

## **Amendments to Limerick City Development Plan 2010 – 2016 following the adoption of variation no 5 on the 25<sup>th</sup> May 2015**

The following amendments have been made to the Limerick City Development Plan 2010-2016 following the adoption of variation no 5 on the 25<sup>th</sup> May 2015.

Note: Policy/objective numbers of those existing maybe re-numbered where necessary.

### **Chapter 2**

- New paragraph page 8:

#### **Strategic Integrated Framework Plan for the Shannon Estuary.**

The Strategic Integrated Framework Plan for the Shannon Estuary is an inter jurisdictional land and marine based framework plan to guide future development and management of the estuary. It was commissioned by Clare County Council, Kerry County Council and Limerick City and County Councils, Shannon Development and the Shannon Foynes Port Company - see volume 5.

### **Chapter 3**

- Page 17 – text to be inserted after EDS.3:

#### **Strategic Integrated Framework Plan for the Shannon Estuary.**

The Strategic Integrated Framework Plan for the Shannon Estuary is an inter jurisdictional land and marine based framework plan to guide future development and management of the estuary. It was commissioned by Clare County Council, Kerry County Council and Limerick City and County Councils, Shannon Development and the Shannon Foynes Port Company - see volume 5. The Strategic Integrated Framework Plan (SIFP), which is included as Volume 5 of this Development Plan is an important document concerning the future of the estuary. This covers the estuary and the functional areas of the local authorities along it, these being Clare, Limerick and Kerry.

The SIFP identifies areas for port and industrial development and also contains additional recommendations on tourism and other land uses that fall under the remit of planning. The content of the SIFP in relation to issues that are governed by planning will inform planning policy and guidance for the lifetime of the plan. Limerick City and County Council will continue to support the SIFP and its implementation through the SIFP steering group, marketing and environmental sub groups.

#### **EDS4: Strategic Integrated Framework Plan for the Shannon Estuary.**

It is a Policy of Limerick City and County Council to support and implement the inter-jurisdictional Strategic Integrated Framework Plan (SIFP) for the Shannon Estuary in conjunction with the other relevant local authorities and agencies. All proposed developments shall be in accordance with regional and national priorities and the SEA Directive, Birds and Habitats Directive, Water Framework Directive, Shellfish Waters Directive, Floods Directive and EIA Directive. All proposed developments shall be informed by the mitigation measures for ensuring the integrity of the Natura 2000 network outlined within the Limerick City Development Plan 2010-2016 (as varied).

It is the objective of the Council to safeguard the Strategic Development Locations at the Dock Road for the sustainable growth and development of marine related industry. Alternative compatible land uses may be considered where the ability to deliver the primary use (maritime industry) is not compromised. All proposed developments shall be in accordance with regional and national priorities and the SEA Directive, Birds and Habitats Directive, Water Framework Directive, Shellfish Waters Directive, Floods Directive and EIA Directive. Buffer zones shall be incorporated into proposals for developments to preserve potentially valuable habitats, for example, areas of estuary, shallow bays and inlets, mudflats, lagoon, salt marsh and woodland habitat which occur at or surrounding these Strategic Development Locations. Detailed botanical, faunal and ornithological surveys should be undertaken in relation to proposed developments at these Strategic Development Locations to fully consider the potential effects of the development and inform how to best avoid significant ecological effects.

Due recognition shall be given to architectural and archaeological heritage in addition to ecology and environment. With its long history of settlement and location beside the Shannon the river and its environs could now be regarded as a repository of archaeological and historical features which are an important part of Limericks past. It is hugely important that any proposed development activities in these areas are adequately designed to minimise any loss of this non renewable resource. Any such proposals should be accompanied by detailed archaeological assessments taking into account both land, riverine marine and coastal heritage

- New Objective 'Marine Related Industry' to be inserted after EDS.3 on page 17

### **Marine Related Industry**

Land identified for Marine Related Industry, shall provide for marine related industry and large scale uses that create a synergy with the marine use. Marine related industry shall be taken to include the use of land for industry that, by its nature, requires a location adjacent to estuarine/deep water including a dependency on marine transport, transshipment, bulk cargo or where industrial process benefit from a location adjacent to the marine area. In Limerick city this relates to the docklands Shannon Integrated Framework Plan (SIFP) Strategic Development Location (SDL) north of Dock Road and zoned light industry.

## **Chapter 10**

The following to be inserted at various points into Chapter 10

- Amend 'Protection of Underwater Archaeology' section on page 84

Since Limerick City developed as a direct result of both its coastal and riverine locations, its waterways have always been a strategic factor in its expansion, involvement in transport, trade, communication and settlement. Under the National Monuments (Amendment) Act 1930-2004 all shipwrecks over one hundred years, underwater archaeological structures, features and objects are protected. Section 3 of the National Monuments (Amendment) Act, 1987 provides for the protection of sites of historic wrecks and lists of known wrecks are available on the website <http://data.gov.ie/dataset/national-monuments-service-shipwreck-inventory-of-ireland>. There is also the potential for previously unknown and unrecorded underwater

archaeological sites to exist. These could include sites such as wharves, jetties, quays, piers, fish traps, anchorages, bridges, fording points, rock-cut steps or caves. In addition, there is a potential for artefact remains, such as boats, from all periods of history and prehistory to exist. In regard to Underwater archaeology, the Local Authority will require a licensed Underwater Archaeological Impact Assessments that includes, *inter alia*, detailed desk-top studies with all relevant documentary research including the cartographic sources and geophysical/bathymetric studies that may inform on discoveries or known sites in an area, a detailed coastal and foreshore/intertidal archaeological assessment undertaken at the lowest mean tides, and, if appropriate, an archaeological diver assessment. The results to be amalgamated with the terrestrial assessment to provide the overall archaeological heritage of the particular study area.

- Insert new policy after Policy BHA.10

#### **Policy BHA.10A: Preservation of the Underwater Archaeological Heritage**

It is the objective of the Council to seek the preservation (in situ, or at a minimum, preservation by record) of all known and all previously unrecorded sites and features of historical and archaeological record in riverine, lacustrine, estuarine and or marine environments.

#### **Chapter 15 Land Use Zoning Objectives**

- page 150- amend objective ZO.4 (A):

Objective ZO.4 (A) Light Industry

*To provide for light industry.*

Light industry is where the primary activity is the manufacturing of a physical product in a manner that does not impact on the amenities of the adjacent area. The following uses will be acceptable in principle in this zone: light industry; trade warehousing and distribution; wholesaling; trade showrooms; retail showrooms (where ancillary to manufacturing, fitting and trade); and incubator units. Pure retailing and retail warehousing will not generally be acceptable in these zones as indicated in Chapter 3 Economic Development Strategy. With respect to Limerick Docklands north of the Dock Road and zoned for light industry, marine related industry will be encouraged subject to the general criteria set out in Chapter 16.