

Edmund Irwin  
[REDACTED]  
[REDACTED]  
[REDACTED]

Planning Section  
Clare County Council  
Ennis

15 Mar 2022

**Re - Submission on Lands VGA 1 at Parkroe, Ardnacrusha, Co Clare - Clare County Council Draft Development Plan 2023-2029.**

Dear Sir /Madam

I wish to make a submission on the draft Clare County Council Development Plan 2023-2029 on lands at Parkroe, Ardnacrusha, Co Clare. The land holding is outlined in red in the attached map (Attachment A). I am a qualified Civil Engineer with road and junction design experience.

The Draft Development Plan proposes zoning this land close to Barry Shop (VGA1) as the only future area for development of Ardnacrusha village. I believe this is flawed as safe road access is not possible for this site without extensive realignment of the public road significantly impacting adjoining properties and requiring the purchase of their lands. This site has road frontage where the road is curving and it does not have the required site distance. I illustrate the difficulties in accessing this site below.

If the proposed VGA1 lands cannot be developed due to inadequate road access then as a direct result housing demand in the area will continue to be met by ribbon development of one off builds along the local roads with all associated problems. Furthermore the need for community facilities including pre school and medical facilities identified in the development plan will not be met.

Attachment A shows 2 possible access points from VGA1 lands to the public roadway.

**Access Point 1**

This is located to the eastern end of the site adjacent to Barry shop. Design guidance DN -GEO-03060 "Geometric Design of Junctions" from Table 5.2 the minimum stagger distance between priority junctions is 50m. There is already a busy access from the rear of Barry's shop that is approx 45m from the notional new Access Point 1. In addition there are 4 private house entrances adjacent creating multiple traffic conflicts. Thus this possible junction would be non compliant and unsafe.

In addition for the road design speed of 60kph, 90m sight distance is required. To achieve this will require removal of the entrance walls and gateways of the two adjoining dwellings to the north and a section of the property to the south. This is illustrated in Attachment B.

## **Access Point 2**

This is located to the western end of the site towards the power station. The public roadway here is curving and the road centerline is continuously marked.

To form a safe road junction at this point will require significant realignment of the public roadway. A possible realignment solution is shown in Attachment C. For the road design speed of 60kph 90m sight distance is required. To achieve this road realignment it will be required to remove the entrance walls and gateway of the adjoining private properties to the north and purchase of a significant portion of the garden of the property located to the south west.

## **Conclusion**

There are significant difficulties in accessing the proposed VGA1 lands safely from the public roadway. Possible development of these lands would require road realignment and purchase of areas of the adjacent private dwellings. If these permissions are not forthcoming from the private landowners the lands may not be developed. In light of these difficulties in developing VGA1 lands, I believe the council must zone other lands in Ardnacrusha to meet the development objectives of Ardnacrusha during the lifetime of the development plan.

Yours sincerely

Edmund Irwin

BA BAI C Eng

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Attachments

Attachment A

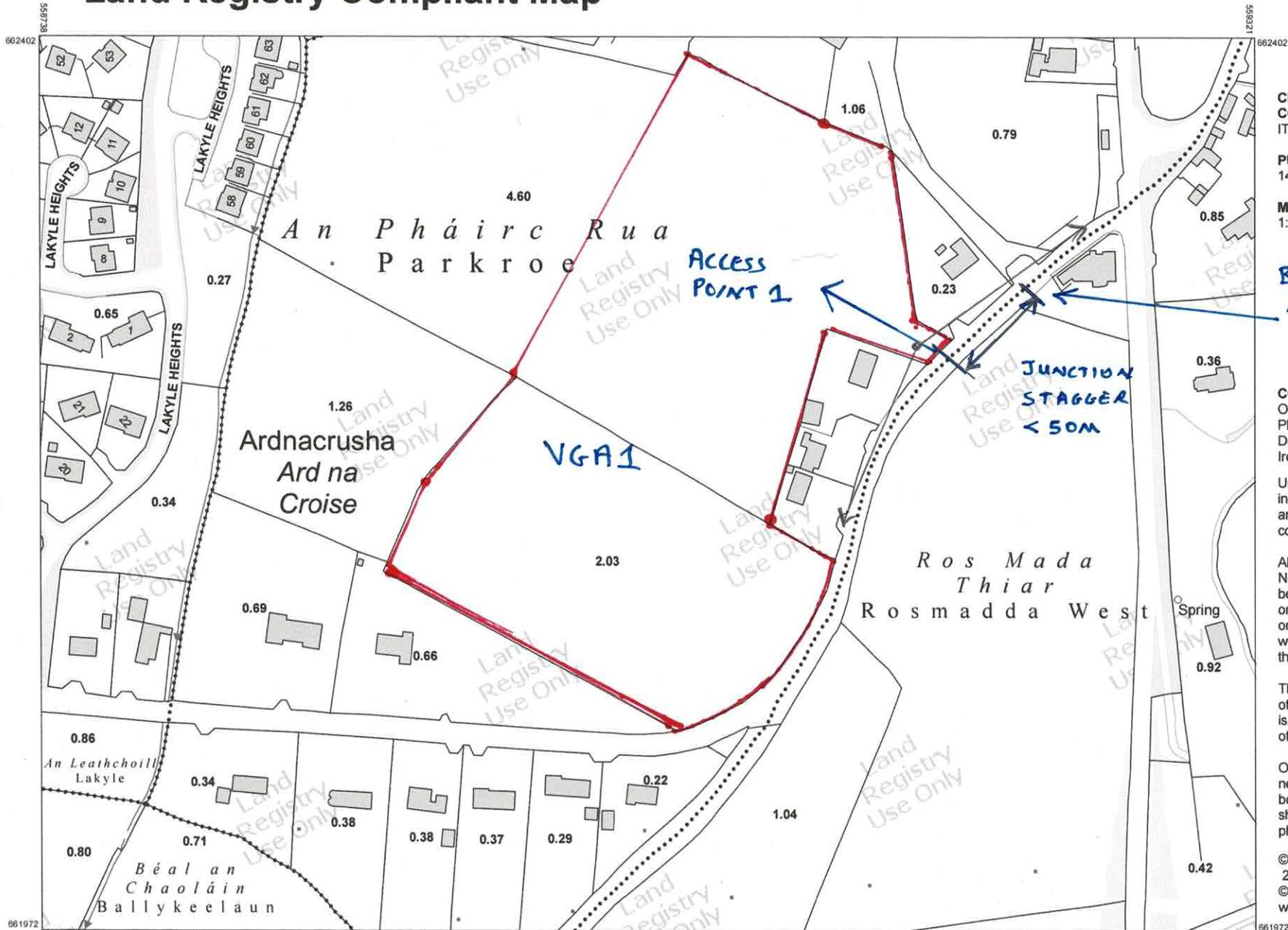
Attachment B

Attachment C



# Land Registry Compliant Map

ATTACHMENT B



**CENTRE COORDINATES:**  
ITM 559030.662187

**PUBLISHED:** 14/03/2022  
**ORDER NO.:** 50256225\_1

**MAP SERIES:** 1:2,500  
**MAP SHEETS:** 4622-B

**BARRY SHOP REAR ENTRANCE/EXIT**

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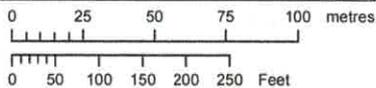
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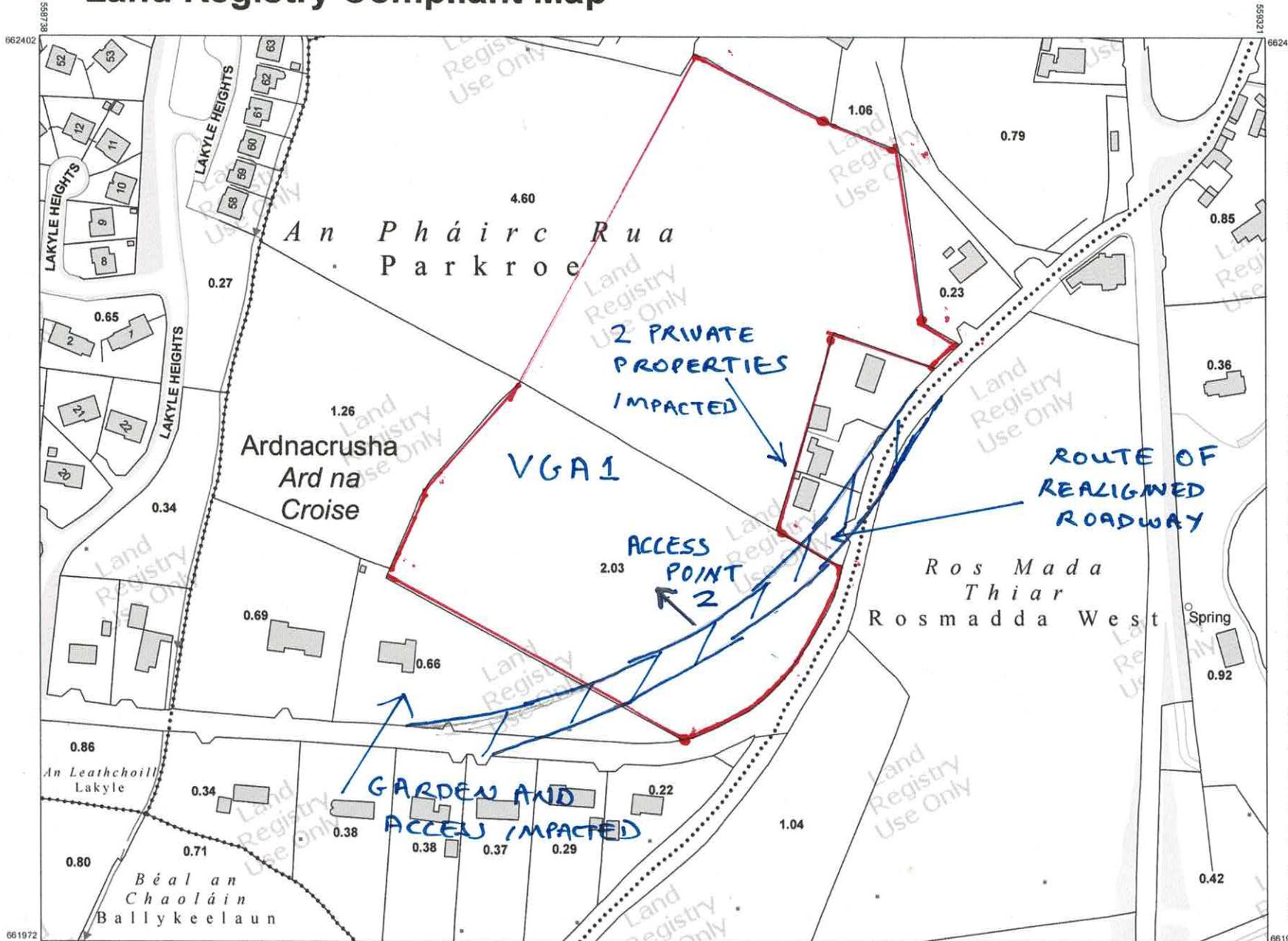


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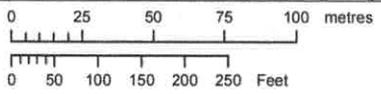
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