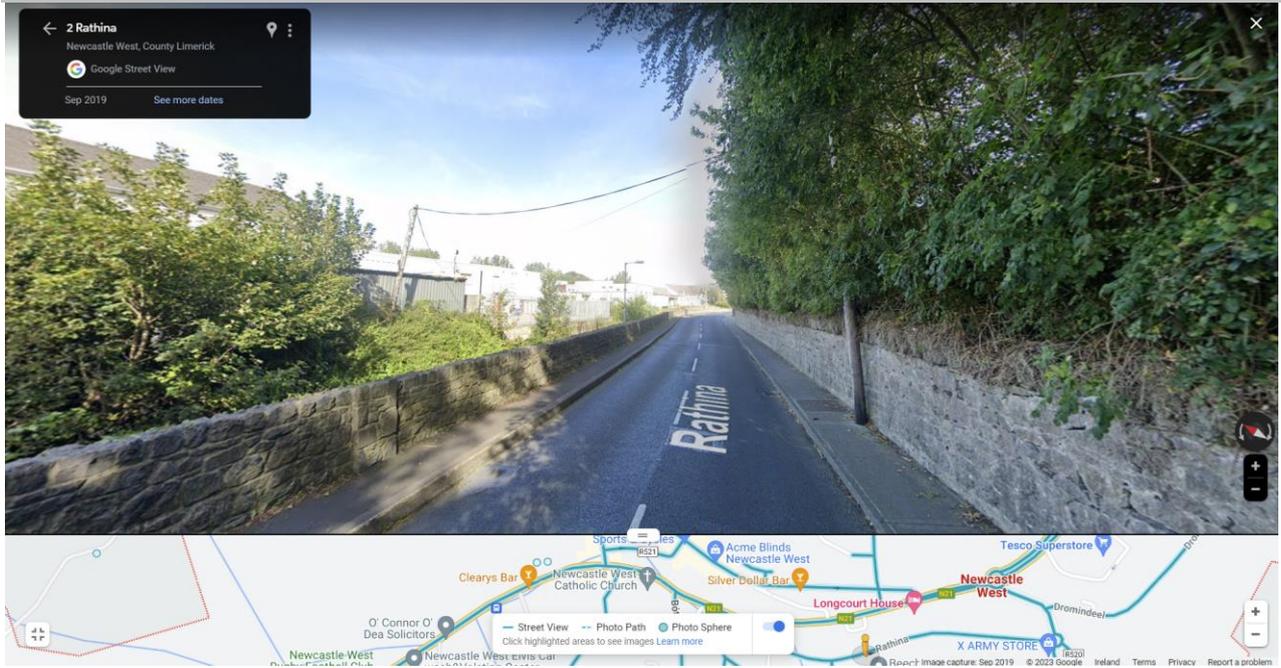
Figure 10.9 R521 (c: Google)

### 10.1.10 WN 10



Figure 10.10 N21 (c: Google)

**10.1.11 WN 11**



**Figure 10.11 Rathina (c: Google)**

**10.1.12 WN 12**



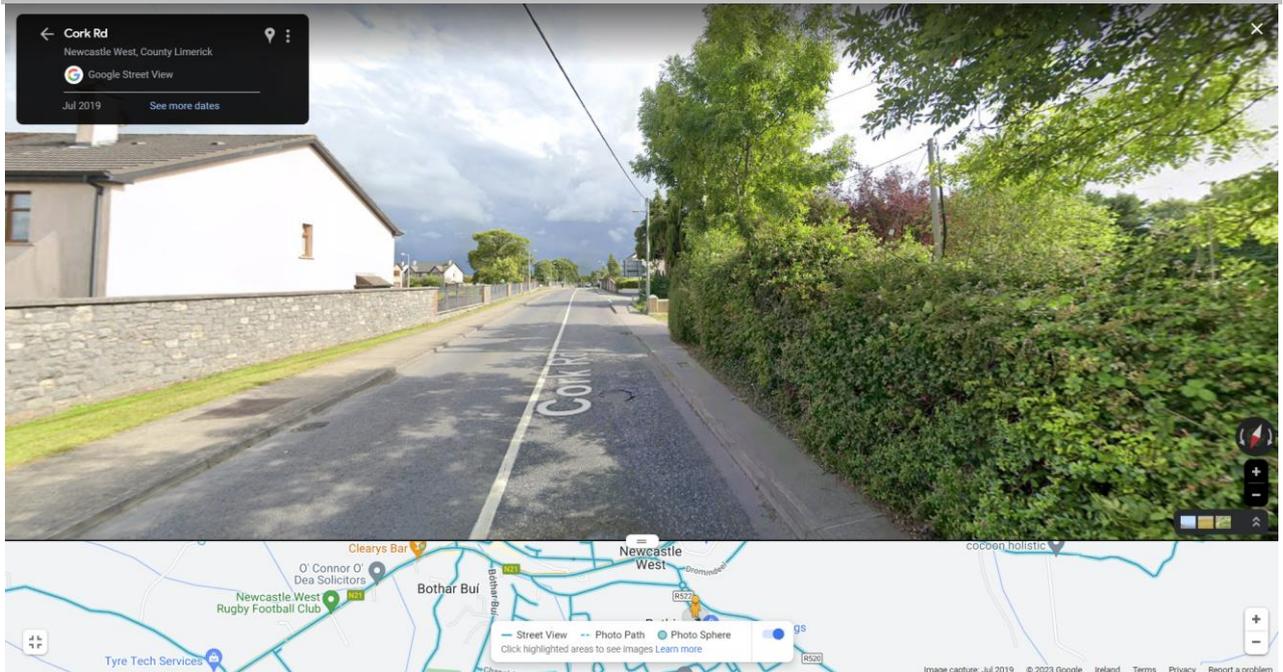
**Figure 10.12 Dromindeel Road (c: Google)**

**10.1.13 WN 13**



**Figure 10.13 R520 (c: Google)**

**10.1.14 WN 14**



**Figure 10.14 R522 Cork Road (c: Google)**

**10.1.15 WN 15**



**Figure 10.15 Beechwood Avenue (c: Google)**

**10.1.16 WN 16 XX**

New/ Improved linkage

**10.1.17 WN 17**



**Figure 10.16 Knockane Road (c: Google)**

**10.1.18 WN 18**



**Figure 10.17 Bóthar Buí (c: Google)**

**10.1.19 WN 19**



**Figure 10.18 Lower Knockane Road (c: Google)**

**10.1.20 WN20**

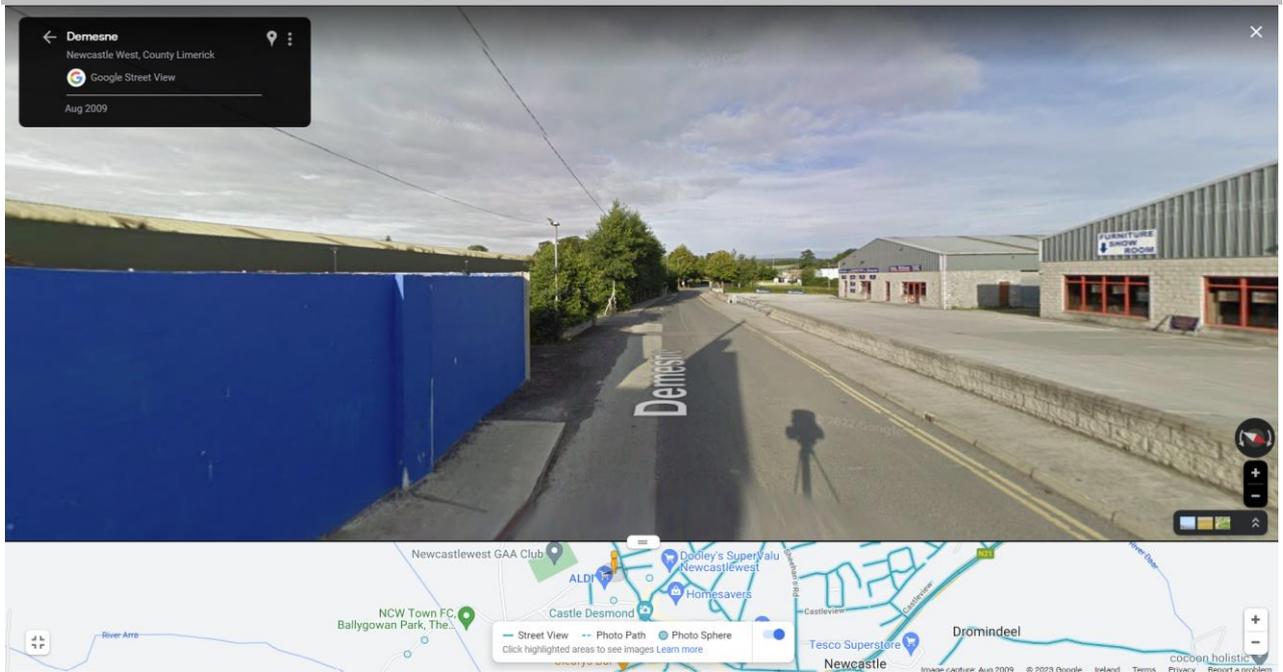


Figure 10.19 Demesne Road (c: Google)

**10.1.21 WN 21**



Figure 10.20 Castlevue (c: Google)

**10.1.22 WN 22 XX**

New/ Improved linkage

**10.1.23 WN 23**



**Figure 10.21 Lower Maiden St. (c: Google)**

**10.1.24 WN 24**



**Figure 10.22 Bishop Ct. (c: Google)**

**10.1.25 WN 25**



**Figure 10.23 Woodfield Park (c: Google)**

**10.1.26 WN 26 XX**

New linkage

**10.1.27 WN 27 XX**

New linkage

**10.1.28 WN 28 XX**

New linkage

**10.1.29 Walking Radii**

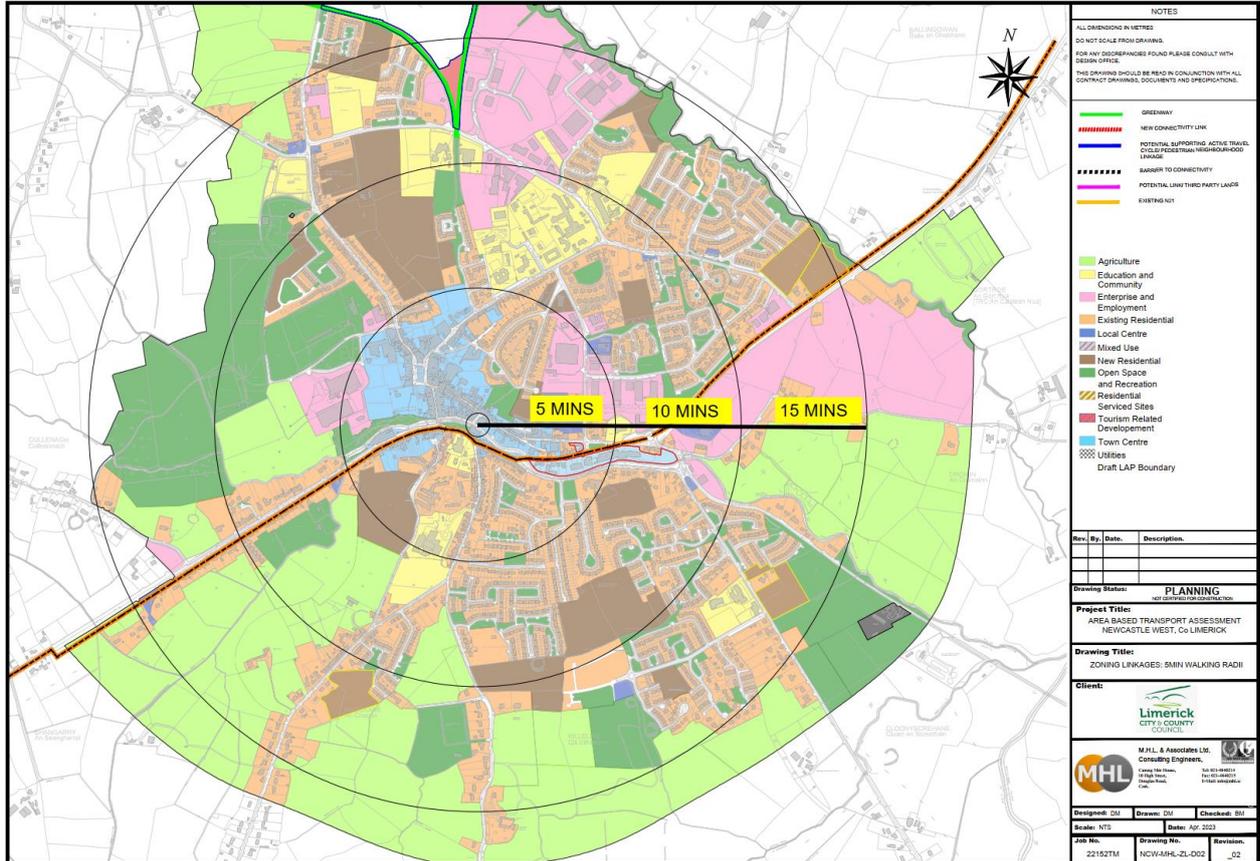


Figure 10.24 NCW 5,10,15 minutes walking radii

10.1.30 Zoning versus Connectivity Linkage Improvements

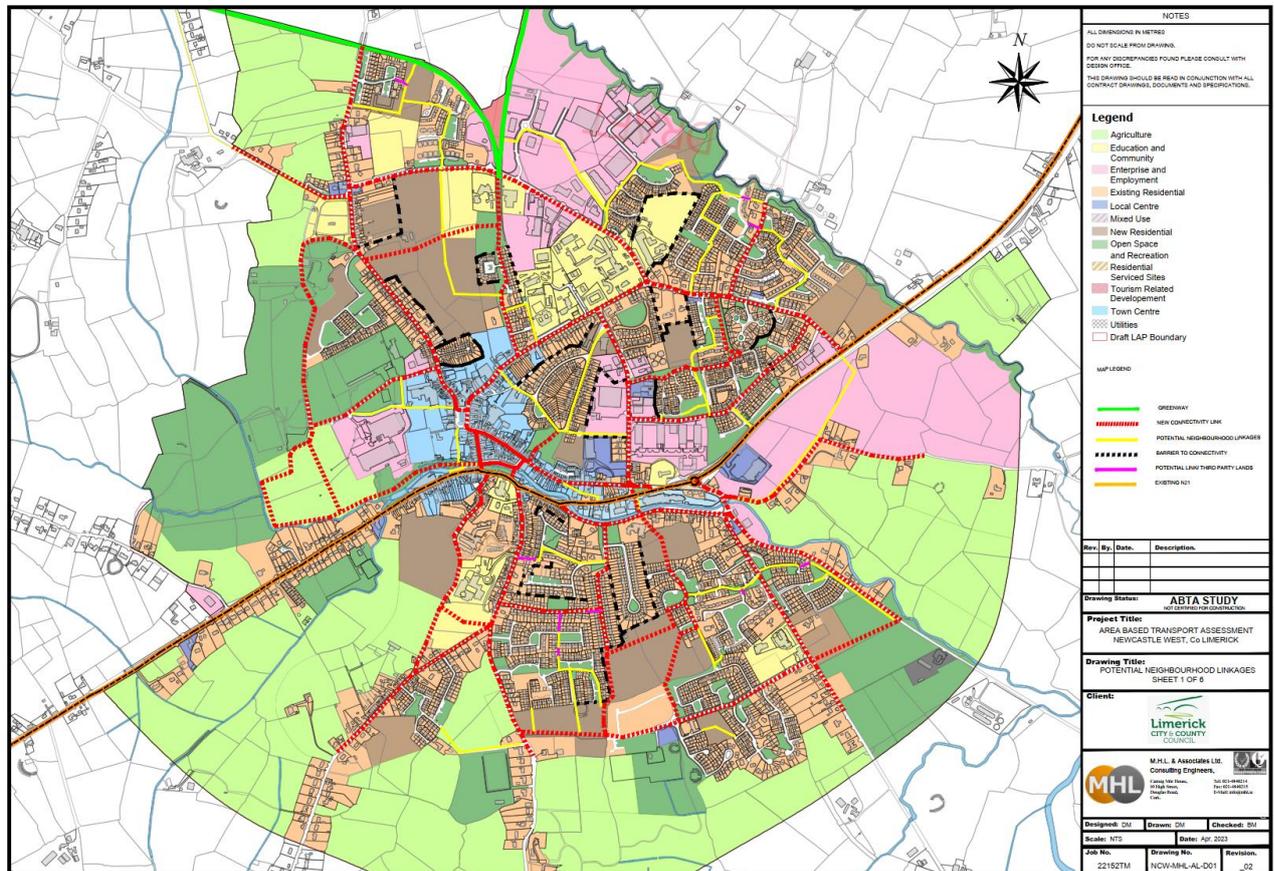


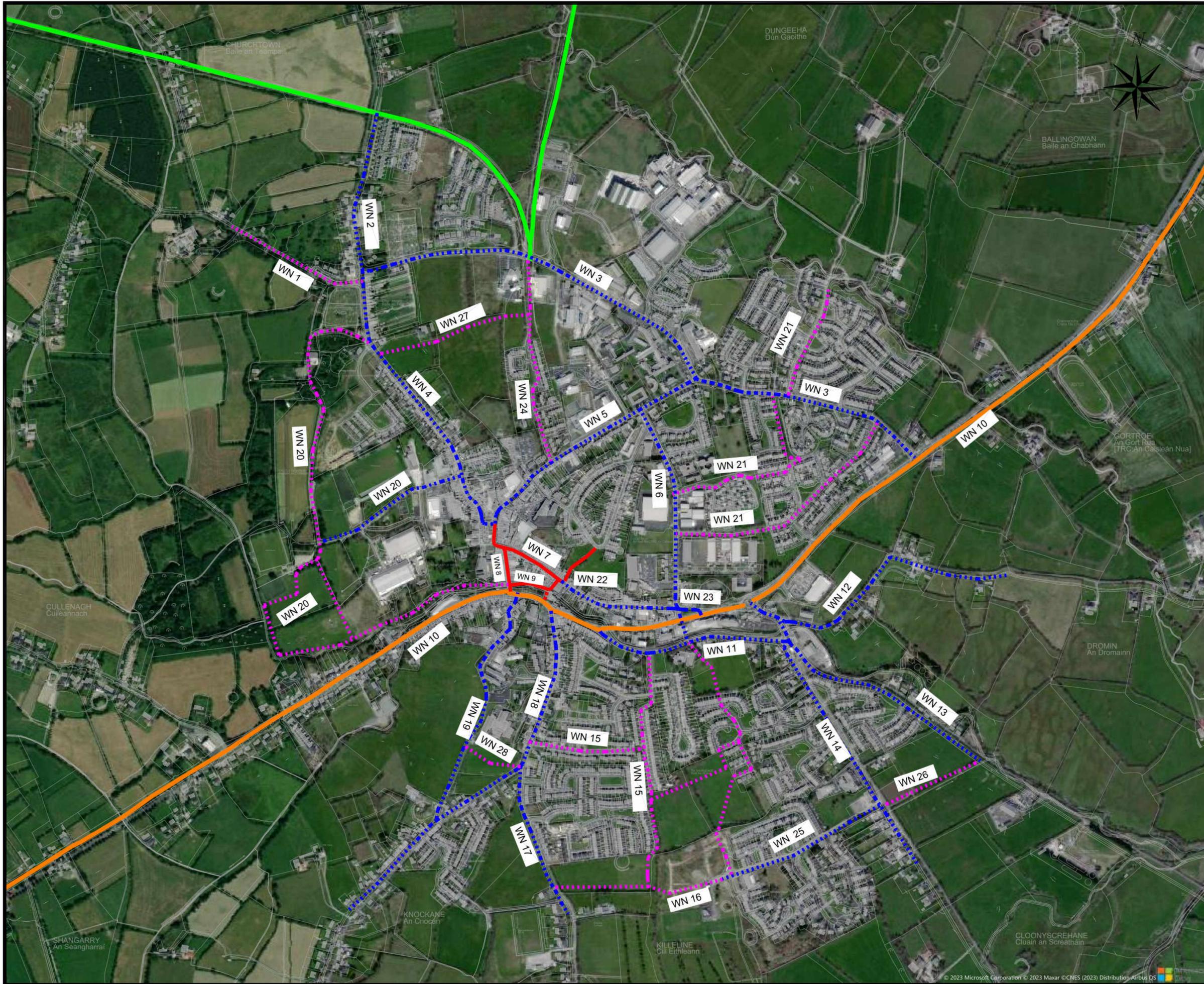
Figure 10.25 Zoning with LTP Linkages noted

## 11. LTP – MOBILITY LAYOUTS

Please refer to supporting LTP study layouts for further details.

LTP Drawing Listings:

REF.	Drawing Name	Drawing Number	Rev.
1	Walking Strategy Interventions	NCW-MHL-PED-D01	02
2	Cycle Strategy Interventions	NCW-MHL-CYC-D01	02
3	Road Strategy Interventions	NCW-MHL-RD-D01	02
4	Potential Neighbourhood Linkages Sheet 1 of 6	NCW-MHL-AL-D01	02
5	Potential Neighbourhood Linkages Sheet 2 of 6	NCW-MHL-AL-D02	02
6	Potential Neighbourhood Linkages Sheet 3 of 6	NCW-MHL-AL-D03	02
7	Potential Neighbourhood Linkages Sheet 4 of 6	NCW-MHL-AL-D04	02
8	Potential Neighbourhood Linkages Sheet 5 of 6	NCW-MHL-AL-D05	02
9	Potential Neighbourhood Linkages Sheet 6 of 6	NCW-MHL-AL-D06	02



**NOTES**

ALL DIMENSIONS IN METRES

DO NOT SCALE FROM DRAWING.

FOR ANY DISCREPANCIES FOUND PLEASE CONSULT WITH DESIGN OFFICE.

THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL CONTRACT DRAWINGS, DOCUMENTS AND SPECIFICATIONS.

**MAP LEGEND**

WN 3	ABTA WALKING CONNECTION LABEL
	GREENWAY
	NEW CONNECTIVITY LINK
	IMPROVED CONNECTIVITY LINK
	IMPROVED URBAN REALM
	N21

Rev.	By.	Date.	Description.

**Drawing Status:** ABTA STUDY  
NOT CERTIFIED FOR CONSTRUCTION

**Project Title:**  
AREA BASED TRANSPORT ASSESSMENT  
NEWCASTLE WEST, CO. LIMERICK

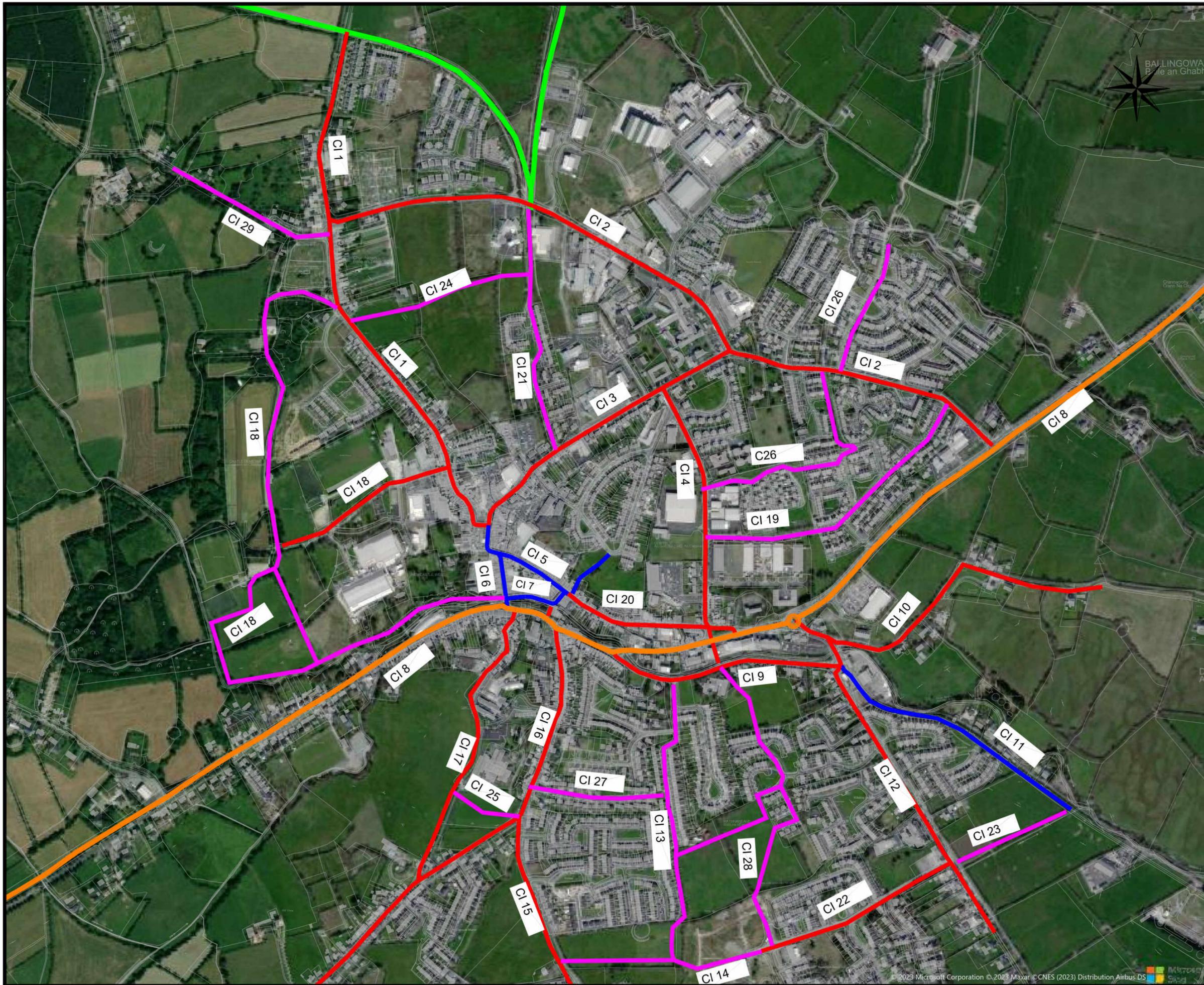
**Drawing Title:**  
WALKING STRATEGY OPTIONS



**Designed:** DM    **Drawn:** DM    **Checked:** BM

**Scale:** 1:5000 @ A1, 1:10000 @ A3    **Date:** Apr. 2023

<b>Job No.</b> 22152TM	<b>Drawing No.</b> NCW-MHL-PED-D01	<b>Revision.</b> _02
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**NOTES**

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**MAP LEGEND**

WN 3	ABTA CYCLING CONNECTION LABEL
	GREENWAY
	NEW CONNECTIVITY LINK
	IMPROVED URBAN REALM
	IMPROVED CONNECTIVITY LINK
	N21

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 NEWCASTLE WEST, Co LIMERICK

**Drawing Title:**  
 CYCLE STRATEGY INTERVENTIONS

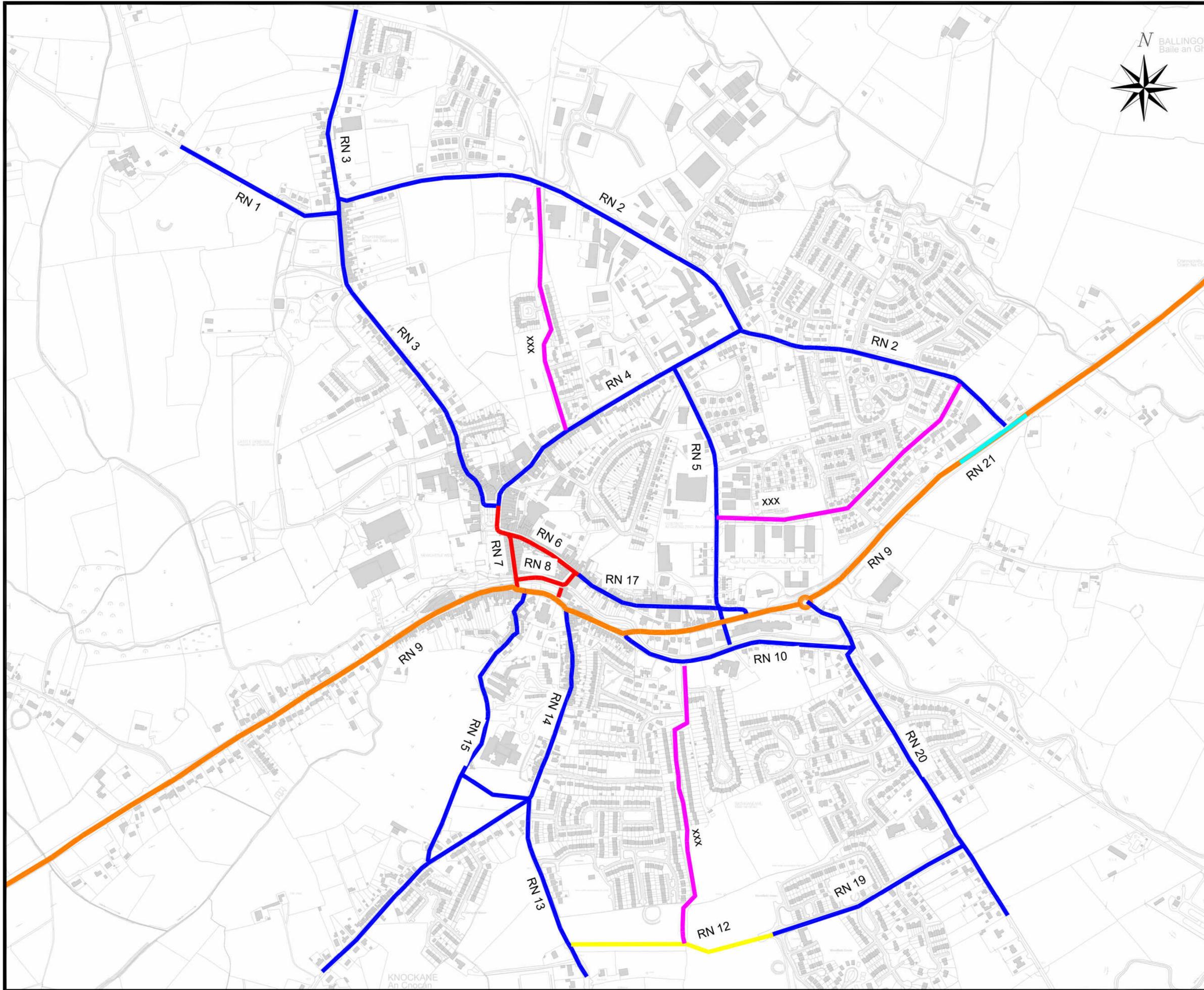


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|  | IMPROVED URBAN REALM           |
|  | NEW E&E ZONING ACCESS LOCATION |
|  | N21                            |

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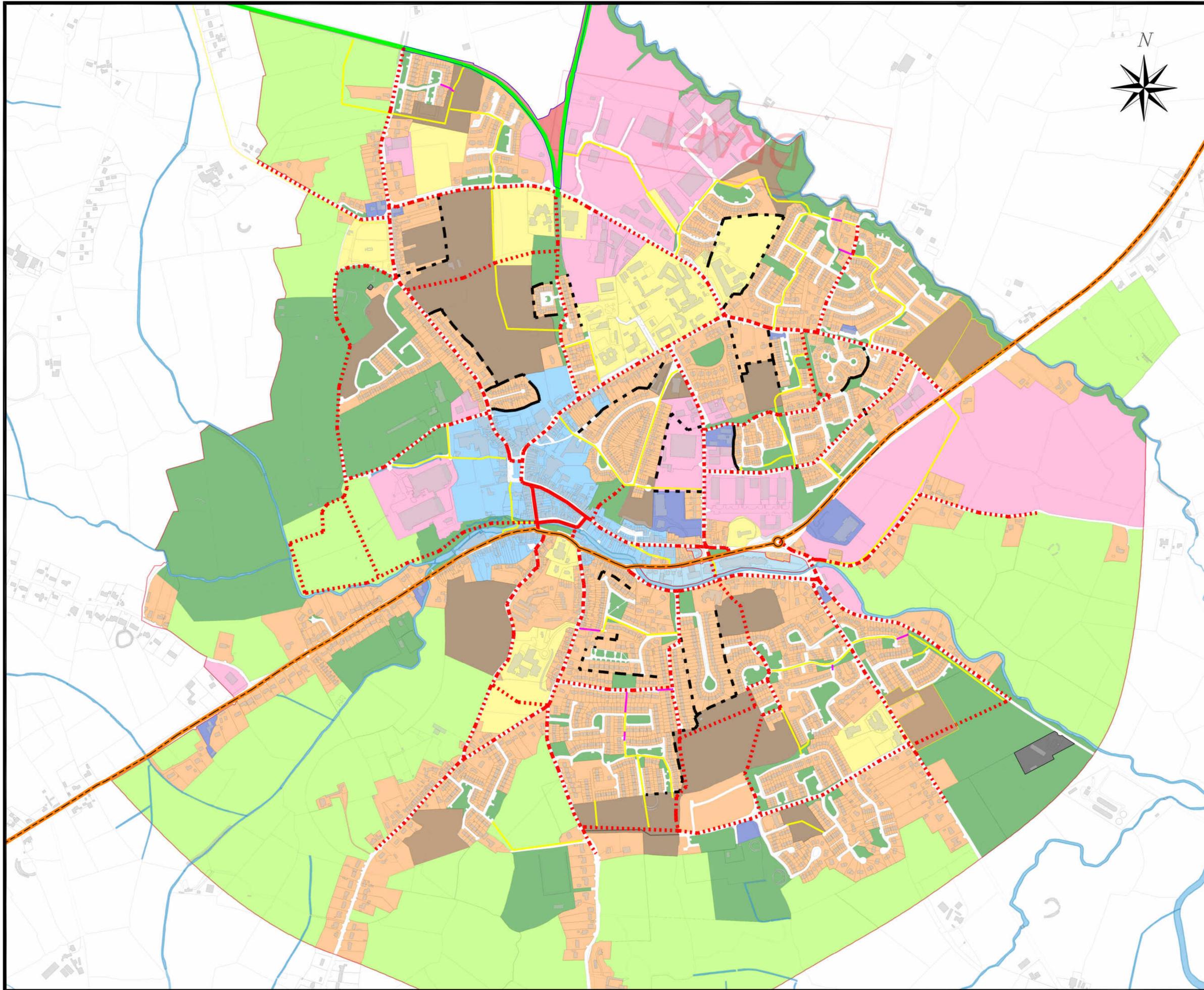
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  - Enterprise and Employment
  - Existing Residential
  - Local Centre
  - Mixed Use
  - New Residential
  - Open Space and Recreation
  - Residential Serviced Sites
  - Tourism Related Development
  - Town Centre
  - Utilities
  - Draft LAP Boundary

- MAP LEGEND**
- GREENWAY
  - NEW CONNECTIVITY LINK
  - POTENTIAL NEIGHBOURHOOD LINKAGES
  - BARRIER TO CONNECTIVITY
  - POTENTIAL LINK/ THIRD PARTY LANDS
  - EXISTING N21

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	POTENTIAL NEIGHBOURHOOD LINKAGES
	BARRIER TO CONNECTIVITY
	POTENTIAL LINK/ THIRD PARTY LANDS
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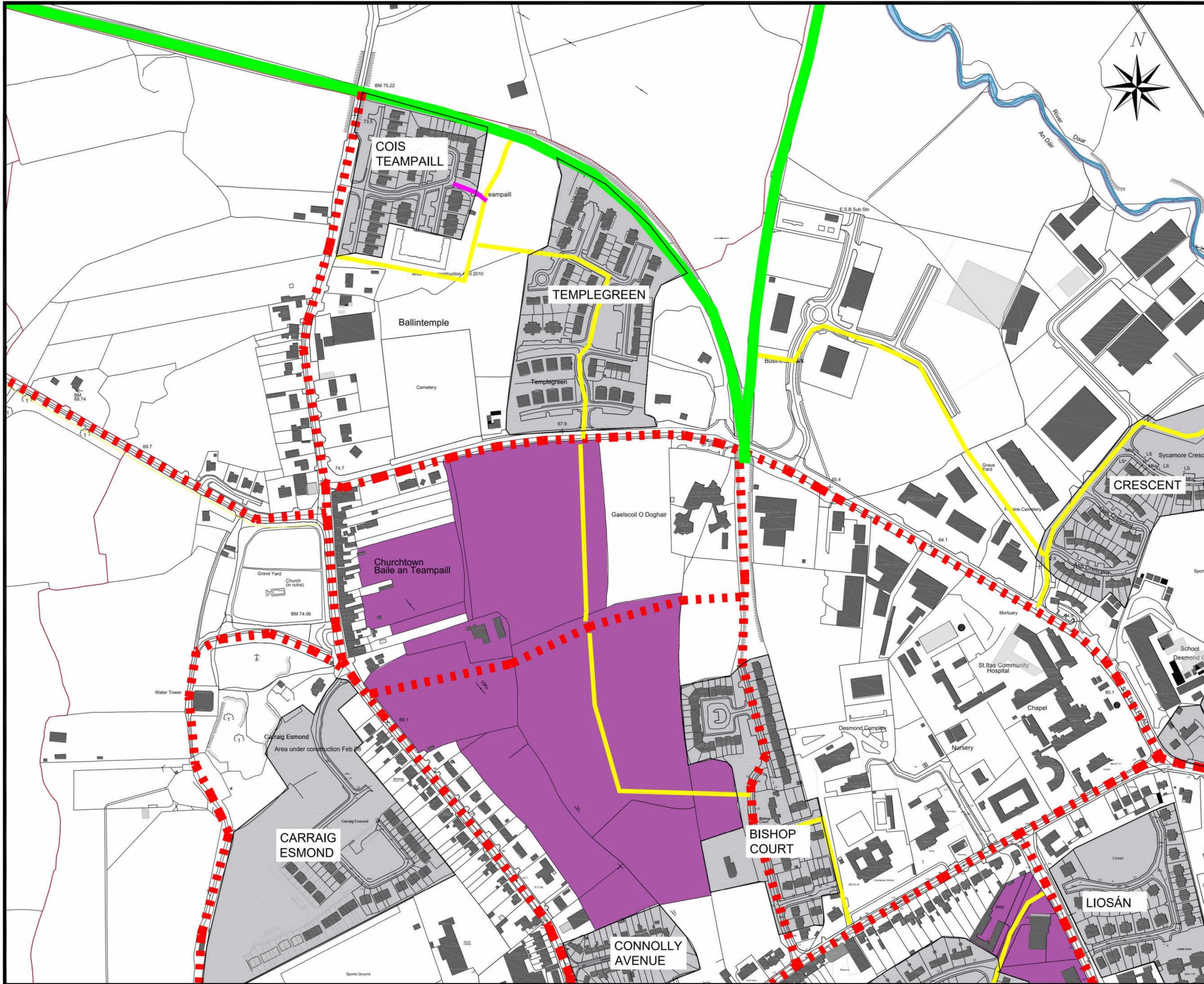


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- MAP LEGEND**
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  - - - - - NEW CONNECTIVITY LINK
  - POTENTIAL SUPPORTING ACTIVE TRAVEL CYCLE/ PEDESTRIAN NEIGHBOURHOOD LINKAGE
  - - - - - BARRIER TO CONNECTIVITY
  - POTENTIAL LINK/ THIRD PARTY LANDS
  - EXISTING N21
  - EXISTING RESIDENTIAL ESTATE
  - IDENTIFIED OPPORTUNITY SITE

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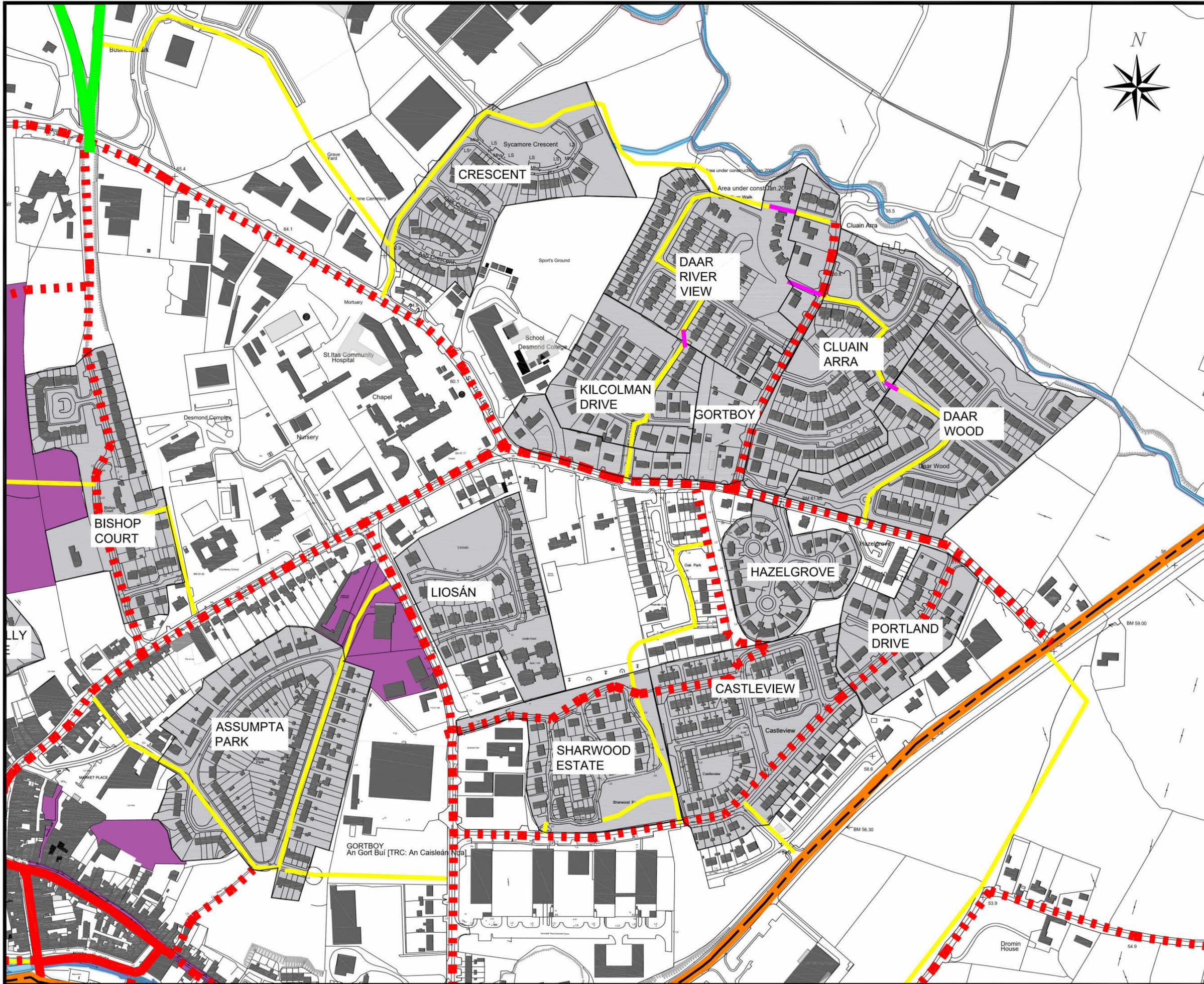
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	BARRIER TO CONNECTIVITY
	POTENTIAL LINK/ THIRD PARTY LANDS
	EXISTING N21
	EXISTING RESIDENTIAL ESTATE
	IDENTIFIED OPPORTUNITY SITE

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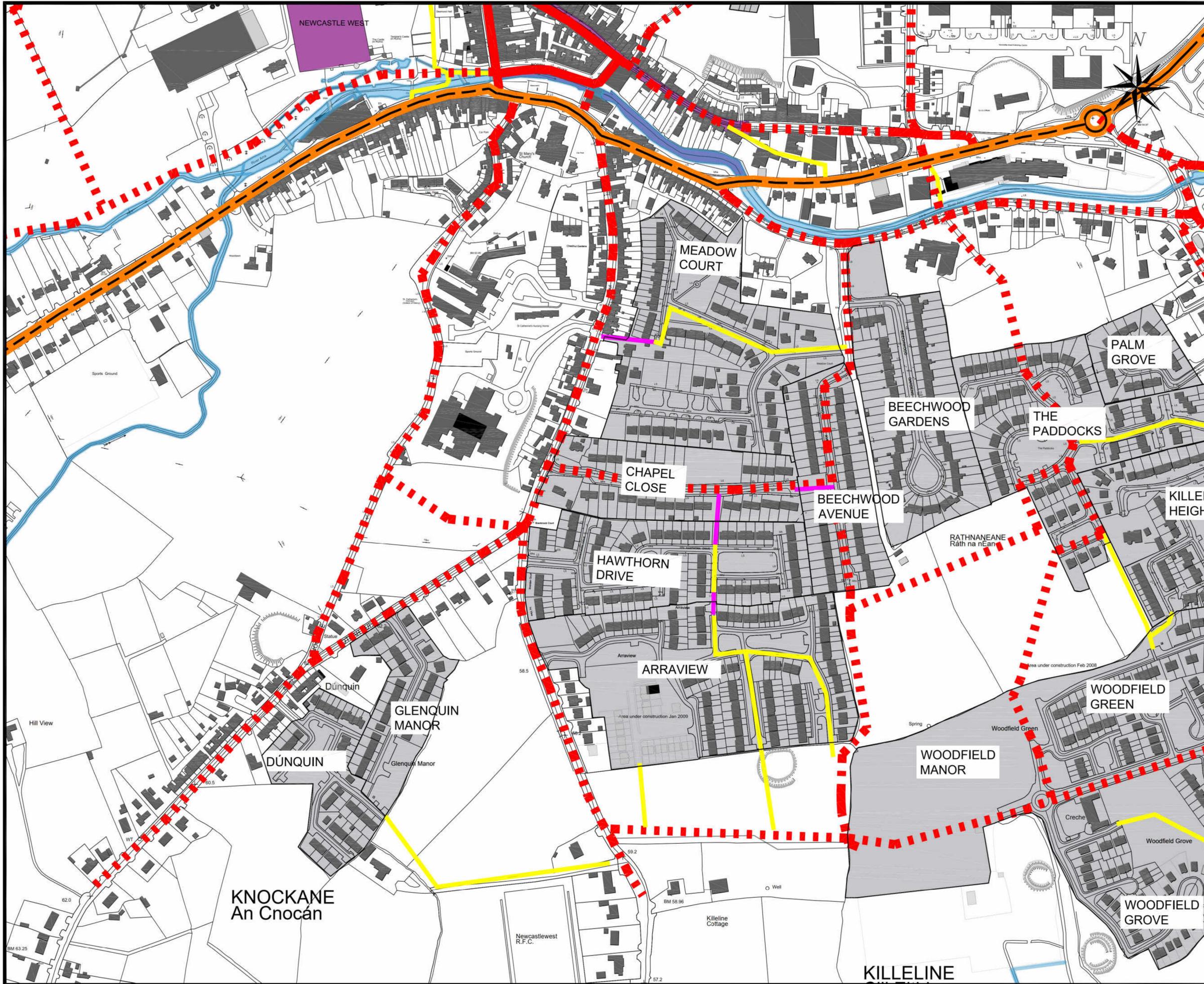


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- - - - - BARRIER TO CONNECTIVITY
- POTENTIAL LINK/ THIRD PARTY LANDS
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- EXISTING RESIDENTIAL ESTATE
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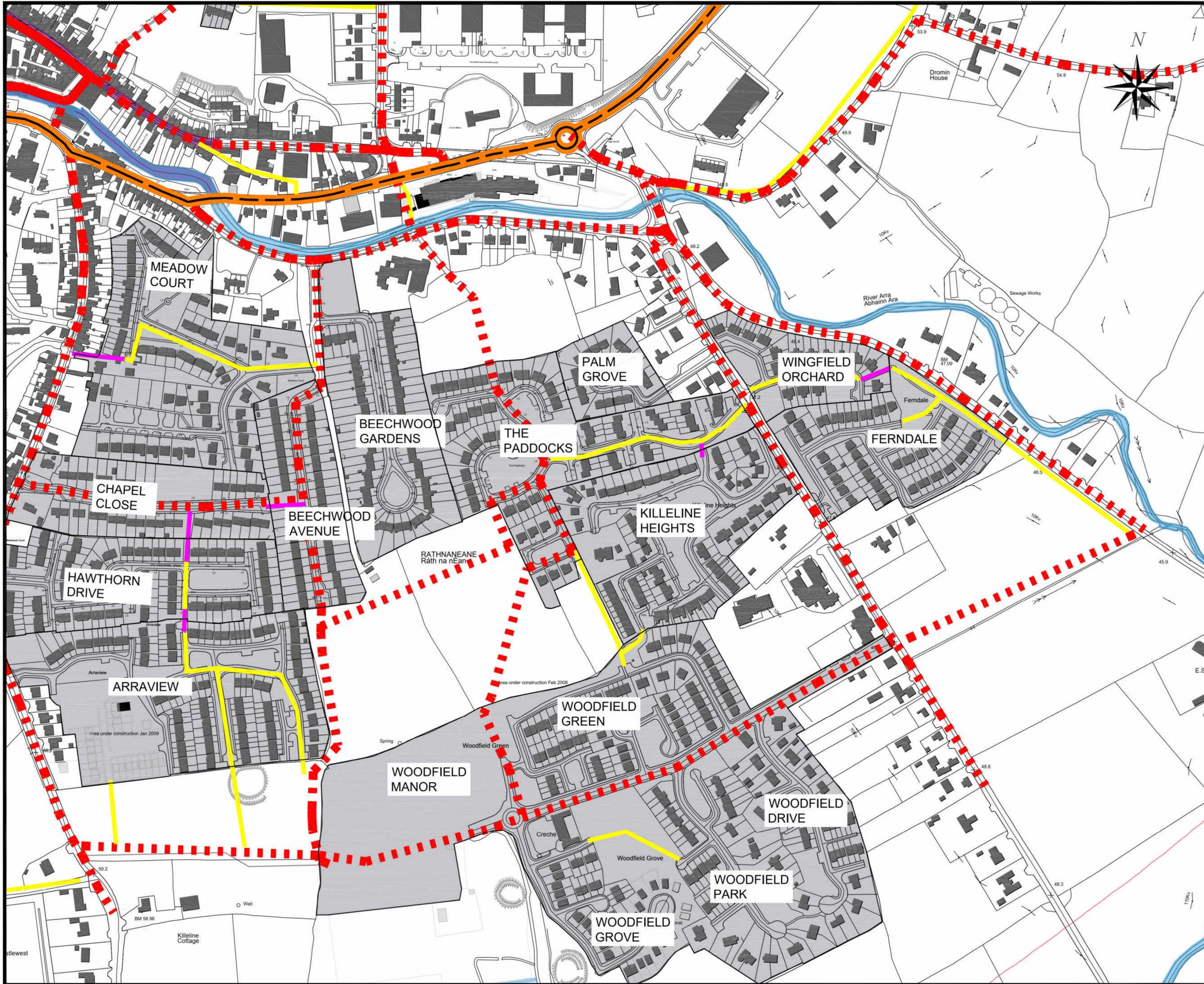
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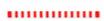
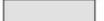
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## **Part D Strategic Environmental Assessment Screening and Appropriate Assessment Screening**

Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive's Report do not require SEA.

Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive's Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.

Screening for SEA and AA and, if required, full SEA/Stage 2 AA will be undertaken on all Proposed Alterations following agreement by the Members.

## **Part E Amendments to Strategic Flood Risk Assessment**

- 1.** The SFRA will be updated to remove references to an unmapped watercourse.
- 2.** The specific application of the JT for the following areas of Newcastle West will be removed:
  - Knockane (Appendix A.2)
  - Clooneyscrehane (Appendix A.5)
  - Clooneyscrehane South (Appendix A.6)
  - Gortroe (appendix A.7).

The recommendations from the application of the JT would remain the same and generally seek to limit development in Flood Zone A/B in any case (as per Section 5.28). Section 8 of the report will be updated to reflect this change in approach.

- 3.** The SFRA will be updated to include the residential area in Rathenane East within Appendix A.4.1. The updating of the zoning maps in the settlement review section and appendices will take place as needed. Regarding A.3.3 this is to be removed and reference to mixed use removed from Section 8.4

# Newcastle West Strategic Flood Risk Assessment

July-August 2023

[www.jbaconsulting.ie](http://www.jbaconsulting.ie)

**Limerick City and County Council**

**Merchants Quay**

**Limerick**

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## **Abbreviations**

1D	One Dimensional (modelling)
2D	Two Dimensional (modelling)
AEP	Annual Exceedance Probability
AFA	Area for Further Assessment
CFRAM	Catchment Flood Risk Assessment and Management
DTM	Digital Terrain Model
EPA	Environmental Protection Agency
FEH	Flood Estimation Handbook
FFL	Finished Floor Level
FRA	Flood Risk Assessment
FRMP	Flood Risk Management Plan
FRR	Flood Risk Review
FSU	Flood Studies Update
GIS	Geographical Information System
HEFS	High End Future Scenario
HPW	High Priority Watercourse
JFLOW	2-D hydraulic modelling package developed by JBA
JT	Justification Test
LA	Local Authority
LCCC	Limerick City and County Council
LCDP	Limerick Development Plan
MPW	Medium Priority Watercourse
MRFS	Medium Range Future Scenario
OPW	Office of Public Works
OSi	Ordnance Survey Ireland
PFRA	Preliminary Flood Risk Assessment
RSES	Regional Spatial and Economic Strategy
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SuDS	Sustainable Drainage Systems

## 1 Introduction

JBA Consulting was appointed by Limerick City and County Council to carry out the Strategic Flood Risk Assessment for the Newcastle West Local Area Plan 2023-2029.

This report details the SFRA for this area and has been prepared in accordance with the requirements of the DoEHLG and OPW Planning Guidelines, The Planning System and Flood Risk Management<sup>4</sup>; these guidelines were issued under the Planning and Development Act 2000 and recognise the significance of proper planning to manage flood risk.

### 1.1 Terms of Reference

Under the "Planning System and Flood Risk Management" guidelines, the purpose for the FRA is detailed as being *"to provide a broad (wide area) assessment of all types of flood risk to inform strategic land-use planning decisions. SFRAs enable the LA to undertake the sequential approach, including the Justification Test, allocate appropriate sites for development and identify how flood risk can be reduced as part of the development plan process"*.

The Newcastle West Local Area Plan 2023-2029 (NWLAP) will be the key document for setting out a vision for the development of Limerick during the plan period.

It is important that the NWLAP fulfils the requirements of the document "The Planning System and Flood Risk Management Guidelines for Planning Authorities" (OPW/DoEHLG, 2009) which states that flood risk management should be integrated into spatial planning policies at all levels to enhance certainty and clarity in the overall planning process.

In order to ensure that flood risk is integrated into the NWLAP, the main requirements of the SFRA are to:

- Produce Flood Zone Mapping for the 2023-2029 plan.
- Prepare a Stage 2 - Flood Risk Assessment of Newcastle West in particular in relation to location and type of zoning and land-use proposals, with a focus on new or changed zoning compared with the current plan.
- Review and update the policy guidance within the SFRA in compliance with OPW/DoEHLG – "The Planning System and Flood Risk Management –Guidelines for Planning Authorities (OPW/DoEHLG, 2009)".
- Take cognisance of the Limerick Climate Adaptation Strategy 2019-2024, the National Climate Adaptation Framework and the various environmental and visual designations applicable to Newcastle West.
- Advise on zonings/land use-proposals and appropriate mitigation measures, assess and report on any submissions received as part of both the preparation and the public consultation stage of the plan, as they relate to flood risk.

### 1.2 Report Structure

This study considers the development strategy that will form part of the Local Area Plan for Newcastle West. The context of flood risk in Newcastle West is considered with

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<sup>4</sup> DoHELG and OPW (2009) The Planning System and Flood Risk Management: Guidelines for Planning Authorities

specific reference to a range of flood sources, including fluvial, pluvial, groundwater, sewer and artificial reservoirs and canals.

A two-stage assessment of flood risk was undertaken, as recommended in 'The Planning System and Flood Risk Management' guidelines, for the area that lies within the development boundary of the Development Plan. The first stage is to review historical flooding and flood extents and make updates based on new datasets and updated land use zoning.

Historical records and recent events demonstrate that Newcastle West has a history of flooding and confirms that a proportion of zoned lands are at flood risk. The SFRA must protect lands for any potential future flood risk management infrastructure and ensure that development within Flood Zones A/B is sustainably managed.

The second stage and the main purpose of this SFRA report is to appraise the adequacy of existing information, to prepare a Flood Zone map, based on available data, and to highlight potential development areas that require application of the Justification Test and/or more detailed assessment on a site specific level. The SFRA also provides guidelines for development within areas at potential risk of flooding, and specifically looks at flood risk and the potential for development within a number of key sites in Newcastle West.

Section 2 of this report provides an introduction to the study area and Section 3 discusses the concepts of flooding, Flood Zones and flood risk as they are incorporated into the Planning System and Flood Risk Management.

In Section 4 the available data related to flooding is summarised and appraised and outlines the sources of flooding to be considered, based on the review of available data. This section also considers the flood management assets that are in place. Section 5 summarises the key sources of flooding.

Following this, Section 6 outlines the flood risk management policy and Section 7 provides guidance and suggested approaches to managing flood risk to development; the contents of this section will be of particular use in informing the policies and objectives within the Development Plan.

Section 8 contains the review of land use zoning objectives across the settlement it also summarises the application of the Justification Test to which specific responses are included in the Appendix.

## 2 Newcastle West Study Area

### 2.1 Introduction

The plan area comprises the full extent of Newcastle West and is located on the N21 road from Limerick to Tralee. Newcastle West is situated in the Arra catchment which is within the Shannon estuary south catchment. The convergence of the River Deel, the River Daar and the Ehernaugh stream with the River Arra is located to the southeast of the town, to the west lies the convergence of the Killeline River and the River Arra. Lands within the LAP contain a mix of agricultural, residential, and commercial lands.

### 2.2 Watercourses

The primary watercourse in the Newcastle West area is the River Arra which has a catchment area of approximately 38.67km<sup>2</sup> upstream of Newcastle West town. The River Arra rises in Knockanimpuha, a mountain summit to the west of the settlement, it flows in an easterly direction through Newcastle West and along the N21, it then flows in a south easterly direction where it joins with the River Deel.

The River Daar rises to the north of Newcastle West where it flows in a south easterly direction and joins the River Arra to the east of the town. The River Doally rises in Ballynabearna, to the north of Newcastle West, and flows in a south easterly direction where it joins with the River Arra upstream of the town along with the River Ballinena and the River Ashgrove. Most of the catchment is defined by moderate rainfall and Visean Limestone geology.

The land in the area of Newcastle West lies to the east of a mountain range which includes Sugar Hill and Barnagh Hill. The mountain range forms a high fringe at the Western boundary of the catchment, with elevations of up to 350mOD. The land slopes gradually to an elevation of 45mOD in the town of Newcastle West.

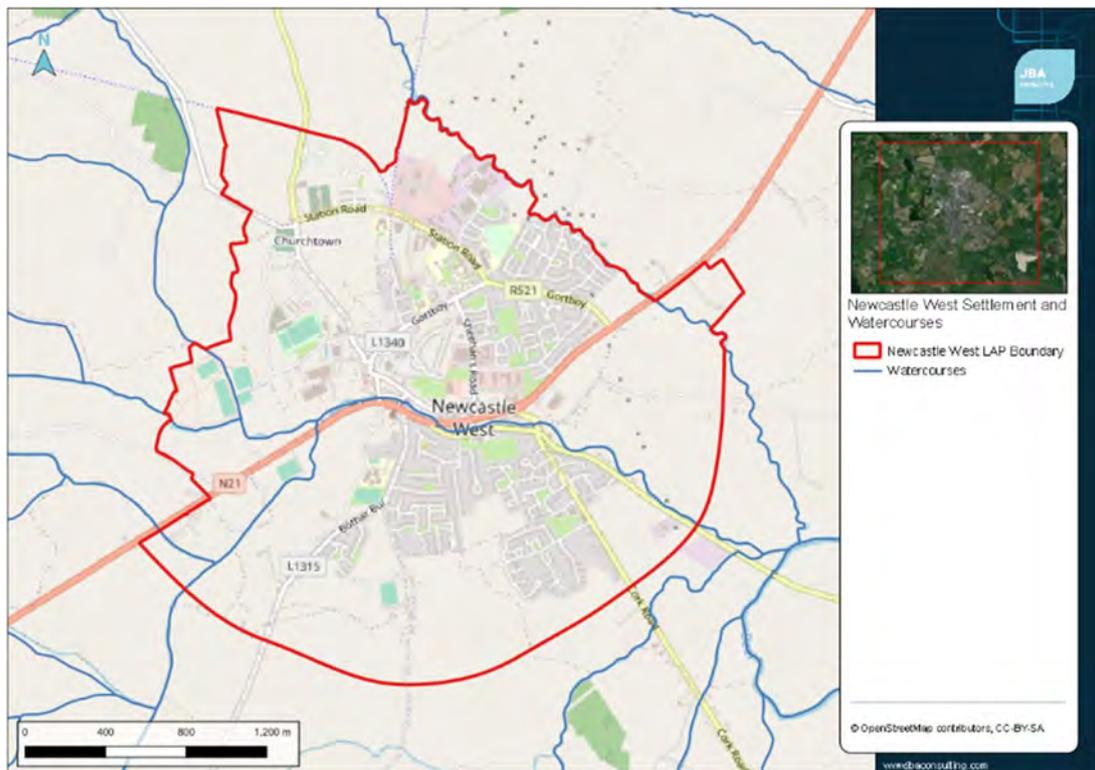


Figure 2-1: Newcastle West settlement and rivers



## **2.3 Current Planning Policy**

### **2.3.1 Ireland 2040 – National Planning Framework**

A Strategic Flood Risk Assessment of the National Policy Objectives (NPO) within the Ireland 2040 – National Planning Framework was undertaken with the aim of ensuring that flood risk is a key consideration in delivering the proposed strategic sustainable land-use planning decisions. It sets out how all levels of the planning process, from national level strategic assessments to individual planning applications, should follow the sequential approach set out in the 2009 Guidelines on Planning and Flood Risk Management.

The NPF recognises that it is not always possible to avoid developing in flood risk areas due to spatial, economic, environmental, and physical constraints. Development should be encouraged to continue, and in flood risk areas should follow the sequential approach and application of Justification Test set out in the Department’s Guidelines on the Planning System and Flood Risk Management. These guidelines will facilitate the integration of flood risk and land risk planning in the Eastern and Midland region, at all tiers of the planning hierarchy from national level through regional, city/county and local plans, masterplans and individual planning applications.

### **2.3.2 Regional Spatial & Economic Strategy (RSES)**

The main purpose of the Regional Spatial and Economic Strategy (RSES) is to support the implementation of the NPF and wider Project Ireland 2040 aspirations. The RSES also supports the economic policies and objectives of the Government by providing a detailed strategic planning and economic framework for the development of the North-West Region. As Limerick forms part of the Southern Region, the plan must comply with the provisions of the RSES. The RSES provides a framework for the development of the region up to 2032. It focuses on the delivery of housing, job creation, infrastructure, community facilities and ensuring that the region remains attractive for investment.

Newcastle West is located approximately 15km south of Limerick city on the Limerick to Tralee national primary route.

Of relevance to the SFRA is the overarching policy of rationalising the residential land use in Newcastle West and providing compact growth and development that accommodates envisaged housing needs and diversity. Since a proportion of the core town centre is at risk of flooding this presents a challenge when managing flood risk and development.

### **2.3.3 The Limerick Development Plan 2022-2028**

The current Limerick County Development Plan covers the period 2022-2028. The plan sets out compliance with the National Planning Framework and the Regional Spatial and Economic Strategies. As part of the Limerick Development Plan 2022-2028 a Strategic Flood Risk Assessment was undertaken in accordance with the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009). The purpose of the SFRA is to identify flooding or surface water management issues related to Limerick to inform strategic land use planning decisions.

The Limerick Development Plan 2022-2028 considered flood risk in reference to people, business, infrastructure, and the environment at risk of flooding. The LDP proposed to minimize the risk of flooding through the identification and management of existing and particularly potential future flood risks. The SFRA proposed this be completed by following the sequential approach and application of the Justification Test set out in the 2009 Guidelines on Planning and Flood Risk Management (DoEHLG) throughout the planning process.



### 3 The Planning System and Flood Risk Management

#### 3.1 Introduction

Prior to discussing the management of flood risk, it is helpful to understand what is meant by the term. It is also important to define the components of flood risk in order to apply the principles of the Planning System and Flood Risk Management in a consistent manner.

*The Planning System and Flood Risk Management: Guidelines for Planning Authorities*, published in November 2009, describe flooding as a natural process that can occur at any time and in a wide variety of locations. Flooding can often be beneficial, and many habitats rely on periodic inundation. However, when flooding interacts with human development, it can threaten people, their property and the environment.

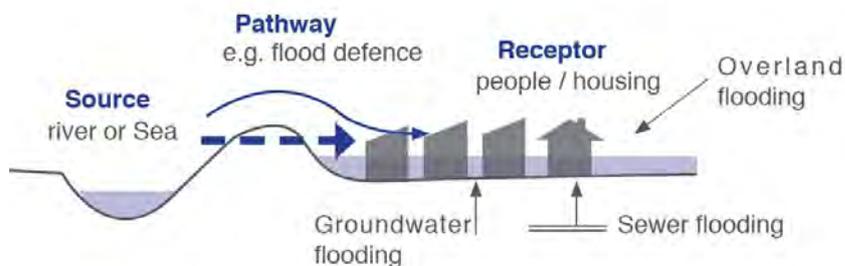
This Section will firstly outline the definitions of flood risk and the Flood Zones used as a planning tool; a discussion of the principles of the planning guidelines and the management of flood risk in the planning system will follow.

#### 3.2 Definition of Flood Risk

Flood risk is generally accepted to be a combination of the likelihood (or probability) of flooding and the potential consequences arising. Flood risk can be expressed in terms of the following relationship:

$$\text{Flood Risk} = \text{Probability of Flooding} \times \text{Consequences of Flooding}$$

The assessment of flood risk requires an understanding of the sources, the flow path of floodwater and the people and property that can be affected. The source - pathway - receptor model, shown below in Figure 3-1, illustrates this and is a widely used environmental model to assess and inform the management of risk.



**Figure 3-1: Source Pathway Receptor Model**

**Source: Figure A1 The Planning System and Flood Risk Management Guidelines Technical Appendices**

Principal sources of flooding are rainfall or higher than normal sea levels while the most common pathways are rivers, drains, sewers, overland flow and river and coastal floodplains and their defence assets. Receptors can include people, their property and the environment. All three elements must be present for flood risk to arise. Mitigation measures, such as defences or flood resilient construction, have little or no effect on sources of flooding but they can block or impede pathways or remove receptors.

The planning process is primarily concerned with the location of receptors, taking appropriate account of potential sources and pathways that might put those receptors at risk.

### 3.3 Likelihood of Flooding

Likelihood or probability of flooding of a particular flood event is classified by its annual exceedance probability (AEP) or return period (in years). A 1% AEP flood indicates the flood event that will occur or be exceeded on average once every 100 years and has a 1 in 100 chance of occurring in any given year.

Return period is often misunderstood to be the period between large flood events rather than an average recurrence interval. Annual exceedance probability is the inverse of return period as shown in Table 3-1.

**Table 3-1: Probability of Flooding**

Return Period (Years)	Annual Exceedance Probability (%)
2	50
100	1
200	0.5
1000	0.1

Considered over the lifetime of development, an apparently low-frequency or rare flood has a significant probability of occurring. For example:

- A 1% flood has a 22% (1 in 5) chance of occurring at least once in a 25-year period - the period of a typical residential mortgage;
- And a 53% (1 in 2) chance of occurring in a 75-year period - a typical human lifetime.

### 3.4 Consequences of Flooding

Consequences of flooding depend on the hazards caused by flooding (depth of water, speed of flow, rate of onset, duration, wave-action effects, water quality) and the vulnerability of receptors (type of development, nature, e.g. age-structure, of the population, presence and reliability of mitigation measures etc).

The Planning System and Flood Risk Management guidelines provide three vulnerability categories, based on the type of development, which are detailed in Table 3.1 of the Guidelines, and are summarised as:

- **Highly vulnerable**, including residential properties, essential infrastructure and emergency service facilities;
- **Less vulnerable**, such as retail and commercial and local transport infrastructure;
- **Water compatible**, including open space, outdoor recreation and associated essential infrastructure, such as changing rooms.

### 3.5 Definition of Flood Zones

In the Planning System and Flood Risk Management guidelines, Flood Zones are used to indicate the likelihood of a flood occurring. These Zones indicate a high, moderate or low probability of flooding from fluvial or tidal sources and are defined below in Table 3-2.

**It is important to note that the definition of the Flood Zones is based on an undefended scenario and does not take into account the presence of flood protection structures such as flood walls or embankments. This is to allow for the fact that there is a residual risk of flooding behind the defences due to**

**overtopping or breach and that there may be no guarantee that the defences will be maintained in perpetuity.**

It is also important to note that the Flood Zones indicate flooding from fluvial and tidal sources and do not take other sources, such as groundwater or pluvial, into account, so an assessment of risk arising from such sources should also be made.

**Table 3-2: Definition of Flood Zones**

Zone	Description
<b>Zone A</b> High probability of flooding.	This zone defines areas with the highest risk of flooding from rivers (i.e. more than 1% probability or more than 1 in 100) and the coast (i.e. more than 0.5% probability or more than 1 in 200).
<b>Zone B</b> Moderate probability of flooding.	This zone defines areas with a moderate risk of flooding from rivers (i.e. 0.1% to 1% probability or between 1 in 100 and 1 in 1000) and the coast (i.e. 0.1% to 0.5% probability or between 1 in 200 and 1 in 1000).
<b>Zone C</b> Low probability of flooding.	This zone defines areas with a low risk of flooding from rivers and the coast (i.e. less than 0.1% probability or less than 1 in 1000).

### 3.6 Objectives and Principles of the Planning Guidelines

The Planning System and Flood Risk Management Guidelines describe good flood risk practice in planning and development management. Planning authorities are directed to have regard to the guidelines in the preparation of Development Plans and Local Area Plans, and for development control purposes.

The objective of the Planning System and Flood Risk Management Guidelines is to integrate flood risk management into the planning process, thereby assisting in the delivery of sustainable development. For this to be achieved, flood risk must be assessed as early as possible in the planning process. Paragraph 1.6 of the Guidelines states that the core objectives are to:

- "Avoid inappropriate development in areas at risk of flooding;
- Avoid new developments increasing flood risk elsewhere, including that which may arise from surface run-off;
- Ensure effective management of residual risks for development permitted in floodplains;
- Avoid unnecessary restriction of national, regional or local economic and social growth;
- Improve the understanding of flood risk among relevant stakeholders; and
- Ensure that the requirements of EU and national law in relation to the natural environment and nature conservation are complied with at all stages of flood risk management".

The guidelines aim to facilitate 'the transparent consideration of flood risk at all levels of the planning process, ensuring a consistency of approach throughout the country.' SFRAs therefore become a key evidence base in meeting these objectives.

The 'Planning System and Flood Risk Management' works on a number of key principles, including:

- Adopting a staged and hierarchical approach to the assessment of flood risk;
- Adopting a sequential approach to the management of flood risk, based on the frequency of flooding (identified through Flood Zones) and the vulnerability of the proposed land use.

### 3.7 The Sequential Approach & Justification Test

Each stage of the Flood Risk Assessment (FRA) process aims to adopt a sequential approach to management of flood risk in the planning process.

Where possible, development in areas identified as being at flood risk should be avoided; this may necessitate de-zoning lands within the development plan. If de-zoning is not possible, then rezoning from a higher vulnerability land use, such as residential, to a less vulnerable use, such as open space may be required.



**Figure 3-2: Sequential Approach Principles in Flood Risk Management**

**Source: The Planning System and Flood Risk Management (Figure 3.1)**

Where rezoning is not possible, exceptions to the development restrictions are provided for through the application of the Justification Test. Many towns have central areas that are affected by flood risk and have been targeted for growth. To allow the sustainable and compact development of these urban centres, development in areas of flood risk may be considered necessary. For development in such areas to be allowed, the Justification Test must be passed.

The Justification Test has been designed to rigorously assess the appropriateness, or otherwise, of such developments. The test is comprised of two processes; the Plan-making Justification Test, and the Development Management Justification Test. The latter is used at the planning application stage where it is intended to develop land that is at moderate or high risk of flooding for uses or development vulnerable to flooding that would generally be considered inappropriate for that land.

Table 3-3 shows which types of development, based on vulnerability to flood risk, are appropriate land uses for each of the Flood Zones. The aim of the SFRA is to guide development zonings to those which are 'appropriate' and thereby avoid the need to apply the Justification Test.

**Table 3-3: Matrix of Vulnerability versus Flood Zone**

	Flood Zone A High Probability	Flood Zone B Moderate Probability	Flood Zone C Low Probability
<b>Highly Vulnerable Development (Including essential infrastructure)</b>	<b>Justification Test</b>	<b>Justification Test</b>	Appropriate
<b>Less Vulnerable Development</b>	<b>Justification Test</b>	Appropriate	Appropriate
<b>Water-Compatible Development</b>	Appropriate	Appropriate	Appropriate

### 3.8 Scales and Stages of Flood Risk Assessment

Within the hierarchy of regional, strategic and site-specific flood-risk assessments, a tiered approach ensures that the level of information is appropriate to the scale and nature of the flood-risk issues and the location and type of development proposed, avoiding expensive flood modelling and development of mitigation measures where it is not necessary. The stages and scales of flood risk assessment comprise of:

- **Regional Flood Risk Assessment (RFRA)** – a broad overview of flood risk issues across a region to influence spatial allocations for growth in housing and employment and to identify where flood risk management measures may be required at a regional level to support the proposed growth. This should be based on readily derivable information and undertaken to inform the Regional Planning Guidelines.
- **Strategic Flood Risk Assessment (SFRA)** – an assessment of all types of flood risk informing land use planning decisions. This will enable the Planning Authority to allocate appropriate sites for development, whilst identifying opportunities for reducing flood risk. This SFRA will revisit and develop the flood risk identification undertaken in the RFRA and give consideration to a range of potential sources of flooding. An initial flood risk assessment, based on the identification of Flood Zones, will also be carried out for those areas zoned for development. Where the initial flood risk assessment highlights the potential for a significant level of flood risk, or there is conflict with the proposed vulnerability of development, then a site-specific FRA will be recommended, which will necessitate a detailed flood risk assessment.
- **Site Specific Flood Risk Assessment (FRA)** – site or project specific flood risk assessment to consider all types of flood risk associated with the site and propose appropriate site management and mitigation measures to reduce flood risk to and from the site to an acceptable level. If the previous tiers of study have been undertaken to appropriate levels of detail, it is highly likely that the site-specific FRA will require detailed channel and site survey, and hydraulic modelling.

#### 4 Data Collection and Review

This section reviews the data collection and the flood history for the settlements so that any additional information on flooding can be included within this SFRA. It will confirm the extent of extreme flooding (through the Flood Zone mapping) and key sources of flood risk.

**Table 4-1: Available Flood Data for Flood Zone Development**

Description	Coverage	Robustness	Comment on usefulness
<b>Shannon CFRAM Flood Mapping</b>	Covers the River Arra and Tributaries.	High AFA status	Detailed 1D/2D CFRAM HPW model and is useful. Site verified by walkover and consultation with local authority. In general, CFRAM provides all information needed to apply the Justification Test (JT) for Plan Making under the SFRA.
<b>Historical Flood Event Outlines</b>	Coverage of most of LAP area from previous flood event	Moderate	Used indirectly to validate flood zones. Useful background information for flooding in specific areas of the settlement.

**Table 4-2 Other Available Data**

Description	Coverage	Robustness	Comment on usefulness
<b>GSI Groundwater and Surface Water flood information</b>	Full Study Area	Moderate	Provides both historic and predictive flood extents for groundwater and historic surface water flooding.
<b>Alluvial Soils Maps</b>	Full Study Area	Low	Used to provide indication of risk in areas with no other mapping available.
<b>Groundwater vulnerability maps</b>	Broadscale, County wide	Moderate	Initial assessment of groundwater vulnerability. Provides a screening tool for use in FRA.
<b>Site Walkover</b>	Specific areas of interest	Moderate	Helpful for assessing flood risk in areas where mapping is unavailable. Used to verify existing mapping and
<b>Historic Flood Records including photos, aerial photos and reports.</b>	Coverage of most of LAP area from 2009 flood event and spot coverage for other events	Various	Highly useful oversight of historic flooding issues provided by Local Authority.
<b>LiDAR height model</b>	Newcastle West area	High	Aerial survey is used to appraise the topography and identify low spots, floodplain and areas potentially susceptible to flooding.

As set out in the RSES Regional Flood Risk Appraisal Report, and under the Planning Guidelines, the Flood Zone mapping for Newcastle West is principally derived from the CFRAM where possible.

All sources of available flood mapping were reviewed, and the best available dataset is used.

Specific guidance is provided for each area of Newcastle West based on the data review and the site visit is used to confirm the most appropriate dataset and flood extents to define the Flood Zones. During the site visit (attended by Local Authority Engineers and Planners) the flood mapping was appraised on site by an experienced flood risk manager and professional opinion and judgement has been used to develop the recommendations within the Settlement Review of Section 8.

The review of the suite of flood risk data has been developed as a spatial planning tool to guide LCCC in making land-use zoning and development management decisions. The data sets have been deemed appropriate for the planning decisions being made at this stage of the plan making process and where flood risk is identified the following approach has been undertaken;

- Application of the Justification Test and/or;
- Further detailed analysis, or;
- Rezoning to a less vulnerable use, or;
- Further assessment at Development Management stage in limited circumstances where it has been determined that development should be possible in principle, taking into account a site specific opinion.

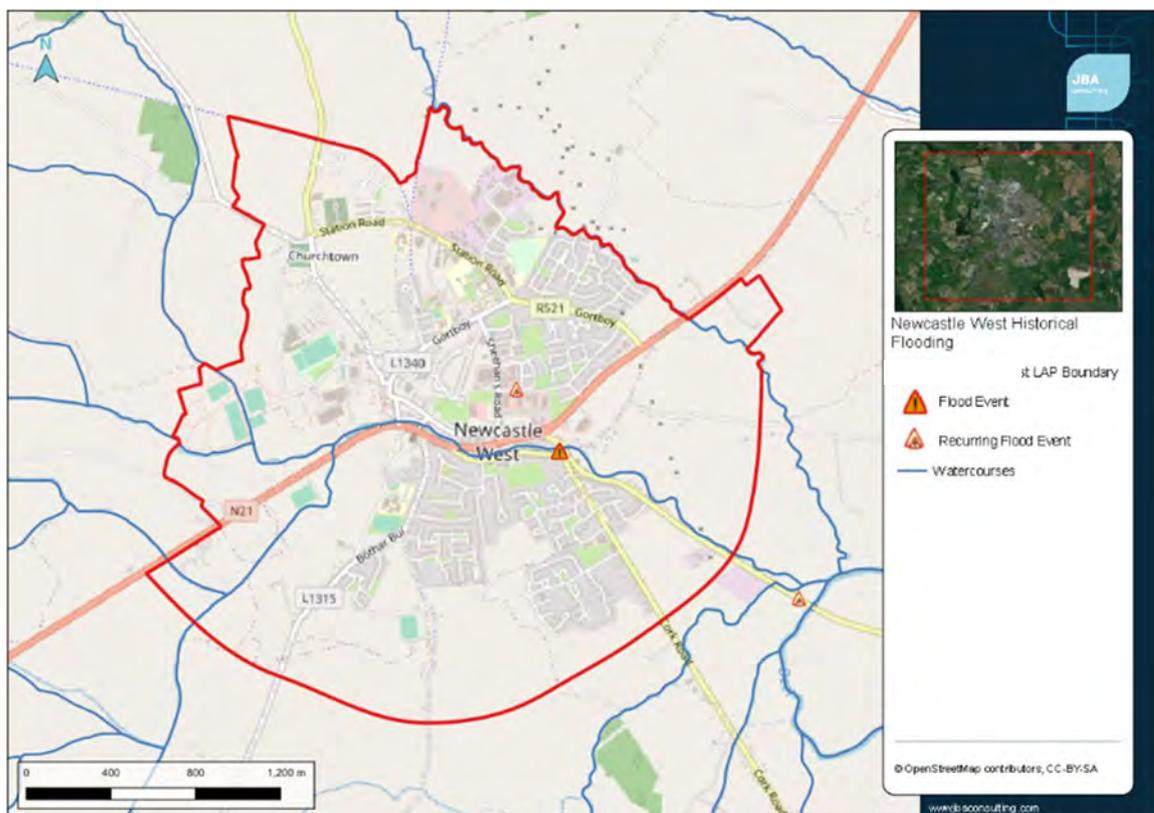
Where CFRAM modelling has been carried out (on the River Arra), flood levels are available at selected node points along the watercourse. Once an appropriate level of validation has been undertaken as part of the site-specific FRA, these flood levels may be used to form the basis of the development design.

#### **4.1 Historic Flooding**

A number of areas in Newcastle West have been affected by flooding historically. Several sources were consulted to identify previous flood events including the OPW floodinfo.ie website, newspaper articles and previous flood studies. Floodinfo.ie provides information on historical flood events across the country and formed the basis of the Regional Flood Risk Assessment. Information is provided in the form of reports and newspaper articles which generally relate to rare and extreme events.

**Table 4-3 Flood History**

Location	Start Date	Description
Deel R520 to Kilmallock Recurring	Recurring	Road flooded and impassable and adjacent land also flooded. Cause is River Deel. Historically, flooding here occurred every 1 to 3 years.
Newcastle West	Recurring	Recurring incidents of flooding.
Newcastle West	August 2008	A large number of properties were affected by flooding due to severe rainfall and overtopping of watercourses and drains. The levels and severity information for the Deel gauges show that water levels were well in excess of any previously recorded event; by 510mm at the Deel Bridge and 350mm at the Grange Bridge.



**Figure 4-1 Historic flood events Newcastle West**

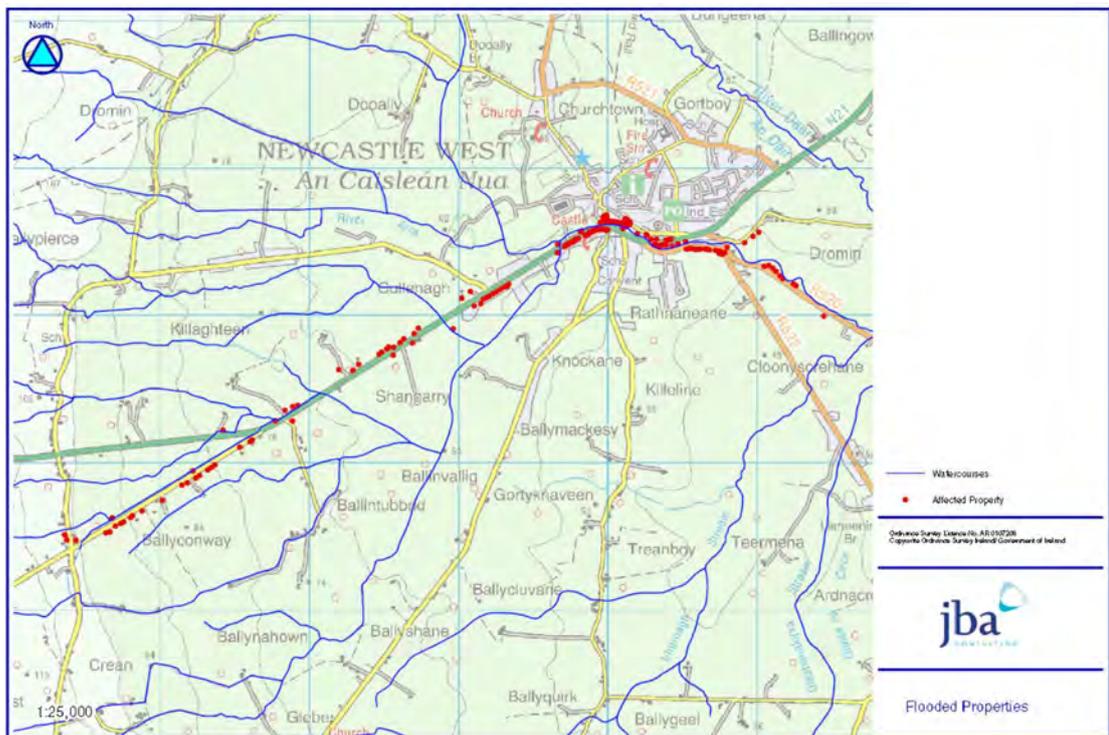
#### 4.1.1 Newcastle West Flooding, August 2008

Following a severe flood event that took place on 1st August 2008, JBA consulting was requested to produce a report to assess the intensity of the rainfall event in the upstream catchment and the impact of the resulting flooding of the River Arra in Newcastle West. The report provided a factual record of the impact of the flood and identified probable 'root causes' of the flooding in order to make recommendations for future analysis.

The weather in the days leading up to the 1<sup>st</sup> August was very wet. Persistent rainfall had resulted in a saturated catchment, revealed by the soil moisture deficit for the area as calculated by Met Éireann. The saturated catchment was unable to absorb the rain and a deluge of water ran off the steep mountain side and overwhelmed the field drains and ditches, before reaching the main watercourses through the catchment, namely the Doolly, the Killeline and the Arra.

These rivers converge in the town of Newcastle West where the channels and structures were similarly overwhelmed; in some places by water attempting to re-enter to the channel having followed overland flow routes through the town.

A large number of properties suffered from flood damage, both internally and externally. It is likely that over 200 properties may have suffered from some degree of flooding. Power and water supplies were also affected during the event.



**Figure 4-2 Flooded properties during 2008 event**

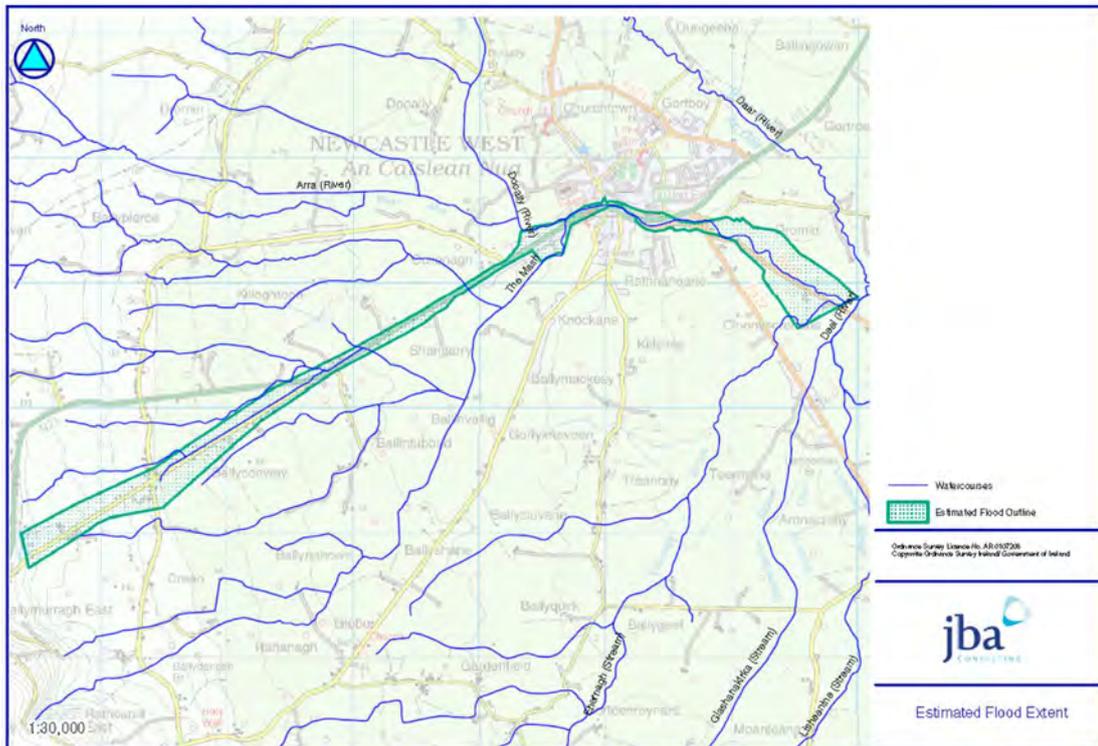


Figure 4-3 Newcastle West estimated flood extents, 2008

#### 4.2 Newcastle West Flood Relief Scheme (2009)

The Newcastle West Flood Relief Scheme was completed in 2009. Works include raising and improving flood defence walls, installing non-return valves and providing a flood alarm to the town. The scheme provides protection to the 50 properties in the town to a design standard of 1% AEP (100 year) fluvial event. Limerick County Council also took measures to de-zone at risk areas to water compatible uses such as open space and agriculture.



Figure 4-4 Demountable flood defences in Newcastle West (Source: Newcastle West 2014-2020 LAP)

### 4.3 Site Walkover

As part of the SFRA process a site walkover and consultation was undertaken Newcastle West by an experience Flood Risk Manager alongside the Local Authority Engineer. The site walkover took place on 13/02/2023 and aimed to assess risks presented by potentially unmapped watercourses and to verify CFRAM mapping.

The walkover took place at specific locations throughout Newcastle West based on CFRAM and OSi mapping. ~~During the walkover an unmapped watercourse and its associated structures were identified.~~ The CFRAM mapping was verified on site in terms of previous flooding and severity to ensure suitability for use in the SFRA. It was generally found to be in agreement with observations made during the walkover and the CFRAM data was approved for use.

### 4.4 GSI Groundwater Flood

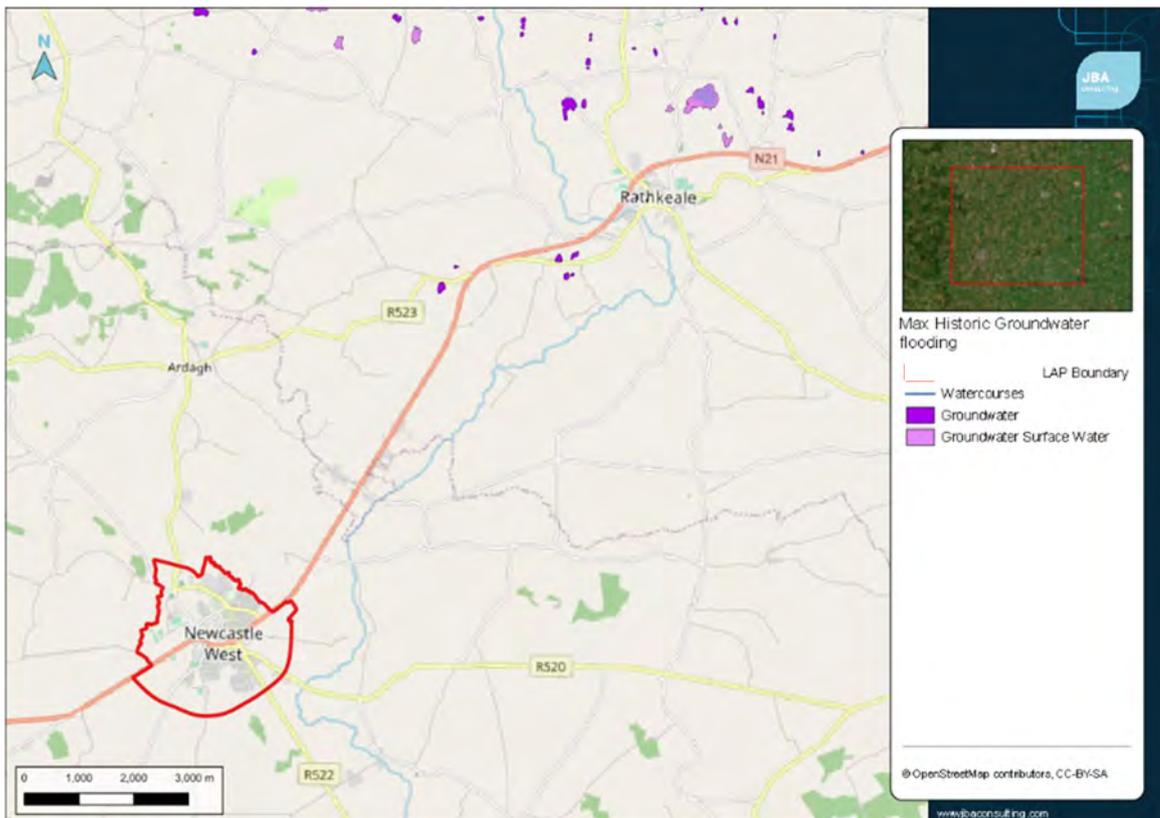
The winter of 2015/2016 saw the most extensive groundwater flooding ever witnessed in Ireland. The lack of data on groundwater flooding and fit-for-purpose flood hazard maps were identified as serious impediments to managing groundwater flood risk in vulnerable communities. Geological Survey Ireland - in collaboration with Trinity College Dublin and Institute of Technology Carlow - initiated the groundwater flood project [GW Flood](#) to address these deficits. Data available as a result of the project include national-scale flood maps for both historic and predictive groundwater flooding.

The historic groundwater flood map is primarily based on the winter 2015/2016 flood event, which in most areas represented the largest groundwater flood event on record. The map was produced based on the SAR imagery of the 2015/2016 event as well as any available supplementary evidence.

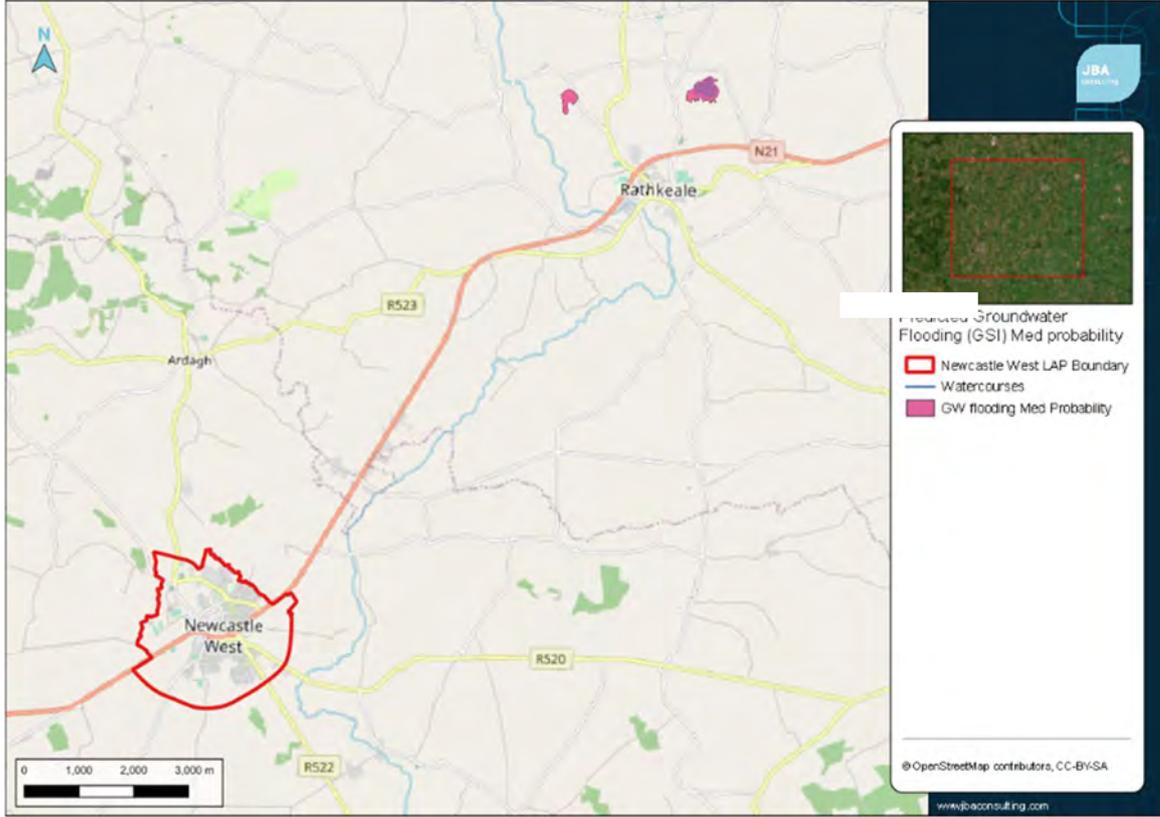
The predictive groundwater flood map presents the probabilistic flood extents for locations of recurrent karst groundwater flooding. It consists of a series of stacked polygons at each site representing the flood extent for specific AEP's mapping floods that are expected to occur every 10, 100 and 1000 years (AEP of 0.1, 0.01, and 0.001 respectively). The map is focussed primarily (but not entirely) on flooding at seasonally inundated wetlands known as turloughs. Sites were chosen for inclusion in the predictive map based on existing turlough databases as well as manual interpretation of SAR imagery.

The mapping process tied together the observed and SAR-derived hydrograph data, hydrological modelling, stochastic weather generation and extreme value analysis to generate predictive groundwater flood maps for over 400 qualifying sites. It should be noted that not all turloughs are included in the predictive map as some sites could not be successfully monitored with SAR and/or modelled.

The predictive mapping is displayed over page in Figure 4-5 and Figure 4-6 and confirms that there is no predicted groundwater flood groundwater flooding within the LAP boundary.



**Figure 4-5 Maximum Historic Groundwater Flooding**



**Figure 4-6 Groundwater Flooding Medium Probability**

#### 4.5 GSI Surface Water Flooding

Geological Survey Ireland - in collaboration with Trinity College Dublin and Institute of Technology Carlow - initiated the groundwater flood project [GWFlood](#) to address deficits in groundwater flooding and fit-for-purpose flood hazard maps.

In addition to the historic groundwater flood map, the flood mapping methodology was also adapted to produce a surface water flood map of the flood events since the 2015/2016 event. This flood map encompasses fluvial and pluvial flooding in non-urban areas and has been developed as a separate product. The historic surface water flood map for 2020/2021 is displayed within Figure 4-7 and was reviewed on site during the walkover in February 2023.

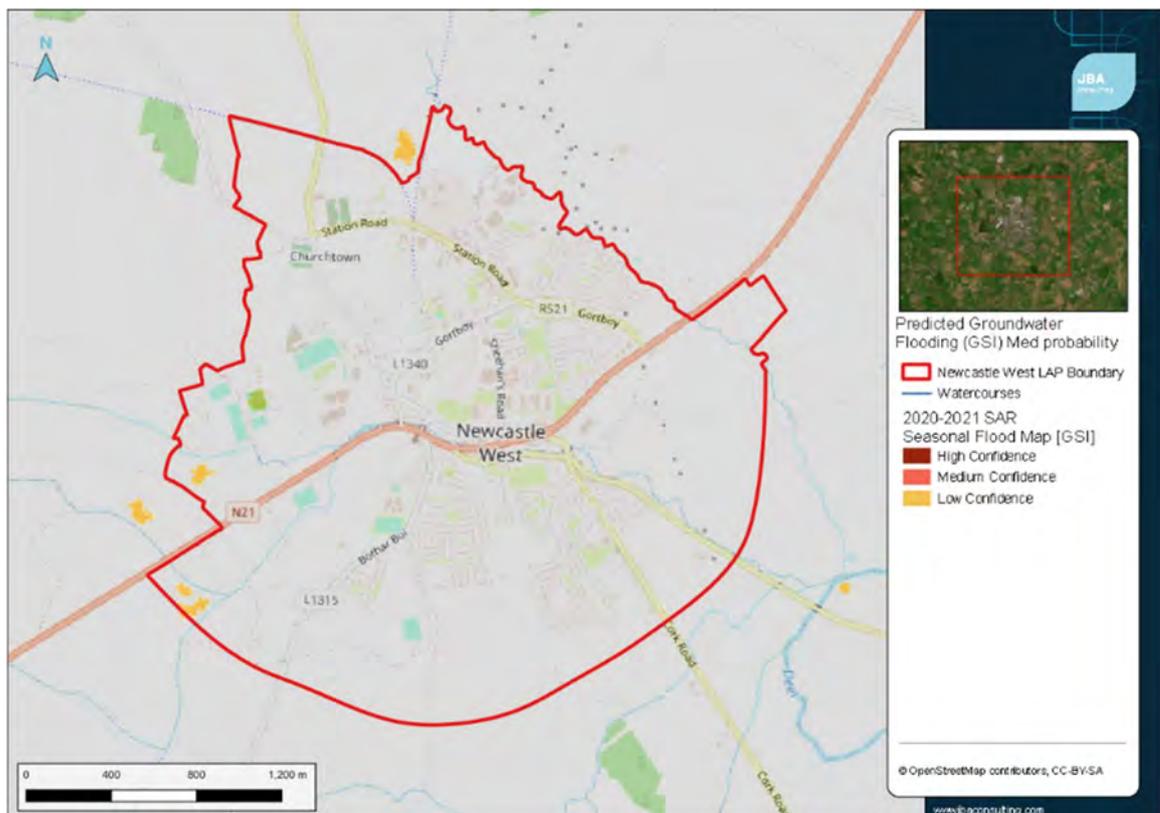


Figure 4-7 2020-2021 SAR Seasonal Flood Map (GSI)

#### 4.6 CFRAM

In 2011 the OPW commenced appointment of consultants to carry out a more detailed flood risk assessment on key flood risk areas. This work was undertaken under the CFRAM programme across seven river basin districts in Ireland. The Shannon RBD includes the entire catchment of the River Shannon and its estuary, covering some 17,800km<sup>2</sup> and 20% of the island of Ireland. The RBD covers parts of 17 counties: Limerick, Clare, Tipperary, Offaly, Westmeath, Longford, Roscommon, Kerry, Limerick, Leitrim, Cavan, Sligo, Mayo, Cork, Laois, Meath and Fermanagh.

The initial Flood Risk Review (FRR) stage of the of the Shannon CFRAM included a site-based review of the PFRA flood outlines at a number of settlements. Several communities were identified through this process as being at potentially significant flood risk in the Shannon Upper & Lower River Basin, which included Newcastle West.

Following this review, any sites recommended as an Area for Further Assessment (AFA) were included in the subsequent detailed assessment stage of each CFRAM study.

A set of flood maps, indicating the areas prone to flooding, has been developed and published for each of the communities. The Plan builds on and supplements the national programme of flood protection works completed previously, that are under design and construction at this time or that have been set out through other projects or plans, and the ongoing maintenance of existing drainage and flood relief schemes.

Climate change is likely to have a considerable impact on flood risk in Ireland, such as through rising mean sea levels, increased wave action and the potential increases in winter rainfall and intense rainfall events. Land use change, for example, through new housing and other developments, can also increase potential future flood risk. In order to assess this risk, the Shannon CFRAM study also included detailed assessments of flooding and impacts for potential future climate change scenarios. The flood extents provided by the CFRAM study supersede those used in the Newcastle West Local Area Plan 2014 – 2020.

The 1% AEP and 1% AEP + climate change outlines are displayed over page in Figure 4-8. Results show a large impact of climate change in the southern part of the settlement in the Woodfield Manor area and extending across the soccer ground. This area sensitive to climate change is currently zoned primarily for agriculture and open space and recreation with some of the extent over existing residential housing. The latter highly vulnerable development a low point of 48.5mOD in the south east and a maximum elevation of 53mOD in the north west. Proposed FFLs range, with a All FFLs are above 49mOD which is at least 2.79m above the predicted 0.1% AEP flood levels of 46.21mOD. The site ~~The latter highly vulnerable development~~ should be further subject to a climate change sensitivity study taking into account as-built FFLs/ground levels to assess the future risk to the site.

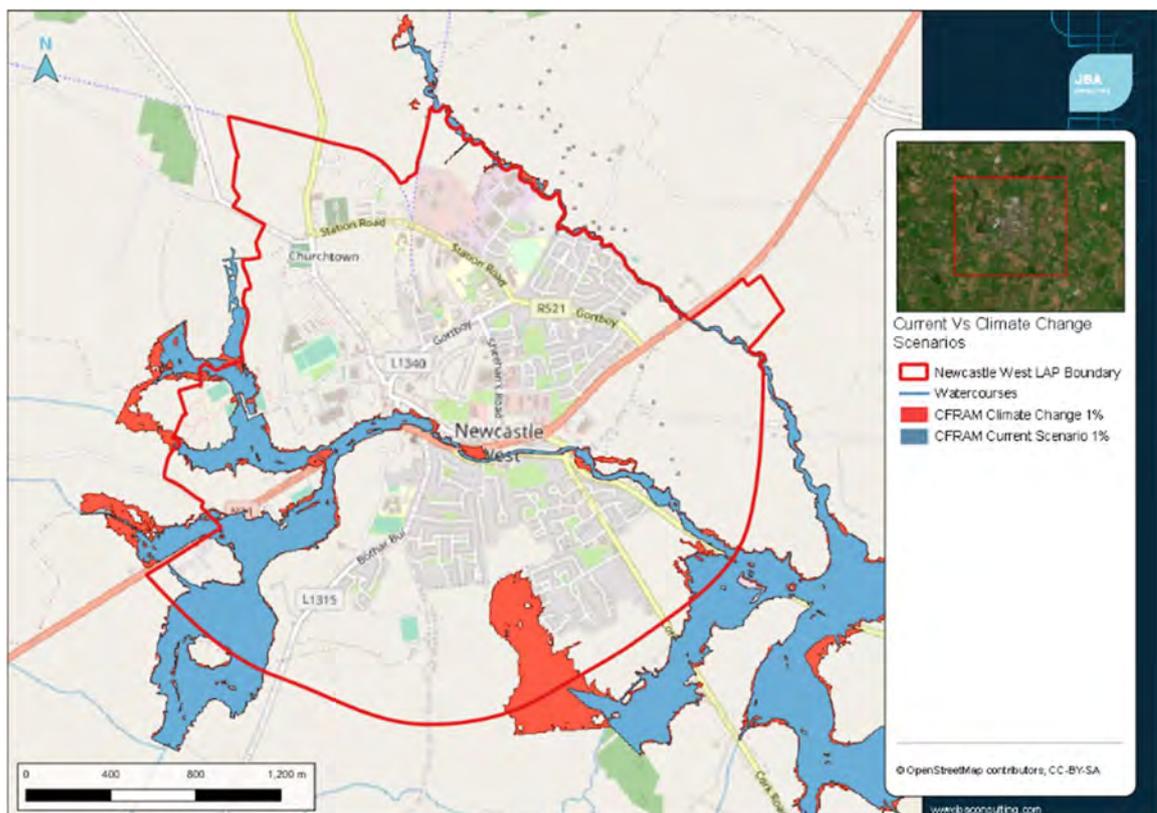


Figure 4-8 CFRAM Current Scenario and Climate Change 1% AEP outlines



## **5 Sources of Flooding**

This SFRA has reviewed flood risk from fluvial, pluvial and groundwater sources. Flooding events have become more pronounced in Ireland, and County Limerick, in recent years. Climate change risks also need to be considered at a strategic and site-specific scale. Climate change is discussed in Section 4.6 in relation to incorporation of climate change into the SFRA. A comment on the likely impacts of climate change, on a settlement basis, has been provided in Section 8.

### **5.1 Fluvial Flooding**

This is the principal source of flood risk to Newcastle West. Flooding from rivers and streams is associated with the exceedance of channel capacity during times of heavy rainfall resulting in higher flows. The process of flooding from watercourses depends on numerous characteristics associated with the catchment including; geographical location and variation in rainfall, steepness of the channel and surrounding floodplain and infiltration and rate of runoff associated with urban and rural catchments. Generally, there are two main types of catchments; large and relatively flat or small and steep, both giving two very different responses during large rainfall events.

In a catchment such as the River Arra, where the upper reaches are steep, local intense rainfall can result in the rapid onset of deep and fast-flowing flooding with little warning, such as was experienced in Newcastle West in August 2008 when heavy rainfall in the preceding days on mountains to the west and local area lead to drains and tributaries overtopping and inundated the area. Such "flash" flooding, which may only last a few hours, can cause considerable damage and possible threat to life. The event in 2008 is discussed further in Section 4.1.1.

The River Arra confluences with the River Deel to the southeast of Newcastle West, which then flows east and north. River tributaries are also located in the rural areas outside of the town.

Many areas in Newcastle West are relatively low lying and prone to flooding. There are records of 3 recurring flood events in the vicinity of the town. The River Arra is the primary cause of flooding in Newcastle West; with some localised incidents of flooding attributed to the River Doally, the Killenine and the Deel outside of the town.

Flood risk relating to specific areas of Newcastle West is discussed in Section 8 and has been used to inform the zoning objectives for the Development Plan.

## **5.2 Pluvial Flooding**

Flooding of land from surface water runoff is usually caused by intense rainfall that may only last a few hours. The resulting water follows natural valley lines, creating flow paths along roads and through and around developments and ponding in low spots, which often coincide with fluvial floodplains. Any areas at risk from fluvial flooding will almost certainly be at risk from surface water flooding.

## **5.3 Flooding from Drainage Systems**

Flooding from artificial drainage systems occurs when flow entering a system, such as an urban storm water drainage system, exceeds its discharge capacity, it becomes blocked or it cannot discharge due to a high-water level in the receiving watercourse.

Flooding in urban areas can also be attributed to sewers. Sewers have a finite capacity which, during certain load conditions, will be exceeded. In addition, design standards vary and changes within the catchment areas draining to the system, in particular planned growth and urban creep, will reduce the level of service provided by the asset. Sewer flooding problems will often be associated with regularly occurring storm events during which sewers and associated infrastructure can become blocked or fail. This problem is exacerbated in areas with under-capacity systems. In the larger events that are less frequent but have a higher consequence, surface water will exceed the sewer system and flow across the surface of the land, often following the same flow paths and ponding in the same areas as overland flow.

Foul sewers and surface water drainage systems are spread extensively across the urban areas with various interconnected systems discharging to treatment works and into local watercourses. The potential for pluvial flooding will be managed by the application of the specific policies on surface water, as displayed in Section 6.

## **5.4 Groundwater Flooding**

Groundwater flooding is caused by the emergence of water originating from underground and is particularly common in karst landscapes. This can emerge from either point or diffuse locations. The occurrence of groundwater flooding is usually very local and unlike flooding from rivers and the sea, does not generally pose a significant risk to life due to the slow rate at which the water level rises. However, groundwater flooding can cause significant damage to property, especially in urban areas and pose further risks to the environment and ground stability. Flood risk relating to groundwater has been screened under Section 5.4 and confirmed that Newcastle West is not at risk from predicted or historic groundwater flooding.

## 6 Flood Risk Management Policy

The implementation of the Planning Guidelines throughout the county is achieved through the application of the policies and objectives contained within the LDP 2022-2028. Chapter 14 *Climate Change, Energy and Renewable Resource* of the (LDP) sets out the Strategic Aims and key Policy Objectives pertaining to Flood Risk Management in County Limerick which includes the Newcastle West LAP area.

The specific management of risk is discussed for each area of Newcastle West in Section 8.

### 6.1 Flood Risk & Surface Water Policy

<b>IU04<del>3</del></b>	<p><b>Surface Water Management <u>and SuDS</u>: It is an objective of the Council to:</b></p> <p>a) Maintain, improve and enhance the environmental and ecological quality of surface waters and groundwater, including reducing the discharges of pollutants or contaminants to waters in accordance with the Draft River Basin Management Plan for Ireland 2022-2027 (DHPLG) and associated Programme of Measures.</p>
	<p>b) Require all planning applications to include surface water design calculations to establish the suitability of drainage between the site and the outfall point.</p>
	<p>c) <u>Require all new developments to include Sustainable Urban Drainage Systems (SuDS) to control surface water outfall and protect water quality. Proposals shall have regard to the Nature-based Solutions to the Management of Rainwater and Surface Water Run-off in Urban Areas – Best Practice Interim Guidance’ document.</u> <del>Require all new developments to include Sustainable Urban Drainage Systems (SuDS) to control surface water outfall and protect water quality.</del></p>
	<p>d) Require applicants to investigate the potential for the provision of porous surfaces, where car parking and hard landscaping is proposed.</p>
	<p>e) Protect the surface water resources of the plan area and in individual planning applications request the provision of sediment and grease traps, and pollution control measures, where deemed necessary.</p>
<b>IU05<del>4</del></b>	<p><b>Flood Risk Management: It is an objective of the Council to:</b></p> <p>a) Manage flood risk in accordance with the requirements of “The Planning System and Flood Risk Management Guidelines for Planning Authorities”, DECLG and OPW (2009) and any revisions thereof and consider the potential impacts of climate change in the application of these guidelines.</p>
	<p>b) <u>Ensure development proposals within the areas outlined as being at risk of flooding are subject to Site Specific Flood Risk Assessment as outlined in “The Planning System and Flood Risk Management Guidelines”, DECLG and OPW (2009). These Flood Risk Assessments shall consider climate change impacts and adaptation measures including details of structural and non-</u></p>

	<p><u>structural flood risk management measures, such as those relating to floor levels, internal layout, flood-resistant construction, flood-resilient construction, emergency response planning and access and egress during flood events. Reference shall be made to Section 5.8 requirements of the Flood Risk Assessment in the SFRA of the Limerick Development Plan 2022-2028.</u><del>Ensure development proposals within the areas outlined as being at risk of flooding are subject to Site Specific Flood Risk Assessment as outlined in "The Planning System and Flood Risk Management Guidelines", DECLG and OPW (2009). These Flood Risk Assessments shall consider climate change impacts and adaptation measures including details of structural and non-structural flood risk management measures, such as those relating to floor levels, internal layout, flood-resistant construction, flood-resilient construction, emergency response planning and access and egress during flood events.</del></p>
	<p><u>c) Ensure that future developments in flood prone areas are generally limited to minor developments in line with the Flood Risk Management Guidelines for Planning Authorities and the Circular PL 2/2014.</u><del>Ensure that future developments in flood prone areas is generally limited to minor developments in line with the Circular PL 02/2014 and the Flood Risk Management 89 Guidelines for Planning Authorities and ensure future development of lands within Flood Risk Zone A/B is in accordance with the plan-making Justification Tests in the SFRA.</del></p>
	<p><u>(d) Demonstrate that future development will not result in increased risk of flooding elsewhere, restrict flow paths, where compensatory storage/storm water retention measures shall be provided on site.</u></p>
	<p><u>e) Ensure future development of lands within Flood Zone A/B are in accordance with the plan-making Justification Tests in the SFRA.</u></p>
	<p><del>d) Developments on lands benefitting from Arterial Drainage Schemes shall ensure that adequate lands are preserved to allow for maintenance and access to these drainage channels. Land identified as benefitting from these systems may be prone to flooding, as such site-specific flood risk assessments will be required as appropriate, at planning application stage.</del></p>
	<p><del>f) Ensure the protection of a 20m riparian buffer free from development, on greenfield lands, in particular the lands zoned Enterprise and Employment and Residential Serviced Sites by the River Daar south east of the Limerick Greenway and north west and south east of the N21.</del></p>
	<p><del>g) Ensure that zoning or development proposals allow for the protection, and the need for maintenance of the existing flood relief scheme and do not impede or prevent the progression of the proposed development flood relief scheme in Newcastle West.</del></p>
	<p><del>h) Prepare a register of key flood relief infrastructure in Newcastle West.</del></p>

<b><u>IU 06</u></b>	<b><u>Flood Risk and Blue Green Infrastructure:</u></b> It is an objective of the Council to promote integration and delivery of blue green infrastructure in new developments, public realm and community projects as a means of managing flood risk and enhancing the natural environment.
<b><u>IU07</u></b>	<b><u>Buffer Zone:</u></b> It is an objective of the Council to provide an appropriate set back from the edge of watercourses to proposed developments to protect the integrity of the Barnakyle River and to ensure infinite access for channel clearing, and/or maintenance. Any proposed development shall have cognisance to the contents of the Inland Fisheries Ireland document 'Planning for Watercourses in Urban Environments' and in addition allow for access to and maintenance of existing Irish Water Infrastructure such as outfalls or pipelines.

## 6.2 CFRAM Recommendations

Following the publication of the final Flood Risk Management Plans for the CFRAM Study in May 2018 a 10 year €1billion programme of works (for 118 schemes) was announced by the OPW.

The OPW's Shannon Catchment Flood Risk Assessment and Management (CFRAM) Study identified Newcastle West as an AFA For Newcastle West a total of three options were considered (to augment the existing scheme and provide further protection upstream), with the preferred option of structural defences shown in Figure 2-1 below.

The proposed further measure for Newcastle West that may be implemented after project-level assessment, planning or Exhibition and confirmation may include: Construction of 851m of new flood walls and 284m of new flood defence embankments; Existing regime is to be maintained.

It is now an objective of the OPW Progress the project-level development and assessment of a further Flood Relief Scheme for Newcastle West to augment the existing Scheme, including environmental assessment as necessary and further public consultation, for refinement and preparation for planning / exhibition and, if and as appropriate, implementation.

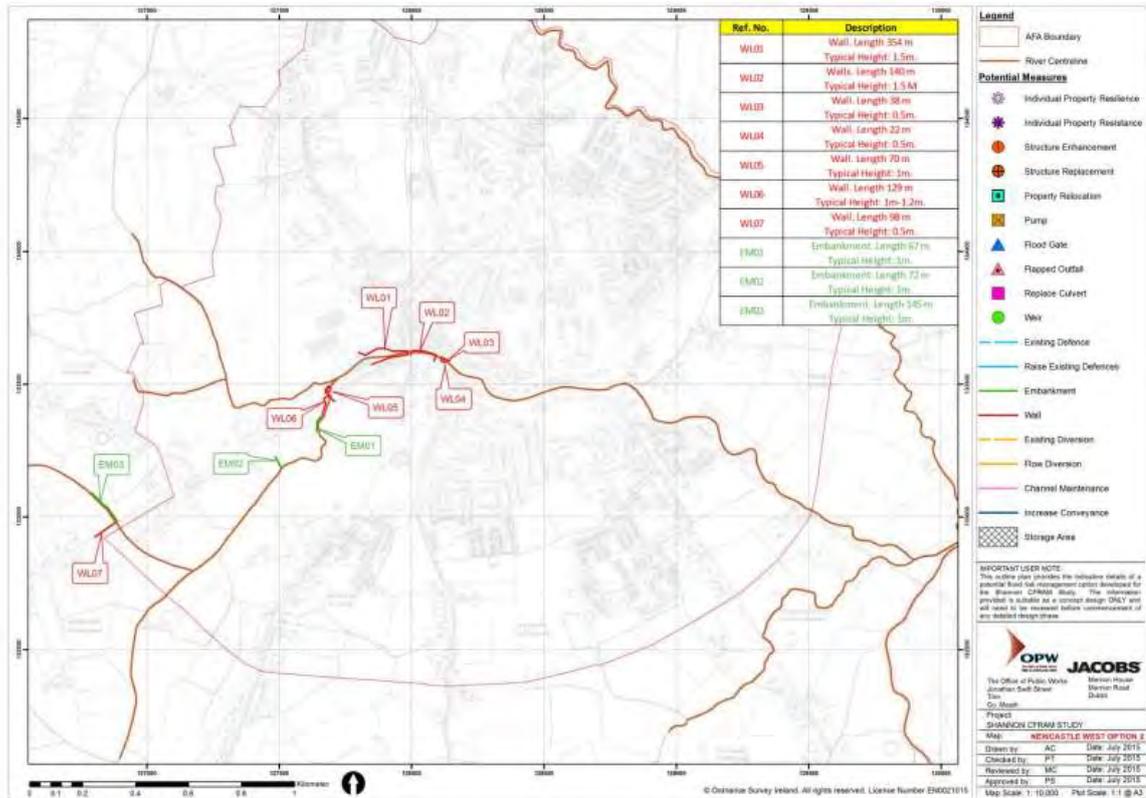


Figure 6-1 CFRAM Preferred option Newcastle West

## **7 Development Management and Flood Risk**

In order to guide both applicants and relevant council staff through the process of planning for and mitigating flood risk, the key features of a range of development scenarios have been identified (relating the Flood Zone, development vulnerability and presence or absence of defences). For each scenario, a number of considerations relating to the suitability of the development are summarised below.

It should be noted that this section of the SFRA begins from the point that all land zoned for development has passed the Justification Test for Development Plans, and therefore passes Part 1 of the Justification Test for Development Management – which states that the land has in the first instance been zoned accordingly in a development plan (that underwent an SFRA). In addition to the general recommendations in the following sections, Section 8 should be reviewed for specific recommendations for individual areas of Newcastle West, including details of the application of the Justification Test and the specific requirements within each area of the settlement.

In order to determine the appropriate design standards for a development it may be necessary to undertake a site-specific flood risk assessment. This may be a qualitative appraisal of risks, including drainage design. Alternatively, the findings of the CFRAM, or other detailed study, may be drawn upon to inform finished floor levels. In other circumstances a detailed modelling study and flood risk assessment may need to be undertaken. Further details of each of these scenarios, including considerations for the flood risk assessment are provided in the following sections.

### **7.1 Requirements for a Flood Risk Assessment**

An appropriately detailed flood risk assessment will be required in support of any planning application. The level of detail will vary depending on the risks identified and the proposed land use. As a minimum, all proposed development, including that in Flood Zone C, must consider the impact of surface water flood risks on drainage design. In addition, flood risk from sources other than fluvial and tidal should be reviewed, including groundwater flooding and/or flooding associated with stormwater deficiencies, restrictions or blockages.

For sites within Flood Zone A or B, a site specific "Stage 2 - Initial FRA" will be required, and may need to be developed into a "Stage 3 - Detailed FRA". The extents of Flood Zone A and B are delineated through this SFRA. However, future studies may refine the extents (either to reduce or enlarge them) so a comprehensive review of available data should be undertaken once a FRA has been triggered.

Within the FRA the impacts of climate change and residual risk (including culvert/structure blockage) should be considered and remodelled where necessary, using an appropriate level of detail, in the design of finished floor levels. Further information on the required content of the FRA is provided in the Planning System and Flood Risk Management Guidelines.

Any proposal that is considered acceptable in principle shall demonstrate the use of the sequential approach in terms of the site layout and design and, in satisfying the Justification Test (where required), the proposal will demonstrate that appropriate mitigation and management measures are put in place.

If any unmodelled watercourses are detected on a site and flood risk has consequently not been mapped under the SFRA, it does not mean there is no flood risk present. Instead, a site specific flood risk assessment of appropriate level of detail should be carried out to delineate the Flood Zones and/or suitable mitigation measures (such as finished floor levels). In such locations the Justification Test has not been applied, so development must progress in accordance with the sequential approach and avoid Flood Zone A and B.

## 7.2 Development in Flood Zones A or B

### 7.2.1 Minor Developments

Section 5.28 of the Planning Guidelines on Flood Risk Management identifies certain types of development as being 'minor works'. Applications for minor development, such as small extensions to houses, and most changes of use of existing buildings and or extensions and additions to existing commercial and industrial enterprises, are unlikely to raise significant flooding issues, unless they obstruct important flow paths, introduce a significant additional number of people into flood risk areas or entail the storage of hazardous substances. In these cases, where existing buildings are concerned, the sequential approach cannot be used to locate these minor developments in lower-risk areas and the Justification Test will not apply.

Generally, the approach to deal with flood protection would involve raising the ground floor levels above extreme flood levels. However, in some parts of the plan area, which are already developed, ground floor levels for flood protection could lead to floor levels being much higher than adjacent streets, thus creating a hostile streetscape for pedestrians. This would cause problems for infill development sites if floor levels were required to be significantly higher than those of neighbouring properties. In this regard, for the key sites in the plan area it has been recognised that ground floor levels below predicted flood levels could be allowed, in limited circumstances, on a site by site basis, for commercial and business developments. However, if this is the case, then these would be required to be flood resistant construction using water resistant materials and electrical fittings places at higher levels. For high risk areas it would also be necessary to impose planning restrictions in these areas. Residential Uses would not be permitted at ground flood levels in high risk zones.

It should be noted that for existing residential buildings within Flood Zone A or B, bedroom accommodation shall not generally be permitted at basement or ground floor.

For commercial operations, business continuity must be considered, and steps taken to ensure operability during and recovery after a flood event for both residential and commercial developments. Emergency access must be considered as in many cases flood resilience will not be easily achieved in the existing build environment.

The requirement for providing compensatory storage for minor developments has been reviewed and can generally be relaxed, even where finished floor levels have been raised, and particularly where flood risk is primarily tidal or the development is behind defences. This is because the development concerns land which has previously been developed and would already have limited capacity to mitigate flooding, and would particularly be the case in tidal risk areas. However, a commentary to this effect must be substantiated in the FRA and should be discussed with Limerick City and County Council prior to submission of a planning application.

### 7.2.2 Highly vulnerable development in Flood Zone A or B

Development which is highly vulnerable to flooding, as defined in The Planning System and Flood Risk Management, includes (but is not limited to) dwelling houses, hospitals, emergency services and caravan parks.

#### **New development**

It is not appropriate for new, highly vulnerable, development to be located in Flood Zones A or B outside the core of a settlement. Such proposals do not pass the Justification Test for Development Plans. Instead, a less vulnerable or water compatible use should be considered.

In some cases, land use objectives which include for highly vulnerable uses have been justified in the Development Plan. This includes zonings focused around an urban core which allow for a mix of residential, commercial and other uses. In such cases, a

sequential approach to land use within the site must be taken and will consider the presence or absence of defences, land raising and provision of compensatory storage, safe access and egress in a flood and the impact on the wider development area.

### **Existing developed areas**

The Planning Circular (PL02/2014) states that *"notwithstanding the need for future development to avoid areas at risk of flooding, it is recognised that the existing urban structure of the country contains many well established cities and urban centres which will continue to be at risk of flooding. In addition, development plans have identified various strategically important urban centres ... whose continued consolidation, growth, development or generation, including for residential use, is being encouraged to bring about compact and sustainable growth."*

In cases where specific development proposals have passed the Justification Test for Development Plans, the outline requirements for a flood risk assessment and flood management measures are detailed in this SFRA in the following sections and the site specific assessments in Section 8, which also detail where such development has been justified. Of prime importance is the requirement to manage risk to the development site and not to increase flood risk elsewhere. It should also be noted that for residential buildings within Flood Zone A or B, bedroom accommodation shall not generally be permitted at basement or ground floor.

### **7.2.3 Less vulnerable development in Flood Zone A or B**

This section applies to less vulnerable development in Flood Zone A which has passed the Justification Test for development plans, and less vulnerable development in Flood Zone B, where this form of development is appropriate, and the Justification Test is not required. Development which is less vulnerable to flooding, as defined in The Planning Guidelines, includes (but is not limited to) retail, leisure and warehousing and buildings used for agriculture and forestry (see Table 3-3 for further information). This category includes less vulnerable development in all forms, including refurbishment or infill development, and new development both in defended and undefended situations.

The design and assessment of less vulnerable development should begin with 1% AEP fluvial or 0.5% tidal events (depending on dominant flood source) as standard, with climate change and a suitable freeboard included in the setting of finished floor levels. The presence or absence of flood defences informs the level of flood mitigation recommended for less vulnerable developments in areas at risk of flooding. In contrast with highly vulnerable development, there is greater scope for the developer of less vulnerable uses to accept flood risks and build to a lower standard of protection, which is still high enough to manage risks for the development in question. However, any deviation from the design standard of 1%/0.5% AEP, plus climate change, plus freeboard, needs to be fully justified within the FRA and show an appropriate response to the flood risk present and to be agreed with Limerick City and County Council engineers and planners. However, in Limerick there are limited locations where formal (non-agricultural) flood defences are present.

### **7.3 Development in Flood Zone C**

Where a site is within Flood Zone C but adjoining or in close proximity of a watercourse, there could be a risk of flooding associated with factors such as future scenarios (climate change), blocking of a bridge or culvert or other residual risk. Risk from sources other than fluvial and coastal must also be addressed for all development in Flood Zone C, including groundwater flooding and/or flooding associated with stormwater deficiencies, restrictions or blockages. As a minimum in such a scenario, an assessment of flood risk should be undertaken which will screen out possible sources of flood risk and where they cannot be screened out it should present mitigation measures. The most likely mitigation measure will involve setting finished floor levels to a height that is above the 1% AEP fluvial event level, with an allowance for climate

change and freeboard, or to ensure an appropriate elevation above road level to prevent surface water ingress. Design elements such as channel maintenance or trash screens may also be required. Evacuation routes in the event of inundation of surrounding land should also be detailed.

Guidance for the assessment of surface water risk is provided in Section 7.5.

The impacts of climate change should be considered for all proposed developments. A development which is currently in Flood Zone C may be shown to be at risk when an allowance for climate change is applied. Details of the approach to incorporating climate change impacts into the assessment and design are provided in Section 7.7.

#### **7.4 Water compatible uses in Flood Zone A or B**

Water compatible uses can include the non-built environment, such as open space, agriculture and green corridors which are appropriate for Flood Zone A and B and are unlikely to require a flood risk assessment. However, there are numerous other uses which are classified as water compatible, but which involve some kind of built development, such as lifeguard stations, fish processing plants and other activities requiring a waterside location. In other situations, works to an area of open space may result in changes to the topography which could lead to loss in flood plain storage and/or impacts on flood conveyance. The Justification Tests are not required for such development, but an appropriately detailed flood risk assessment is required. This should consider mitigation measures such as development layout and finished floor levels, access, egress and emergency plans. In line with other highly vulnerable development, sleeping accommodation at basement or ground floor level will not be permitted. Climate change and other residual risks should also be considered within the SSFRA.

#### **7.5 Drainage Impact Assessment**

All proposed development, including that in Flood Zone C, must consider the impact of surface water flood risks on drainage design.

There are extensive networks of surface water runoff routes across the settlement, with areas vulnerable to ponding indicated on the Flood Zone Maps. Particular attention should be given to development in low-lying areas which may act as natural ponds for collection of runoff. Limerick City and County Council are currently undertaking a review of the surface water systems and the results of this assessment should inform site drainage design as they are available.

The drainage design shall ensure no increase in flood risk to the site, or the downstream catchment. Reference should be made to the relevant policies in the Development Plan and any forthcoming Surface Water Strategy for details of the assessment process.

Master planning of development sites should ensure that existing flow routes are maintained, through the use of green infrastructure. Where possible, and particularly in areas of new development, floor levels should at a minimum be 300mm above adjacent roads and hard standing areas to reduce the consequences of any localised flooding. Where this is not possible, an alternative design appropriate to the location may be prepared.

#### **7.6 Requirements for a Flood Risk Assessment**

An appropriately detailed flood risk assessment in accordance with The Planning and Flood Risk Management Guidelines for Planning Authorities published by the then Department of Environment, Heritage and Local Government, 2009, will be required in support of all planning applications. The level of detail will vary depending on the risks identified and the proposed land use. As a minimum, all proposed development, including that in Flood Zone C, must consider the

impact of surface water flood risks on drainage design. In addition, flood risk from sources other than fluvial and tidal should be reviewed.

For sites within Flood Zone A or B, a site specific "Stage 2 - Initial FRA" will be required and subject to the outcome may need to be developed into a "Stage 3 - Detailed FRA". The extents of Flood Zone A and B are delineated through this SFRA. However, future studies may refine the extents (either to reduce or enlarge them) and proposed variations to the Flood Zones should be discussed with Limerick City and County Council.

An assessment of the risks of flooding should accompany applications to demonstrate that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities, particularly for operation and maintenance activities by Limerick City and County Council and OPW. Where possible, the design of built elements in these applications should demonstrate principles of flood resilient design (See Section 4 - Designing for Residual Flood Risk of the Technical Appendices to the DoECLG Flooding Guidelines). Emergency access must be considered, as in many cases flood resistance (such as raised finished floor levels and flood barriers) and retrofitting flood resilience features may be challenging in an existing building. Within the FRA the impacts of climate change and residual risk (including culvert/structure blockage) should be considered and remodelled where necessary, using an appropriate level of detail, in the design of FFL. Further information on the required content of the FRA is provided in the Planning Guidelines.

Any proposal that is considered acceptable in principle shall demonstrate the use of the sequential approach in terms of the site layout and design and, in satisfying the Justification Test for Development Management (where required), the proposal will demonstrate that appropriate mitigation and management measures are put in place.

### **7.6.1 Development in Defended Areas**

A total of 50 properties are defended in Newcastle West to the 1% AEP (100 year) standard of protection. The works include installing non-return valves, a flood alarm, and raising and improving flood defence walls. In this case it should be noted that where a site or area is referred to as being defended for the purposes of determining flood mitigation it is assumed that the defences provide a minimum of the 1% AEP (fluvial) or 0.5% AEP (tidal) standard of protection, and have been through a formal detailed design process and approved by OPW or Limerick City and County Council. Informal defences, which may only be at an agricultural standard, or those developed under the minor works scheme which may provide a lesser standard of protection, are not considered to provide a robust enough standard of protection to allow a moderation in the flood risk mitigation required at a site. The understanding of risks of developing behind defences needs to be explored in the site specific FRA.

The assessment of breach within the scope of a site specific FRA should be proportionate to the likelihood of the defence failing, taking into account the age, maintenance regime, construction type and the presence of any demountable or mechanically operated components. Proximity of the site to the defence and location within the floodplain will also influence the impact of defence breach and overtopping. Defence overtopping during events which exceed the design standard of protection also present a risk to developments and should be addressed regardless of the likelihood of the defence breaching. It is noted that the demountable defences in Newcastle West seem to be retained in-place, but with demountable defences there is the risk of human error in their installation/preparedness.

There are a number of ways in which breach and overtopping of defences can be investigated, depending on the scale of risk and the nature of the development. Prior to undertaking breach analysis, Limerick City and County Council should be consulted to agree the approach taken.

- As the various flood relief schemes progress across the county, breach modelling may also become available which can be used for the purposes of site specific flood risk assessment. As with the CFRAM outputs though, this may not represent the most appropriate location to the site in question.
- Projection of instream water levels across the floodplain – this approach provides a conservative (worst case) estimate of flood risk in the event of defence breach or overtopping as, in reality, water levels across the flood plain would be lower than in the channel. This means the resulting mitigation may be more significant (for example, in terms of ground levels proposed) than if a more detailed modelling approach was taken, particularly if the proposed development site is on the edge of the inundation area. However, in some locations, particularly where a site is partially or fully within Flood Zone A, and /or close to the defence, this conservative approach may be more appropriate.
- Breach modelling – for more complex and higher value developments, bespoke breach modelling can be undertaken in which the overtopping or breach of a flood defence, or failure to install sections of demountable defences can be investigated with specific reference to a development site. The breach modelling may need to be informed by a detailed understanding of the structural condition of the defence, or an understanding of where the demountable defence section is. Breach modelling will also allow a site specific assessment of finished floor levels to be developed, which may be lower than the default standard. The OPW’s Guidance on breach modelling, or other best practice guide, should be referenced and an approach agreed with Limerick City and County Council.

The decision as to which approach is most appropriate to the development, and how this information should be used to inform the development design should be made in conjunction with the Limerick City and County Council Planning and Engineering Departments.

### **7.6.2 Checklist for Applications for Development in Areas at Risk of Flooding**

This section applies to both highly and less vulnerable development in Flood Zone A and highly vulnerable development in Flood Zone B that satisfy the following:

- Meet the definition of Minor Development; or
- Have passed the Justification Test for Development Plans and be able to pass the Justification Test for Development Management to the satisfaction of the Planning Authority.
- The following checklist is required for all development proposals:
- The SSFRA should be carried out by an appropriately qualified expert with relevant FRA experience (as deemed acceptable by the Planning Authority), in accordance with the Limerick City and County Council SFRA and The Planning System and Flood Risk Management Guidelines.
- Demonstration that the specific objectives or requirements for managing flood risk set out in Section 6 of this SFRA have been complied with, including an assessment of residual risks.
- Preparation of access, egress and emergency plans which are appropriate to the source of flooding and lead time to issue a warning, vulnerability of the development and its occupiers, the intensity of use and the level of flood risk.

- An assessment of the potential impacts of climate change and the adaptive capacity of the development.
- Compliance with C753 CIRIA SUDS guide, GSDSDS and inclusion of SuDS.

## 7.7 Climate Change

Ireland's climate is changing and analysis of the potential impacts of future climate change is essential for understanding and planning. Climate change should be considered when assessing flood risk and in particular residual flood risk. Areas of residual risk are highly sensitive to climate change impacts as an increase in flood levels will increase the likelihood of defence failure.

The Planning Guidelines recommend that a precautionary approach to climate change is adopted due to the level of uncertainty involved in the potential effects. Specific advice on the expected impacts of climate change and the allowances to be provided for future flood risk management in Ireland is given in the OPW draft guidance<sup>5</sup>. However, this guidance is over 10 years old now and climate science, particularly in relation to sea level rise, has developed rapidly. There are many coastal related climate change impacts, these include:

- continued sea level rise;
- potentially more severe Atlantic storms, which could generate more significant storm surges and extreme waves;
- increased water depths lead to larger waves reaching the coast.

The OPW guidance recommends that two climate change scenarios are considered. These are the Mid-Range Future Scenario (MRFS) and the High-End Future Scenario (HEFS). In all cases, the allowances should be applied to the 1% AEP fluvial flows. Where a development is critical or extremely vulnerable the impact of climate change on 0.1% AEP flows should also be tested.

These climate change allowances are particularly important at the development management stage of planning and will ensure that proposed development is designed and constructed according to current local and national Government advice.

Further work on the impacts of climate change on flood levels was undertaken as part of the Shannon CFRAM Study and the ICPSS/ICWWS/NCFHM. The studies provided flood extents for both fluvial and coastal risk, which are available on [www.floodinfo.ie](http://www.floodinfo.ie).

Assessment of climate change impacts can be carried out in a number of ways. For watercourses that fall within the Shannon CFRAM study area, flood extents and water levels for the MRFS and HEFS have been developed. For other fluvial watercourses a conservative approach would be to take the 0.1% AEP event levels and extent as representing the 1% AEP event plus climate change. Where access to the hydraulic river model is readily available a run with climate change could be carried out, or hand calculations undertaken to determine the likely impact of additional flows on river levels. In a coastal or tidal scenario, a 0.5m for MFRS or 1m for HEFS plus allowance for land movement, increase to the 0.5% AEP sea level can be assessed based on topographic levels.

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<sup>5</sup> OPW Assessment of Potential Future Scenarios, Flood Risk Management Draft Guidance, 2009

**Table 7-1: Climate change allowances by vulnerability and flood source**

Development vulnerability	Fluvial climate change allowance (increase in flows)	Tidal climate change allowance (increase in sea level)	Storm water / surface water
Less vulnerable	20%	0.5m (MRFS) + 50mm for land movement	The Surface water management plan including details of climate change allowances is under preparation
Highly vulnerable	20%	0.5m (MRFS) + 50mm for land movement	
Critical or extremely vulnerable (e.g. hospitals, major sub-stations, blue light services)	30%	1.0m (HEFS) + 50mm for land movement	
Note: There will be no discounting of climate change allowances for shorter lifespan developments.			

## 7.8 Flood Mitigation Measures at Site Design

For any development proposal in an area at moderate or high risk of flooding that is considered acceptable in principle, it must be demonstrated that appropriate mitigation measures can be put in place and that residual risks can be managed to acceptable levels. Guidance on what might be considered 'acceptable' has been given in a number of sections in this document.

To ensure that adequate measures are put in place to deal with residual risks, proposals should demonstrate the use of flood-resistant construction measures that are aimed at preventing water from entering a building and that mitigate the damage floodwater causes to buildings. Alternatively, designs for flood resilient construction may be adopted where it can be demonstrated that entry of floodwater into buildings is preferable to limit damage caused by floodwater and allow relatively quick recovery.

Various mitigation measures are outlined below and further detail on flood resilience and flood resistance are included in the Technical Appendices of the Planning Guidelines, The Planning System and Flood Risk Management<sup>6</sup>.

It should be emphasised that measures such as those highlighted below should only be considered once it has been deemed 'appropriate' to allow development in a given location. The Planning Guidelines do not advocate an approach of engineering solutions in order to justify the development which would otherwise be inappropriate.

### 7.8.1 Site Layout and Design

To address flood risk in the design of new development, a risk based approach should be adopted to locate more vulnerable land use to higher ground while water compatible development i.e. car parking, recreational space can be located in higher flood risk areas. Highly vulnerable land uses (i.e. residential housing) should be substituted with less vulnerable development (i.e. retail unit).

The site layout should identify and protect land required for current and future flood risk management. Waterside areas or areas along known flow routes can be used for recreation, amenity and environmental purposes to allow preservation of flow routes and flood storage, while at the same time providing valuable social and environmental benefits.

### 7.8.2 Ground levels, floor levels and building use

Modifying ground levels to raise land above the design flood level is a very effective way of reducing flood risk to the particular site in question. However, in most areas of fluvial flood risk, conveyance or flood storage would be reduced locally and could have an adverse effect on flood risk off site. There are a number of criteria which must all be met before this is considered a valid approach:

- Development at the site must have been justified through this SFRA based on the existing (unmodified) ground levels.
- The FRA should establish the function provided by the floodplain. Where conveyance is a prime function then a hydraulic model will be required to show the impact of its alteration.
- Compensatory storage should be provided on a level for level basis to balance the total volume that will be lost through infilling where the floodplain provides static storage. There should be no overall loss of floodplain storage volume as a result of the development in the 1% AEP event and impacts of the amended storage should be tested for the 0.1% AEP event to ascertain no significant increase in risks associated with the extreme event.
- The provision of the compensatory storage should be in close proximity to the area that storage is being lost from (i.e. within the same flood cell).
- The land proposed to provide the compensatory storage area must be within the ownership/control of the developer.
- The land being given over to storage must be land which does not flood in the 1% AEP event (i.e. Flood Zone B or C).
- The compensatory storage area should be constructed before land is raised to facilitate development. This is to ensure no temporary loss of flood storage volume during construction.

In some sites it is possible that ground levels can be re-landscaped to provide a sufficiently large development footprint within Flood Zone C. However, it is likely that in other potential development locations there is insufficient land available to fully compensate for the loss of floodplain. In such cases it will be necessary to reconsider the layout or reduce the scale of development, or propose an alternative and less vulnerable type of development. In other cases, it is possible that the lack of availability of suitable areas of compensatory storage means the target site cannot be developed and should remain open space.

Raising finished floor levels within a development is an effective way of avoiding damage to the interior of buildings (i.e. furniture and fittings) in times of flood. Finished floor levels should be assessed in relation to the specific development, but the minimum levels set out in

Table 7-2 should apply. It should be noted that in certain locations it may be appropriate to adopt a more precautionary approach to setting finished floor levels, for example where residual risks associated with bridge blockage occur, and this should be specifically assessed in the FRA. In other locates detailed modelling may demonstrate a lower finished floor level is acceptable; this should be discussed with Limerick City and County Council on a case by case basis. It is also noted that typically finished floor levels should be set a minimum of 300mm above surrounding ground levels to prevent ingress of surface water.

**Table 7-2: Recommended minimum finished floor levels**

Scenario	Finished floor level to be based on
Fluvial, undefended	1% AEP flood + climate change (as Table 7-1) + 300mm freeboard.
Fluvial, defended	1% AEP flood + 300mm freeboard. Climate change does not need to be included, provided it is included in the defence height or adaption plan for the scheme. Where a breach model has been developed to further understand risks, FFL may be set based on model outputs.

Alternatively, assigning a water compatible use (i.e. garage / car parking) or less vulnerable use to the ground floor level, along with suitable flood resilient construction, is an effective way of raising vulnerable living space above design flood levels. It can however have an impact on the streetscape. Safe access and egress is a critical consideration in allocating ground floor uses.

Depending on the scale of residual risk, resilient and resistance measures may be an appropriate response but this will mostly apply to less vulnerable development.

### 7.8.3 Raised Defences

Construction of raised defences (i.e. flood walls and embankments) traditionally has been the response to flood risk. However, this is not a preferred option on an ad-hoc basis where the defences to protect the development are not part of a strategically led flood relief scheme. Where a defence scheme is proposed as the means of providing flood defence, the impact of the scheme on flood risk up and downstream must be assessed and appropriate compensatory storage must be provided.

### 7.8.4 Flood Resilient and Resistant Development

Depending on the scale of actual and residual risk, flood resilient and resistant design measures may be an appropriate response but this will mostly apply to less vulnerable development.

Design can include for wet-proofing of a building to make it flood resilient and reduce the impact of flooding. For example, use of water-resistant materials such as tiles on floors and walls that can be easily washed down and sanitised after a flood event, and the installation of electrical sockets and other circuits at higher levels, with power wires running down from ceiling level rather than up from floor level.

Flood resistance measures can also be incorporated such as the provision of temporary and permanent flood barriers, but would not be considered acceptable as the primary means of managing flood risk. Permanent barriers, in the form of steps (or ramps) at doorways, rendered brick walls and toughened glass barriers, can help prevent flood water entering buildings. Alternatively, temporary barriers can be fitted into doorways and windows, with discrete permanent fixings that keep architectural impact to a minimum. However, flood warning becomes a very important issue when dealing with temporary or demountable defences and such measures are only suitable for relatively shallow depths of flooding. The suitability of temporary defences should be assessed on a case by case basis in conjunction with Limerick City and County Council.

Whilst it may be desirable to retro-fit flood resilience and resistance to an existing development, for example as part of a change of use application, it is often difficult and

costly to achieve, with options limited depending on the age and construction of the existing building.

### **7.8.5 Emergency Flood Response Plans**

In some instances, and only when all parts of both the Plan Making and Development Management Justification Tests have been passed, it may be necessary for an emergency flood response plan to be prepared to support other flood management measures within the context of a less vulnerable or water compatible development. An emergency response plan may be required to trigger the operation of demountable flood defences to a less vulnerable development, evacuation of a car park or closure of a business or retail premises.

The emergency plan will need to detail triggers for activation, including receipt of a timely flood warning, a staged response and to set out the management and operational roles and responsibilities. The plan will also need to set out arrangements for access and egress, both for pedestrians, vehicles and emergency services. The details of the plan should be based on an appropriately detailed assessment of flood risk, including speed of onset of flooding, depths and duration of inundation.

However, just because it is possible to prepare an emergency plan does not mean this is advisable or appropriate for the nature and vulnerability of development and Limerick City and County Council will not accept an emergency response plan as part of a residential development in isolation or in lieu of appropriate mitigation measures to reduce flood risk to an acceptable standard.

### **7.9 Nature based solutions / Green Infrastructure / SUDS**

Measures can be taken that aim to retain water on the landscape during periods of high rainfall and flood by mimicking the functioning of a natural landscape, thereby reducing the magnitude of flood events and providing complementary ecosystem services. In general, nature-based measures aim to:

- Reduce the rate of runoff during periods of high rainfall;
- Provide flood storage in upper catchment areas; and
- Use natural materials and “soft” engineering techniques to manage flooding in place of “hard” engineering in river corridors.

Nature-based measures to control flooding typically focus on the use of porous surfaces in developments (Sustainable Urban Drainage Systems or SUDS), planting of native vegetation communities/assemblages that are tolerant of both wet and dry conditions, and reversing the impacts of over-engineered river corridors (river restoration) to reduce the peak of flood events by mimicking the function of a natural catchment landscape. In addition to providing flood relief benefits, nature-based solutions can provide an array of ecosystem services including silt and pollution control for runoff entering the river system, improved riparian and in-river habitats, localised temperature reduction during periods of extreme heat, reduced maintenance requirements in engineered systems, groundwater recharge, and carbon sequestration.

These measures can be implemented across an array of scales, for instance across a catchment as part of a wider flood relief scheme, or on a site-specific basis as part of a landscaping or green infrastructure plan. Nature-based solutions can provide flood mitigation benefits and ecosystem services across all scales if given adequate planning, and should be considered during the site layout and design stages of a development.

The drainage design shall ensure no increase in flood risk to the site, or the downstream catchment. Reference should be made to the Limerick County Development Plan objectives, these include EH O14, CAF O11 and the stormwater objectives that overlap with the LAP under IN O12. Considerable detail on the process and design of SuDS is

also provided in C753 , the Dublin SuDS Manual and the Greater Dublin Strategic Drainage Study.

## **7.10 'Green Corridor'**

It is recommended that, where possible, and particularly where there is greenfield land adjacent to the river, a 'green corridor', is retained on all rivers and streams. This will have a number of benefits, including:

- Retention of all, or some, of the natural floodplain;
- Potential opportunities for amenity, including riverside walks and public open spaces;
- Maintenance of the connectivity between the river and its floodplain, encouraging the development of a full range of habitats;
- Natural attenuation of flows will help ensure no increase in flood risk downstream;
- Allows access to the river for maintenance works;
- Provides benefit to the ecological functioning of the river system;
- Retention of clearly demarcated areas where development is not appropriate on flood risk grounds, and in accordance with the Planning System and Flood Risk Management.

The width of this corridor should be determined by the available land and topographical constraints, such as raised land and flood defences, but would ideally span the fully width of the floodplain (i.e. all of Flood Zone A).

## **7.11 Existing and proposed schemes and maintenance areas**

As detailed in Section 4.2 and 6.2, there is one completed and a further planned future flood relief scheme in Newcastle West. Development proposals should be cognisant of these schemes and seek best available information at the time of preparing a site specific flood risk assessment. It is important that sufficient provision for construction and maintenance access is provided around a FRS and in this regard consultation with Limerick County Council and / or OPW is essential.

## 8 Settlement Zoning Review

The purpose of land use zoning objectives is to indicate to property owners and members of the public the types of development the Planning Authority considers most appropriate in each land use category. Zoning is designed to reduce conflicting uses within areas, to protect resources and, in association with phasing, to ensure that land suitable for development is used to the best advantage of the community as a whole.

This section of the SFRA will:

- Outline the strategic approach to flood risk management.
- Consider the land use zoning objectives utilised within Newcastle West and assess their potential vulnerability to flooding.
- Based on the associated vulnerability of the particular use, a clarification on the requirement of the application of the Justification Test is provided.
- The consideration of the specific land use zoning objectives and flood risk will be presented for the settlements. Comment will be provided on the use of the sequential approach and justification test. Conclusions will be drawn on how flood risk is proposed to be managed in the settlement.

### 8.1 A Strategic Approach to Flood Risk Management

A strategic approach to the management of flood risk is important in Newcastle West as the risks are varied, with scales of risk and vulnerability varying across the settlement.

Following the Planning Guidelines, development should always be located in areas of lowest flood risk first, and only when it has been established that there are no suitable alternative options should development (of the lowest vulnerability) proceed. Consideration may then be given to factors which moderate risks, such as defences, and finally consideration of suitable flood risk mitigation and site management measures is necessary.

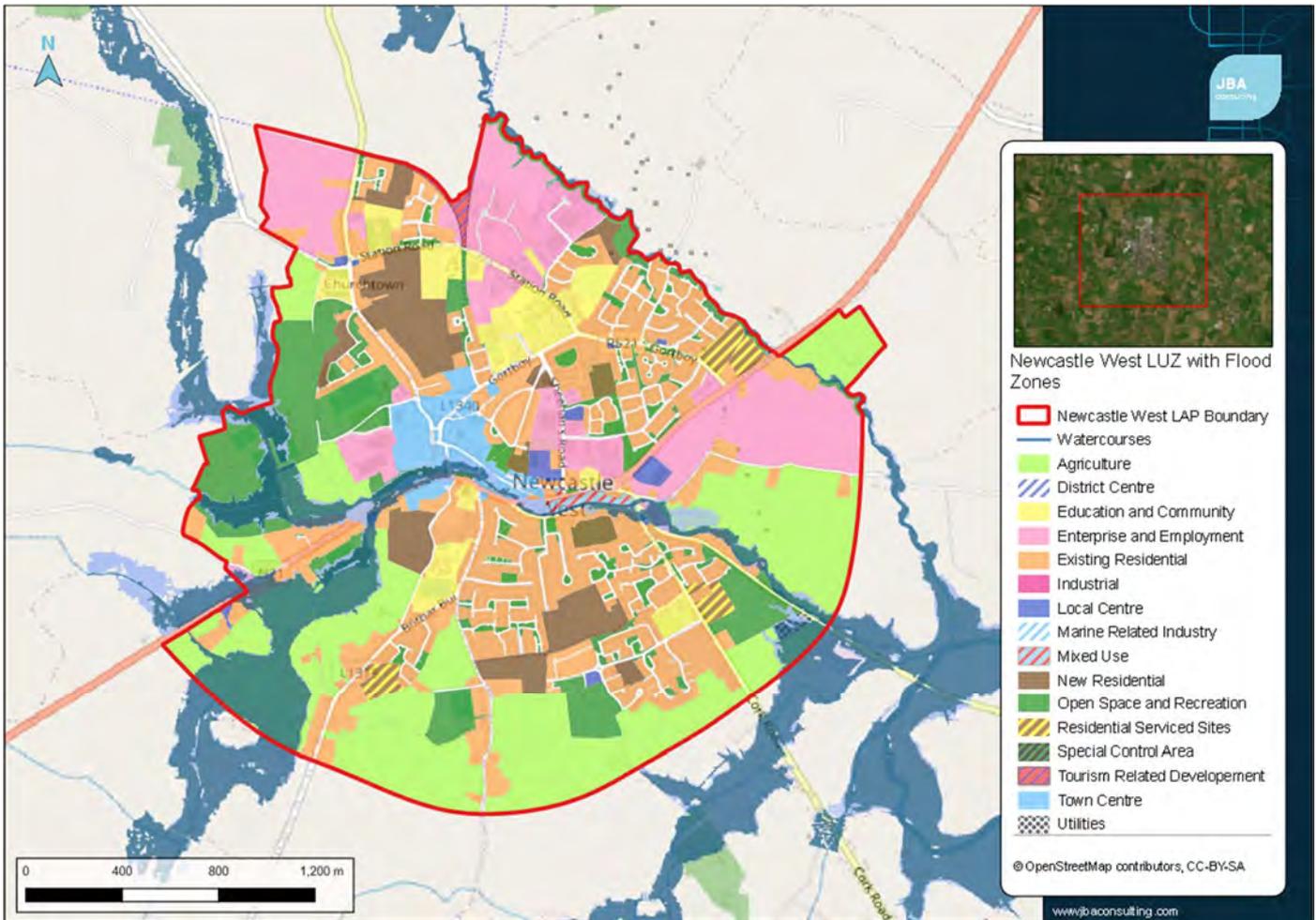
It is important to note that whilst it may be technically feasible to mitigate or manage flood risk at site level, strategically it may not be a sustainable approach.

A summary of flood risks associated with each of the zoning objectives has been provided in the following settlement reviews. The Flood Risk commentary indicates whether a certain land zoning, in Flood Zone A or B, will need to have the Plan Making Justification Test (JT) applied and passed.

When carrying out a site-specific FRA, or when planning applications are being considered, it is important to remember that not all uses will be appropriate on flood risk grounds, hence the need to work through the Justification Test for Development Management on a site by site basis and with reference to Table 8-1. For example, a Town Centre zoning objective can include for an integrated mix of residential, commercial, community and social uses which have varying vulnerabilities and would not be equally permissible within Flood Zone A and B.

**Table 8-1: Zoning Objective Vulnerability**

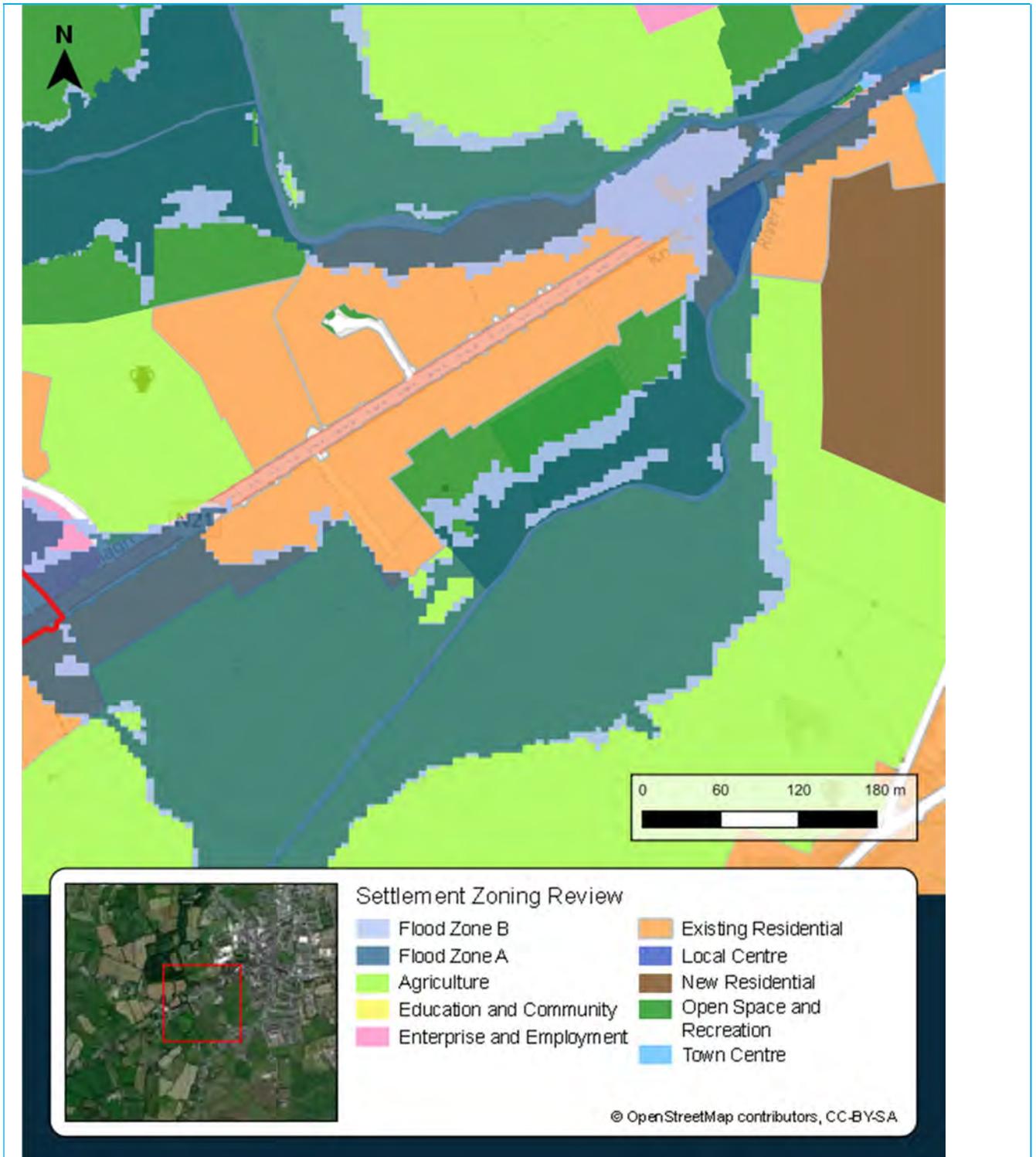
Zoning Objective	Indicative Vulnerability	Primary	Flood Risk Commentary
Agriculture	Water compatible / highly vulnerable		JT not needed <u>as it cannot pass</u> , but for new farm housing the sequential approach must apply.
Enterprise & Employment	Less / vulnerable	highly	For highly vulnerable development in Flood Zone A or B. For less vulnerable development in Flood Zone A.
Education and Community	Less / vulnerable	highly	Consideration to be given to flood risks and sequential use of land to ensure highly vulnerable uses are located within areas at lowest risk of flooding. For highly vulnerable development in Flood Zone A or B. For less vulnerable development in Flood Zone A.
Local Centre	Less / vulnerable	highly	Consideration to be given to flood risks and sequential use of land to ensure highly vulnerable uses are located within areas at lowest risk of flooding. For highly vulnerable development in Flood Zone A or B. For less vulnerable development in Flood Zone A.
Existing Residential	Highly Vulnerable		JT required for within Flood Zone A and B.
New Residential	Highly Vulnerable		JT required for within Flood Zone A and B.
Residential Serviced sites	Highly Vulnerable		JT required for within Flood Zone A and B.
Mixed Use	Less/Highly Vulnerable		Consideration to be given to flood risks and sequential use of land to ensure highly vulnerable uses are located within areas at lowest risk of flooding. For highly vulnerable development in Flood Zone A or B. For less vulnerable development in Flood Zone A.
Open Space and Recreation	Water compatible		For Water Compatible, JT not required. For less vulnerable development in Flood Zone A.
Semi Natural Open Space	Water compatible		For Water Compatible, JT not required. For less vulnerable development in Flood Zone A.
Tourism Related Development	Less / vulnerable	highly	For highly vulnerable development in Flood Zone A or B. For less vulnerable development in Flood Zone A.
Utilities	Less / vulnerable	highly	For highly vulnerable development in Flood Zone A or B. For less vulnerable development in Flood Zone A.
Town Centre	Less / Vulnerable	Highly	For highly vulnerable development in Flood Zone A or B. For less vulnerable development in Flood Zone A.



**Figure 8-1 Overview Map - Land Use Zoning and Flood Zones**

The following sections review the land use zoning objectives for each settlement area within the plan and provide a comprehensive summary of flood risk and justification where necessary.

## 8.2 Rathaneane West



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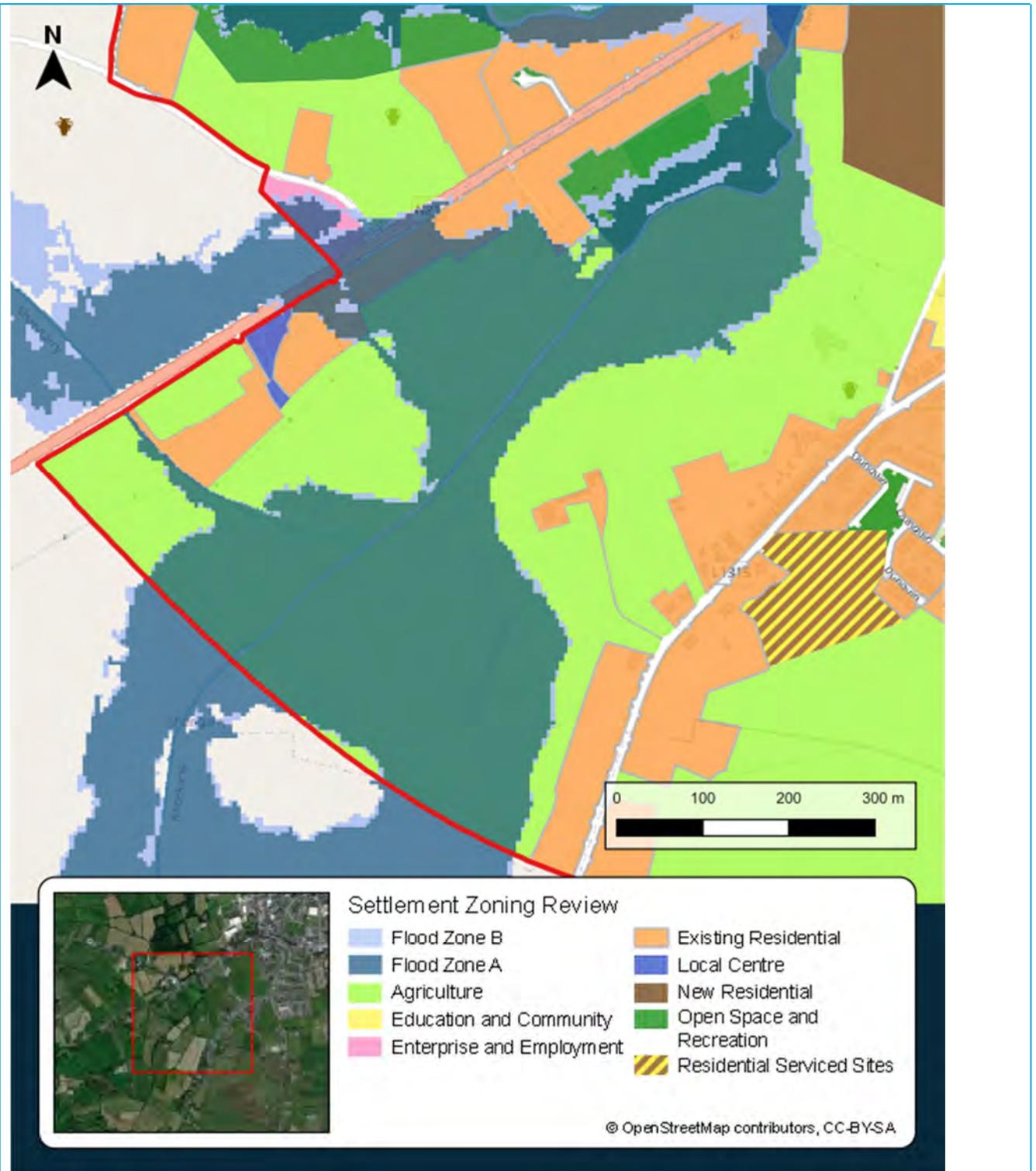
The flood mapping has been produced in accordance with the Planning Guidelines and therefore ignores the impact of flood protection structures. Areas protected by flood defences still carry a residual risk of flooding due to overtopping or breach, there may also be no guarantee of maintenance in perpetuity. Areas that benefit from defences are annotated separately.

**Flood Zone Data**

CFRAM (verified by a site visit)

<b>Historic Flooding</b>	August 2008 flood impacted houses in this area.
<b>Comment</b>	The Killeline flows east and then north through the area towards its confluence with the River Arra in the north. The River Arra flows from west to east to the north of the area. CFRAM mapping show existing residential, mixed use and open space and recreation in zone A and B
<b>Climate Change</b>	Low sensitivity to climate change.
<b>Conclusion</b>	<p>Risk to existing residential, local centre, and open space and recreation with existing local centre lands fully within Flood Zone A and B.</p> <p>The Justification Test has been applied and passed for Existing Residential and Mixed Use.</p> <p>The Justification Test has been applied and passed for Existing residential lands (see Appendix A.1.1) on the basis that development is;</p> <ul style="list-style-type: none"> <li>• Limited to extensions, renovations and change of use.</li> <li>• Bedrooms should be located in the upstairs of two-story buildings when extending existing property.</li> <li>• Demolition/reconstruction consisting of infill residential development on the ground floor can only take place in Flood Zone C.</li> <li>• An appropriately detailed FRA will be required which should follow the general guidance provided in Section of the SFRA and must specifically address the points detailed in Part 3 of the JT under Appendix A.1.1.</li> </ul> <p>The Justification Test has been applied and passed for the local centre lands which is the site of an existing car valeting service and fruit and veg shop (see Appendix A.1.2). Any future development of the site should be subject to an FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the following:</p> <ul style="list-style-type: none"> <li>• A Change of use to residential/high vulnerability use would not be appropriate at this location.</li> <li>• FRA should consider flood resistance and resilience measures for any less vulnerable development;</li> <li>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</li> <li>• Any development shall also be required to be built in accordance with LCCC SuDS Policy.</li> </ul> <p>Elsewhere in the area, risk can be managed in line with approved Policy and the guidance provided within Section 7 of this SFRA.</p>

**8.3 Knockane**

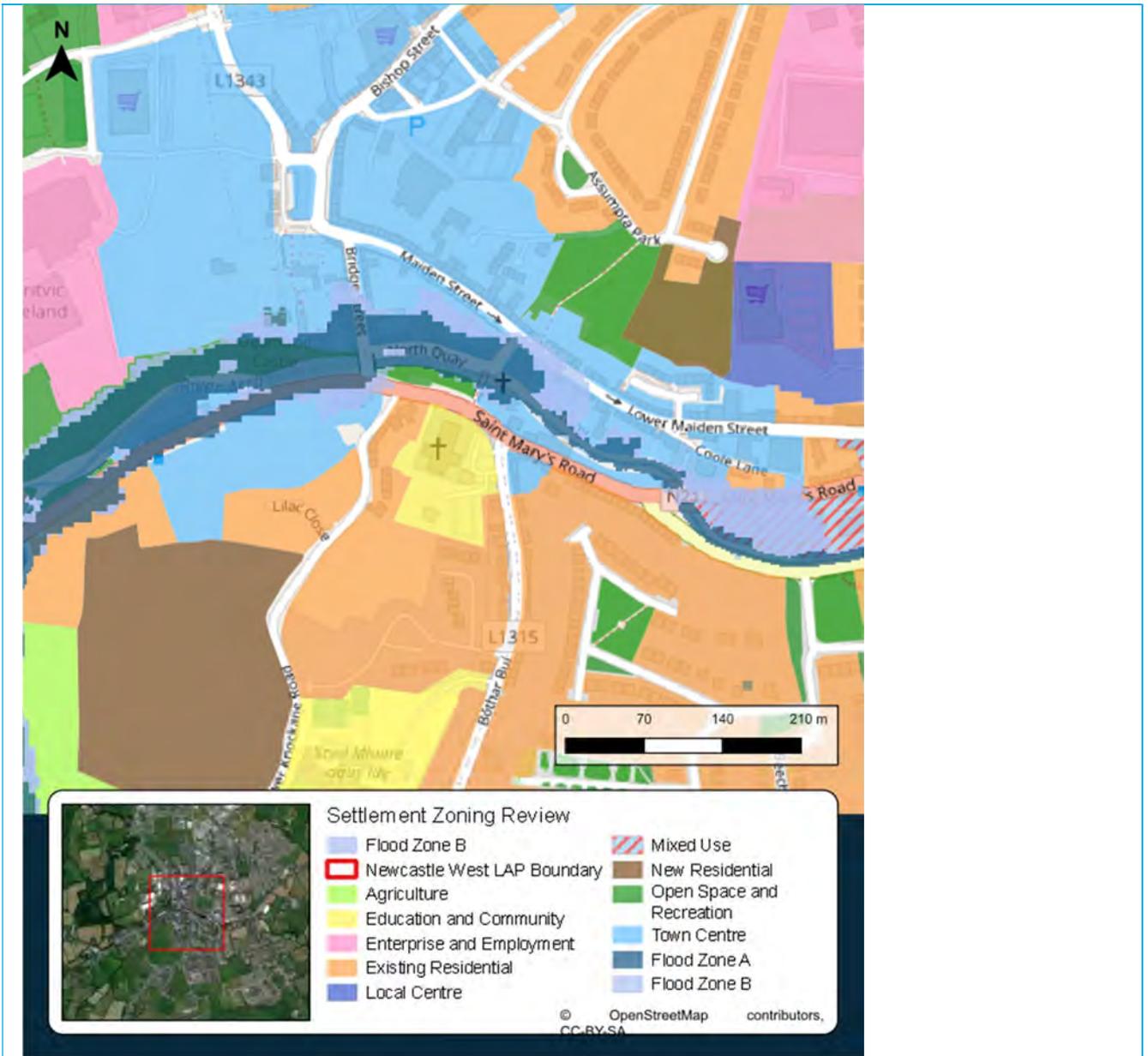


The flood mapping has been produced in accordance with the Planning Guidelines and therefore ignores the impact of flood protection structures. Areas protected by flood defences still carry a residual risk of flooding due to overtopping or breach, there may also be no guarantee of maintenance in perpetuity. Areas that benefit from defences are annotated separately.

<b>Flood Zone Data</b>	CFRAM (verified by a site visit)
<b>Historic Flooding</b>	August 2008 flood impacted houses in this area.

<b>Comment</b>	<p>The Killeline River flows in a north easterly direction through the area. A tributary of the Killeline also flows east where it meets the primary watercourse. CFRAM flood zones show existing residential, mixed use and agriculture within flood zone A and B.</p>
<b>Climate Change</b>	<p>Low sensitivity to climate change.</p>
<b>Conclusion</b>	<p>Risk is to existing development and the Justification Test has been applied and passed for local centre and existing residential.</p> <p><u>Risk to existing residential lands can be managed by following the sequential approach and avoiding highly vulnerable development in Flood Zone A or B and according to the recommendations contained in section 7 and on the basis that development is;</u> <del>The Justification Test for Existing Residential (see Appendix A.2.1) is passed on the basis that development is;</del></p> <ul style="list-style-type: none"> <li>• Limited to extensions, renovations and change of use.</li> <li>• Bedrooms should be located in the upstairs of two-story buildings when extending existing property.</li> <li>• Demolition/reconstruction consisting of infill residential development on the ground floor can only take place in Flood Zone C.</li> <li>• Infill residential development and demolition and reconstruction can only take place in Flood Zone C.</li> <li>• An appropriately detailed FRA will be required which should follow the general guidance provided in Section of the SFRA and must specifically address the points detailed in Part 3 of the JT under Appendix A.2.1.</li> </ul> <p><u>Risk to local centre lands can be managed by following the sequential approach and avoiding highly vulnerable development in Flood Zone A or B and less vulnerable development in Flood Zone A and according to the recommendations contained in section 7 and on the basis that development is;</u> <del>The Justification Test has been applied and passed for the local centre lands (see Appendix 0). Any future development of the site should be subject to an FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the following:</del></p> <ul style="list-style-type: none"> <li>• The sequential approach must be applied for any new buildings.</li> <li>• FRA should address climate change scenarios in relation to operational levels and potential mitigation measures;</li> <li>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</li> <li>• Any development shall also be required to be built in accordance with LCCC SuDS Policy.</li> </ul> <p><u>For Agriculture (housing) further development within Flood Zone A is limited to extensions/renovations, as outlined in Section 5.28 of the Guidelines as amended by Circular PL 2/2014.</u></p> <p>Elsewhere in the area, risk can be managed in line with approved Policy and the guidance provided within Section 7 of this SFRA.</p>

8.4 Town Centre



The flood mapping has been produced in accordance with the Planning Guidelines and therefore ignores the impact of flood protection structures. Areas protected by flood defences still carry a residual risk of flooding due to overtopping or breach, there may also be no guarantee of maintenance in perpetuity. Areas that benefit from defences are annotated separately.

<b>Flood Zone Data</b>	CFRAM (verified by a site visit).
<b>Historic Flooding</b>	The town centre of Newcastle West was reported to have flooded in the past due to surface water and fluvial flooding. The 2008 event severely affected the town centre of Newcastle West.
<b>Comment</b>	The River Arra flows in an easterly direction through the area. CFRAM flood zones show existing residential, open space and recreation, mixed use and town centre lands partially within Flood Zone A and B.
<b>Climate Change</b>	Low Sensitivity to climate change
<b>Conclusion</b>	The Justification Test has applied and passed for the Town Centre (see Appendix A.3.1) on the basis that; <ul style="list-style-type: none"> <li>• Within Flood Zone A/B development is limited to extensions, renovations and change of use.</li> </ul>

	<ul style="list-style-type: none"> <li>• Infill highly vulnerable development and demolition and reconstruction can only take place in Flood Zone C.</li> <li>• Any future development should be subject to an FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address points listed in Appendix A.3.1 and more specifically;</li> <li>• Finished floor levels should be above the 1% AEP level plus climate change and freeboard, where practicable;</li> <li>• FRA should address climate change scenarios in relation to FFLs and potential mitigation measures;</li> <li>• Bedrooms should be located in the upstairs of two-story buildings when extending existing property.</li> <li>• Demolition/reconstruction consisting of infill residential development on the ground floor can only take place in Flood Zone C.</li> <li>• Flood resilient construction materials and fittings should be considered if in Flood Zone A/B;</li> <li>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</li> <li>• Any development shall also be required to be built in accordance with LCCC SuDS Policy.</li> </ul> <p>The Justification Test for existing residential (see Appendix A.3.2) is passed on the basis that development is:</p> <ul style="list-style-type: none"> <li>• Limited to extensions, renovations and change of use.</li> <li>• Bedrooms should be located in the upstairs of two-story buildings when extending existing property.</li> <li>• Demolition/reconstruction consisting of infill residential development on the ground floor can only take place in Flood Zone C.</li> <li>• Any future development should be subject to an FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the points detailed in Part 3 of the JT under Appendix A.3.2.</li> </ul> <p>The Justification Test for existing Mixed Use zoning is passed on the basis that that the points detailed in Part 3 of the JT under Appendix A.3.3 are adhered to, key points include:</p> <ul style="list-style-type: none"> <li>• The sequential approach must be applied, and less vulnerable elements of the site should be located in Flood Zone B or preferably C;</li> <li>• Highly vulnerable development is only appropriate within Flood Zone C;</li> <li>• FRA should address climate change scenarios in relation to operational levels and potential mitigation measures;</li> <li>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</li> <li>• Any development shall also be required to be built in accordance with LCCC SuDS Policy</li> </ul> <p><u>For the New Residential lands, since these are undeveloped it is a suitable opportunity to apply nature based surface water management methods in line with IESO 3 (c) and the DHLGH Best Practise Interim Guidance Document.</u></p> <p>Elsewhere in the area, risk can be managed in line with approved Policy</p>
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and the guidance provided within Section 7 of this SFRA.

**8.5 Rathaneane East**



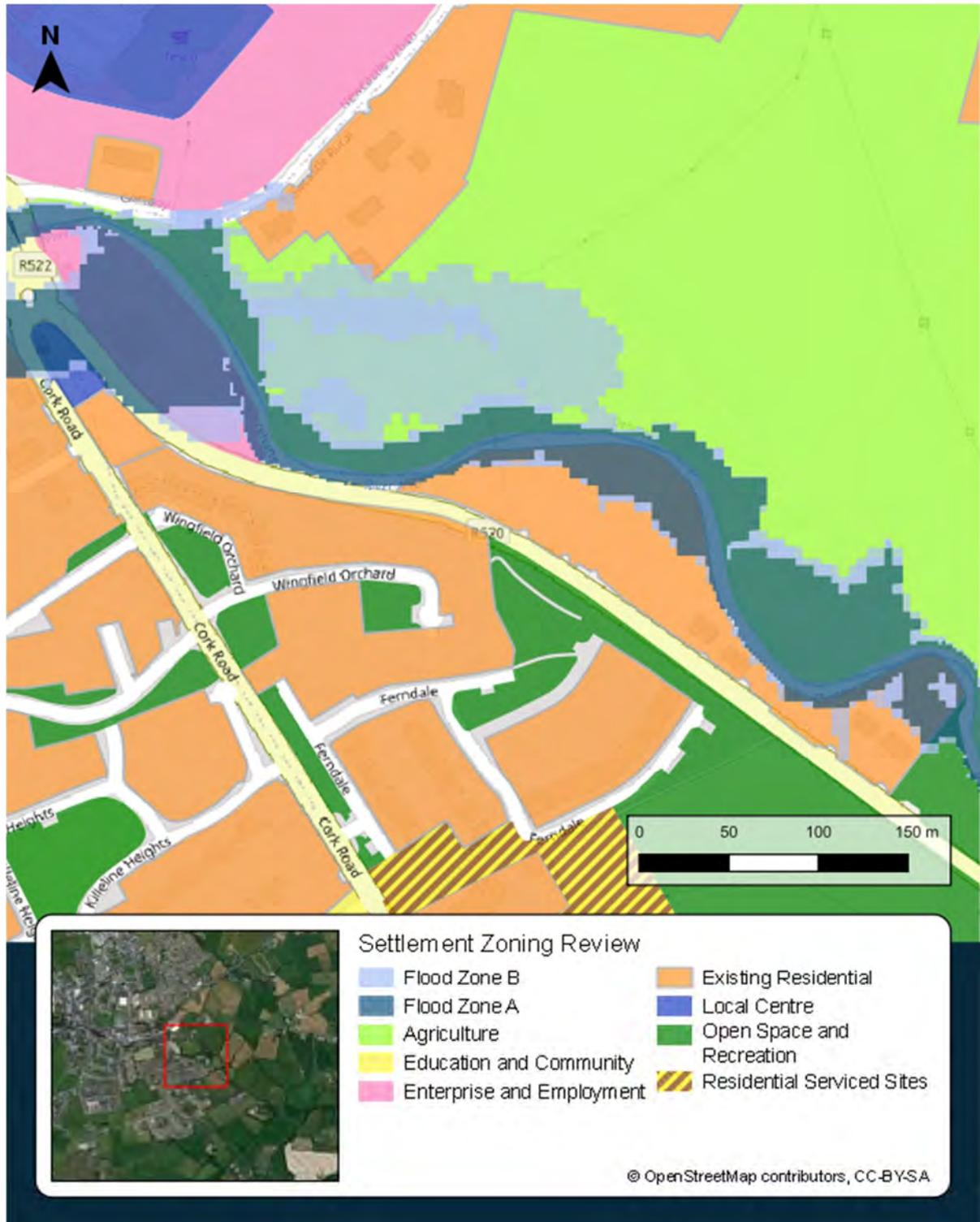
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The flood mapping has been produced in accordance with the Planning Guidelines and therefore ignores the impact of flood protection structures. Areas protected by flood defences still carry a residual risk of flooding due to overtopping or breach, there may also be no guarantee of maintenance in perpetuity. Areas that benefit from defences are annotated separately.

<b>Flood Zone Data</b>	CFRAM (verified by a site visit)
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<b>Historic Flooding</b>	This area was reported to have flooded during the 2008 event.
<b>Comment</b>	The River Arra flows in an easterly direction through the area. CFRAM flood zones show existing residential and mixed use lands partially within flood zone A and B. Developments in this area are existing.
<b>Climate Change</b>	Low sensitivity to climate change.
<b>Conclusion</b>	<p>The Justification Test has been applied and passed for existing residential and mixed use lands.</p> <p>The Justification Test for existing residential (see Appendix A.4.1) is passed on the basis that development is;</p> <ul style="list-style-type: none"> <li>• Limited to extensions, renovations and change of use.</li> <li>• Bedrooms should be located in the upstairs of two-story buildings when extending existing property.</li> <li>• Demolition/reconstruction consisting of infill residential development on the ground floor can only take place in Flood Zone C.</li> <li>• An appropriately detailed FRA will be required which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the points detailed in Part 3 of the JT under Appendix A.4.1.</li> </ul> <p>The Justification Test for existing Mixed Use zoning is passed on the basis that that the points detailed in Part 3 of the JT under Appendix A.4.2 are adhered to, key points include:</p> <ul style="list-style-type: none"> <li>• The sequential approach must be applied, and less vulnerable elements of the site should be located in Flood Zone B or preferably C;</li> <li>• Highly vulnerable development is only appropriate within Flood Zone C;</li> <li>• FRA should address climate change and FFL requirements in relation to</li> <li>• Table 7-1 and</li> <li>• Table 7-2;</li> <li>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</li> <li>• Any development shall also be required to be built in accordance with LCCC SuDS Policy</li> </ul> <p><u>For the New Residential lands, since these are undeveloped it is a suitable opportunity to apply nature based surface water management in line with IESO 3 (c) and the DHLGH Best Practise Interim Guidance Document.</u></p> <p>Elsewhere in the area, risk can be managed in line with approved Policy and the guidance provided within Section 7 of this SFRA.</p>

**8.6 Cloonysrehane**



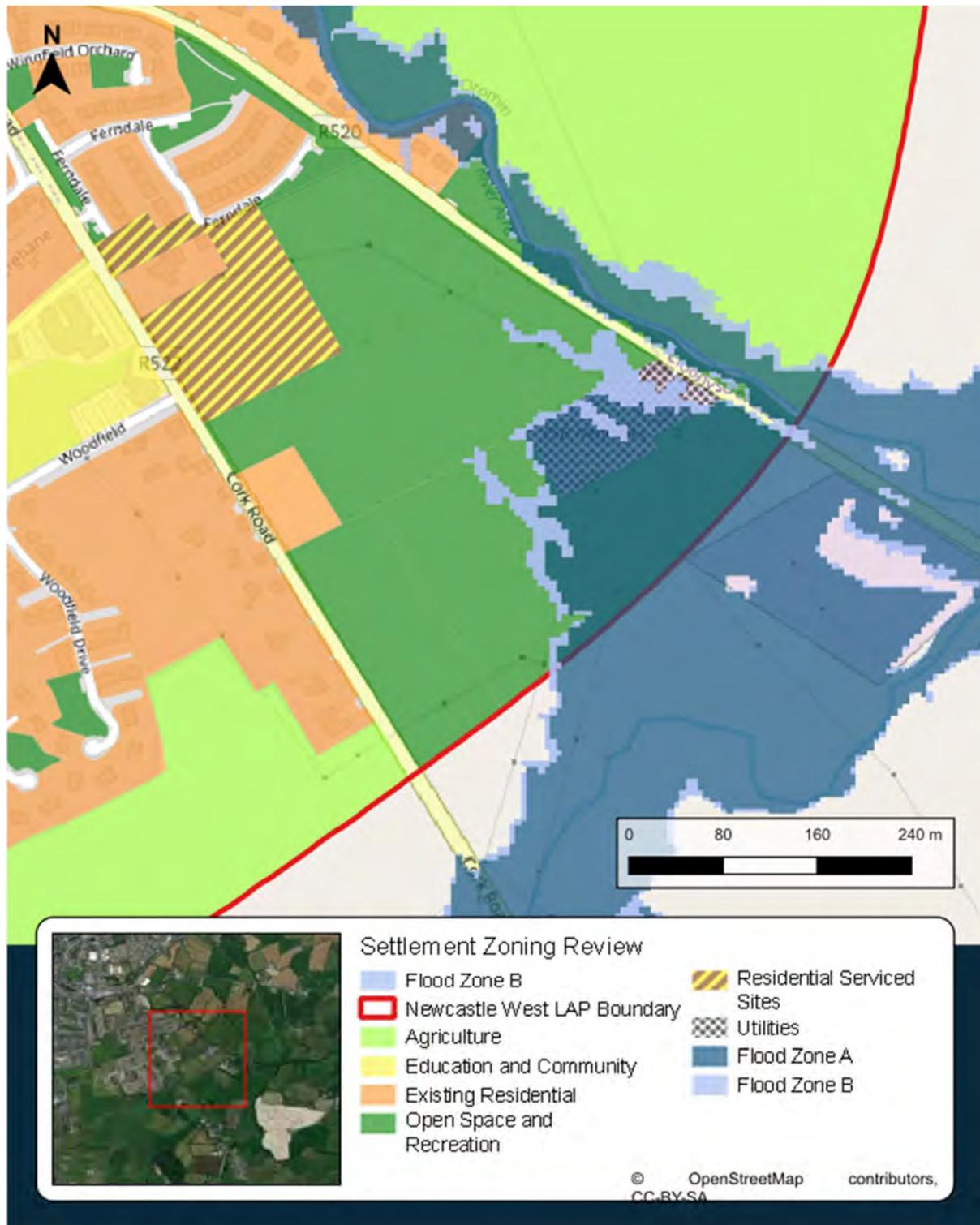
The flood mapping has been produced in accordance with the Planning Guidelines and therefore ignores the impact of flood protection structures. Areas protected by flood defences still carry a residual risk of flooding due to overtopping or breach, there may also be no guarantee of maintenance in perpetuity. Areas that benefit from defences are annotated separately.

**Flood Zone Data**

CFRAM (verified by a site visit)

<b>Historic Flooding</b>	This area was reported to have flooded during the 2008 event.
<b>Comment</b>	The River Arra meanders in a south easterly direction. CFRAM flood zones show existing residential, open space and recreation and utilities lands within flood zone A and B.
<b>Climate Change</b>	Low sensitivity to climate change.
<b>Conclusion</b>	<p><u>Risk to existing residential lands can be managed by following the sequential approach and avoiding highly vulnerable development in Flood Zone A or B and according to the recommendations contained in Section 7 and on the basis that development is;</u></p> <p><del>The Justification Test for existing residential (see Appendix A.5.1) is passed on the basis that development is;</del></p> <ul style="list-style-type: none"> <li>• Limited to extensions, renovations and change of use.</li> <li>• Bedrooms should be located in the upstairs of two-story buildings when extending existing property.</li> <li>• Demolition/reconstruction consisting of infill residential development on the ground floor can only take place in Flood Zone C.</li> <li>• An appropriately detailed FRA will be required which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the points detailed in Part 3 of the JT under Appendix A.5.1.</li> </ul> <p><u>Risk to Enterprise and Employment lands can be managed by following the sequential approach and avoiding less or highly vulnerable development in Flood Zone A or B and according to the recommendations contained in Section 7 and on the basis that;</u></p> <p><del>The Justification Test has been applied and passed for Enterprise and Employment lands (see Appendix A.5.2). Any future development of the land should be subject to an FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the following:</del></p> <ul style="list-style-type: none"> <li>• <u>An FRA</u> should address climate change scenarios in relation to operational levels and potential mitigation measures;</li> <li>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</li> <li>• Any development shall also be required to be built in accordance with LCCC SuDS Policy.</li> </ul> <p>Elsewhere in the area, risk can be managed in line with approved Policy and the guidance provided Section 7 of this SFRA.</p>

### 8.7 Cloonysrehane South



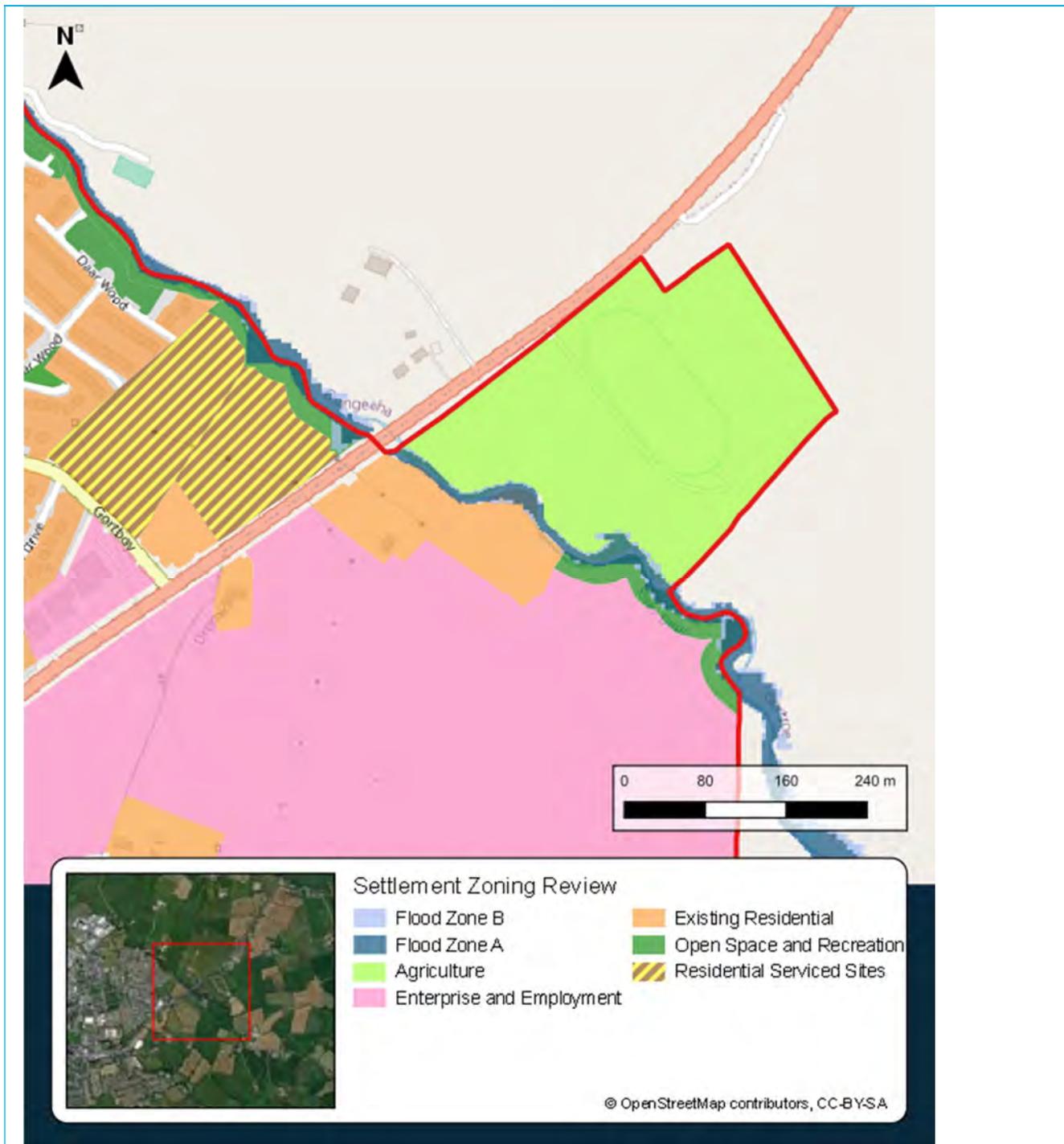
The flood mapping has been produced in accordance with the Planning Guidelines and therefore ignores the impact of flood protection structures. Areas protected by flood defences still carry a residual risk of flooding due to overtopping or breach, there may also be no guarantee of maintenance in perpetuity. Areas that benefit from defences are annotated separately.

**Flood Zone Data**

CFRAM (verified by a site visit)

<b>Historic Flooding</b>	There are reports of this area being affected by flooding in 2008 and the town suffered power loss as a result.
<b>Comment</b>	The River Arra flows through the area in a south easterly direction CFRAM Flood Zones show open space and recreation, agriculture and utilities lands within flood zone A and B. Utilities lands is an existing ESB substation that was affected by flooding during the 2008 event.
<b>Climate Change</b>	Low sensitivity to climate change.
<b>Conclusion</b>	<p>Risk is limited to Open Space and Recreation and Utilities lands.</p> <p><u>Risk to Utilities lands can be managed by following the sequential approach and avoiding less or highly vulnerable development in Flood Zone A or B and according to the recommendations contained in Section 7. <del>The Justification Test has been applied and passed for the Utilities lands (see Appendix A.6.1).</del></u> It is not clear as to the extent of the current protection to the site, although it appears there is some raising of the building level and concrete bunding place.</p> <ul style="list-style-type: none"> <li>• ESB should be contacted in relation to the potential flood risk and discussions on mitigation undertaken.</li> <li>• Any future development of the land should be subject to an FRA which should follow the general guidance provided in 7 of the SFRA and must specifically address the following:</li> <li>• The sequential approach should be applied and Highly vulnerable elements of the site should be located in Flood Zone C, or raised/bunded/protected;</li> <li>• FRA should address climate change scenarios in relation to operational levels and potential mitigation measures;</li> <li>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</li> <li>• Any development shall also be required to be built in accordance with LCCC SuDS Policy.</li> </ul> <p><u>For Agriculture (housing) further development within Flood Zone A is limited to extensions/renovations, as outlined in Section 5.28 of the Guidelines as amended by Circular PL 2/2014.</u></p> <p>Elsewhere in the area, risk can be managed in line with approved Policy and the guidance provided within Section 7 of this SFRA.</p>

**8.8 Gortroe**



The flood mapping has been produced in accordance with the Planning Guidelines and therefore ignores the impact of flood protection structures. Areas protected by flood defences still carry a residual risk of flooding due to overtopping or breach, there may also be no guarantee of maintenance in perpetuity. Areas that benefit from defences are annotated separately.

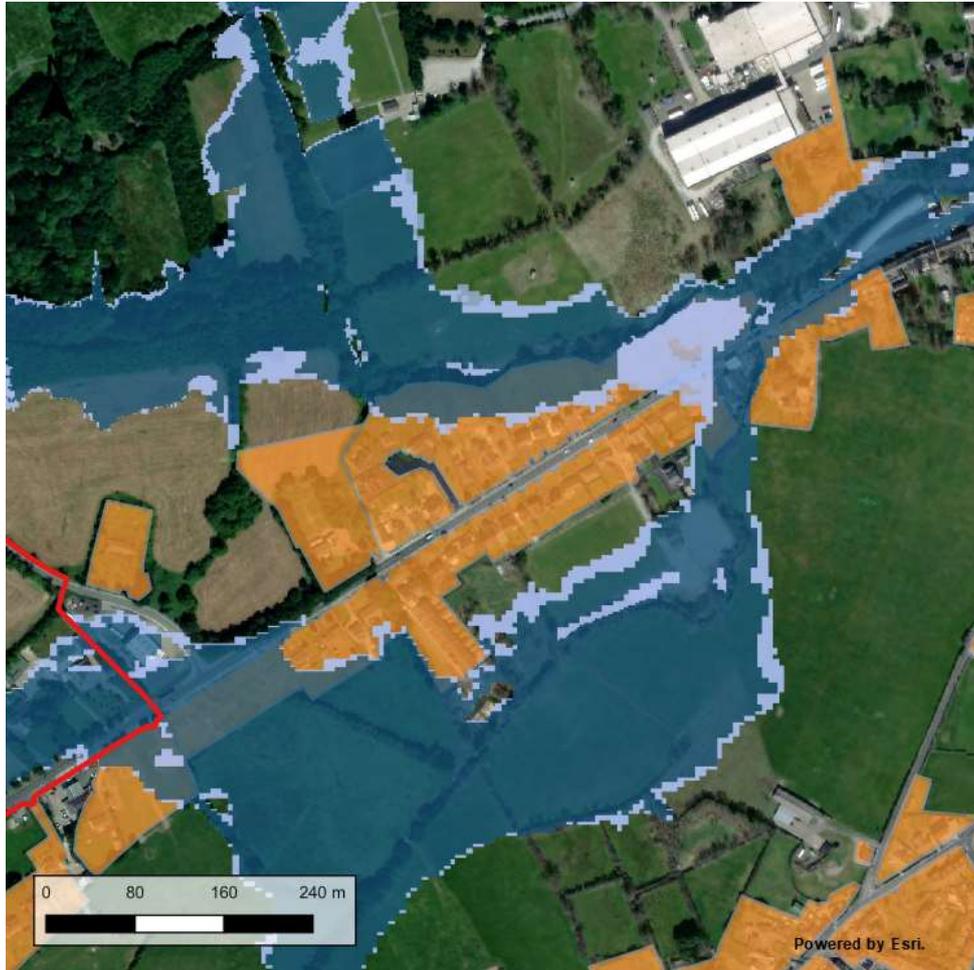
<b>Flood Zone Data</b>	JBA modelling
<b>Historic Flooding</b>	No historic flooding has been reported here.
<b>Comment</b>	The River Daar flows in a south easterly direction bordering existing residential, mixed use, enterprise and employment and agriculture zonings. CFRAM flood zones show existing residential and agriculture

	within flood zone A and B.
<b>Climate Change</b>	Low sensitivity to climate change.
<b>Conclusion</b>	<p>Much of the risk is limited to a small margin of existing residential development.</p> <p><u>Risk to existing residential lands can be managed by following the sequential approach and avoiding highly vulnerable development in Flood Zone A or B and according to the recommendations contained in Section 7 and on the basis that development is;</u></p> <p><del>The Justification Test has been applied and passed to the Existing Residential lands (see Appendix A.7.1) on the basis that development is;</del></p> <ul style="list-style-type: none"> <li>• Limited to extensions, renovations and change of use.</li> <li>• Bedrooms should be located in the upstairs of two-story buildings when extending existing property.</li> <li>• Infill residential development and demolition and reconstruction can only take place in Flood Zone C.</li> <li>• An appropriately detailed FRA will be required which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the points detailed in Part 3 of the JT under Appendix.</li> </ul> <p><u>For the Residential Serviced Sites, and Enterprise and Employment lands, since these are undeveloped it is a suitable opportunity to apply nature based surface water management in line with IESO 3 (c) and the DHLGH Best Practise Interim Guidance Document.</u></p> <p><u>For Agriculture (housing) further development within Flood Zone A is limited to extensions/renovations, as outlined in Section 5.28 of the Guidelines as amended by Circular PL 2/2014.</u></p> <p>For other sites within the area manage risk in line with approved Policy and the guidance provided within Section 7 of this SFRA.</p>

Appendix A - Justification Tests

**A.1 Rathaneane West**

**A.1.1 Existing Residential**



1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act 2000, as amended.

Newcastle West has been identified by the RSES as a Key Town and forms part of the Atlantic Economic Corridor, with special potential for economic growth. The RSES identifies the importance of supporting Newcastle West as a strategically located urban centre of significant sub-regional context. It is envisaged that the Key Town will be a focus for significant growth.

Objective CGR O11 (Level 2: Key Town Newcastle West) of the Limerick Development Plan 2022-2028 seeks to promote Newcastle West as a key service centre and to promote the sustainable growth of the town to become a self-sufficient settlement and act as a service centre for its inhabitants and rural hinterland. This objective also requires that at least 30% of all new homes shall be located within the existing built-up footprint of the settlement, in order to deliver

	compact growth and reduce unsustainable urban sprawl.
2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:	
i. Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement:	The lands are already developed and the zoning reflects their existing residential use. They are a reflection of the development of the town.
ii. Comprises significant previously developed and/or under-utilised lands:	These lands are already developed and currently occupied by existing residential uses as per their proposed zoning objective.
iii. Is within or adjoining the core of an established or designated urban settlement:	The lands are existing residential and located in the within the development boundary of the plan.
iv. Will be essential in achieving compact and sustainable urban growth;	These lands are already developed and currently occupied by existing residential uses as per their proposed zoning objective.
v. There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	The lands are currently developed.
3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment	<p>A significant proportion of the existing residential lands here are within Flood Zone A and B.</p> <p>Parts 1 &amp; 2 of the test found that it is considered appropriate to retain the existing zoning. This is on the basis that;</p> <ul style="list-style-type: none"> <li>• Additional development in Flood Zones A/B should be limited to extensions, renovations and change of use.</li> <li>• Infill residential development and demolition and reconstruction can only take place in Flood Zone C.</li> </ul> <p>Any future development should be subject to an FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the following:</p> <ul style="list-style-type: none"> <li>• FRA should address climate change and FFL requirements in relation to</li> <li>• Table 7-1 and</li> <li>• Table 7-2;</li> <li>• Bedrooms should be located in the upstairs of two-story buildings when extending existing property;</li> <li>• Demolition/reconstruction consisting of infill residential development on the ground floor can</li> </ul>

	<p>only take place in Flood Zone C.</p> <ul style="list-style-type: none"><li>• Flood resilient construction materials and fittings should be considered if in Flood Zone A/B;</li><li>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</li><li>• Any development shall also be required to be built in accordance with LCCC SuDS Policy.</li></ul>

### A.1.2 Local Centre



1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act 2000, as amended.

Newcastle West has been identified by the RSES as a Key Town and forms part of the Atlantic Economic Corridor, with special potential for economic growth. The RSES identifies the importance of supporting Newcastle West as a strategically located urban centre of significant sub-regional context. It is envisaged that the Key Town will be a focus for significant growth.

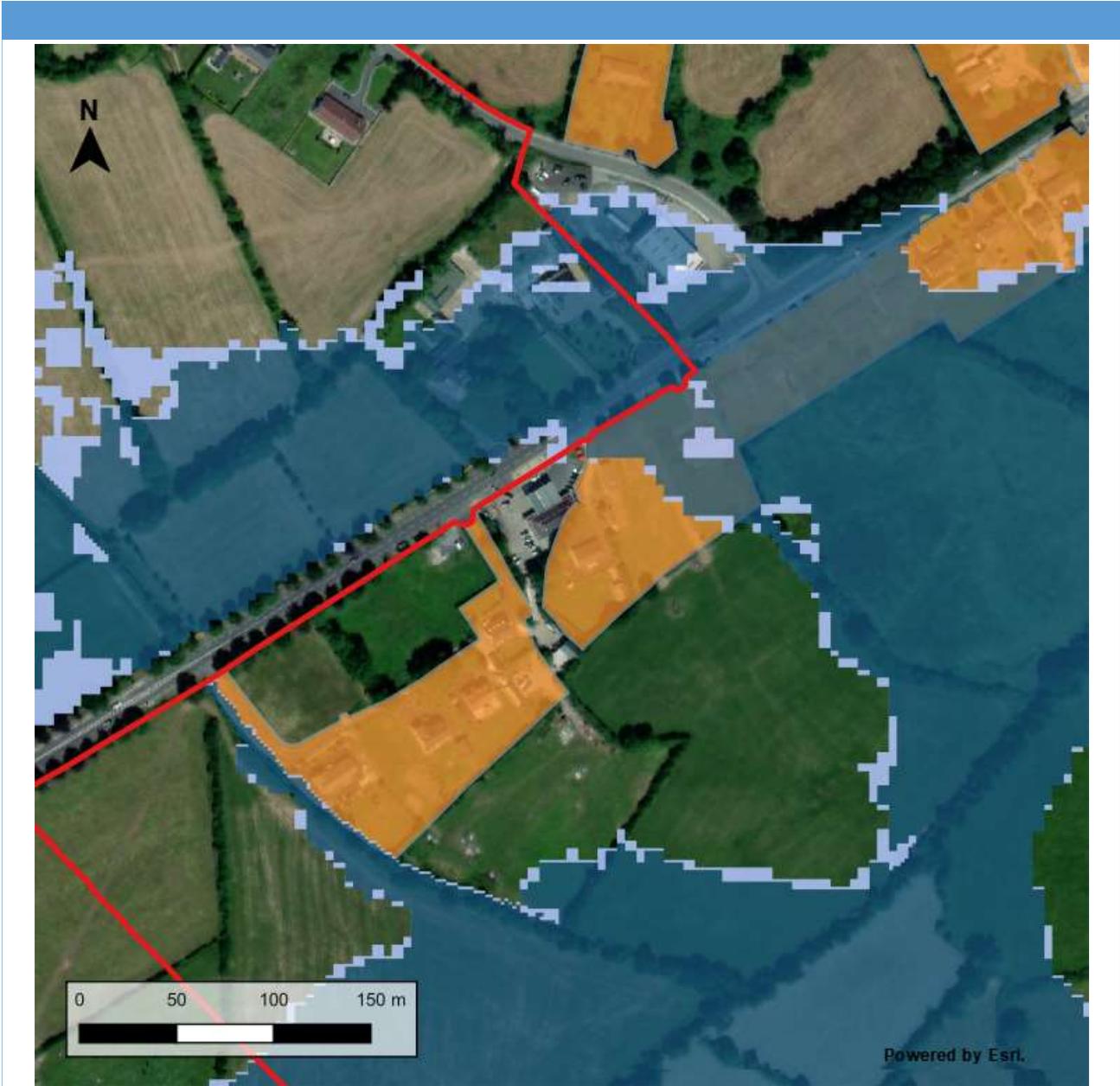
Objective CGR O11 (Level 2: Key Town Newcastle West) of the Limerick Development Plan 2022-2028 seeks to promote Newcastle West as a key service centre and to promote the sustainable growth of the town to become a self-sufficient settlement and act as a service centre for its inhabitants and rural hinterland. This objective also requires that at least 30% of all new homes shall be located within the existing built-up footprint of the settlement, in order to deliver

	compact growth and reduce unsustainable urban sprawl.
2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:	
i. Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement:	The lands are essential to facilitate regeneration. The provision of a Local Centre zoning at this location allows for the provision of a town centre designation/zoning around the centre of the settlement.
ii. Comprises significant previously developed and/or under-utilised lands:	These are brownfield lands.
iii. Is within or adjoining the core of an established or designated urban settlement:	The lands are within the LAP boundary.
iv. Will be essential in achieving compact and sustainable urban growth;	The delivery of development on these lands is essential to achieve compact or sustainable growth. The provision of a Local Centre zoning at this location allows for the provision of a town centre designation/zoning around the centre of the settlement.
v. There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Suitable alternative lands are not available for Local Centre use elsewhere in areas outside of any flood risk.
3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment	<p>The existing mixed use lands are fully within Flood Zone A\B.</p> <p>Parts 1 &amp; 2 of the test found that it is considered appropriate to retain the existing zoning.</p> <p>Any further development of the lands should be subject to an appropriately detailed FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the following:</p> <ul style="list-style-type: none"> <li>• A Change of use to residential/high vulnerability use would not be appropriate at this location as it is not possible to apply the sequential approach and locate development in Flood Zone C.</li> <li>• FRA should consider flood resistance and resilience measures for any less vulnerable development;</li> <li>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</li> <li>• Any development shall also be required to be built in accordance with LCCC SuDS Policy.</li> </ul>



**A.2** — **Knockane**

**A.2.1** — **Existing Residential**



1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act 2000, as amended.

Newcastle West has been identified by the RSES as a Key Town and forms part of the Atlantic Economic Corridor, with special potential for economic growth. The RSES identifies the importance of supporting Newcastle West as a strategically located urban centre of significant sub-regional context. It is envisaged that the Key Town will be a focus for significant growth.

Objective CGR O11 (Level 2: Key Town Newcastle West) of the Limerick Development Plan 2022-2028 seeks to promote Newcastle West as a key service centre and to promote the

	<p>sustainable growth of the town to become a self-sufficient settlement and act as a service centre for its inhabitants and rural hinterland. This objective also requires that at least 30% of all new homes shall be located within the existing built up footprint of the settlement, in order to deliver compact growth and reduce unsustainable urban sprawl.</p>
<p>2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:</p>	
<p>i. Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement:</p>	<p>These lands are already developed and currently occupied by existing residential uses as per their proposed zoning objective.</p>
<p>ii. Comprises significant previously developed and/or under-utilised lands:</p>	<p>These lands are already developed and currently occupied by existing residential uses as per their proposed zoning objective.</p>
<p>iii. Is within or adjoining the core of an established or designated urban settlement:</p>	<p>The lands are existing residential and are located within the development boundary of the plan.</p>
<p>iv. Will be essential in achieving compact and sustainable urban growth;</p>	<p>These lands are already developed and currently occupied by existing residential uses as per their proposed zoning objective.</p>
<p>v. There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</p>	<p>The lands are currently developed.</p>
<p>3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment</p>	<p>A significant proportion of the land here is within Flood Zone A and B.</p> <p>Parts 1 &amp; 2 of the test found that it is considered appropriate to retain the existing zoning. This is on the basis that;</p> <ul style="list-style-type: none"> <li>● Additional development in Flood Zones A/B should be limited to extensions, renovations and change of use.</li> <li>● Infill residential development and demolition and reconstruction can only take place in Flood Zone C.</li> </ul> <p>Any future development should be subject to an FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the following: FRA should address climate change and FFL requirements in relation to</p> <p>Table 7-1 and</p> <ul style="list-style-type: none"> <li>● Table 7-2;</li> <li>● Bedrooms should be located in the upstairs of</li> </ul>

	<p><del>two-story buildings when extending existing property.</del></p> <ul style="list-style-type: none"><li><del>• Demolition/reconstruction consisting of infill residential development on the ground floor can only take place in Flood Zone C.</del></li><li><del>• Flood resilient construction materials and fittings should be considered if in Flood Zone A/B;</del></li><li><del>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</del></li><li><del>• Any development shall also be required to be built in accordance with LCCC SuDS Policy.</del></li></ul>
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## A.2.2 Local Centre



1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act 2000, as amended.

Newcastle West has been identified by the RSES as a Key Town and forms part of the Atlantic Economic Corridor, with special potential for economic growth. The RSES identifies the importance of supporting Newcastle West as a strategically located urban centre of significant sub-regional context. It is envisaged that the Key Town will be a focus for significant growth.

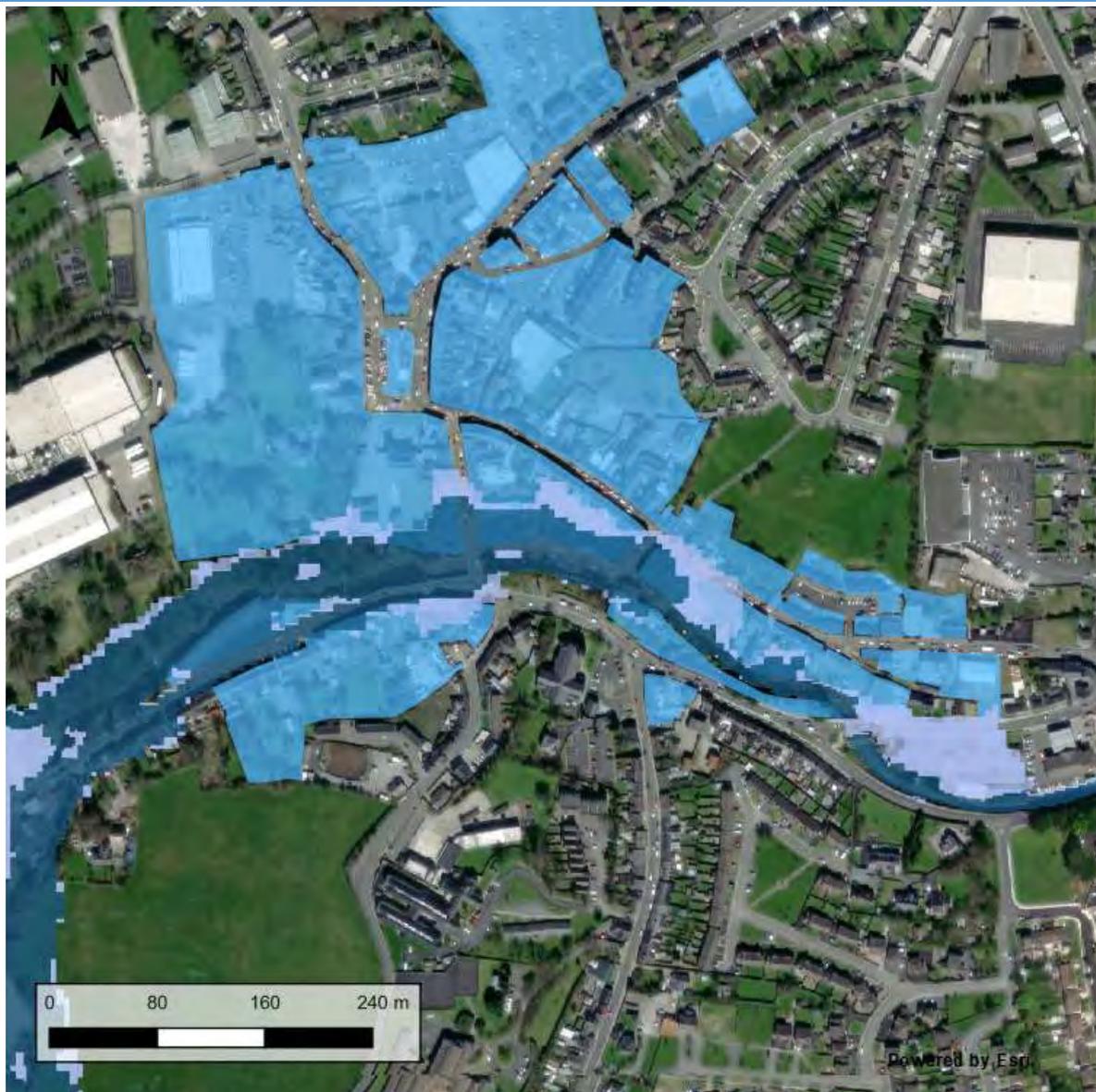
Objective CGR O11 (Level 2: Key Town Newcastle West) of the Limerick Development Plan 2022-2028 seeks to promote Newcastle West as a key service centre and to promote the sustainable growth of the town to become a self-sufficient settlement and act as a service centre for its inhabitants and rural hinterland. This objective also requires that at least 30% of all new homes shall be located within the existing

	<del>built-up footprint of the settlement, in order to deliver compact growth and reduce unsustainable urban sprawl.</del>
<del>2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:</del>	
<del>i. Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement:</del>	<del>The lands are already developed and the zoning reflects their existing uses. They are a reflection of the development of the town.</del>
<del>ii. Comprises significant previously developed and/or under-utilised lands:</del>	<del>The site is developed and contains a petrol station.</del>
<del>iii. Is within or adjoining the core of an established or designated urban settlement:</del>	<del>The lands are located within the LAP boundary.</del>
<del>iv. Will be essential in achieving compact and sustainable urban growth;</del>	<del>The site is developed and contains a petrol station.</del>
<del>v. There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</del>	<del>The lands are currently developed.</del>
<del>3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment</del>	<p><del>The existing mixed use lands only have a very small overlap with the Flood Zone A/B.</del></p> <p><del>Parts 1 &amp; 2 of the test found that it is considered appropriate to retain the existing zoning.</del></p> <p><del>Any further development of the lands should be subject to an appropriately detailed FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the following:</del></p> <ul style="list-style-type: none"> <li><del>• The sequential approach must be applied, and less vulnerable elements of the site should be located in Flood Zone B or preferably C;</del></li> <li><del>• Highly vulnerable development is only appropriate within Flood Zone C;</del></li> </ul> <p><del>FRA should address climate change and FFL requirements in relation to</del></p> <p><del>Table 7-1 and</del></p> <ul style="list-style-type: none"> <li><del>• Table 7-2;</del></li> <li><del>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</del></li> </ul> <p><del>Any development shall also be required to be built in accordance with LCCC SuDS Policy.</del></p>



### A.3 Town Centre

#### A.3.1 Town Centre



1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act 2000, as amended.

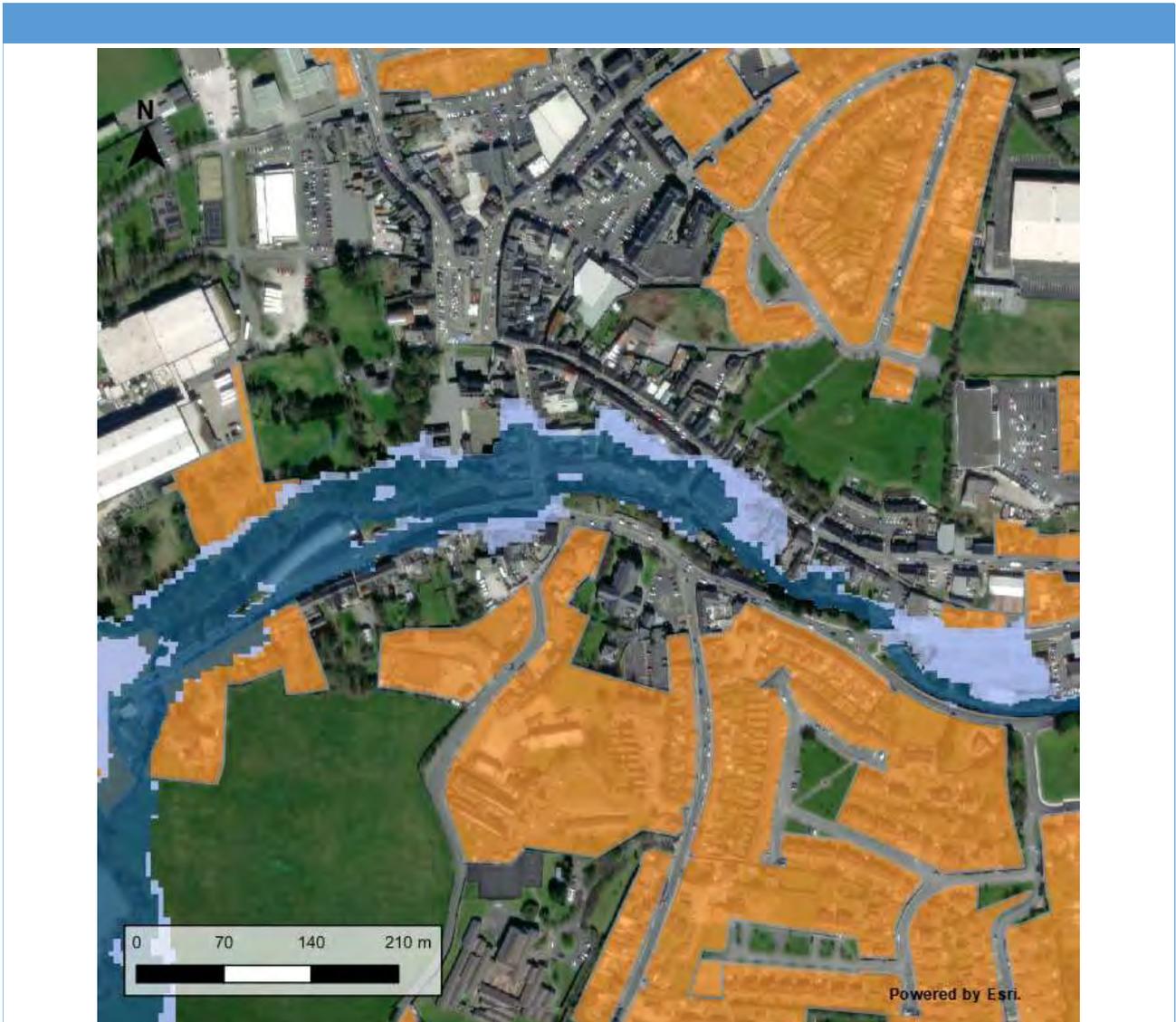
Newcastle West has been identified by the RSES as a Key Town and forms part of the Atlantic Economic Corridor, with special potential for economic growth. The RSES identifies the importance of supporting Newcastle West as a strategically located urban centre of significant sub-regional context. It is envisaged that the Key Town will be a focus for significant growth.

Objective CGR O11 (Level 2: Key Town Newcastle West) of the Limerick Development Plan 2022-2028 seeks to promote Newcastle West as a key service centre and to promote the sustainable growth of the town to become a self-sufficient settlement and act as a service centre for its inhabitants and

	rural hinterland. This objective also requires that at least 30% of all new homes shall be located within the existing built-up footprint of the settlement, in order to deliver compact growth and reduce unsustainable urban sprawl.
2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:	
i. Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement:	The lands are zoned town centre, reflecting their existing uses. The lands are essential to facilitate regeneration and expansion of the centre of the settlement.
ii. Comprises significant previously developed and/or under-utilised lands:	These lands are significantly developed and currently occupied by existing uses as per their proposed zoning objective.
iii. Is within or adjoining the core of an established or designated urban settlement:	The lands are zoned town centre and located in the core of the town.
iv. Will be essential in achieving compact and sustainable urban growth;	These lands are significantly developed and currently occupied by existing uses as per their proposed zoning objective. Any redevelopment on these lands will contribute to compact urban growth aligned to higher-level spatial policy.
v. There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	The lands are significantly developed.
3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment	<p>Parts of the Town Centre are within Flood Zone A/B. While most of the land is under existing development.</p> <p>Parts 1 &amp; 2 of the test found that it is considered appropriate to retain the existing zoning. This is on the basis that;</p> <ul style="list-style-type: none"> <li>• Within Flood Zone A/B development is limited to extensions, renovations and change of use.</li> <li>• Infill highly vulnerable development and demolition and reconstruction can only take place in Flood Zone C.</li> <li>• Less vulnerable development is appropriate within Flood Zone B.</li> </ul> <p>Any future development should be subject to an FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the following: FRA should address climate change and FFL requirements in relation to</p> <p>Table 7-1 and</p> <ul style="list-style-type: none"> <li>• Table 7-2, where practicable;</li> </ul>

	<ul style="list-style-type: none"><li>• Bedrooms should be located in the upstairs of two-story buildings when extending existing property.</li><li>• Demolition/reconstruction consisting of infill residential development on the ground floor can only take place in Flood Zone C.</li><li>• Flood resilient construction materials and fittings should be considered if in Flood Zone A/B;</li><li>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</li><li>• Any development shall also be required to be built in accordance with LCCC SuDS Policy.</li></ul>
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### A.3.2 Existing Residential



1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act 2000, as amended.

Newcastle West has been identified by the RSES as a Key Town and forms part of the Atlantic Economic Corridor, with special potential for economic growth. The RSES identifies the importance of supporting Newcastle West as a strategically located urban centre of significant sub-regional context. It is envisaged that the Key Town will be a focus for significant growth.

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<p>2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:</p>	
<p>i. Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement:</p>	<p>The lands are significantly developed and the zoning reflects their existing residential uses. They are a reflection of the development of the town.</p>
<p>ii. Comprises significant previously developed and/or under-utilised lands:</p>	<p>These lands are significantly developed and currently occupied by existing residential uses as per their proposed zoning objective.</p>
<p>iii. Is within or adjoining the core of an established or designated urban settlement:</p>	<p>The lands are existing residential and located close to the town centre.</p>
<p>iv. Will be essential in achieving compact and sustainable urban growth;</p>	<p>The lands are significantly developed and the zoning reflects their existing residential uses.</p>
<p>v. There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</p>	<p>The lands are significantly developed.</p>
<p>3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment</p>	<p>A significant proportion of the land here is within Flood Zone A and B.</p> <p>Parts 1 &amp; 2 of the test found that it is considered appropriate to retain the existing zoning. This is on the basis that;</p> <ul style="list-style-type: none"> <li>• Additional development in Flood Zones A/B should be limited to extensions, renovations and change of use.</li> <li>• Infill residential development and demolition and reconstruction can only take place in Flood Zone C.</li> </ul> <p>Any future development should be subject to an FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the following:</p> <p>FRA should address climate change and FFL requirements in relation to</p> <p>Table 7-1 and</p> <ul style="list-style-type: none"> <li>• Table 7-2, where practicable;</li> <li>• FRA should address climate change scenarios in relation to FFLs and potential mitigation measures;</li> <li>• Bedrooms should be located in the upstairs of two-story buildings when extending existing property.</li> <li>• Demolition/reconstruction consisting of infill</li> </ul>

	<p>residential development on the ground floor can only take place in Flood Zone C.</p> <ul style="list-style-type: none"><li>• Flood resilient construction materials and fittings should be considered if in Flood Zone A/B;</li><li>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</li><li>• Any development shall also be required to be built in accordance with LCCC SuDS Policy.</li></ul>
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**A.3.3 Mixed Use**



~~1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act 2000, as amended.~~

Newcastle West has been identified by the RSES as a Key Town and forms part of the Atlantic Economic Corridor, with special potential for economic growth. The RSES identifies the importance of supporting Newcastle West as a strategically located urban centre of significant sub-regional context. It is envisaged that the Key Town will be a focus for significant growth.

Objective CGR O11 (Level 2: Key Town Newcastle West) of the Limerick Development Plan 2022-2028 seeks to promote Newcastle West as a key service centre and to promote the sustainable growth of the town to become a self-sufficient settlement and act as a service centre for its inhabitants and rural hinterland. This objective also requires that at least 30% of all new homes shall be located within the existing built-up footprint of the settlement, in order to deliver compact growth and reduce unsustainable urban sprawl.

~~2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:~~

~~i. Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement:~~

The lands are significantly developed. Any redevelopment of these lands would facilitate regeneration. The provision of a mixed-use zoning at this location allows for the provision of a town centre designation/zoning around the centre of the

	settlement.
<del>ii. Comprises significant previously developed and/or under utilised lands:</del>	<del>These lands are significantly developed.</del>
<del>iii. Is within or adjoining the core of an established or designated urban settlement:</del>	<del>The lands are adjoining the core of the town centre.</del>
<del>iv. Will be essential in achieving compact and sustainable urban growth;</del>	<del>The lands are significantly developed. Any redevelopment of these lands would assist in achieving compact and sustainable growth. The provision of a mixed use zoning at this location allows for the provision of a town centre designation/zoning around the centre of the settlement.</del>
<del>v. There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</del>	<del>The lands are significantly developed.</del>
<del>3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment</del>	<p>The existing mixed use lands are within Flood Zone A and B. Parts 1 &amp; 2 of the test found that it is considered appropriate to retain the existing zoning.</p> <p>Any further development of the lands should be subject to an appropriately detailed FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the following:</p> <ul style="list-style-type: none"> <li>● The sequential approach must be applied, and less vulnerable elements of the site should be located in Flood Zone B or preferably C;</li> <li>● Highly vulnerable development is only appropriate within Flood Zone C;</li> <li>● FRA should address climate change scenarios in relation to operational levels and potential mitigation measures;</li> <li>● Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</li> </ul> <p>Any development shall also be required to be built in accordance with LCCC SuDS Policy.</p>

## A.4 Rathaneane East

### A.4.1 Existing Residential



1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act 2000, as amended.

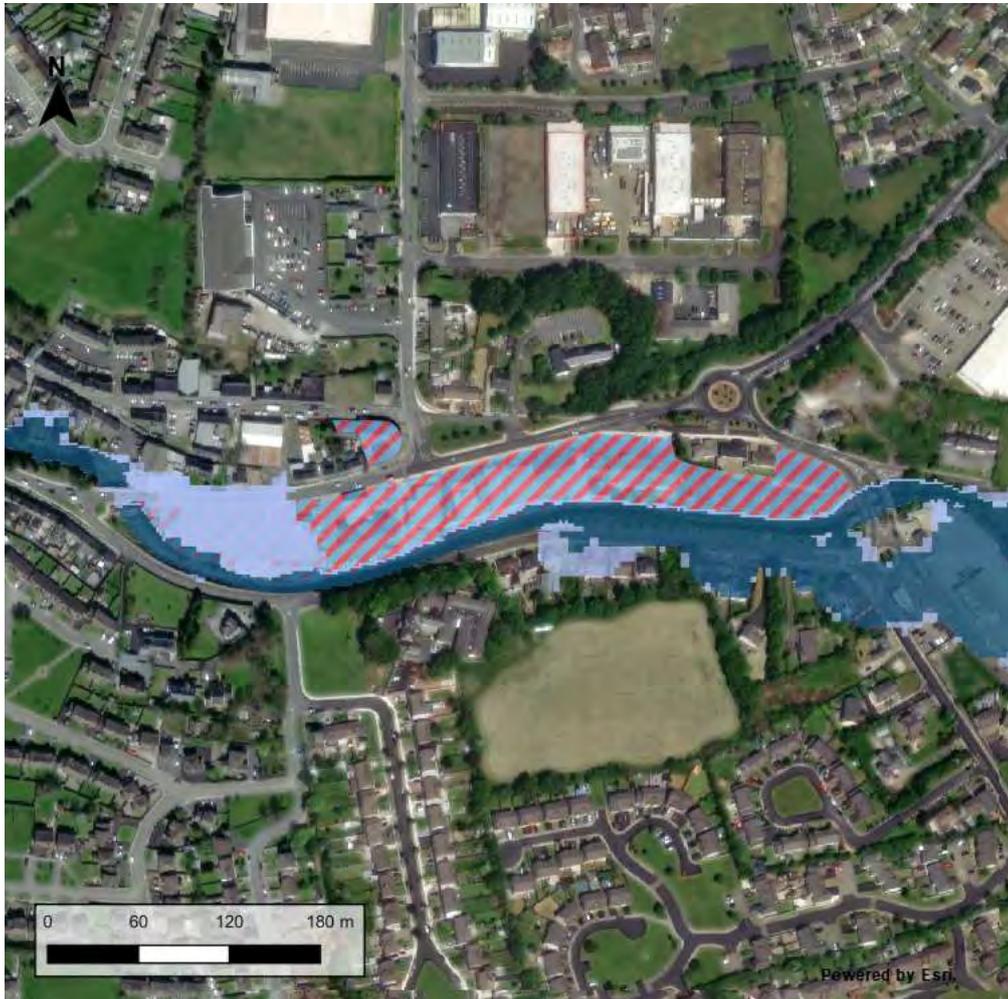
Newcastle West has been identified by the RSES as a Key Town and forms part of the Atlantic Economic Corridor, with special potential for economic growth. The RSES identifies the importance of supporting Newcastle West as a strategically located urban centre of significant sub-regional context. It is envisaged that the Key Town will be a focus for significant growth.

Objective CGR O11 (Level 2: Key Town Newcastle West) of the Limerick Development Plan 2022-2028 seeks to promote Newcastle West as a key service centre and to promote the sustainable growth of the town to become a self-sufficient

	settlement and act as a service centre for its inhabitants and rural hinterland. This objective also requires that at least 30% of all new homes shall be located within the existing built-up footprint of the settlement, in order to deliver compact growth and reduce unsustainable urban sprawl.
2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:	
i. Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement:	The lands are significantly developed and the zoning reflects their existing residential use. They are a reflection of the development of the town.
ii. Comprises significant previously developed and/or under-utilised lands:	These lands are significantly developed and currently occupied by existing residential uses as per their proposed zoning objective.
iii. Is within or adjoining the core of an established or designated urban settlement:	The lands are existing residential and located within the development boundary of the plan.
iv. Will be essential in achieving compact and sustainable urban growth;	The lands are significantly developed and the zoning reflects their existing residential use. Any redevelopment on these lands will contribute to compact urban growth aligned to higher-level spatial policy.
v. There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	The lands are significantly developed.
3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment	<p>Areas of the land here close to the River Arra are within Flood Zone A and B.</p> <p>Parts 1 &amp; 2 of the test found that it is considered appropriate to retain the existing zoning. This is on the basis that;</p> <ul style="list-style-type: none"> <li>• Additional development in Flood Zones A/B should be limited to extensions, renovations and change of use.</li> <li>• Infill residential development and demolition and reconstruction can only take place in Flood Zone C.</li> </ul> <p>Any future development should be subject to an FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the following: FRA should address climate change and FFL requirements in relation to</p> <p>Table 7-1 and</p> <ul style="list-style-type: none"> <li>• Table 7-2, where practicable;</li> <li>• Bedrooms should be located in the upstairs of</li> </ul>

	<p>two-story buildings when extending existing property.</p> <ul style="list-style-type: none"><li>• Flood resilient construction materials and fittings should be considered if in Flood Zone A/B;</li><li>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</li><li>• Any development shall also be required to be built in accordance with LCCC SuDS Policy.</li></ul>

#### A.4.2 Mixed Use



1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act 2000, as amended.

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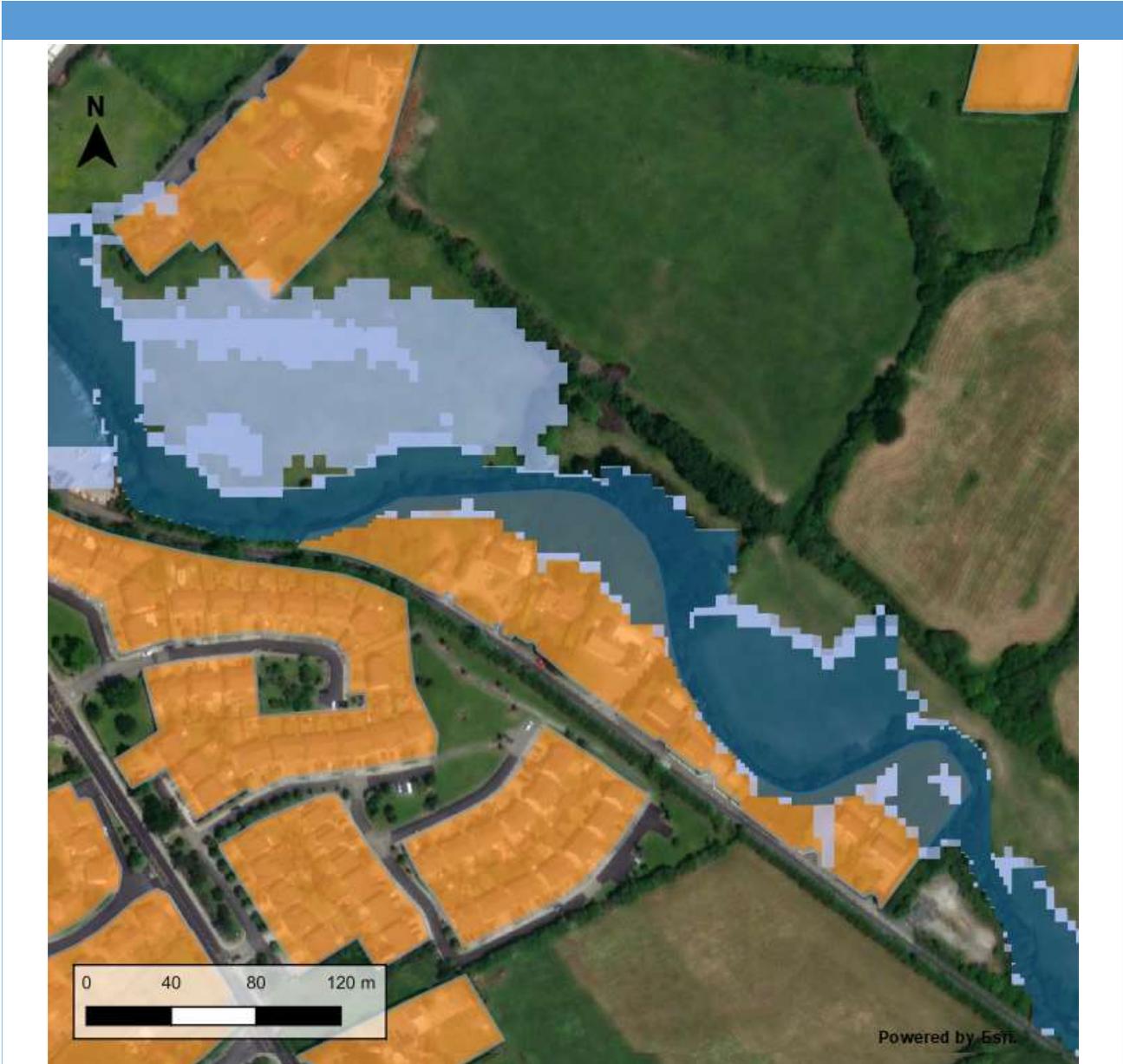
Objective CGR O11 (Level 2: Key Town Newcastle West) of the Limerick Development Plan 2022-2028 seeks to promote Newcastle West as a key service centre and to promote the sustainable growth of the town to become a self-sufficient settlement and act as a service centre for its inhabitants and rural hinterland. This objective also requires that at least 30% of all new homes shall be located within the existing built-up footprint of the settlement, in order to deliver compact growth and reduce unsustainable urban sprawl.

2. The zoning or designation of the lands for the particular use or development type

<p>is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:</p>	
<p>i. Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement:</p>	<p>The lands are significantly developed. Any redevelopment of these lands would facilitate regeneration. The provision of a mixed use zoning at this location allows for the provision of a town centre designation/zoning around the centre of the settlement.</p>
<p>ii. Comprises significant previously developed and/or under-utilised lands:</p>	<p>These lands are significantly developed.</p>
<p>iii. Is within or adjoining the core of an established or designated urban settlement:</p>	<p>The lands are adjoining the core of the town centre.</p>
<p>iv. Will be essential in achieving compact and sustainable urban growth;</p>	<p>The lands are significantly developed. Any redevelopment of these lands would assist in achieving compact and sustainable growth. The provision of a mixed use zoning at this location allows for the provision of a town centre designation/zoning around the centre of the settlement.</p>
<p>v. There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</p>	<p>The lands are significantly developed.</p>
<p>3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment</p>	<p>The existing mixed use lands are within Flood Zone A and B. Parts 1 &amp; 2 of the test found that it is considered appropriate to retain the existing zoning.</p> <p>Any further development of the lands should be subject to an appropriately detailed FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the following:</p> <ul style="list-style-type: none"> <li>• The sequential approach must be applied, and less vulnerable elements of the site should be located in Flood Zone B or preferably C;</li> <li>• Highly vulnerable development is only appropriate within Flood Zone C;</li> </ul> <p>FRA should address climate change and FFL requirements in relation to</p> <p>Table 7-1 and</p> <ul style="list-style-type: none"> <li>• Table 7-2, where practicable;</li> <li>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</li> </ul> <p>Any development shall also be required to be built in accordance with LCCC SuDS Policy.</p>

**A.5 Cloonyserehane**

**A.5.1 Existing Residential**



~~1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act 2000, as amended.~~

Newcastle West has been identified by the RSES as a Key Town and forms part of the Atlantic Economic Corridor, with special potential for economic growth. The RSES identifies the importance of supporting Newcastle West as a strategically located urban centre of significant sub-regional context. It is envisaged that the Key Town will be a focus for significant growth.

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	<p>rural hinterland. This objective also requires that at least 30% of all new homes shall be located within the existing built-up footprint of the settlement, in order to deliver compact growth and reduce unsustainable urban sprawl.</p>
<p>2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:</p>	
<p>i. Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement:</p>	<p>The lands are significantly developed and the zoning reflects their existing residential use. They are a reflection of the development of the town.</p>
<p>ii. Comprises significant previously developed and/or under-utilised lands:</p>	<p>These lands are significantly developed and currently occupied by existing residential uses as per their proposed zoning objective.</p>
<p>iii. Is within or adjoining the core of an established or designated urban settlement:</p>	<p>The lands are existing residential and located in the within the development boundary of the plan.</p>
<p>iv. Will be essential in achieving compact and sustainable urban growth;</p>	<p>The lands are significantly developed and the zoning reflects their existing residential use. Any redevelopment on these lands will contribute to compact urban growth aligned to higher-level spatial policy.</p>
<p>v. There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</p>	<p>The lands are significantly developed.</p>
<p>3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment</p>	<p>A limited area of the land here is within Flood Zone A and B. Parts 1 &amp; 2 of the test found that it is considered appropriate to retain the existing zoning. This is on the basis that;</p> <ul style="list-style-type: none"> <li>● Additional development in Flood Zones A/B should be limited to extensions, renovations and change of use.</li> <li>● Infill residential development and demolition and reconstruction can only take place in Flood Zone C.</li> </ul> <p>Any future development should be subject to an FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the following: FRA should address climate change and FFL requirements in relation to</p> <p>Table 7-1 and</p> <ul style="list-style-type: none"> <li>● Table 7-2, where practicable;</li> <li>● Bedrooms should be located in the upstairs of two-story buildings when extending existing property.</li> </ul>

	<ul style="list-style-type: none"><li>• <del>Flood resilient construction materials and fittings should be considered if in Flood Zone A/B;</del></li><li>• <del>Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</del></li><li>• <del>Any development shall also be required to be built in accordance with LCCC SuDS Policy.</del></li></ul>
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**A.5.2 Enterprise and Employment**



1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act 2000, as amended.

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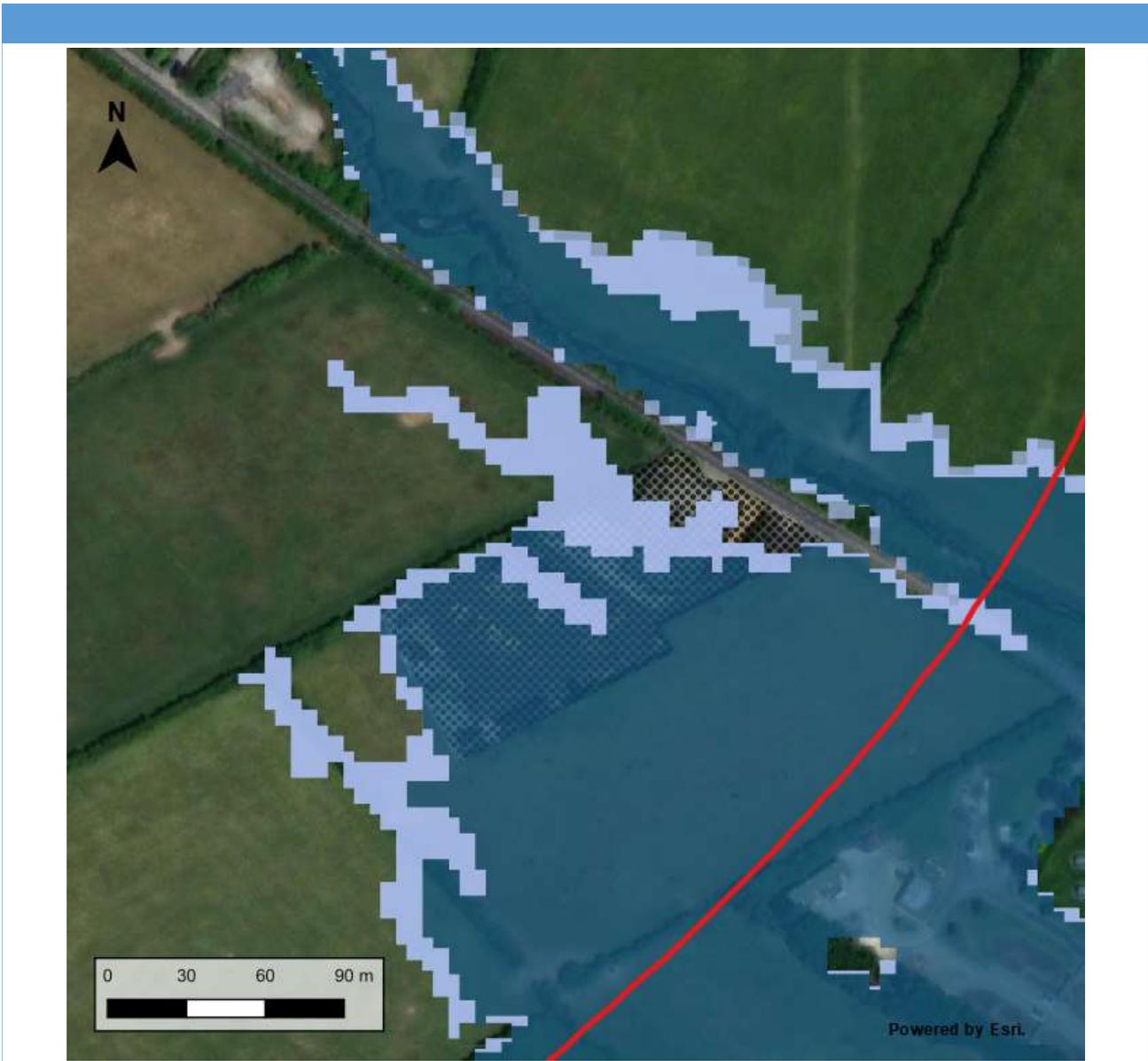
Objective CGR O11 (Level 2: Key Town Newcastle West) of the Limerick Development Plan 2022-2028 seeks to promote Newcastle West as a key service centre and to promote the sustainable growth of the town to become a self-sufficient settlement and act as a service centre for its inhabitants and rural hinterland. This objective also requires that at least 30% of all new homes shall be located within the existing built-up footprint of the settlement, in order to deliver compact growth and reduce unsustainable urban sprawl.

2. The zoning or designation of the lands for the particular use or

<p><del>development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:</del></p>	
<p><del>i. Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement:</del></p>	<p><del>RPO22 in the RSES seeks to support the initiatives of the Atlantic Economic Corridor to realise the full potential of the Newcastle West enterprise assets to support job creation, improve competitiveness, attract investment and create future economic growth. As such, the provision of enterprise and employment lands is essential to facilitate the expansion of the urban settlement.</del></p> <p><del>The lands are developed and the zoning reflects their existing enterprise and employment use. They are a reflection of the development of the town.</del></p>
<p><del>ii. Comprises significant previously developed and/or under-utilised lands:</del></p>	<p><del>The lands in question are developed and in use as an agri-sales centre.</del></p>
<p><del>iii. Is within or adjoining the core of an established or designated urban settlement:</del></p>	<p><del>The lands are within the LAP area.</del></p>
<p><del>iv. Will be essential in achieving compact and sustainable urban growth;</del></p>	<p><del>The lands in question are developed and in use as an agri-sales centre.</del></p>
<p><del>v. There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</del></p>	<p><del>The lands are currently developed.</del></p>
<p><del>3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment</del></p>	<p><del>The existing Enterprise and Employment lands are within Flood Zone A\B.</del></p> <p><del>Parts 1 &amp; 2 of the test found that it is considered appropriate to retain the existing zoning.</del></p> <p><del>Any further development of the lands should be subject to an appropriately detailed FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the following:</del></p> <p><del>FRA should address climate change and FFL requirements in relation to</del></p> <p><del>Table 7-1 and</del></p> <ul style="list-style-type: none"> <li><del>• Table 7-2, where practicable;</del></li> <li><del>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</del></li> <li><del>• Any development shall also be required to be built in accordance with LCCC SuDS Policy.</del></li> </ul>

**A.6 Clooneysrehane South**

**A.6.1 Utilities**



1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act 2000, as amended.

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	<p><del>of all new homes shall be located within the existing built-up footprint of the settlement, in order to deliver compact growth and reduce unsustainable urban sprawl.</del></p>
<p><del>2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:</del></p>	
<p><del>i. Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement:</del></p>	<p>The provision of adequate infrastructure and utilities is essential to facilitate regeneration and the expansion of the centre of the urban settlement.</p>
<p><del>ii. Comprises significant previously developed and/or under-utilised lands:</del></p>	<p>The subject lands are developed, and contain substantial ESB Infrastructure.</p>
<p><del>iii. Is within or adjoining the core of an established or designated urban settlement:</del></p>	<p>The lands are within the LAP study area.</p>
<p><del>iv. Will be essential in achieving compact and sustainable urban growth;</del></p>	<p>The provision of adequate infrastructure and utilities is essential to achieve compact and sustainable urban growth.</p>
<p><del>v. There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</del></p>	<p>The lands are currently developed.</p>
<p><del>3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment</del></p>	<p>Utility Lands are within Flood Zone A\B.</p> <p>Parts 1 &amp; 2 of the test found that it is considered appropriate to retain the existing zoning.</p> <p>It is not clear as to the extent of the current protection to the site, although it appears there is some raising of the building level and concrete bunding place. ESB should be contacted in relation to the potential flood risk and discussions on mitigation undertaken.</p> <p>Any future expansion of the existing public utility should be subject to an FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the following:</p> <ul style="list-style-type: none"> <li>● Highly vulnerable elements of the site should be raised/bunded/protected;</li> </ul> <p>FRA should address climate change and FFL/operational level requirements in relation to</p> <p>Table 7-1 and</p> <ul style="list-style-type: none"> <li>● Table 7-2;</li> <li>● Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</li> <li>● Any development shall also be required to be</li> </ul>

	<del>built in accordance with LCCC SuDS Policy.</del>

**A.7 Gortree**

**A.7.1 Existing Residential**



1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act 2000, as amended.

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	<p>hinterland. This objective also requires that at least 30% of all new homes shall be located within the existing built-up footprint of the settlement, in order to deliver compact growth and reduce unsustainable urban sprawl.</p>
<p>2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:</p>	
<p>i. Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement:</p>	<p>The lands are significantly developed and the zoning reflects their existing residential use. They are a reflection of the development of the town.</p>
<p>ii. Comprises significant previously developed and/or under-utilised lands:</p>	<p>These lands are significantly developed and currently occupied by existing residential uses as per their proposed zoning objective.</p>
<p>iii. Is within or adjoining the core of an established or designated urban settlement:</p>	<p>The lands are existing residential and located within the development boundary of the plan.</p>
<p>iv. Will be essential in achieving compact and sustainable urban growth;</p>	<p>The lands are significantly developed.</p>
<p>v. There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</p>	<p>The lands are significantly developed.</p>
<p>3. A flood risk assessment to an appropriate level of detail has been carried out as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment</p>	<p>Some of the existing residential land here is within Flood Zone A and B. Buildings lie within Flood Zone C. Parts 1 &amp; 2 of the test found that it is considered appropriate to retain the existing zoning. This is on the basis that;</p> <ul style="list-style-type: none"> <li>• Additional development in Flood Zones A/B should be limited to extensions, renovations and change of use.</li> <li>• Infill residential development and demolition and reconstruction can only take place in Flood Zone C.</li> </ul> <p>Any future development should be subject to an FRA which should follow the general guidance provided in Section 7 of the SFRA and must specifically address the following:</p> <p>FRA should address climate change and FFL requirements in relation to</p> <p>Table 7-1 and</p> <ul style="list-style-type: none"> <li>• Table 7-2;</li> <li>• Bedrooms should be located in the upstairs of two-story buildings when</li> </ul>

	<p><del>extending existing property.</del></p> <ul style="list-style-type: none"><li><del>• Flood resilient construction materials and fittings should be considered if in Flood Zone A/B;</del></li><li><del>• Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and;</del></li><li><del>• Any development shall also be required to be built in accordance with LCCC SuDS Policy.</del></li></ul>

In accordance with Section 20 of the Planning and Development Act 2000 (as amended), it is recommended that the Local Area Plan is made in accordance with the Draft Plan published on the 6<sup>th</sup> May 2023 and the alterations outlined in the Chief Executives Report above.

Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the Proposed Alterations outlined in this Chief Executive's Report do not require SEA.

Furthermore, taking into account the mitigatory measures already in force through the Development Plan and those already included in the Draft Plan, the Proposed Alterations outlined in this Chief Executive's Report the Proposed Alterations will not give rise to any likely significant effect on any European site. Consequently, Stage 2 AA will not be required to be undertaken on the Proposed Alterations.

Screening for SEA and AA and, if required, full SEA/Stage 2 AA will be undertaken on all Proposed Alterations following agreement by the Members.



Vincent Murray

Director of Services – Planning, Environment and Place – Making