



# Draft Clare County Development Plan 2023–2029

Volume 3b  
**Shannon Municipal  
District Settlement Plans**  
including Limerick-Shannon  
Metropolitan Area

**Interim Version**

**April 2023**



COMHAIRLE CONTAE AN CHLÁIR  
CLARE COUNTY COUNCIL





**Clare County Development Plan 2023-2029**  
**Volume 3(b) Shannon Municipal District Area Settlements (including**  
**Limerick-Shannon Metropolitan Area Settlements)**

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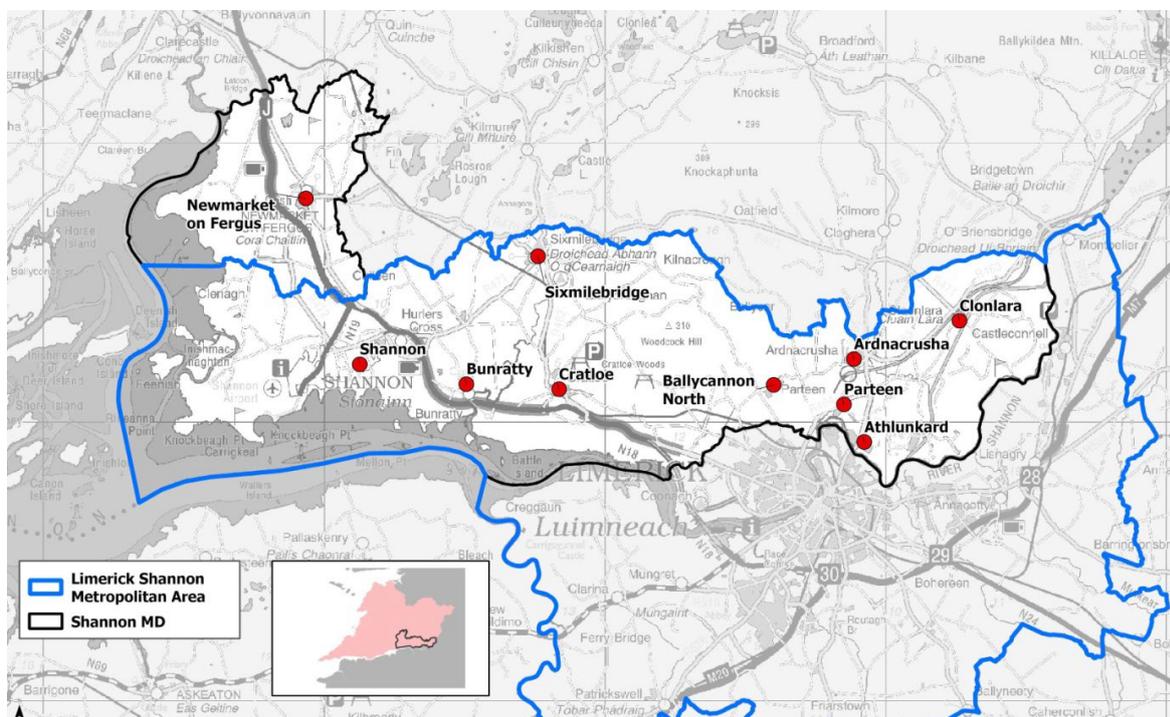
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## Introduction and Context

This document includes the written statements and maps for the settlements and clusters (maps only) within the Municipal District of Shannon. The Municipal District includes the area of County Clare which lies within the Limerick-Shannon Metropolitan Area. This volume does not include a settlement plan and zoning map for Shannon town which is covered by the Shannon Town and Environs Local Area Plan. This volume of settlement plans and maps should be read in conjunction with Volume 1: Written Statement and Volume 10: Environmental Appraisal of the Clare County Development Plan 2023-2029.

Figure 1: Shannon Municipal District Settlements and the Limerick Shannon Metropolitan Area



## Shannon Municipal District

Shannon Municipal District is located in southeast County Clare, stretching along the northern shore of the Shannon Estuary from the Newmarket-on-Fergus area in the west to the border with County Limerick in the east. The Municipal District has a population of 30,397 and encompasses a large area of the Limerick-Shannon Metropolitan Area and the key Limerick-Shannon-Ennis economic corridor. The Metropolitan Area is almost evenly split between the functional area of Clare County Council (49%) and that of Limerick City and County Council (51%).

## Limerick-Shannon Metropolitan Area

The Limerick-Shannon Metropolitan Area Strategic Plan (MASP) area includes the following settlements in County Clare:

- Ardnacrusha and Parkroe;
- Athlunkard;
- Ballycannon North (Meelick);
- Bunratty;
- Clonlara;
- Cratloe;
- O’Briensbridge;
- Parteen;
- Sixmilebridge;
- Shannon.

The overall population of the MASP is 132,420 (CSO, 2016) with 27,468 of that population in County Clare and the remainder in Limerick City and suburbs. The Regional Policy Objectives as set out in the Regional Spatial and Economic Strategy (RSES) have informed the objectives of this plan as it relates to the MASP area and the future development of the MASP area is a cross-cutting theme of this plan.

This document sets out the settlement strategies and settlement plans for all settlements in the Metropolitan Area with the exception of O’Briensbridge which is contained in Volume 3c as it is located within the Killaloe Municipal District. Reference should be made to Volume 1: Written Statement of this plan, in particular Section 4.2.2 Settlement Hierarchy and Strategy and Chapter 6 Economic Development and Enterprise, in terms of general policy objectives as they relate to the Metropolitan Area.

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

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

The town of Shannon, identified as a Metropolitan Town in the National Planning Framework, is the largest town in the Municipal District and is a national and international centre of importance for employment, connectivity, international trade and foreign direct investment. Significant opportunities exist to grow Shannon town as a centre of economic importance through further indigenous business development and foreign direct investment, expansion of services at Shannon International Airport, the development of the Aviation Cluster and the continued enhancement of the green infrastructure network and public realm improvements in the town and its environs. Proximity to a number of higher education institutes including University of Limerick, Technological University of the Shannon - Midlands Midwest, the Shannon College of Hotel Management, National University of Ireland Galway and Atlantic Technological University – Galway City results in a highly educated local workforce and presents significant opportunities to cultivate beneficial interactions between the higher education institutes and industries based in the area. Improvements to the retail offer and the range of social and community facilities in the Municipal District will also greatly enhance the quality of life of all residents in the area.

### Zoned Lands within the Shannon Municipal District Area Settlements (including Limerick-Shannon Metropolitan Area Settlements)

The table below provides a summary of lands zoned in each of the settlements in the Municipal District area:

Shannon Municipal District								
Settlement	Res.Ha. Zoned	LDR.Ha. Zoned	SR.Ha. Zoned	Commercial Ha. Zoned	Enterprise Ha. Zoned	Light Industry Ha. Zoned	Industry Ha. Zoned	Mixed Use Ha. Zoned
<b>Limerick-Shannon Metropolitan Area (Metropolitan Town)</b>								
Shannon	32.18	30.22	0.00	11.05	102.25	186.60	0.00	23.09
<b>Limerick-Shannon Metropolitan Area (Small Town)</b>								
Sixmilebridge	8.05	0.00	13.11	0.60	1.16	0.00	1.75	7.87
<b>Limerick-Shannon Metropolitan Area (Large Villages)</b>								
Bunratty	4.80	0.00	0.00	7.31	0.00	0.00	0.00	5.81
Clonlara	4.50	0.00	5.26	0.00	2.38	0.00	0.00	1.41
Athlunkard	4.92	0.00	0.00	2.35	0.00	0.00	0.00	0.48
Ballycannon North (Meelick)	2.88	0.00	3.98	0.37	0.00	0.00	0.00	0.89
Parteen	3.41	0.00	4.84	1.05	0.00	0.00	0.00	1.06
<b>Limerick-Shannon Metropolitan Area (Small Village)</b>								
Ardnacrusa and Parkroe	N/A	N/A	N/A	2.57	0.00	0.00	0.00	0.00
Cratloe	N/A	N/A	N/A	1.68	0.00	0.00	0.00	0.00
O'Briensbridge*	N/A	N/A	N/A	0.00	0.00	0.00	0.00	1.81
<b>Small Town</b>								
Newmarket-on-Fergus	7.92	0.00	6.35	0.33	0.57	0.00	0.00	3.47
<b>Total in M.D.</b>	<b>68.67</b>	<b>30.22</b>	<b>33.54</b>	<b>27.31</b>	<b>103.97</b>	<b>186.60</b>	<b>1.75</b>	<b>45.90</b>
<i>*The O'Briensbridge Written Statement and Settlement Map is included within Volume 3c 'Killaloe Municipal District Settlement Plans'.</i>								

## Environmental Appraisal

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

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

Mitigation Measures	References (Volume 10a NIR, 10b(i) SEA)
Overarching Mitigation Measures	SEA Vol. 10b Chapter 9
<b>Settlement Measures</b>	
SEA Measures	Vol. 10b (i) Chapter 9 Vol. 10b (i) Appendix B
AA Measures	Vol. 10a Appendix C. Table C-4.
SFRA	Volume 10c



## Section 1

### Limerick – Shannon Metropolitan Area Settlements

- **Shannon**
- **Sixmilebridge**
- **Bunratty**
- **Clonlara**
- **Athlunkard**
- **Ballycannon North (Meelick)**
- **Parteen**
- **Ardnacrusha and Parkroe**
- **Cratloe**
- **O'Briensbridge (Written Statement and Settlement Map is included within Volume 3c 'Killaloe Municipal District Settlement Plans).**

## Shannon

Shannon town is situated within the Limerick-Shannon Metropolitan Area, and Shannon is identified as a Metropolitan Town. The Metropolitan Area Strategic Plan aims to strengthen the role of the Limerick-Shannon Metropolitan Area as an international location of scale, and a primary driver of economic growth in the Southern Region. Shannon occupies a strategic position as a gateway to the west of Ireland. It is a centre of international business and has strong synergies with Limerick City, Galway City and Ennis. The international airport and the industrial park are critical not only to the Mid-West but to the country. Its strategic importance is recognised in the Regional Spatial and Economic Strategy which identifies Shannon as central to the delivery of the ambition for the Limerick-Shannon Metropolitan Area's economic, social diversity and tourism development. Shannon is also of critical importance to the future economic development of the Mid-West Region as a whole.

Shannon Town was initially developed in the 1960s in response to the growth of Shannon International Airport and the Shannon Free Zone. Shannon, the second largest town in County Clare, is located on the Shannon Estuary, which forms part of the southern boundary of the County. The settlement is defined by a number of components: Shannon town, Shannon International Airport, Shannon Free Zone, Smithstown Industrial Estates and agricultural lands to the east, west and north. Shannon occupies a strategic position along the Atlantic corridor and has excellent road connectivity to the cities of Limerick, Cork and Galway. Shannon town and its environs is the subject of its own Local Area Plan, the Shannon Town and Environs Local Area Plan.

The population of the town is approximately 10,000 while Shannon has a daytime population of over 18,000 with over 8,700 people working within the Shannon Free Zone in over 160 companies. Shannon has many competitive advantages and existing strengths. It has considerable potential to improve and reinvent itself as a place to live, work, recreate, visit and do business.

The position of Shannon within the County's settlement hierarchy and its location within the wider Metropolitan Area indicates significant potential for population growth over the plan period. The settlement strategy therefore plays a key role in the appropriate delivery of the population allocation identified for Shannon which is set out in the Core Strategy. A new Shannon Town and Environs Local Area Plan will be prepared within the lifetime of this plan and shall have regard to the Core Strategy.

Shannon has many unique assets and this plan seeks to promote synergies between them, in particular in the areas of business, aviation, tourism, education, green infrastructure and recreation. The opportunity exists to develop a dynamic, co-ordinated tourism offer through collaboration between the Aviation Museum/Centre and Shannon College of Hotel Management and their education and training potential; the extensive green infrastructure network including the Shannon Estuary Way, Shannon Town Park and Shannon Wetland; and with Shannon International Airport, the Shannon Free Zone and the wider locality.

The vision for Shannon is encapsulated in the following statement:

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

### Strategic Goals

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

1. To promote the role of Shannon within the Limerick-Shannon Metropolitan Area in accordance with the Metropolitan Area Strategic Plan
2. To foster a strong identity and sense of place;
3. To proactively pursue the continued growth of Shannon as a centre of industrial and business excellence and as a globally recognised centre of excellence for software engineering, aviation, logistics, MedTech, engineering and ICT talent;
4. To support the continued development of Shannon International Airport as a national and international driver of economic, social and tourism growth through promotion of strategic route development and increased air connectivity;
5. To secure a vibrant, viable and distinct town centre;
6. To deliver quality housing and sustainable communities;
7. To facilitate community, social, cultural and recreational development;
8. To actively pursue a low carbon strategy for the town and surrounding areas;
9. To protect and enhance the natural and built environment;
10. To develop Shannon as a visitor destination;
11. To deliver an integrated and coherent green infrastructure strategy, encouraging walking, cycling and recreation;
12. To maximise infrastructural resources, including the Shannon Estuary;
13. To support the implementation of the Shannon Town Centre Masterplan.

### Employment, Economy and Enterprise

There are five main industrial/enterprise areas within the environs of the town – Shannon Free Zone West, West Park, Free Zone East, Smithstown and lands related to Shannon International Airport. In addition, there is the Shannon Business Centre located within the

town centre and Shannon House, which is located within, and enjoys the benefits of, the Shannon Free Zone.

The strategy for Shannon is to ensure that the town as a whole continues to act as a driver of both county and regional prosperity, harnessing its existing resources and strategic location and expanding as a globally recognised centre of excellence.

The following are key priorities for the Shannon Free Zone (SFZ):

- To support the Shannon Airport Group in transforming the SFZ to create the environment for a high-tech ecosystem in the Mid-West, and in developing a framework strategy for the undeveloped landbank at SFZ East and the brownfield regeneration of SFZ West to ensure future development takes place in a co-ordinated manner;
- To place Shannon at the forefront of a global mobility revolution. It has an established industrial base in the technology and automotive sectors, including global market-leading firms with ambitious investment plans, a plethora of expert SMEs and depth of research expertise. The Council supports the future development of the automotive and mobility sector in Shannon;
- To support the continuance and expansion of Shannon as a multi-modal hub for air commerce, logistics and Foreign Direct Investment;
- To support investment in the sustainable development of the Connected Autonomous Vehicle (CAV) sector in Shannon including the development of a testbed for this transformative technology which can be a key enabler for decarbonising our transport sector;
- To promote cross-agency cooperation in the promotion and development of the Aviation Cluster at Shannon, as recognised in Ireland's *National Aviation Policy*;
- To support investment in the utilities infrastructure necessary to ensure the continued regeneration of the SFZ and for this to be carried out in a sustainable and climate resilient manner.

### Shannon International Airport

Shannon International Airport has the longest runway in Ireland at 3,200 metres. The airport is a strategic national asset and has played a key role in the economic development of Shannon and the Mid-West region. Open 24 hours a day throughout the year the airport operates with no curfews, slots or noise restrictions. Shannon International Airport retains a critical role as a gateway to Ireland's primary tourist locations, is the principal long-haul airport for the broader region and a key driver for regional economic development.

Shannon International Airport is home to a number of MRO (Maintenance Repair Overhaul) specialists. In 2019 a new €18 million, 8,500 square metre specialist aircraft painting hangar

was opened on the airport campus adjacent to Shannon Free Zone and has the capacity to accommodate some of the world's largest aircraft. The new hangar is the tenth hangar to be constructed at the airport and has the largest hangar footprint of any Irish airport. All ten hangars occupy a combined space of over 56,000 square metres, providing opportunities for the expansion of the Shannon cluster of aviation businesses. The airport has always been innovative in maximising its strategic location and it is critical that it continues to maximise its competitive advantages by remaining innovative and forward thinking and actively pursuing greater regional distribution of air traffic and increase its visitor numbers. In 2017, Shannon become the first airport in Europe to open a sensory room for passengers with autism or special needs. The Council is committed to ensuring the growth and development of Shannon International Airport to harness its full potential, in line with national and regional policy.

A strategic development area is identified on airport lands to facilitate the development and expansion of Shannon International Airport and the Aviation Cluster at Shannon, and to improve airport access and connectivity.

### **Vibrant and Viable Town Centre**

The Shannon Town Centre Masterplan sets out a clear strategic framework for the renewed development of Shannon Town Centre, providing for a shared vision for its future development. The aim of the Masterplan is to develop a distinct shopping character to increase Shannon's attraction and to deliver a vibrant and viable town centre for Shannon with a range of retail, service, recreation and cultural facilities. Opportunities also exist for redevelopment of the existing town centre. The Masterplan will facilitate the delivery of a sustainable urban-designed town centre and will inform the forthcoming Local Area Plan.

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

The spatial and visual aspects of the town centre can be improved by introducing suitable landmarks in key locations and by improving definition of the principal edges for example, the edges of An Bóthar Mór and Bóthar na Rinne. The town centre would benefit from a comprehensive review of vehicular and pedestrian circulation including a review of the hierarchy of access points which have a bearing on footfall and which impact on retail opportunities throughout the centre. New gateway improvement and public realm works would give Shannon a distinctive entry on all approach roads.

## Quality Housing and Sustainable Communities

Housing and sustainable communities form an important component of any thriving settlement. The strategy for Shannon is to promote the consolidation of the town through brownfield reuse/redevelopment and to address vacancy and the under-utilisation of the existing building stock, while also promoting compact growth within the identified residential zoning to support existing services and encourage the development of new services, whilst retaining its existing character. Up to 30% of all new homes allocated for Shannon will be delivered within the existing built-up footprint. The development of new residential lands shall provide an appropriate mix of housing types and densities, together with complementary land uses. The opportunities for development will be considered further in the future Local Area Plan.

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

## Sense of Place

A key priority of this plan is the implementation of a place-making framework, focusing on the town centre, the Shannon Town Park, way-finding at key junctions and access to, and development of, the blue and green infrastructure along the Shannon Estuary and between the estuary and the town centre. Creating greater connectivity between Ballycasey and the town centre by creating an attractive and innovative designed streetscape will reflect Shannon as a modern and dynamic Metropolitan town. This will inform the future Local Area Plan.

## Community, Social, Cultural and Recreational Development

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

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

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

Through the appropriate zoning of land, the forthcoming Local Area Plan will facilitate community, social and recreational development in the town and its environs.

### Low Carbon Strategy

Shannon is ideally placed to establish itself as a centre for low carbon commerce and community activities. Successfully establishing Shannon as a centre for low carbon commerce and community activities will greatly assist in underpinning the presence of existing activities and attracting future investment. The Council supports Shannon town and its environs in seeking recognition as a 'Sustainable Energy Community' and the forthcoming Local Area Plan will explore this further.

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

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

### Natural and Built Environment

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

The built environment is a key element in ensuring that Shannon town and its environs is an attractive place in which to live, work, recreate and visit. There are a number of buildings/structures in Shannon which are considered to be important in the context of the overall built heritage of Shannon town and its environs, including Hastings Cottage (RPS No. 664) and such buildings should be protected from inappropriate development and enhanced.

### Shannon as a visitor destination

The development of tourism in Shannon is vital in order to encourage people to visit the town. Shannon is home to an international airport and gateway to the County and region located on the highly accessible Atlantic corridor, with many tourist attractions in the immediate area such as the Aviation Museum, Bunratty, Dromoland Castle, and Ennis. The tourism industry in Shannon and indeed in the Mid-West Region is uniquely placed to forge links with the

internationally renowned Shannon College of Hotel Management which is situated adjacent to the airport. This accessibility and locational advantage provides the baseline for Shannon to increase its share of the tourist market in County Clare. Objectives for development of tourism in Shannon are set out under Chapter 9 of Volume 1 of this plan which is informed by the County Clare Tourism Strategy 2030. The further promotion and development of tourism in Shannon and its environs will be explored in the forthcoming Local Area Plan.

### Shannon Green Infrastructure

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

The Shannon Green Infrastructure Plan 2013 shows how green infrastructure makes a beneficial contribution to all aspects of life in Shannon offering opportunities for sport, recreation, learning, combating climate change and promoting enhanced social inclusion. To date a number of projects have been brought forward from the Green Infrastructure Plan including the redevelopment of the Shannon Town Park and the Shannon Estuary Walk. The forthcoming Local Area Plan will seek to retain much of the open space in the town with selected sites identified for enhancement/development. There are also a number of prime sites throughout Shannon which are important and need to be protected, including town centre woodland, Shannon Estuary and wetlands, Drumgeely Hill, Tullyvarraga Hill and Slí na Mara and Cluain Airne. There are opportunities to develop the blue/green infrastructure in Shannon further and investigate linkages from Shannon to Bunratty along the estuary and onwards to Sixmilebridge.

### Shannon Infrastructural Resources including the Shannon Estuary

Shannon town and its environs is well-placed to build on and maximise its existing infrastructural resources. It is located on the Atlantic corridor with excellent road connectivity to the Metropolitan cities of Limerick, Cork and Galway. Shannon has excellent accessibility from the M18/N18 road network via the N19 road link. Shannon International Airport is of strategic importance to the entire region. This plan supports the continued growth and development of physical infrastructure in Shannon and the continued growth of Shannon International Airport.

An Infrastructure Safeguard (Rail) for the Shannon rail link is identified in the plan in line with the *Shannon Rail Link Feasibility Study*. A rail link to Shannon Airport is supported by Government policy as set out in the National Development Plan (NDP) 2021-2030, and in the infrastructural requirements as identified in the Regional Spatial and Economic Strategy (RSES) for the Southern Region. Linking Shannon Airport to the national rail network would enhance national and regional connectivity, which is a key strategic objective of the National Planning Framework (NPF).

Clare County Council will work in conjunction with the NTA, Irish Rail and other relevant stakeholders to carry out a review of the existing feasibility study as it applies to the Shannon

Rail Link infrastructural safeguard extending from the existing Limerick-Galway railway line to Shannon International Airport. This review will include a route assessment to identify a preferred alignment for a potential rail line serving Shannon International Airport, Shannon Free Zone and Shannon Town. The N19 National Road and the infrastructural safeguard of the proposed Shannon Rail Link are located in close proximity. The delivery of the N19 National Road upgrade is a priority of Clare County Council and should take precedence over other infrastructural projects along its route delivering on the significant exchequer investment already made in scheme planning and design.

The Limerick-Shannon Metropolitan Area Transport Strategy (LSMATS) includes for a rail link from Limerick to Shannon Town, the Shannon Free Zone and Shannon Airport as part of its proposed Limerick Commuter Rail Network (Phase 2).

Having regard to the provisions of the NDP, NPF, RSES and LSMATS above, linking Shannon Airport by rail to the existing Ennis-Limerick line is envisaged as a component of both a Limerick Commuter Rail Network and as part of the national rail network. The County Development Plan is required to give effect to national and regional-level plans and strategies such as those mentioned.

Shannon is also located directly adjacent to Ireland's largest deepwater estuary which covers a distance of 100km from Limerick City to Loop Head, with 500km<sup>2</sup> of navigable waters. It has significant potential to further develop its capacity for industrial, marine-related and renewable energy development, in addition to opportunities for tourism and recreation. Further detail on the Shannon Estuary is provided in Chapter 12 of Volume 1.

Shannon is served by a wastewater treatment plant, public water supply and a storm water network which have sufficient capacity to serve the target population for this plan period.

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

## Sixmilebridge

### Location and Context

Sixmilebridge is situated within the Limerick-Shannon Metropolitan Area. The Metropolitan Area Strategic Plan (MASP) aims to strengthen the role of the Limerick-Shannon Metropolitan Area as an international location of scale, and a primary driver of economic growth in the Southern Region. Sixmilebridge is well located in relation to the surrounding settlements of Limerick, Shannon and Ennis. It is a strong metropolitan town with a good service and facilities base along with a train station and public bus service. Sixmilebridge has the capacity to cater for an increase in population in line with the vision of the MASP. Within the Metropolitan Area, Sixmilebridge is identified as a small town in the settlement hierarchy.

Sixmilebridge gets its name from the bridge which forms the focal point of the centre of the town, which historically was located six Irish miles from Limerick on the mail coach road. Sixmilebridge is an attractive town situated on the O'Garney River, with significant architectural merit. It performs an important role in serving its local catchment, offering a range of retail, commercial and community facilities. It has a railway station, re-opened in 2010, which affords excellent connectivity to Limerick, Ennis and Galway. The town has the potential to expand its services for the benefit of residents both in the town and in the wider rural hinterland. The core area of the town is designated as an Architectural Conservation Area. Currently, the town experiences traffic congestion, exacerbated by motorists travelling from Tulla to both Shannon and Limerick.

Sixmilebridge has witnessed significant residential development in recent years, particularly to the south and northeast of the town centre. Potential remains for further development in the area, particularly at key sites in close proximity to the town centre. Water is supplied to the town from the Shannon/Sixmilebridge Regional Water Supply Scheme (RWSS) with a surface water source at Castle Lake. This scheme also supplies water to a number of settlements in the area. The water treatment plant at Castle Lake, as with other water supplies in County Clare, experiences significant unaccounted for/loss of water across the supply network. Uisce Éireann is investigating feasible ways of augmenting the supply to the RWSS, possibly from Limerick City, and reducing losses of treated water from the network. A project to upgrade Castle Lake Water Treatment Plant is planned and will be completed within the lifetime of the plan, subject to necessary approvals.

The existing Wastewater Treatment Plant serving the town has significant spare capacity available to service the needs of the target population.

Sixmilebridge is located approximately 4km upstream of the Lower River Shannon candidate Special Area of Conservation (cSAC) and River Shannon and River Fergus Estuaries Special Protection Area (SPA). Future development must ensure there are no significant effects on the conservation objectives of the cSAC and SPA or on the site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives in

Volume 1 of this plan relating to European sites and to appropriate assessment will apply to any future development proposals in this area.

### General Objectives

- To support the role of Sixmilebridge within the Limerick-Shannon Metropolitan Area in accordance with the Metropolitan Area Strategic Plan;
- To ensure that Sixmilebridge continues to act as an important local service centre that maintains a sustainable community, a good quality environment, providing public transport to key centres and a high quality of life for those who live in the town and its hinterland;
- To promote the consolidation of the town through brownfield reuse/redevelopment and to address vacancy and the under-utilisation of the existing building stock while also promoting compact growth within the identified land-use zoning to support existing services, and encourage the development of new services, whilst retaining its existing character and its historic core area;
- To provide for zoning that will facilitate the sustainable expansion of the existing town centre, and promote the development of residential lands to provide an appropriate mix of housing types and densities, together with complementary land uses such as community facilities and public transport facilities, to serve the current and future residential population of Sixmilebridge;
- To deliver up to 30% of all new homes targeted for Sixmilebridge within the existing built-up footprint;
- To maintain and enhance existing squares, green areas and the riverside and to fully recognise the vital role these have in contributing to a sense of place, enhancing amenity, public realm, biodiversity and the green infrastructure network;
- To ensure that future growth is balanced and sustainable and is relative and appropriate to the scale, size and character of the existing town;
- To make provision for appropriate enterprise development in the vicinity of the railway station;
- To promote the development of a walkway from Sixmilebridge to Bunratty and to/around the lakes in the surrounding area.

### Employment and Enterprise

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

## Retail Objectives

The town provides a range of local retail services, which are meeting the day-to-day needs of its resident and catchment populations, located primarily within the designated town centre area. It is an objective:

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

## Commercial/Mixed Use

### Mixed Use within the Town Centre

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

### MU1 North of Clonlara Road

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

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

### MU2 South of Clonlara Road

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

It is considered that MU2, given its location within easy walking distance of the town centre, has the potential to accommodate carparking, subject to needs identified in the traffic surveys

which will be carried out during the lifetime of this plan. Refer also to the Place Making and Regeneration section of this settlement plan.

### **COM1 Shannon Road**

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

### **Employment and Enterprise**

#### **ENT1 Cappagh Lodge**

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

### **Industry**

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

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

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

However, before any further intensification of uses will be permitted, a comprehensive site management plan must be provided to ensure that the full potential of this edge of town centre industrial area can be realised.

## Opportunity Sites

### OP1 and OP2 north of R1

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

### Housing and Sustainable Communities

Housing demand in Sixmilebridge over recent years has been generated not only from the local population but from commuting households, given the town's strategic location and accessibility to Ennis and Limerick by road and rail and its close proximity to Shannon.

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

While it is acknowledged that the medium-term post-primary school needs of the local community can be catered for by the post-primary schools in Shannon, it is considered that there may be a need for additional educational facilities in the town in the longer term, including a new secondary school.

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

The following sites are zoned for residential development:

### R1 South of the Town Centre

Vehicular access to this site shall be provided from R3 to the west. Proposals shall incorporate adequate width for roads, footpaths and adequate sightlines at the entrance. A single vehicular entrance shall serve both R3 and R1. Proposals for development on this site shall include a road layout that will facilitate access to adjoining undeveloped lands to the rear of the town centre. Opportunities shall be explored to secure direct pedestrian access to the town centre to the north. Layout and design of units shall ensure that the residential amenities of existing houses to the west and south are protected. Units to the south shall be orientated to overlook the existing adjoining area of open space. The design proposal for this site shall be prepared in the context of an overall proposal for the development of both

R1 and adjoining lands. In the interest of public amenity the site layout shall provide a buffer along the southern boundary of R1 to protect the mature trees along the hedgerow.

## R2 Shannon Road

This flat, greenfield site is located adjacent to established residential development and in close proximity to site ENT1. The route of the proposed future link road defines the southern boundary of the site. Taking account of its infill nature, the existing residential development in the immediate area and the proximity to the railway station, the site is considered suitable in principle for a housing scheme / serviced sites. Access shall be determined at application stage and future proposed layouts shall take account of the adjacent Infrastructure Safeguard. The residential amenities of existing dwellings to the north, east and south shall be protected.

## R4 Limerick Road

Development proposals for this site must ensure that buildings are located within Flood Zone C. A site-specific Flood Risk Assessment shall be carried out to determine finished floor levels of any new development. Development proposals must also ensure pedestrian/cycle connectivity with the town centre.

## R6 Kilmurry Road

This is an area adjoining the eastern riverbank of the O'Garney River to the north of the town centre, alongside the Kilmurry Road (R462). There is a small overlap of Flood Zone A/B with the western flank of the site that adjoins the river. In order to address any potential flood risk, the area of the site within Flood Zone A/B must not be developed. The development proposal shall demonstrate adherence to the Inland Fisheries Ireland guidance 'Planning for Watercourses in the Urban Environment', including the steps set out regarding the treatment of the three buffer subzones at watercourses, i.e. streamside zone, middle zone and outer zone.

## Strategic Residential Reserve (SRR)

Acknowledging that not all lands within the settlement boundary of Sixmilebridge will be required for development to 2029, lands which comprise infill or contiguous sites or have a planning history for residential use and can form part of the long-term sequential expansion of the settlement are zoned SRR. Consideration may be given to the development of some SRR lands before the end of the plan period, in line with provisions set out for Strategic Residential Reserve in Section 19.4 of Volume 1 of this plan.

## Transportation, Active Travel and Connectivity

Sixmilebridge is situated within the Limerick-Shannon Metropolitan Area and the area for the Limerick-Shannon Metropolitan Area Transport Strategy 2040 (LSMATS). The Strategy seeks to deliver a high quality, accessible integrated and more sustainable transport network that supports the role of the Limerick-Shannon Metropolitan Area as the major growth engine of the Mid-West Region, as an internationally competitive European city region and the main international entry point to the Atlantic Corridor.

Sixmilebridge is well serviced by public transport with a regular Bus Éireann Service and the Limerick Galway rail line and station. Additionally, the C10 bus service provided by TFI Local Link Limerick Clare runs each Thursday linking Sixmilebridge to Shannon. Given the high level of out-commuting experienced in Sixmilebridge, walking should be promoted as part of linked trips with public transport. The pedestrian environment around bus stops and the train station should be improved. This will be undertaken in tandem with land use proposals that consolidate the town centre and strengthen its sense of place and function.

### Transport Objectives

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

### Place Making and Regeneration

Sixmilebridge has a compact town centre, however the pedestrian environment is of mixed quality and the town centre area is car dominated. The focus will be on improving the connection between the train station and the town centre. Streetscape improvements and infill development with active frontage and improved connectivity for pedestrians across the river should be undertaken to improve overall north-south connectivity.

Specific issues for the town are the continued enhancement of the public spaces in a way which maintains and enhances their character and spatial integrity while safely managing circulation networks for pedestrians/cyclists and vehicular traffic. Development on MU1,

MU2, Opportunity Sites and Mixed Use undeveloped sites in the town centre or on the riverbank shall enhance the existing townscape and consolidate the public squares. These developments shall have a strong emphasis on permeability and connectivity within the sites and to the town centre and amenities. There is also an opportunity to develop a town park on site OS3.

The Town Centre First policy, launched in February 2022, is central to this vision. Town Centre First represents a new approach to the development of our towns where local communities and local businesses can be central to reimagining their own towns and planning their own futures. A pilot scheme to develop Town Centre Masterplans for selected towns across the country, including Sixmilebridge, has been initiated. The Town Centre First Masterplan is currently being prepared for Sixmilebridge and is due to be completed by June 2023.

It is an objective of Clare County Council:

- To prepare and support the implementation of a Town Centre First Masterplan for Sixmilebridge.

The presence and visibility of the river which flows through the town core is a valuable and attractive feature and any development in its vicinity needs to be appropriate in quality, character, materials and signage. The green riverbank must be retained and protected from development. The core areas of the town need to incorporate safe continuous footpaths linked to well-signed carparking areas. Suitable development on the eastern side of the village centre would help to define and rebalance the form of the town. Frederick Square requires a strategy and design scheme to make more efficient use of the public space and realise the amenity potential of the area. Main Street has equal potential for improvement. Entry points into the town on all five roads need simple but appropriate enhancement and this should be combined with traffic calming on the Limerick, Shannon and Tulla Roads. It will be important to promote the development of a walkway between Sixmilebridge and Bunratty subject to the requirements of the Habitats Directive.

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

### **Architectural Conservation Area (ACA)**

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

## Open Space

### OS1 Riverbank

This is an area adjoining the O'Garney River to the north of the town centre, lying partly within the designated Architectural Conservation Area (ACA). The southwestern section of OS1 lies wholly within the ACA and adjoins residential developments to the north and west.

This area presents an opportunity for a riverside amenity park, providing an important recreational facility and contributes to the green infrastructure network of the town. The creation of a footbridge across the river (as provided for in the text objective for the R6 lands) would facilitate pedestrian connectivity between the newer residential areas to the north and the established town centre and older residential areas to the south and west. The design and construction of any footbridge shall adhere to the guidance stipulated within "Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters" (IFI 2016) and "Guidelines for the crossing of watercourses during the construction of national road schemes" (TII 2008) or any subsequent updates.

### OS2 Green Area and Grotto

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

### OS3 Opposite the "Little Church"

This site may be prone to flooding in part and therefore any development needs to consider water compatible uses. This site would facilitate a town park in close proximity to the town centre.

## Recreation

### REC1 REC2 and REC3

GAA pitches, soccer pitches, clubhouse and associated facilities. The above sites are to be retained for recreational use.

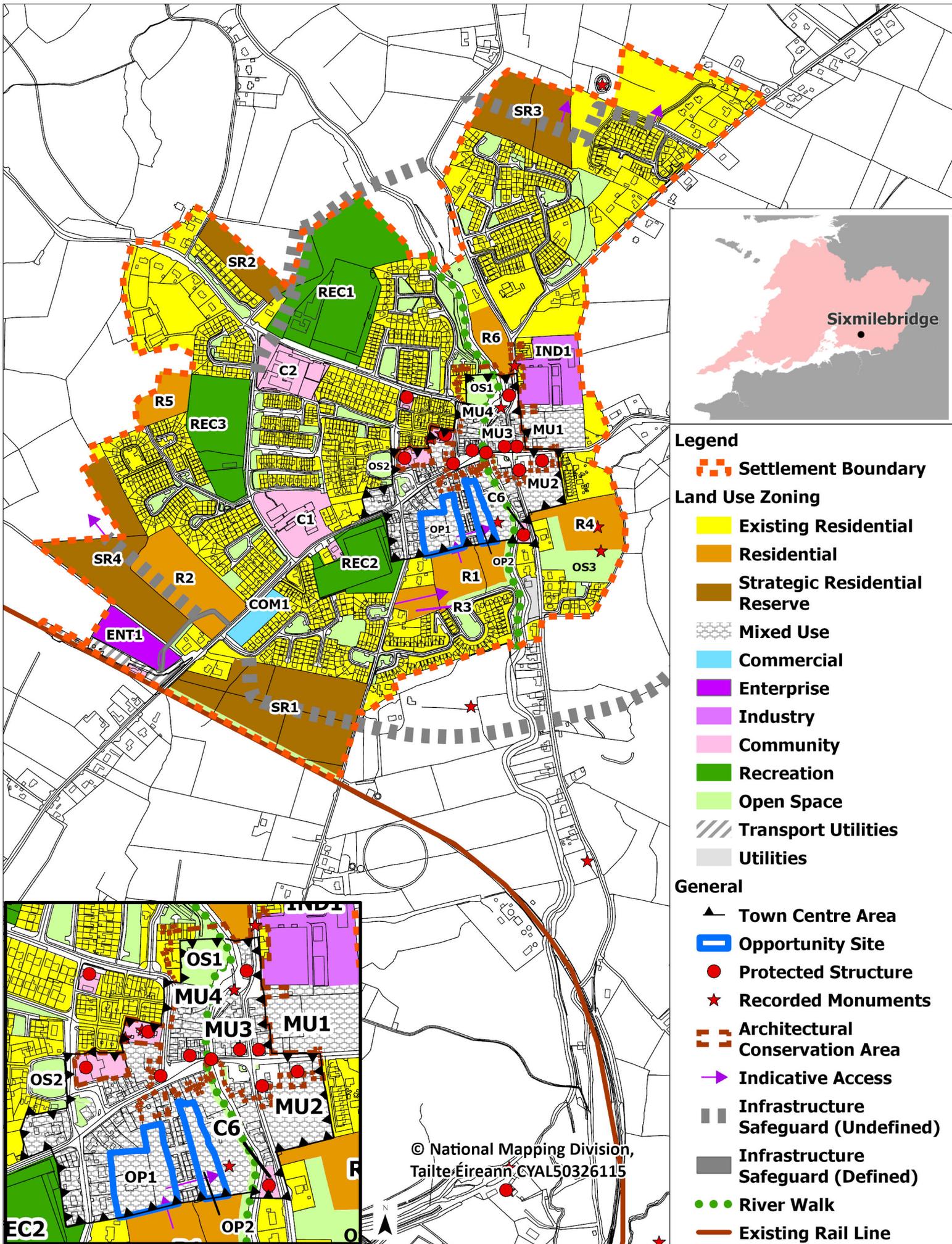
## Community Facilities

### C1 Community Crèche and Playground

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

## Flooding and Flood Risk

A Strategic Flood Risk Assessment (SFRA) was carried out as part of the preparation of this plan. The SFRA in Volume 10(c) of this plan advises in relation to the mixed use area within the ACA. Any development within the flood zone would be redevelopment/renovation and be justified by the central location in the settlement. Vulnerability of uses within the flood zones should be less vulnerable at ground floor level with risks addressed through development management. Where buildings are to be demolished and rebuilt, finished floor levels should be set to provide flood protection. The SFRA in Volume 10(c) notes that development at existing residential property located within Flood Zones A and B should be in accordance with Section 5.28 of “The Planning System and Flood Risk Management Guidelines for Planning Authorities” (2009).



- Legend**
- Settlement Boundary
  - Land Use Zoning**
  - Existing Residential
  - Residential
  - Strategic Residential Reserve
  - Mixed Use
  - Commercial
  - Enterprise
  - Industry
  - Community
  - Recreation
  - Open Space
  - Transport Utilities
  - Utilities
  - General**
  - Town Centre Area
  - Opportunity Site
  - Protected Structure
  - Recorded Monuments
  - Architectural Conservation Area
  - Indicative Access
  - Infrastructure Safeguard (Undefined)
  - Infrastructure Safeguard (Defined)
  - River Walk
  - Existing Rail Line

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## Bunratty

### Location and Context

Bunratty is situated within the Limerick-Shannon Metropolitan Area. The Metropolitan Area Strategic Plan aims to strengthen the role of the Limerick-Shannon Metropolitan Area as an international location of scale, and a primary driver of economic growth in the Southern Region.

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

Ideally located along the Shannon Estuary Way, Bunratty village is a major tourist destination based around Bunratty Castle and Folk Park, surrounded by an essentially rural hinterland. Bunratty's proximity to Limerick City, Shannon town and Shannon International Airport is an advantage. The importance of the tourism industry to Bunratty is evident in visitor numbers to the Castle and Folk Park which stood at c. 310,000 in 2022, and is also evident in the extent of land zoned for tourism development. The Castle and Folk Park have opened up trade and employment opportunities for hotels and local businesses, giving rise to a small, but thriving commercial centre based on the tourism industry. The settlement has a tightly knit form with the Castle and Folk Park at its centre. There are also numerous tourism-based businesses in the village including Blarney Woollen Mills and Meadows & Byrne, together with public houses, hotels and bed and breakfast establishments. The former Shannon Shamrock hotel and conference site is designated a Mixed Use Opportunity Site.

In addition to being a major tourist hub, Bunratty is an important residential settlement in south Clare situated approximately 5.7km southeast of Shannon and approximately 9km from the Clare/Limerick border. Residential development is predominantly low density in character nestled amongst extensive mature trees and a high quality public realm.

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

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

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

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

Bunratty is served by the Shannon Sixmilebridge Regional Water Supply. As such, water supply is constrained, subject to the identification by Uisce Eireann of a method to reduce losses from the supply network and to augment the Regional Water Supply Scheme to cater for future demand. A project to upgrade Castle Lake Water Treatment Plant is planned and will be completed within the lifetime of the plan, subject to necessary approvals. The area is served by the Shannon Wastewater Treatment facility, which has sufficient capacity to cater for the target population.

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

### General Objectives

- To support the role of Bunratty within the Limerick-Shannon Metropolitan Area in accordance with the Metropolitan Area Strategic Plan.
- To maintain and enhance the role of Bunratty as a prime tourist destination in the County;
- To promote tourism by providing sufficient land to meet demand for tourism-orientated activities, tourism retail developments and expansion of the hospitality sector;
- To require all future tourism-related development within the village to demonstrate that it will contribute positively to the vitality and viability of the settlement and to the promotion of sustainable communities;
- To identify land for the provision of community facilities to support the local resident population;

- To improve the local roads within the village leading to the village core;
- To reserve residential lands for permanent occupancy sufficient to meet assigned population targets;
- To identify a suitable area for additional parking to serve visitors, tourists and residents;
- To facilitate the development of a flagship tourism development in Bunratty to complement the existing facilities and attractions.
- To support the appropriate redevelopment of the vacant hotel brownfield site (OP1).

### Employment and Enterprise

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

### Tourism

Tourism in Bunratty is centred on the Castle and Folk Park. Clare County Council has engaged with Shannon Airport Group to commence a due diligence process to consider the potential transfer by Shannon Airport Group of Shannon Heritage (Clare-based sites) to Clare County Council as a subsidiary company. The central role which Clare County Council plays in tourism product development and sustainable tourism development in particular, has made the organisation a natural fit to explore the opportunity with Shannon Airport Group. Continued investment in the enhancement and expansion of Bunratty Castle and Folk Park to extend the season and increase visitor numbers throughout the year will be central to the future strategy for these attractions.

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

### Tourism Objectives

- To continue working with Shannon Airport Group on the proposed transfer of Bunratty Castle and Folk Park to Clare County Council and ensure the ongoing sustainable development of the Bunratty Castle and Folk Park tourism offer.
- To support the continued development of the tourism retail offering to further enhance Bunratty as an international tourism destination.

- To support the public infrastructure developments that are required to facilitate the planned expansion of Bunratty Castle and Folk Park and the aspirations to become a national attraction of scale.

Having regard to the need to facilitate appropriate sustainable village development, all future development proposals on TOU1, TOU2, and adjoining REC2 lands shall be in accordance with a Masterplan which shall be prepared by the developer taking into account the following considerations:

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

### **TOU1 Area East of the Low Road**

This is a large area opposite the grounds of Bunratty Castle and Folk Park. The site slopes gently from the Low Road down towards the river. Any development proposals shall take cognisance of the expansive views afforded from the Low Road across this site and onwards to the surrounding countryside. Footpaths and public lighting, which connect to the existing network in the village must be constructed as part of any development on TOU1. The type of tourist related development which will be considered appropriate on this site shall seek to build on and enhance the existing visitor experience at Bunratty, namely the Castle and Folk Park. Future developments on this site should have regard to and complement the established attractions.

The site directly adjoins the Lower River Shannon candidate Special Area of Conservation and development proposals shall be required to undertake screening for appropriate

assessment in accordance with the requirements of the EU Habitats Directive. All development proposals must maintain a minimum 30m set back from the river. Given the size of the site and its sensitivity in relation to the adjacent Castle, River and Folk Park, all development proposals will be discussed as appropriate with the National Parks and Wildlife Service.

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

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

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

### **TOU3 North of REC2**

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

Tourism related developments that build upon and enhance the existing visitor experience at Bunratty will be considered appropriate on this site.

Future developments on this site should have regard to and complement the established attractions. In this context, development solely of holiday homes shall not be considered acceptable.

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

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

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

### **Commercial**

#### **COM1 Bunratty Village Mills**

The site contains the Bunratty Village Mills complex and Bunratty Castle Hotel (RPS077). There is scope to further expand the range and diversity of tourism-related businesses here, thereby intensifying the existing retail centre. Developments will be required to complement the scale, proportions and materials of existing structures. Proposals must also ensure the preservation of the mature trees on site. All residential development, including holiday accommodation, will be excluded. A flood risk assessment must be carried out as part of any future planning application on this site.

Development proposals for the site must:

- Demonstrate that the development can be serviced by the public wastewater treatment network ensuring that there will be no negative impacts on water quality in the area;
- Be accompanied by a Construction Environmental Management Plan (CEMP) incorporating proposals for the disposal of surface water, especially in relation to the release of silt and other pollutants during the construction stage. Development proposals must incorporate the key principles of SuDS (i.e. green roofs, permeable paving, petrol interceptor, silt trap);
- Allow for a 15m otter habitat buffer zone from the Urlan Beg Stream.

## Opportunity Sites

### OP1 Former Shannon Shamrock Site

The site of the former Shannon Shamrock Hotel and Conference Facility is designated as a key Opportunity Site for new Mixed Use development and to facilitate any future expansion/renovation/redevelopment of the existing premises/site. The site is centrally

located within walking distance of all the attractions in the village. The opportunity exists to establish a mix of uses which consolidate Bunratty and support its tourism function.

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

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

## Housing and Sustainable Communities

Until more recently, permanent housing consisted mainly of detached dwellings on large plots along approach roads and some farmsteads. However, residential development has occurred within the village centre more recently. While the focus for Bunratty is on tourism growth, the settlement plan for Bunratty makes provision for new housing land to meet the population targets.

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

### R1 Bunratty West

This site is located in the southwest part of the village. There are existing dwellings to the northeast and northwest with Bunratty Manor Hotel and the cemetery adjacent to the east. Having regard to the proximity of the site to the cemetery (which includes two Recorded Monuments), any development proposals must be accompanied by a detailed archaeological survey. This site has been identified for permanent housing and shall be developed as a whole. Vehicular access to the site shall be determined at planning application stage. It is an objective to protect the significant archaeological heritage of the laneway

running alongside the graveyard. This access alongside the graveyard shall be fully explored in the context of providing pedestrian connectivity from R1 to the core area of the village, subject to any archaeological constraints being fully mitigated. Layout and design of units shall ensure that the residential amenity of existing adjacent houses is protected.

## **R2 Lands to the East of Hill Road**

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

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

Development proposals must incorporate a connection from Hill Road through to TOU2. The existing lane providing access to the site, which traverses the open space land to the south, may be considered for provision of access subject to improvements and to acceptable traffic safety measures, provided that the integrity of the open space is retained.

## **Transportation, Active Travel and Connectivity**

Bunratty is situated within the Limerick-Shannon Metropolitan Area and the area for the Limerick-Shannon Metropolitan Area Transport Strategy 2040 (LSMATS). The strategy seeks to deliver a high quality, accessible integrated and more sustainable transport network that supports the role of the Limerick-Shannon Metropolitan Area as the major growth engine of the Mid-West Region, as an internationally competitive European city region and the main international entry point to the Atlantic Corridor.

Bunratty is well served by public transport with Bus Eireann and Dublin Coach providing regular stops in the village on the Galway to Cork Route, the Dublin to Ennis route and the Limerick to Ennis route. Given the high level of tourism traffic in the village, walking/cycling should be promoted as part of linked trips with public transport. This will be undertaken in tandem with land use proposals that consolidate the town centre and strengthen its sense of place and function.

There is an opportunity for the village to develop its blue/green infrastructure by investigating the potential for a pedestrian and cycle link to Shannon and Sixmilebridge.

## **Place Making and Regeneration**

There is a strong 'sense of place' in Bunratty with the recognisable and identifiable focal point and landmark of Bunratty Castle. To accommodate the projected visitor numbers, the public realm along the Old Bunratty Road needs to be improved including the upgrade of footpaths

and road-crossing infrastructure. Public realm enhancements should focus on improvements to the design of the road network to achieve a greater balance between road users and an enhanced setting for the Castle. Improved pedestrian comfort and connectivity is required. The stone bus shelters are a functional and visual asset to Bunratty.

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

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

### AG2 Land at Western Boundary

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

Any proposed development on this site should enhance the amenity of, and connectivity with, the village centre and also retain the rural character and sense of space separation between the village and quarry. Residential use is not considered appropriate on this site having regard to the Strategic Flood Risk Assessment in Volume 10(c) of this plan.

## Open Space

### OS2 Wooded Area Adjacent to Hotel

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

### OS3 Open Space Area East of River

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

### OS4 Open Space Adjacent to The Creamery

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

## Recreation

### REC1 Bunratty FC Grounds

The current recreational use of this site shall be retained.

### REC2 North of the Folk Park

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

## Community Facilities

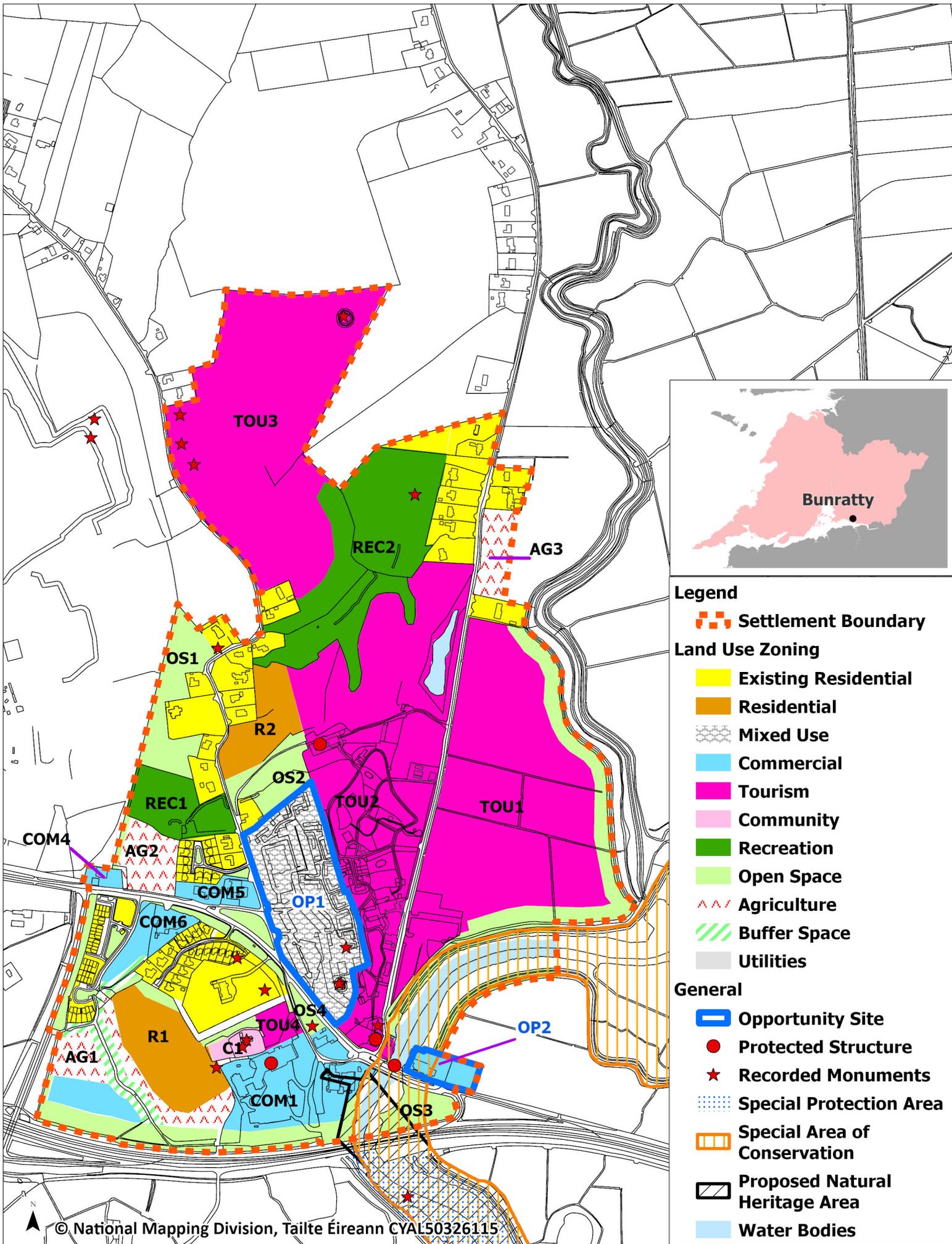
### C1 Bunratty Cemetery

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

## **Flooding and Flood Risk**

A Strategic Flood Risk Assessment (SFRA) was carried out as part of the preparation of this plan. The SFRA in Volume 10(c) of this plan notes that development at existing residential property located within Flood Zones A and B should be in accordance with Section 5.28 of “The Planning System and Flood Risk Management Guidelines for Planning Authorities” (2009).

The Bunratty Flood Relief Scheme, being progressed by the Office of Public Works and Clare County Council, should consider the protection of existing residential development from flooding. When considering a development proposal in Bunratty it is advised to refer to the Strategic Flood Risk Assessment in Volume 10(c) of this plan, regarding any potential flood risk.



**Legend**

- Settlement Boundary
- Land Use Zoning**
  - Existing Residential
  - Residential
  - Mixed Use
  - Commercial
  - Tourism
  - Community
  - Recreation
  - Open Space
  - Agriculture
  - Buffer Space
  - Utilities
- General**
  - Opportunity Site
  - Protected Structure
  - Recorded Monuments
  - Special Protection Area
  - Special Area of Conservation
  - Proposed Natural Heritage Area
  - Water Bodies

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## Clonlara

### Location and Context

Clonlara is situated within the Limerick-Shannon Metropolitan Area. The Metropolitan Area Strategic Plan aims to strengthen the role of the Limerick Shannon Metropolitan Area as an international location of scale, and a primary driver of economic growth in the Southern Region.

Clonlara settlement owes its distinctive character to its position situated between the Headrace Canal and the disused Errina Canal and located near the crossroads of the Limerick/Killaloe Road R463 and the R471 to Shannon and Sixmilebridge. The crossroads at the centre of Clonlara forms the core of the village, with the primary school, local shop and Church of Ireland located on nearby approach roads. Additional services and facilities are located to the southwest of the core and include a Catholic church, community/sports hall with large sports grounds and crèche. There are further recreational facilities outside the defined settlement boundary which play an important role in the provision for local residents.

The village contains three protected structures and one recorded monument. There are also a number of clusters of Trees for Preservation in the area. The village is served by Limerick City water supply with adequate capacity to accommodate future development. Clonlara is now connected to the Limerick Main Drainage sewerage system which can meet the needs of the target population.

Constraints to future development include traffic congestion at the narrow humpback bridge, located on the northwest approach from the R471, which is exacerbated by the location of the nearby school. Inadequate signage, traffic calming and a drop off/set down point for the school contribute further to the traffic problems in this area. The village is also physically constrained by the water bodies located to the east and west, however these features provide natural boundary definition and an attractive setting.

### General Objectives

- To support the role of Clonlara within the Limerick-Shannon Metropolitan Area in accordance with the Metropolitan Area Strategic Plan;
- To promote the consolidation of the village through brownfield reuse/redevelopment and to address vacancy and underutilisation of the existing building stock, whilst also promoting compact growth within the identified land use zonings to support existing services and encourage the development of new services, while retaining the village character and its historic core area;

- To provide for zoning that will facilitate the consolidation and sustainable expansion of the existing village centre and promote the development of residential lands to provide an appropriate mix of housing types and densities, together with complementary land uses such as retail, community facilities and public transport facilities, to serve the current and future residential population of Clonlara;
- To deliver up to 30% of all new homes targeted for Clonlara within the existing built-up footprint;
- To ensure that future growth is balanced and sustainable and is relative and appropriate to the scale, size and character of the existing village;
- To facilitate appropriate development along the Errina Canal subject to all required environmental and safety measures, in order to support tourism and encourage restoration and reuse of the canal;
- To facilitate the provision of improved retail outlets in the village to serve the local resident population and surrounding catchment area;
- To create new public spaces as an amenity for the local resident population, including a children's play area;
- To support the delivery of necessary infrastructure within the wider Limerick-Shannon Metropolitan area as included for within the Limerick Shannon Metropolitan Area Transport Strategy.

### Enterprise and Employment

This plan recognises that the proximity of Clonlara to Limerick city, the availability of a skilled workforce and the presence of existing businesses in the village all contribute to sustaining and growing the economic base in the village. In order to support economic activity, the following land parcels are zoned for economic development purposes.

#### Commercial

##### MU1 Village Centre

Development on these lands shall consist of small-scale retail/commercial and residential development designed to meet the day-to-day needs of local residents. Layout and design of units shall consolidate the urban fabric of the village core and shall present an attractive and welcoming façade to the crossroads and Main Street onto which the site fronts. Any proposal for this site shall demonstrate how the development will integrate with and enhance the adjoining open space area (OS2).

## Enterprise/Light Industrial

### ENT1 Local Enterprise Centre

There is an existing commercial unit on this site. The site has been identified as being suitable in principle for the development of a small-scale local enterprise centre with a view to providing a source of employment within the community. The lands adjoining the existing business have also been zoned for enterprise development to facilitate any future expansion. An appropriate buffer of open space is maintained to protect the canal.

## Housing and Sustainable Communities

There are a number of residential developments within the settlement. As a result of the village's proximity to the Limerick/Clare County boundaries, demand for residential development comes from both locals and Limerick commuters. Clonlara is connected into the Limerick Main Drainage network, which will enable demand for future residential development to be met in accordance with the core strategy of this plan.

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

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

### R1 Canal Side

This is a central site with prime road frontage to the historic core of the village. Given its central location this site is considered suitable for a residential development, complemented by retail and open space facilities on adjacent lands zoned as MU1 and OS2. Layout and design on this site should be planned to relate positively with any future development of SR1 to the south, ensuring that pedestrian access is afforded between R1 and SR1, connecting to the village centre. Future development proposals on R1 will be required to discharge all effluent generated by gravity feed to the existing pumping station south of the site.

Development must be of high quality and proposals shall provide for the creation of a streetscape along the adjoining public road and shall maximise the resource of the canal by designing/orientating units to face onto the canal/open space area. Development proposals shall also be required to accommodate a children's play area for the village at OS2, to which convenient access shall be provided from R1.

## R2 Village Core

This infill site sits within the built-up footprint of the village and its development would help to achieve the requirement for up to 30% of all new homes to be delivered within the existing built up footprint. This site is considered appropriate for a housing scheme, with access taken from the adjacent public road. Layout and design of any proposals shall ensure that the existing residential amenities of the area are protected.

## Strategic Residential Reserve (SRR)

Acknowledging that not all lands within the settlement boundary of Clonlara will be required for development by 2029, lands which comprise infill or contiguous sites or have a planning history for residential use and can form part of the long-term sequential expansion of the settlement are zoned SRR. Consideration may be given to the development of some SRR lands before the end of the plan period, in line with provisions set out for Strategic Residential Reserve in Section 19.4 of Volume 1 of this plan.

## Transportation, Active Travel and Connectivity

Clonlara is situated within the Limerick-Shannon Metropolitan Area and the study area for the Limerick-Shannon Metropolitan Area Transport Strategy 2040 (LSMATS). The strategy seeks to deliver a high quality, accessible, integrated and more sustainable transport network that supports the role of the Limerick-Shannon Metropolitan Area as the major growth engine of the Mid-West Region, as an internationally competitive European city region and the main international entry point to the Atlantic Corridor.

The village primarily takes a linear form, with development radiating from the central crossroads. The focus is to consolidate development around the village centre, strengthen the gateways on the approach into the village and improve the junction geometry at the intersection of Springfield and Church Fields to calm traffic and improve the pedestrian environment.

Clonlara is well served by public transport with a regular Bus Eireann Service between Limerick and Scarriff. Given the high level of out-commuting experienced in Clonlara, walking should be promoted as part of linked trips with public transport. The pedestrian environment and links to the bus stop should be improved. This will be undertaken in tandem with land use proposals that consolidate the town centre and strengthen its sense of place and function.

There is an opportunity to promote and enhance the existing blue and green infrastructure and biodiversity within and surrounding the village along the Clonlara Heritage Trail which highlights thirteen historical sites along a circular loop.

## Place Making and Regeneration

Clonlara has a strongly defined historic core. Historically the construction of the Headrace Canal cut off the road northeast of the central crossroads, turning the road north of the crossroads into a cul-de-sac. It is desirable that the overall space at the central crossroads be

enhanced by the introduction of defining elements, surface materials and possibly trees in line with a designed scheme. As Clonlara is screened from view by the two canals, it is important that its gateways are strong, particularly that on the R463 which carries the passing traffic.

The following objectives are identified to enhance the public realm in Clonlara:

- To provide traffic calming measures and speed restrictions on the southeast side of the bridge, with clear boundary/gateway definition to the settlement;
- To provide improved signage and signalled controls on either side of the bridge to inform users of the proximate main junction (northwest bound) and the school (southeast bound);
- To facilitate an improved set down/pick up arrangement adjacent to the existing school;
- To provide clear signage, marking and directional priorities throughout the village and at the central crossroads;
- To ensure that the pedestrian/cycle network is improved in the village.

## Open Space

### OS1 ESB Lands

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

### OS2 Village Green

This site is to be developed as a village park in conjunction with the development of adjoining residentially zoned site R1.

### OS3 Errina Canal

This disused canal has potential to be developed as an amenity/walking route, including provision of a formal walking path, a convenient access from the village and additional signage (including warning signage). The open space area shall be a focal point with the development of the adjacent residential land and shall provide connection to OS2 and the village centre.

## Recreation

### REC1 Clonlara Sports Complex

This site shall be retained in its existing sports and amenity use, as it meets a strategic requirement for sports and leisure facilities in the area and serves a wide catchment. An area shall also be identified within these lands for additional carparking facilities.

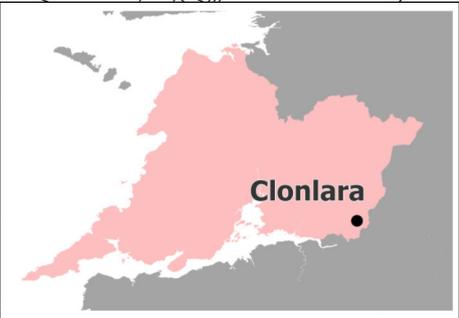
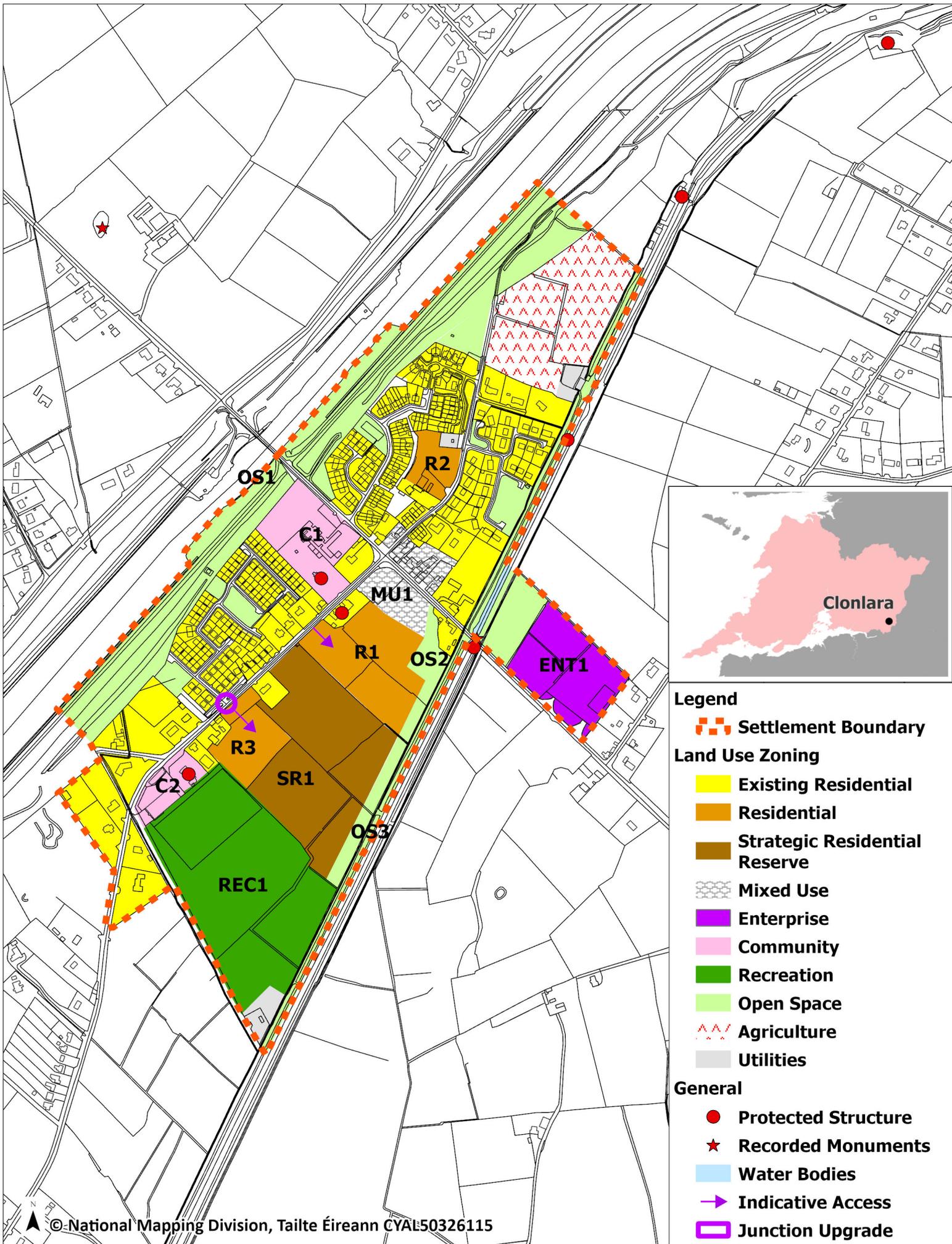
## Community Facilities

### C1 Clonlara School and Church of Ireland

The school grounds are to be retained for educational use and any future school expansion. This site also contains the existing Church of Ireland. Clare County Council will seek to facilitate the sensitive adaptation of the church for other uses, for example, a civic or community use.

### C2 Community Centre, Crèche, Catholic Church and GAA clubhouse

This site contains a mix of different uses and shall be retained in community use.



**Legend**

- Settlement Boundary
- Land Use Zoning**
- Existing Residential
- Residential
- Strategic Residential Reserve
- Mixed Use
- Enterprise
- Community
- Recreation
- Open Space
- Agriculture
- Utilities
- General**
- Protected Structure
- Recorded Monuments
- Water Bodies
- Indicative Access
- Junction Upgrade

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## Athlunkard

### Location and Context

Athlunkard is situated in the Limerick City suburbs and forms part of the Limerick-Shannon Metropolitan Area. The Metropolitan Area Strategic Plan (MASP) aims to strengthen the role of the Limerick-Shannon Metropolitan Area as an international location of scale and a primary driver of economic growth in the Southern Region.

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

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

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

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

### General Objectives

- To support the role of Athlunkard within the Limerick-Shannon Metropolitan Area in accordance with the Metropolitan Area Strategic Plan;
- To consolidate existing residential areas in the settlement; and
- To secure the development of additional social infrastructure to serve the large community in the Athlunkard area.

## Specific Objectives

- To support the development of additional recreational and community facilities for the benefit of existing and future residents, so that Athlunkard retains sustainable and vibrant communities; and
- To support public realm improvements throughout the settlement to enhance 'pride of place' and improve wayfinding and legibility in the larger residential areas.

## Employment and Enterprise

The proximity of Athlunkard to Limerick City provides the settlement with a significant advantage for employment opportunities within short commuting distance.

## COM3 Commercial Centre

This site consists of a mix of uses, including a supermarket, petrol filling station and shop, public house, butchers, community crèche and carpark. There is potential for further expansion of this neighbourhood centre to the north. Proposed future development uses shall complement those already in place and shall ensure that adjacent residential amenities are protected.

## Housing and Sustainable Communities

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

Constraints identified across the Parteen villages such as poor road infrastructure, limitations of available services infrastructure and lack of social infrastructure for the community may impact on the achievement of the population targets. Future development is strictly contingent on achieving a satisfactory resolution to these issues. In particular, there are capacity issues along the R463 due to high traffic volumes at peak times and this is exacerbated by the bottleneck at Athlunkard Bridge.

All sites zoned for residential development should incorporate sustainable urban drainage systems and shall include detailed proposals for landscaping/tree retention. Development proposals for housing shall also ensure the preservation of existing adjoining residential amenities and ensure a high overall standard of design, materials and finishes. Development proposals shall consider the pedestrian, walking and cycling network in tandem with the implementation of Limerick Bus Connects to prioritise multi-modal travel at the centre of its design and layout.

## R1 Riverside Site

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

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

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

## Place Making and Regeneration

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

## Transport, Active Travel and Connectivity

Athlunkard is situated within the Limerick-Shannon Metropolitan Area and the area for the Limerick-Shannon Metropolitan Area Transport Strategy 2040 (LSMATS). The strategy seeks to deliver a high quality, accessible, integrated and more sustainable transport network that supports the role of the Limerick-Shannon Metropolitan Area as the major growth engine of the Mid-West Region, as an internationally competitive European city region and the main international entry point to the Atlantic Corridor.

The Limerick city bus network provides services to and from Athlunkard, providing a valuable alternative to the private car, and encouraging a shift towards more sustainable transport options. Walking and cycling should be promoted as part of linked trips with public transport. The pedestrian and cycling environment and permeability within and connectivity between residential areas, retail and community facilities should be strengthened.

## Strategic Walking Routes

The Corbally Road / Athlunkard Avenue – Kings Island route connects residential areas to key areas of employment in Limerick City and suburbs. There is a need to improve the walking and cycling network in tandem with the implementation of Limerick Bus Connects to prioritise multi-modal travel.

## Greenway

Athlunkard is situated adjacent to the Shannon Fields Greenway which provides connectivity to University of Limerick and the National Technology Park along the banks of the River Shannon. This is an asset to the area in terms of recreation but also connectivity to educational and employment areas.

The following transport objectives are identified for Athlunkard:

- To secure improvements to the walking and cycling network in tandem with the implementation of Limerick Bus Connects to prioritise multi-modal travel;
- To provide clear and unambiguous carriageway markings, lighting, footpaths and associated signage at junctions within the village indicating directional priorities for traffic;
- Subject to resources, to upgrade the junctions indicated on the settlement plan for Athlunkard, in order to safely accommodate existing and future development and associated traffic flows; and
- To ensure that the existing network of footpaths and public lighting are extended in line with all future developments.

## Community Facilities

### C1 Westbury Church and Nursing Home

This site shall be retained in community use.

## Open Space

There is significant open space provision along the River Shannon, the Tail Race to the northwest, the Blackwater River to the north along with open space within existing developed areas. This presents an opportunity to develop recreational routes in conjunction with existing blue-green infrastructure. New routes should have a biodiversity and educational focus. The development of any blue-green infrastructure should be set back from the riparian zone to allow for flood conditions and for access to the river channel should the need arise.

### **OS1 Riverside Walkways**

OS1 is located within Flood Zone A/B and therefore only water-compatible uses should be allowed on this land in line with the Strategic Flood Risk Assessment (SFRA). This open space should be maintained and enhanced. The Council will work with all relevant agencies and landowners to facilitate the provision of a riverside walkway on OS1 which could link to a wider recreational route network.

### **OS2 Open Spaces within Established Residential Areas**

This area is to be retained for amenity use and enhanced where necessary, including for biodiversity.

### **OS3 New Open Space**

New open space to serve the surrounding residential areas.

## **Recreation**

### **REC1 Grounds of Parteen-Meelick GAA**

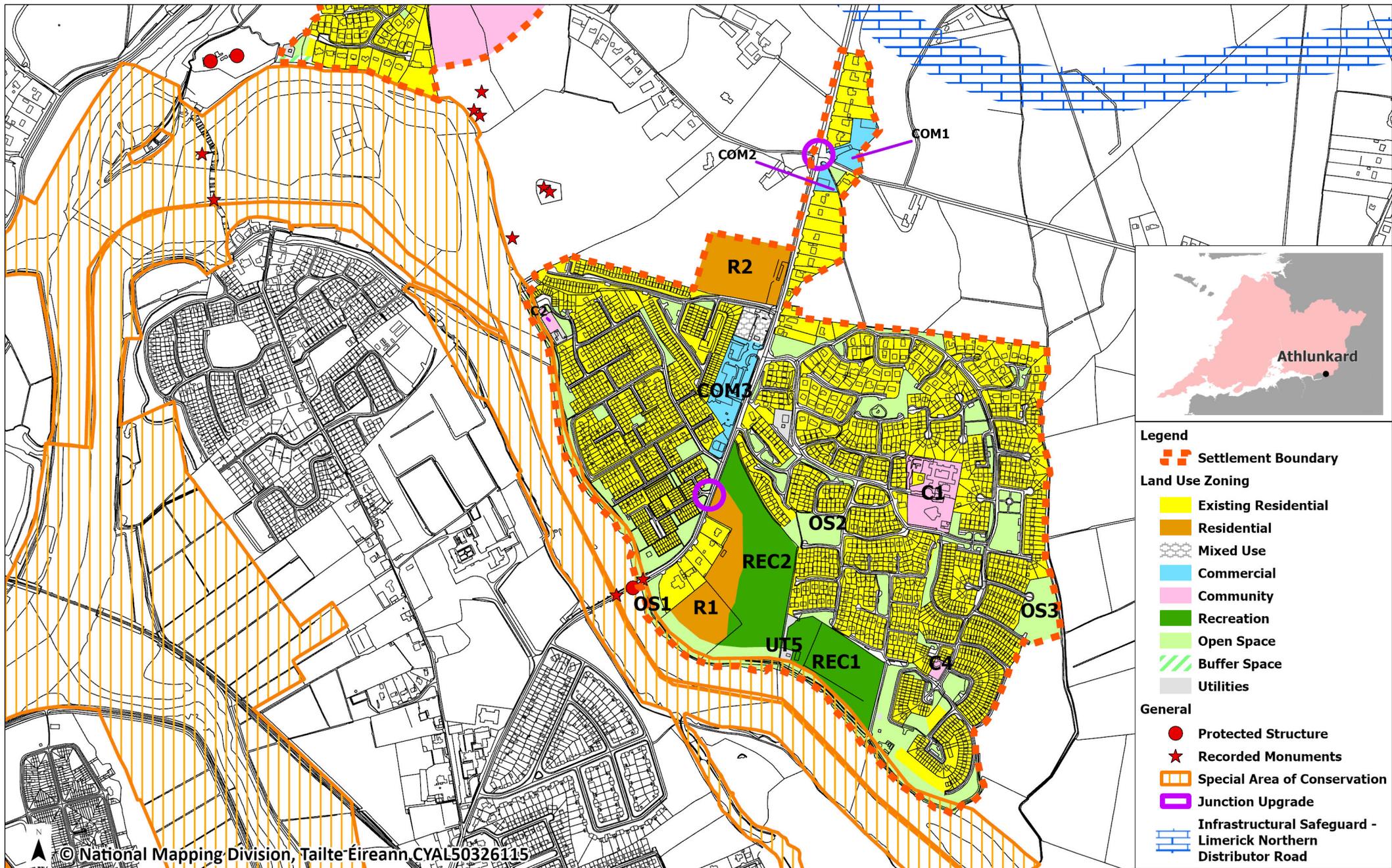
This land is to be retained in existing sporting/leisure use.

### **REC2 Adjacent to R1**

This provides for a new recreation area to serve the neighbourhood. Pedestrian connectivity to REC1 and to the walkway on OS1 should be explored.

## **Flooding and Flood Risk**

A Strategic Flood Risk Assessment (SFRA) was carried out as part of the preparation of this plan. The SFRA in Volume 10(c) of this plan notes that development at existing residential property located within Flood Zones A and B should be in accordance with Section 5.28 of “The Planning System and Flood Risk Management Guidelines for Planning Authorities” (2009). No new major development should occur within Flood Zone A or B. The Limerick Flood Relief Scheme, once completed, is likely to provide a high level of protection for the residential development.



- Legend**
- Settlement Boundary
  - Land Use Zoning**
  - Existing Residential
  - Residential
  - Mixed Use
  - Commercial
  - Community
  - Recreation
  - Open Space
  - Buffer Space
  - Utilities
  - General**
  - Protected Structure
  - Recorded Monuments
  - Special Area of Conservation
  - Junction Upgrade
  - Infrastructural Safeguard - Limerick Northern Distributor Road

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Clare County Development Plan 2023 - 2029

**Athlunkard**



Date: April 2023 Not To Scale

## Ballycannon North (Meelick)

### Location and Context

Ballycannon North is situated just beyond the Limerick City suburbs and forms part of the Limerick-Shannon Metropolitan Area. The Regional Spatial and Economic Strategy for the Southern Region includes the Limerick-Shannon Metropolitan Area Strategic Plan (MASP). The MASP aims to strengthen the role of the Limerick-Shannon Metropolitan Area as an international location of scale, and a primary driver of economic growth in the Southern Region.

The defined settlement boundary for Ballycannon North focuses on the extent of the existing built form. The settlement has a linear form that has developed with deep plots to the south of the main street frontage. To the west, the village stretches as far as the Elton Court residential estate, the boundary follows backland plots, terminating at the village cemetery. The eastern boundary is defined by a stream and the eastern approach to the village is well-defined by a mature line of trees, which are designated Trees for Preservation. While the village has a large population, it currently lacks services. The former local shop and pub are now vacant premises. The National School serving the village, the church and a public playground are located at a distance from the village, with the GAA grounds being the only amenity in the village. Notwithstanding its designation within the MASP, population growth in the village needs to occur alongside improvements in village service provision and facilities.

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

The village is served by a public water main (Regional Water Supply Knockalisheen West reservoir). Plans are in place for the conversion of Ballycannon Waste Water Treatment Plant to a Pumping Station and for a rising main connecting to the wastewater facilities at Elton Court. Future development in the village will require infrastructure to provide a connection to the Elton Court Pumping Station. Early engagement with Uisce Éireann and a pre-connection enquiry is advised in this regard. It is intended to connect the settlement to the Limerick City wastewater agglomeration, within the lifetime of the Development Plan.

### General Objectives

- To support the role of Ballycannon North within the Limerick-Shannon Metropolitan Area in accordance with the Metropolitan Area Strategic Plan;
- To consolidate the existing residential development in the area;

- To support and facilitate the expansion of a village centre by encouraging infill, redevelopment of derelict, obsolete, brownfield and greenfield sites that will contribute to the creation of an identifiable village centre;
- To support the expansion of existing, and the development of new services, community facilities and amenities in the village that meet the needs of the local population;
- To achieve greater connectivity between the village, the church and primary school serving the area at Ballycannon North.

### **Employment and Enterprise**

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

### **Housing and Sustainable Communities**

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

An area is zoned for mixed use and residential development in the centre of the village, to facilitate the establishment of an identifiable core within the village and potential for the development of a small commercial area. Any proposed residential development shall be of a density appropriate to the established area, consisting of well laid out units and a high overall standard of design, materials and finishes. Future residential development is strictly contingent on achieving a satisfactory resolution to issues of road capacity, service infrastructure capacity and the provision of community facilities.

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

### **R1 West of Shop and REC2**

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

- Proposals for a new road alignment, which must satisfy traffic safety considerations and evaluations, shall be provided by the developer as part of the development of the land;

- A mix of housing types shall be incorporated with high quality open space areas provided;
- Proposals shall include the provision of a children’s playground which shall be delivered by the developer as part of the initial stage of development for this site;
- Pedestrian and cycle connectivity with the village centre and services shall be provided as part of the development.
- The site bounds the Arbaun stream to the east. The protection of the aquatic environment and all associated habitats and species of importance is critical. The design of this residential area should be carried out in accordance with the IFI Guidance “Planning for Watercourses in the Urban Environment”.
- Detailed proposals for the disposal of foul water from the overall site area, ensuring that there will be no negative impact on the water quality in the area, shall be included as part of the overall Masterplan for the site.
- A Construction Environmental Management Plan (CEMP) detailing how surface water run-off, especially in relation to release of silt and other pollutants will be controlled during construction (and incorporating key principles of SUDS), shall accompany any planning application made on this site.

Development proposals must reflect the principles of Sustainable Residential Development in Urban Areas with regard to site layout, design and formation of quality public realm.

## REC2

REC 2 is suitable for the provision of a children’s playground.

## Strategic Residential Reserve (SRR)

Acknowledging that not all lands within the settlement boundary of Ballycannon North will be required for development to 2029, lands which comprise infill or contiguous sites or have a planning history for residential use and can form part of the long-term sequential expansion of the settlement-are zoned SRR. Consideration may be given to the development of some SRR lands before the end of the plan period, in line with provisions set out for Strategic Residential Reserve in Section 19.4 of Volume 1 of this plan.

## SR2 Village Centre

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

## Place Making and Regeneration

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

The Mixed Use zoning in the centre of the village has the potential to establish an identifiable core which would greatly improve the sense of place within the village.

## Transport, Active Travel and Connectivity

Ballycannon North, situated within the Limerick-Shannon Metropolitan Area and the area for the Limerick-Shannon Metropolitan Area Transport Strategy 2040 (LSMATS). The strategy seeks to deliver a high quality, accessible, integrated and more sustainable transport network that supports the role of the Limerick-Shannon Metropolitan Area as the major growth engine of the Mid-West Region, as an internationally competitive European city region and the main international entry point to the Atlantic Corridor.

The Limerick city bus network provides services to and from Ballycannon North. This service provides a valuable alternative to the private car and encourages a shift towards more sustainable transport options. Given the high level of out-commuting experienced in the village, walking should be promoted as part of linked trips with public transport. Walking connections and permeability between residential areas, amenities and the bus stop should be strengthened.

It is an objective of the plan to achieve greater connectivity between the village, the church and primary school serving the area at Ballycannon North and also to the Limerick Northern Distributor Road when constructed. Upgrades to and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the village, its environs and to the National School.

Any proposed development on zoned lands identified in the plan must demonstrate how they contribute to the enhancement of permeability and connectivity within the village.

The following transport objectives are identified for Ballycannon North:

- To employ traffic calming measures on both approaches to the village to provide clear boundary/gateway definition;

- To provide clear and unambiguous carriageway markings, lighting, footpaths and associated signage at junctions within the village indicating directional priorities for traffic;
- To seek to improve pedestrian, cycle and vehicular connections between Ballycannon North and the LNDR when constructed;
- To improve access to the graveyard.

## **Open Space**

### **OS1 and OS2 Open Space Areas**

These are open space areas within established residential areas, the objective for which is to ensure their retention and enhancement where necessary.

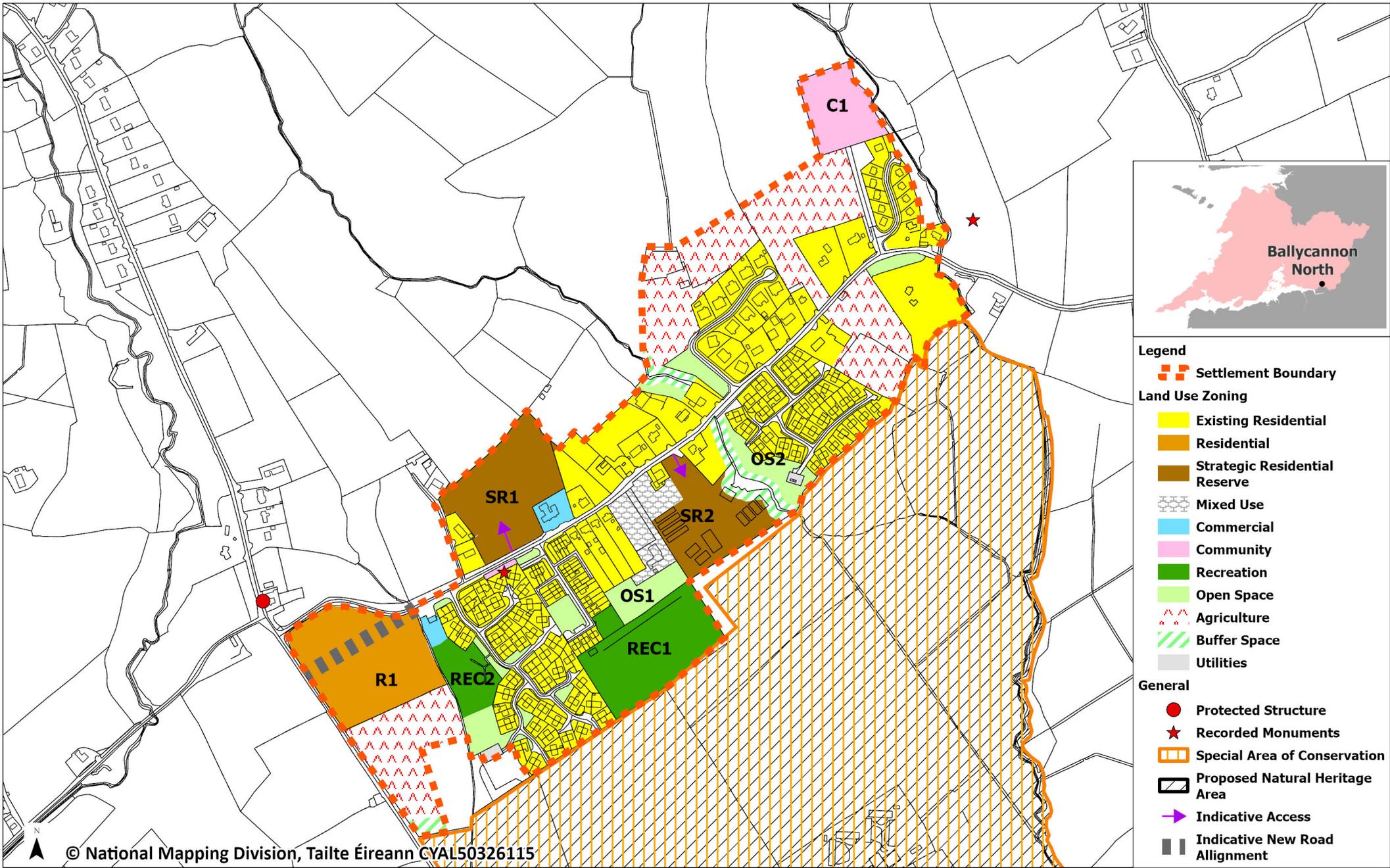
## **Community Facilities**

### **C1 Cemetery**

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

## **Flooding and Flood Risk**

A Strategic Flood Risk Assessment (SFRA) was carried out as part of the preparation of this plan. The SFRA in Volume 10(c) of this plan notes that development at existing residential property located within Flood Zones A and B should be in accordance with Section 5.28 of “The Planning System and Flood Risk Management Guidelines for Planning Authorities” (2009).



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Clare County Development Plan 2023 - 2029

Ballycannon North (Meelick)



Date: April 2023 Not To Scale

## Parteen

### Location and Context

Parteen is situated in the Limerick City suburbs and forms part of the Limerick-Shannon Metropolitan Area. The Metropolitan Area Strategic Plan aims to strengthen the role of the Limerick-Shannon Metropolitan Area as an international location of scale and a primary driver of economic growth in the Southern Region.

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

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

### General Objectives

- To support the role of Parteen within the Limerick-Shannon Metropolitan Area in accordance with the Metropolitan Area Strategic Plan;
- To consolidate the existing residential development in the area;
- To support the expansion of existing, and the development of new community facilities and amenities in the village;
- To support the provision of enhanced services in the village to meet the needs of the local population e.g. village shop, sports facilities etc;
- To ensure the on-going maintenance and expansion, where necessary, of infrastructure in the village such as footpaths and public lighting; and
- To support the delivery of necessary infrastructure within the wider Parteen area as included for within the Limerick-Shannon Metropolitan Area Transport Strategy 2040 (LSMATS).

## Employment and Enterprise

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

### Commercial

#### COM1 Dairygold Cooperative Society

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

#### MU1 National School

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

### Housing and Sustainable Communities

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

There are a number of established residential areas within the settlement, consisting of defined housing estates and linear development along approach roads. As a result of the village's proximity to the county boundary, there is demand for residential development from both the local population and Limerick commuters.

The target population allocated to Parteen has taken account of constraints which currently restrict the population growth potential of the village. These constraints include road capacity and the provision of community facilities. Upon completion of the Limerick Northern Distributor Road (LNDR) the village will have greater scope to grow its population. Lands zoned for residential development aim to consolidate the existing built fabric in accordance with the population target allocation.

Schemes for residential development will be assessed having regard to the above, but in any event will be of appropriate density, consisting of well laid out units with generous private open space and a high overall standard of design, materials and finishes. All proposed development on zoned lands identified in the plan will be required to demonstrate how they contribute to enhanced permeability and connectivity within the village, to the village core and to the national school.

The potential exists to develop serviced sites in the village that will attract some of the urban-generated development pressure from Limerick and offset the demand for rural builds in the surrounding open countryside.

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

### **R1 South of Fieldbrook**

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

### **R2 Adjacent to Pitch and Putt**

This central infill site adjoins the existing pitch and putt course and its development will assist in consolidating the village. The existing mature tree-line adjoining the pitch and putt course shall be retained.

Access shall be taken at the point shown by the indicative access arrow on the Parteen settlement map. Careful consideration of the access arrangements is required due to the alignment of the public road in the vicinity of the site. A footpath shall be provided inside the existing front boundary wall to preserve the existing planted amenity area on the roadside. This footpath shall link with a future pedestrian crossing which will provide safe connectivity with site C1.

### **R3 Fir Hill**

The site adjoins the existing Fir Hill housing development at the eastern side of the settlement and access shall be taken through Fir Hill. Development proposals shall include necessary mitigation to ensure that there will be no adverse effects upon water quality and downstream European sites. and compliance with mitigation for CDP11.32. Any development application shall be accompanied by a hydrogeological/hydrological assessment to demonstrate that the development will not interfere with current and future modelled groundwater/surface movements and will not result in adverse effects upon European sites.

### **Strategic Residential Reserve (SRR)**

Acknowledging that not all lands within the settlement boundary of Parteen will be required for development to 2029, lands which comprise infill or contiguous sites or have a planning history for residential use and can form part of the long-term sequential expansion of the

settlement are zoned SRR. Consideration may be given to the development of some SRR lands before the end of the plan period, in line with provisions set out for *Strategic Residential Reserve in Section 19.4 of Volume 1* of this plan.

### Place Making and Regeneration

The historic core of Parteen is located at the present crossroads in the village. The junction itself is very wide and the redesign of the junction to cater for a balance of users would enhance the sense of place and make for easier wayfinding. Undergrounding of wires and suitable new lamp standards should be part of any such work. It will be necessary to revisit the place-making proposals for Parteen upon the future delivery of the Limerick Northern Distributor Road (LNDR) to establish how best to enhance the village in the light of new circulation patterns. See also Transportation Objectives below.

### Transportation, Active Travel and Connectivity

Parteen is situated within the Limerick-Shannon Metropolitan Area and the area for the Limerick-Shannon Metropolitan Area Transport Strategy 2040 (LSMATS). The strategy seeks to deliver a high quality, accessible, integrated and more sustainable transport network that supports the role of the Limerick-Shannon Metropolitan Area as the major growth engine of the Mid-West Region, as an internationally competitive European city region and the main international entry point to the Atlantic Corridor.

The Limerick city bus network provides services to and from Parteen, providing a valuable alternative to the private car and encouraging a shift towards a more sustainable transport option. Walking and cycling should be promoted as part of linked trips with public transport. The pedestrian and cycling environment and permeability within and connectivity between residential areas, retail and community facilities should be strengthened.

The focus for improving the pedestrian environment in Parteen is to consolidate land use around the village centre. Improvement to walking conditions and connectivity between the national school, Scoil an Phairtin and surrounding residential estates should be strengthened.

The R464 Parteen Road is identified as a Secondary Route in the LSMATS Cycle Network which will link the village to the wider metropolitan area. Secondary Routes connect residential, commercial and employment areas to the Primary Network. They often run in parallel to Primary Routes, providing an alternative link. Secondary Routes are a combination of off-road cycle routes, cycle lanes, shared bus and cycle lanes and traffic-calmed roads. Improvements to the cycle path network around Parteen would be welcomed in terms of increasing connectivity and delivering infrastructure required for a modal shift away from private car journeys.

### Transportation Objectives

The following transportation objectives are set out for Parteen:

- To support the delivery of the LNDR subject to appraisal and environmental assessment;

- To require walkability and accessibility by walking mode to be a central consideration in the planning and design of all new developments, transport infrastructure and public transport services;
- To facilitate and support the delivery of a safe, accessible and convenient cycle network and environment in the Limerick-Shannon Metropolitan Area as set out in the Cycle Network Plans;
- To ensure that the existing bridge warning signs on approach to the village from Limerick are kept clear and unobstructed and to consider additional placement of warning signs and associated road markings on the same approach road;
- To review access issues to Parteen from the Long Pavement approach to the village;
- To improve accessibility on the school road; and
- To review traffic flows, the operation of the main junction and parking provision at the centre of Parteen, following completion of the LNDR in conjunction with objectives set out in Placemaking and Amenity.

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

### **T1 Limerick Northern Distributor Road**

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

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

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

## Recreation

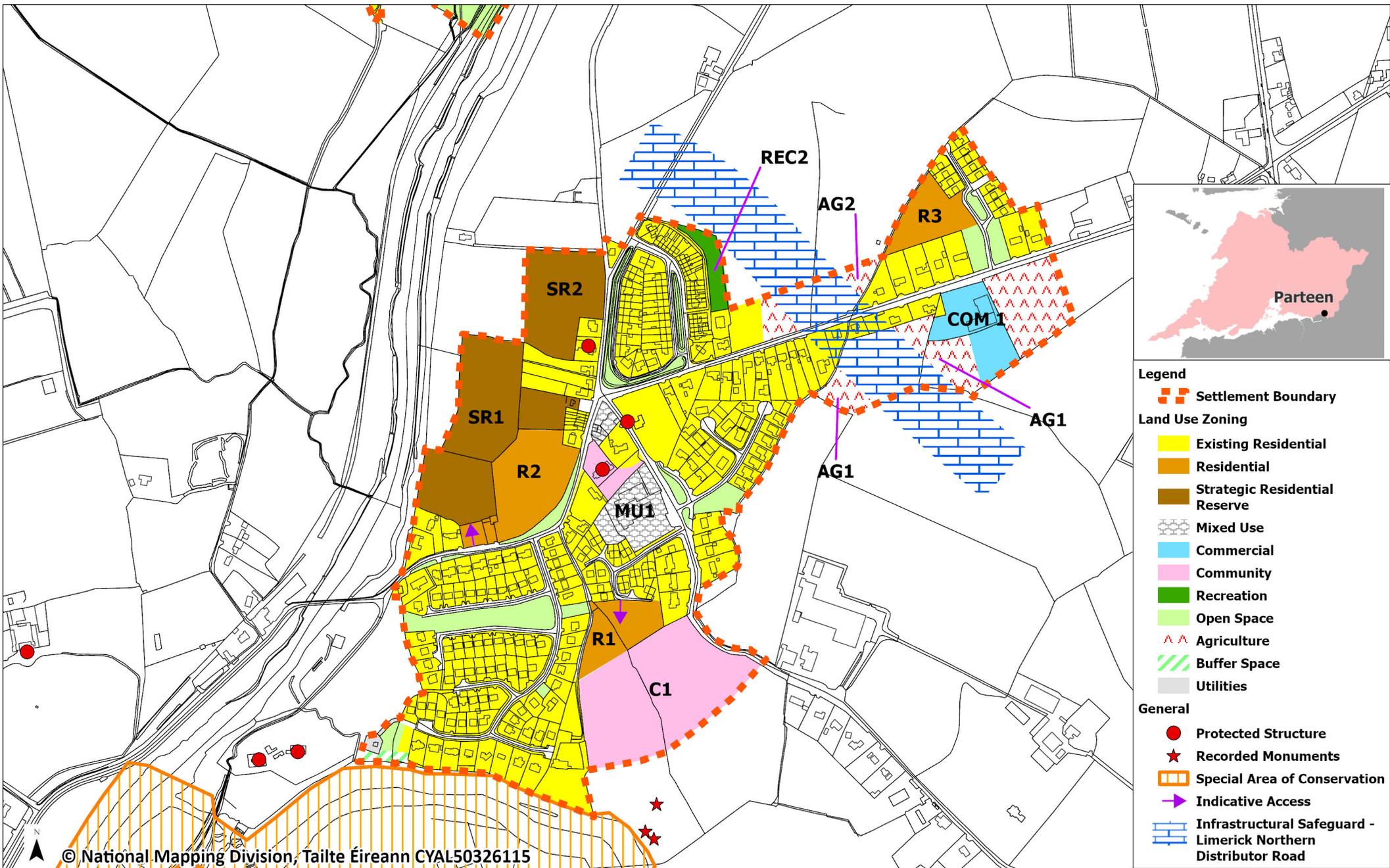
### REC2 Play Area

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

## Community Facilities

### C1

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



Clare County Development Plan 2023 - 2029

Parteen

## Ardnacrusha and Parkroe

### Location and Context

Ardnacrusha is situated just beyond the Limerick City suburbs and forms part of the Limerick-Shannon Metropolitan Area. The Metropolitan Area Strategic Plan (MASP) aims to strengthen the role of the Limerick-Shannon Metropolitan Area as an international location of scale and a primary driver of economic growth in the Southern Region.

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

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

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

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

## General Objectives

- To support the role of Ardnacrusha within the Limerick-Shannon Metropolitan Area in accordance with the Metropolitan Area Strategic Plan;
- To ensure that future growth is balanced and sustainable and is relative and appropriate to the scale, size and character of the settlement; and
- To explore the possibility of using the old railway that runs alongside the canal as a walking route to enhance connectivity.

## Specific Objectives

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

## Employment and Enterprise

The proximity of Ardnacrusha to Shannon and Limerick provides the settlement with a significant advantage with a wide range of employment opportunities within short commuting distance. In addition, having regard to the existing tours which take place at the Ardnacrusha Power Station, there may be potential to expand facilities and increase visitor numbers visiting the Station.

## Strategy for Growth and Sustainable Communities

The strategy for the sustainable growth of the village and its community is through consolidation and regeneration that promotes compact sequential growth and supports and strengthens a sustainable village community and its rural hinterland. This will be achieved by encouraging small scale growth in areas which make a positive contribution to the overall enhancement of the village and sustains it into the future. In line with this approach and to promote vibrant rural villages, village growth areas have been identified which provide opportunities and choice for development, including small scale commercial, enterprise and community services/facilities as well as small scale cluster housing, all of which offers a viable and attractive option for rural living within a village community and setting.

There are a number of established residential developments within the settlement, consisting of defined housing estates and ribbon development along approach roads. As a

result of the village's proximity to the county boundary, demand for residential development comes from both locals and Limerick commuters.

There are several constraints which will impact on any future development, which will be strictly contingent on achieving a satisfactory resolution to these matters – namely road capacity, service infrastructure capacity and the provision of community facilities.

The areas identified for growth allow for the sustainable compact growth of the village, providing opportunities for small scale cluster type housing, as well as for other uses appropriate to the function, size and scale of the village. Any proposals will be required to ensure/enhance connectivity within the village and support the sustainable use of existing services and facilities.

Any changes on existing residential lands or development of areas identified for village growth will be strictly contingent on the provision of appropriate wastewater treatment facilities that can fully demonstrate that there will be no adverse effects on the receiving environment, or water courses or adjacent ecological designations. All lands identified for village growth should incorporate sustainable urban drainage systems and shall include detailed proposals for landscaping and tree retention and include for biodiversity-friendly planting. Development proposals for housing shall also ensure that provision is made for footpath connection to the core area of the village.

### **VGA1 Blackwater**

This land is adjacent to open space OS3 and benefits from access onto the Ardnacrusha Road. The land is well located within the village with an open space area to the rear and community zoned lands across the road. As the site is surrounded on three sides by existing dwellings, development proposals shall ensure the protection of all established residential amenities. A boundary of mixed broadleaved woodland divides the site and shall be retained and incorporated into any future site development. Development on this land shall be contingent upon the achievement of safe vehicular access along the road frontage to the satisfaction of Clare County Council. Given the location of this site adjacent to an area of open space and incorporating Wet Grassland and Mixed Broadleaved Woodland habitats, together with being identified as a landscape of high bat suitability, any proposal for future development must be accompanied by an ecological assessment of the site.

### **Transport, Active Travel and Connectivity**

Ardnacrusha is situated within the Limerick-Shannon Metropolitan Area and the area for the Limerick Shannon Metropolitan Area Transport Strategy 2040 (LSMATS). The strategy seeks to deliver a high quality, accessible, integrated and more sustainable transport network that supports the role of the Limerick-Shannon Metropolitan Area as the major growth engine of the Mid-West Region, as an internationally competitive European city region and the main international entry point to the Atlantic Corridor.

The Limerick city bus network provides services to and from Ardnacrusha, providing a valuable alternative to the private car and encouraging a shift towards a more sustainable transport option. Walking and cycling should be promoted as part of linked trips with public transport. The pedestrian and cycling environment and permeability between residential areas, retail and community facilities should be strengthened. Limerick City to Westbury and Ardnacrusha along the Corbally Road (R463) is identified as a Primary Radial Route in the LSMATS cycle network. Provision of safe pedestrian/cycle access across the Ardnacrusha Bridge should also be provided.

### **Place Making and Regeneration**

This dispersed settlement, in spite of its sizeable population, lacks visible landmarks. The main node, Barry's Cross, is effectively a gateway into the largest part of the settlement. This is a logical area for additional community facilities to serve the wider settlement and any such developments will need to be well-designed with defined, quality spaces and edges. The hydro-electric dam at Ardnacrusha is a nationally recognised icon of Ireland's development and opportunities to raise its profile and visibility within the settlement need to be explored. Further along the R465, the road edge to the pub and funeral parlour would benefit from a substantial line of trees to define the road edge. The bridge over the headrace is effectively the gateway into Ardnacrusha/Parkroe and accordingly it needs a simple but appropriate scheme for enhancement.

There is significant open space provision along the Tail Race, the Blackwater River along with the open space areas within existing residential developments. This presents an opportunity to develop recreational routes in conjunction with this green infrastructure which should have a biodiversity and educational focus.

### **Open Space**

#### **OS1 ESB lands**

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

#### **OS2 Blackwater Valley Woodlands**

This woodland area shall be maintained and protected in its current use, as it contains a mixture of mature trees and woodland. Attention must be given to the retention and preservation of these mature trees which accommodate an abundance of habitats and species and contribute to local biodiversity, the green infrastructure network and the overall visual amenity of the area.

### OS3 Future Public Park

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

### OS4 Woodland West of the Power Station

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

## Community Facilities

### C1 Former GAA Training Grounds

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

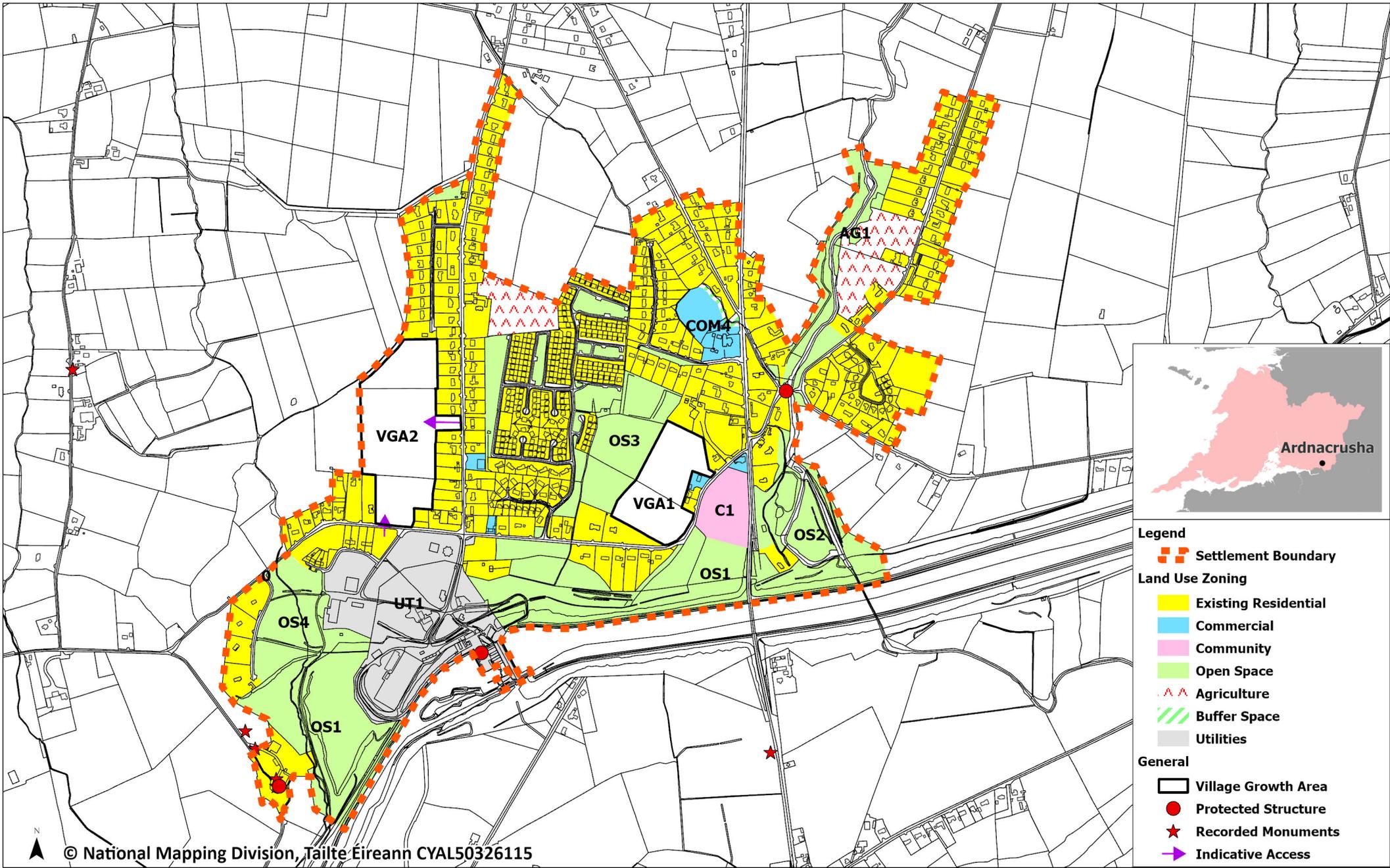
## Utilities

### UT1 Ardnacrusha Power Station (RPS 311)

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

## Flooding and Flood Risk

A Strategic Flood Risk Assessment (SFRA) was carried out as part of the preparation of this plan. The SFRA in Volume 10(c) of this plan notes that development at existing residential property located within Flood Zones A and B should be in accordance with Section 5.28 of “The Planning System and Flood Risk Management Guidelines for Planning Authorities” (2009), and risks from the unmapped watercourse should be defined to an appropriate scale as part of a site-specific Flood Risk Assessment where development proposals arise in proximity to that watercourse.



**Legend**

- Settlement Boundary

**Land Use Zoning**

- Existing Residential
- Commercial
- Community
- Open Space
- Agriculture
- Buffer Space
- Utilities

**General**

- Village Growth Area
- Protected Structure
- Recorded Monuments
- Indicative Access

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Clare County Development Plan 2023 - 2029

Ardnacrusha and Parkroe



## Cratloe

### Location and Context

Cratloe is located within the Limerick-Shannon Metropolitan Area. The Metropolitan Area Strategic Plan aims to strengthen the role of the Limerick-Shannon Metropolitan Area as an international location of scale, and a primary driver of economic growth in the Southern Region.

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

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

Cratloe Forest Park Walk is located north of the village and comprises 700ha of forestry, with carpark, picnic site, walking trails and Spraoi sa Choill children's playground. This is a valuable and popular amenity that attracts visitors from both Limerick and Clare seeking recreational opportunities.

Local services and facilities in the settlement consist of a small convenience shop, butchers, St. John's Catholic Church (RPS109) dating from 1791, national school, community hall, GAA grounds, tennis courts and local pub. Cratloe has no formal public open space, however, the adjacent woodlands and associated walking trails, and to a lesser extent private open space within individual properties, is recognised as making an important contribution to quality of life in Cratloe.

Cratloe is served by the Shannon/Sixmilebridge Regional Water Supply Scheme. As such the water supply is constrained pending the identification by Uisce Éireann of a method to reduce losses from the supply network and of augmenting the Regional Water Supply Scheme to cater for future demand. A project to upgrade Castle Lake Water Treatment Plant is planned and will be completed within the lifetime of the plan, subject to necessary approvals.

There is no public wastewater treatment infrastructure servicing Cratloe, and it is not on the current Uisce Éireann Programme for Investment to 2024. Clare County Council will continue to seek a commitment to invest in the development of a public wastewater treatment system for the village. Existing developments in the village are serviced by individual septic tanks/treatment systems. Inadequate percolation due to the local geological characteristics has resulted in consequent seepage into the aquifer and contamination of the groundwater and a number of watercourses in the area. This is a constraint for further development in

the village. Any future residential, commercial or employment-generating development will require private wastewater treatment subject to suitable site specific conditions. The EPA Code of Practice for Wastewater Treatment Systems will be strictly adhered to in order to ensure protection of the receiving environment.

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

### General Objectives

- To consolidate the existing settlement form by defining the settlement limits and restricting further ribbon development along the approach roads. This will facilitate the development of infill and backland sites (where the development does not have any pollution implications), and allow the opportunity for traffic safety and on-street environmental improvements;
- To ensure that future growth is incremental and small scale in nature, and is relative and appropriate to the scale, size and character of the village;
- To acknowledge the existing constraint posed by the local geology and the absence of public wastewater treatment infrastructure, and to restrict development in the village that would impact negative upon groundwater and/or result in watercourse pollution.

### Employment and Enterprise

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

Within 1km of the village is the Portdrine Business Park located on the southern side of the N18, which provides an opportunity for local employment. Its location adjacent to the National Road Network presents a competitive advantage in relation to warehousing and transport logistics. The Council supports the appropriate growth of the site in relation to the established use subject to normal planning and environmental criteria.

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

## COM1 Cratloe Crossroads

This site consists of a mix of uses, including a butcher and local business but there are some vacant units. It is an objective of the Council that this site is enhanced and continues to function as a local service centre. Any redevelopment at COM1 needs to consider how the commercial centre addresses the road and the nature and form of boundaries on both sides.

### Strategy for Growth and Sustainable Communities

The strategy for the sustainable growth of the village and its community is through consolidation and regeneration that promotes compact sequential growth and supports and strengthens a sustainable village community and its rural hinterland. This will be achieved by encouraging small scale growth in areas which make a positive contribution to the overall enhancement of the village and sustains it into the future. In line with this approach and to promote vibrant rural villages, village growth areas have been identified which provide opportunities and choice for development, including small scale commercial, enterprise and community services/facilities as well as small scale cluster housing, all of which offer a viable and attractive option for rural living within a village community and setting.

The woodland setting of Cratloe makes it an attractive location to live. The delivery of future growth in Cratloe will be encouraged by adopting a combined approach of consolidation, sequential and compact growth and the re-use and redevelopment of any vacant or derelict sites and buildings within the village.

The areas identified for growth allow for the sustainable compact growth of the village, providing opportunities for small scale cluster type housing, as well as for other uses appropriate to the function, size and scale of the village. All proposals will be required to ensure/enhance connectivity within the village and support the sustainable use of existing services and facilities.

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

Due to the lack of a Wastewater Treatment Plant and combined with acute issues of groundwater and watercourse pollution, applications for any type of development may be considered for areas identified for growth provision in the village based on systems for wastewater treatment and disposal;

- a) It can be demonstrated that no adverse effects will result on the adjacent pNHA, underlying aquifer or any watercourses in the area;
- b) It can be demonstrated that no adverse effects will result on the adjacent pNHA, underlying aquifer or any watercourses in the area;

- c) It is demonstrated that new housing is closely aligned with the provision of adequate local facilities and services, including school capacity/future expansion plans, other essential community facilities and recreational/amenity areas;

Any future proposals in areas identified for village growth should incorporate sustainable urban drainage systems and shall include detailed proposals for landscaping/tree retention.

### VGA1 Ballymorris

This backland area has potential to be developed subject to meeting the criteria above. It must also be ensured that the residential amenity of all existing dwellings is protected and careful consideration shall be given to the means of access in this regard.

Development proposals shall be required to demonstrate that they respect the setting of the adjacent church, which is a Protected Structure (RPS109). Located within the designated village centre and proximate to the school, there is also an opportunity to develop a small public park/children's play area in conjunction with the development of the overall site.

The Brickhill East Stream flows along both sides of the site. The stream feeds into the Lower River Shannon cSAC. Strict control measures are required to ensure the conservation objectives of the cSAC are not significantly affected. Development at this location must be sympathetic to the existing single dwellings bordering the site.

### VGA2 and VGA 3 Ballymorris

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

### Transport, Active Travel and Connectivity

Cratloe is situated within the Limerick-Shannon Metropolitan Area and the area for the Limerick Shannon Metropolitan Area Transport Strategy 2040 (LSMATS). The strategy seeks to deliver a high quality, accessible, integrated and more sustainable transport network that supports the role of the Limerick-Shannon Metropolitan Area as the major growth engine of the Mid-West Region, as an internationally competitive European city region and the main international entry point to the Atlantic Corridor.

The pedestrian environment in Cratloe is challenging due to the dispersed nature of services and residential areas along the R462. The village also lacks a sense of place. The focus shall be on strengthening the village centre between Wood Road and Cratloe Cross. Improving the streetscape in this area will improve pedestrian safety and comfort, create a sense of place and enhance connectivity to public transport.

Bus Eireann provides services to and from Cratloe on the Limerick-Shannon- Ennis Route (343) and the Limerick-Ennis Route (343X). This service provides a valuable alternative to the private car for residents and visitors encouraging a shift towards a more sustainable transport option. Given the high level of out-commuting experienced in Cratloe, walking should be promoted as part of linked trips with public transport. The pedestrian environment around bus stops and train station should be improved in Cratloe.

### Objectives

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

### Place Making and Regeneration

Healthy placemaking in the context of Cratloe refers to the physical and social infrastructure that creates places that are attractive to live, work and visit. The historic village of Cratloe is centred on the present crossroads and extends to St. John's Church. This church is a key landmark, and together with the school across the road and the grotto, forms the 'de facto' present day core. Any development in the vicinity of this 'core' must be sensitive to the character and scale of the village, be well-designed and use quality materials.

The commercial centre, some of which is currently vacant, needs to find viable uses, which will support and create strong inclusive communities with good access to services for all ages, abilities and backgrounds. This could be underpinned with high quality public realm projects, which would further reinforce the village core as a vibrant and attractive place. Cratloe Woods provides a valuable amenity for the community and improved walking and cycling routes in the woods and throughout the village would promote active recreation and sustainable

travel. However, in the interim, a paint scheme and tree planting along its boundary with the road would improve its appearance. Boundaries within the settlement generally are well defined, but palisade fencing is not a sympathetic edge treatment. Appropriate gateways on the R462 would serve to identify the entry points, define the village extents and create a sense of arrival in the village. It would also serve to calm traffic on this busy route.

## Recreation

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

### REC1 GAA Grounds, Clubhouse and Tennis Courts

This land is to be retained for recreational use.

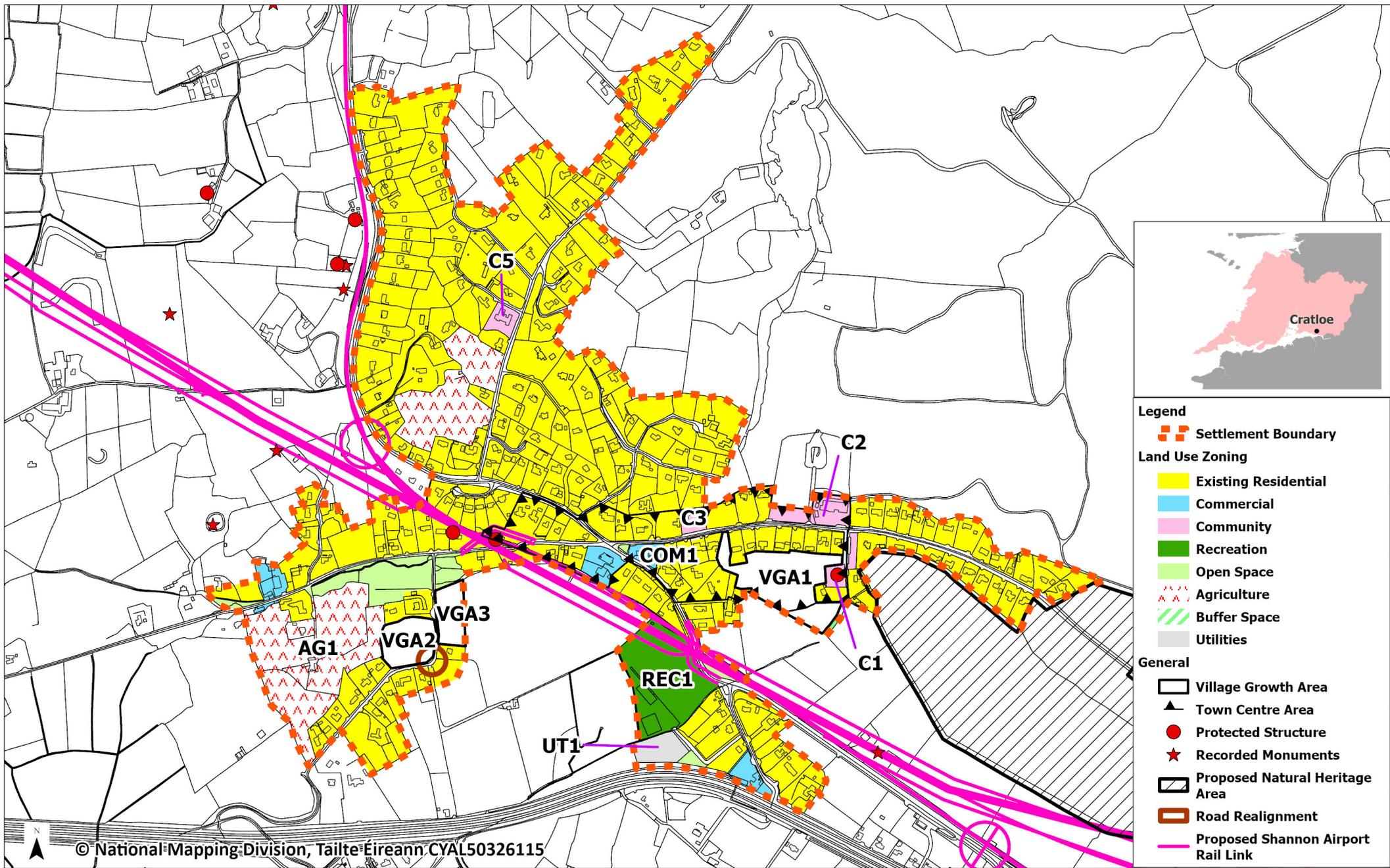
## Community Facilities

### C2 Cratloe School, Grotto and Associated Grounds

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

### C3 Community Hall

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



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Cratloe



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## Section 2

### Small Town

- **Newmarket-on-Fergus**

## Newmarket-on-Fergus

### Location and Context

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

Newmarket-on-Fergus is a significant service centre in the area, offering a range of retail, commercial and community facilities, including shops, public houses, two churches, a post office, primary school, sports facilities, community hall, library and medical centre. It also boasts O'Regan Park and riverside walk. The town has the potential to expand these services for the benefit of residents both in the town and in the wider rural hinterland. The services are concentrated in the central area, around the main junction in the settlement. The town centre is designated as an Architectural Conservation Area. There are numerous established residential areas and significant additional development has taken place in recent years, with a number of new small to medium sized residential developments in the town. However, there remains potential for further development in the area, particularly at key sites in close proximity to the town centre.

Water is supplied to the town from the Shannon/Sixmilebridge Regional Water Supply Scheme (RWSS) with a surface water source at Castle Lake. As such, the water supply is constrained, subject to the identification by Uisce Éireann of a method for reducing losses from the supply network and of augmenting the RWSS. A project to upgrade Castle Lake Water Treatment Plant is planned and will be completed within the lifetime of the plan, subject to necessary approvals.

The wastewater treatment plant has capacity to cater for future development. Connection applications will be assessed on an individual basis considering their specific load requirements. A project by Uisce Éireann to upgrade the wastewater treatment plant is underway and expected to be completed in 2025.

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

Newmarket-on-Fergus adjoins Lough Gash Special Area of Conservation (SAC) and is located upstream of the Lower River Shannon SAC and River Shannon and River Fergus Estuaries Special Protection Area (SPA). Future development must ensure there are no adverse affects on the SACs and SPA site integrity, or the integrity of any other European site as a result of

the proposed development. Accordingly, objectives in Volume 1 of this plan relating to European sites and to appropriate assessment will apply to any future development proposals in this area.

### General Objectives

- To ensure that Newmarket-on-Fergus continues to act as an important local service centre that maintains a sustainable community, a good quality environment, providing public transport to key centres and a high quality of life for those who live in the town and its hinterland;
- To promote the consolidation of the town through brownfield reuse/redevelopment and to address vacancy and the underutilisation of the existing building stock while also promoting compact growth within the identified land use zoning to support existing services and encourage the development of new services, whilst retaining its existing character and its historic core area;
- To facilitate the expansion of the existing town centre and to ensure that appropriate provision is made for housing in support of a viable town centre and to assist in meeting population targets;
- To provide for zoning that will facilitate the sustainable expansion of the existing town centre and promote the development of residential lands to provide an appropriate mix of housing types and densities, together with complementary land uses such as community facilities and public transport facilities, to serve the current and future residential population of Newmarket-on-Fergus;
- To deliver up to 30% of all new homes targeted for Newmarket-on-Fergus within the existing built-up footprint;
- To preserve, restore and enhance the character of the town and its buildings of historic and architectural interest, and to improve and enhance the town centre;
- To seek to provide for street improvements and quality public realm surfaces upon completion of necessary works to water and sewerage infrastructure.

### Employment and Enterprise

Newmarket-on-Fergus is located within a short commuter distance of the Key Town of Ennis and the Metropolitan Town of Shannon and Limerick City which, along with Shannon International Airport, are key drivers of the regional economy. Agriculture also remains an important part of the local economy. The Obair Tradaree Food Hub in the centre of the town has developed as a production kitchen for Meals on Wheels, a training unit for the hospitality sector and an incubation unit for small business start-ups. In order to support economic development the Council will support the development of food manufacturing and

innovation, facilitate home based economic activity and encourage agri-tourism and farm enterprise in Newmarket-on-Fergus and the surrounding rural areas.

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

It is an objective:

- To promote enterprise and indigenous employment-generating development in the town;
- To develop a tourism niche based on excellence in and participation in food-based niche activities and events, from fine dining to meals-on-wheels, and to link with cooking schools, including TUS Midlands Midwest, utilising existing and bespoke premises established for that purpose, including the Tradaree Hub, and ensuring that recent innovations in mobile cooking and dining such as food wagons are facilitated given the proximity of the town to the N18, Limerick, Shannon, and Ennis and beyond to Galway.

## Enterprise

### ENT1 East of the Limerick Road

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

## Retail Objectives

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

It is an objective of the plan;

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

## Commercial/Mixed Use

### MU1 Within and Adjacent to the Town Centre

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

## Housing and Sustainable Communities

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

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

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

All sites zoned for residential development should incorporate sustainable urban drainage systems. Due cognisance must be given to the retention of mature trees and hedgerows which facilitate an abundance of habitats and species and contribute to the overall visual amenity of the area. Development proposals for housing on this site shall also provide pedestrian/cycle connections to the town centre.

### R1 Ballycar Road

This small linear site has been identified as being suitable for permanent housing, given its location in close proximity to the town centre and community zoned lands. The site is considered acceptable in principle for housing, with vehicular access provided off Ballycar Road. One vehicular access shall be taken onto the Ballycar Road to serve both R1 and adjacent R2, with layout and design maximised by adopting a masterplan approach to this land bank and potential future development of SR3. Development proposals for R1 and R2 shall also ensure that provision is made for pedestrian and cycle permeability within the development and connectivity to the town centre.

### R2 Ballycar Road

This site is located east of the town centre and adjacent to R1. Access shall be taken from the Ballycar Road and the development of R2 should form part of a masterplan that includes the

R1 site. Any layout proposed for the site shall ensure that the residential amenities of the existing properties to the south are protected and that the existing well-defined tree line to the north is maintained.

### R3 North of Woodfield Heights

This site is considered appropriate for a housing scheme, with access taken from the existing cul-de-sac road to the south. Layout and design of any proposal shall ensure that the existing residential amenities to the south and east are protected. Development proposals for R3 shall also ensure that provision is made for pedestrian and cycle permeability within the development and connectivity with the town centre.

### R4 Kilnasoolagh

Development proposals shall ensure that the residential amenity of adjacent dwellings to the north, east and south are protected. Any proposed development shall consider future links and permeability to SR1 and also ensure that provision is made for pedestrian and cycle connections to the town centre.

### R6 Lisduff

This site is located at the southern entry point to Newmarket-on-Fergus, adjacent to the R458 road. Access shall include footpath connection to the village centre. Development proposals must satisfactorily demonstrate that appropriate wastewater treatment facilities can be provided. It must be fully demonstrated that there will be no adverse effects upon water quality and European sites as a result of the proposed development and that compliance with Objective CDP11.32 has been achieved.

Any development application shall be accompanied by a hydrogeological/hydrological assessment which demonstrates that the development will not interfere with current and future modelled groundwater/surface movements and will not result in adverse effects upon European sites. The development proposal shall demonstrate adherence to the Inland Fisheries Ireland guidance 'Planning for Watercourses in the Urban Environment', including the steps set out regarding the treatment of the three buffer subzones at watercourses, i.e. streamside zone, middle zone and outer zone. Any development proposal must ensure compliance with the Natura Impact Report mitigation as outlined in Volume 10c of the County Development Plan.

### Strategic Residential Reserve (SRR)

Acknowledging that not all lands within the settlement boundary of Newmarket on Fergus will be required for development to 2029, lands which comprise infill or contiguous sites or have a planning history for residential use and can form part of the long-term sequential expansion of the settlement are zoned SRR. Consideration may be given to the development of some SRR lands before the end of the plan period, in line with provisions set out for Strategic Residential Reserve in Section 19.4 of Volume 1 of this plan.

## Transportation, Active Travel and Connectivity

Newmarket-on-Fergus is well serviced by public transport with a regular Bus Eireann Service on the Limerick Galway route. Additionally, the C4 bus service provided by TFI Local Link Limerick Clare runs Monday-Friday and links Newmarket-on-Fergus to Ennis and Shannon twice a day. Given the high level of out-commuting experienced in Newmarket on Fergus, walking should be promoted as part of linked trips with public transport. The pedestrian environment around bus stops should be improved. This will be undertaken in tandem with land use proposals that consolidate the town centre and strengthen its sense of place and function.

## Place Making and Regeneration

Clare County Council will continue to support the active local community groups that are contributing to the regeneration of the public realm in the town. The formation of new pedestrian/cycle links around the town and to Lough Gash is important. Information boards on Lough Gash identify the wildlife and biodiversity elements of the lake and opportunities around the biodiversity and blue green infrastructure in the vicinity should be explored further.

Other priorities for Place Making are:

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

## Architectural Conservation Area (ACA)

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

## Open Space

Newmarket-on-Fergus is well served in terms of recreation space and informal open space which is accessible to the public. The open space around Lough Gash is largely in private ownership and not accessible to the public. Preliminary design concepts for the Newmarket on Fergus (Lough Gash) Outdoor Recreational Infrastructure Scheme are currently being developed which may facilitate a level of access to the Lough, via the land around the treatment plant, which in turn would develop a recreational route around part of the town.

It is an objective:

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

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

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

### **OS2 Adjacent to Lough Gash**

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

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

### **OS3, OS4 and OS5 Established Green Areas**

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

## **Recreation**

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

- To explore the completion of the cycleway linking Ennis to Bunratty via Newmarket-on-Fergus;
- To promote the EuroVelo cycling route that passes through the town and continues onward across the County.

### **REC1 McDonough Park**

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

### **REC2 C.L.G. Cora Chaitlin**

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

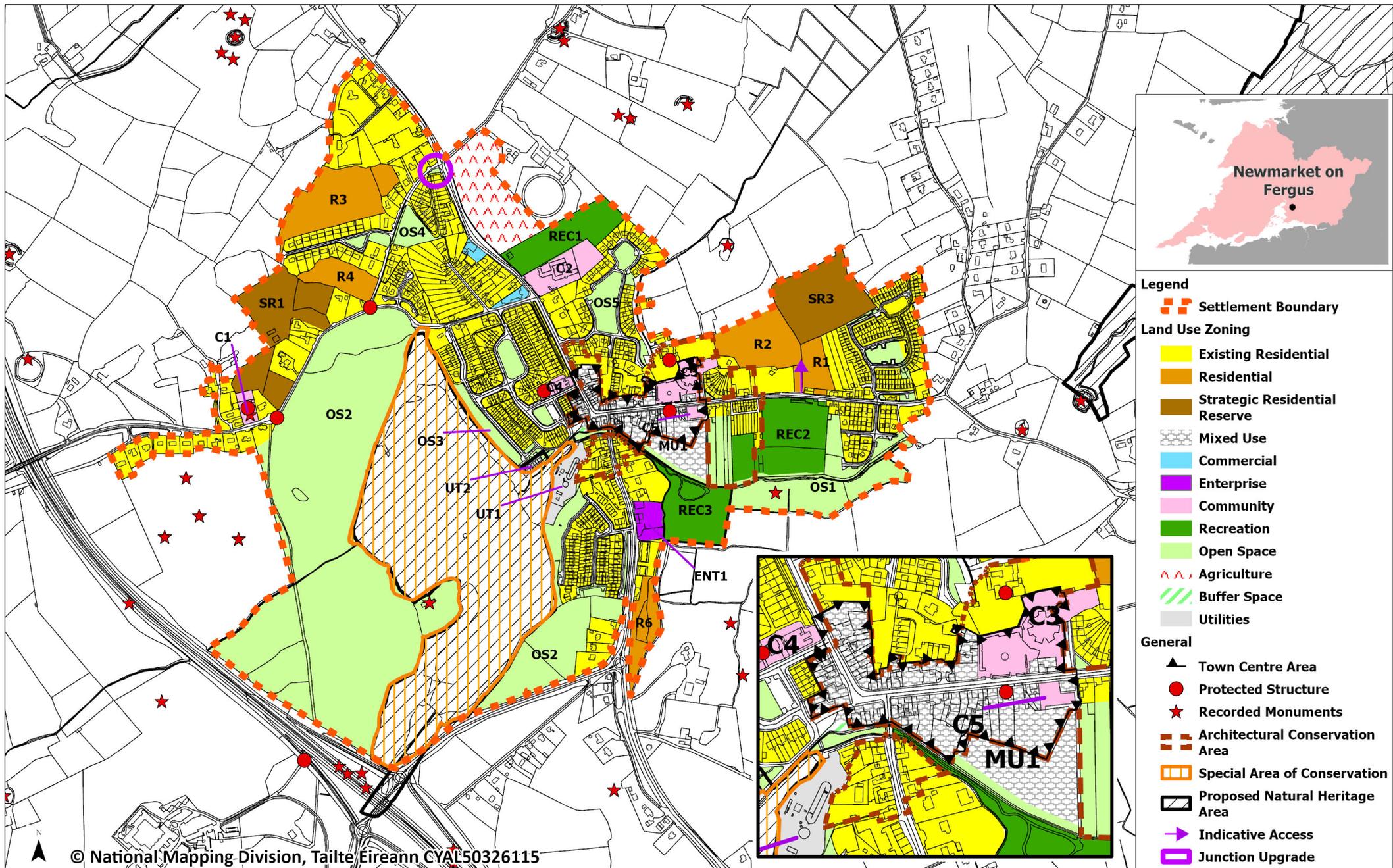
## **Community Facilities**

### **C1 Church and Graveyard**

To be retained in current use.

### **C2 National School**

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



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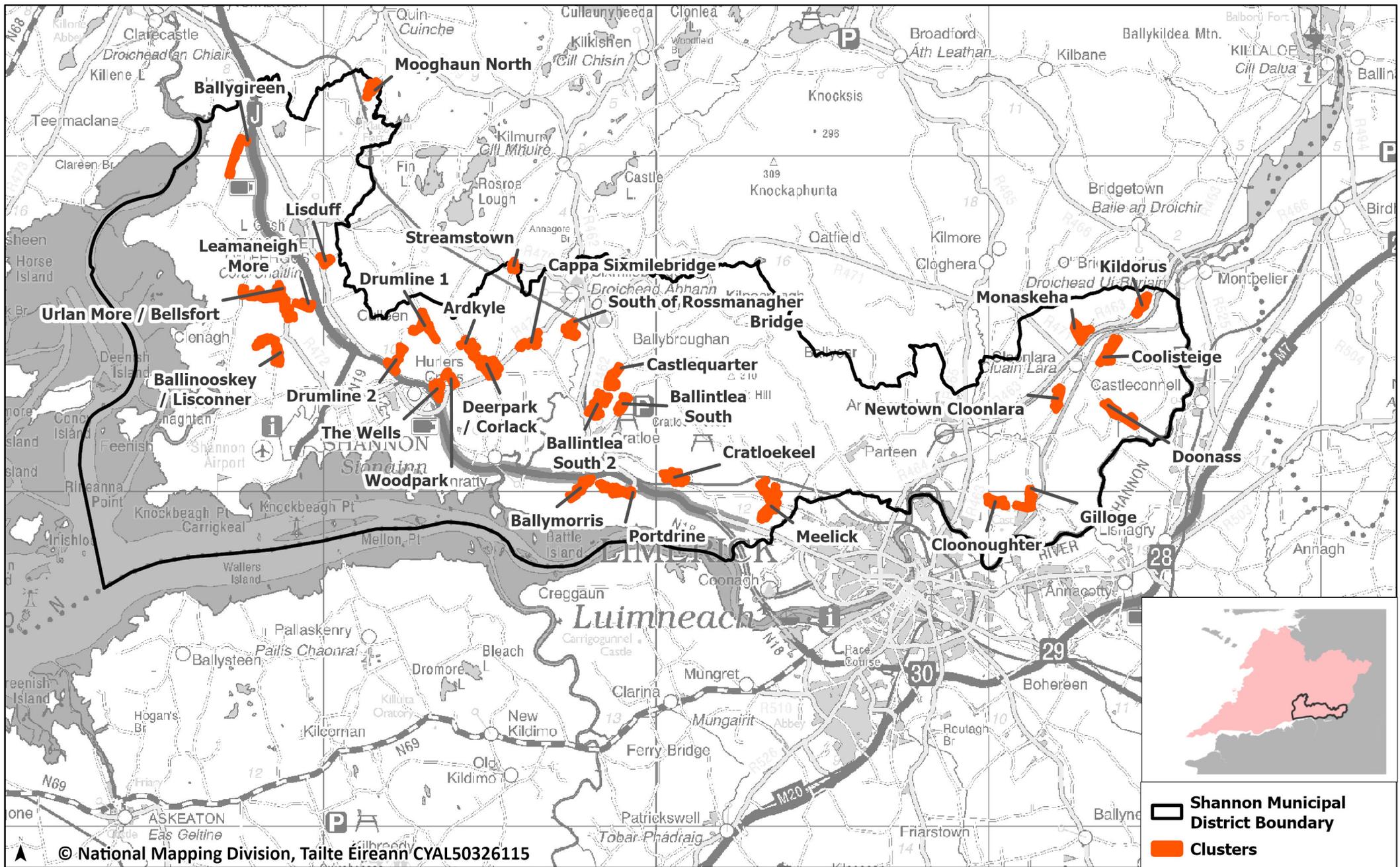
### Clare County Development Plan 2023 - 2029

# Newmarket on Fergus



## Section 3 Clusters

**Ardkyle**  
**Ballinuoskey/Lisconner**  
**Ballintlea South**  
**Ballintlea South 2**  
**Ballygreen**  
**Ballymorris**  
**Cappa Sixmilebridge**  
**Castlequarter**  
**Cloonoughter**  
**Coolisteige**  
**Cratloekeel**  
**Deerpark/Corlack**  
**Doonass**  
**Drumline 1**  
**Drumline 2**  
**Gilloge**  
**Kildorus**  
**Leamaneigh More**  
**Lisduff**  
**Meelick**  
**Monaskeha**  
**Mooghaun North**  
**Newtown Cloonlara**  
**Portdrine**  
**South of Rossmanagher Bridge**  
**Streamstown**  
**The Wells**  
**Urlan More/Bellsfort**  
**Woodpark**



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Shannon Municipal District - Clusters

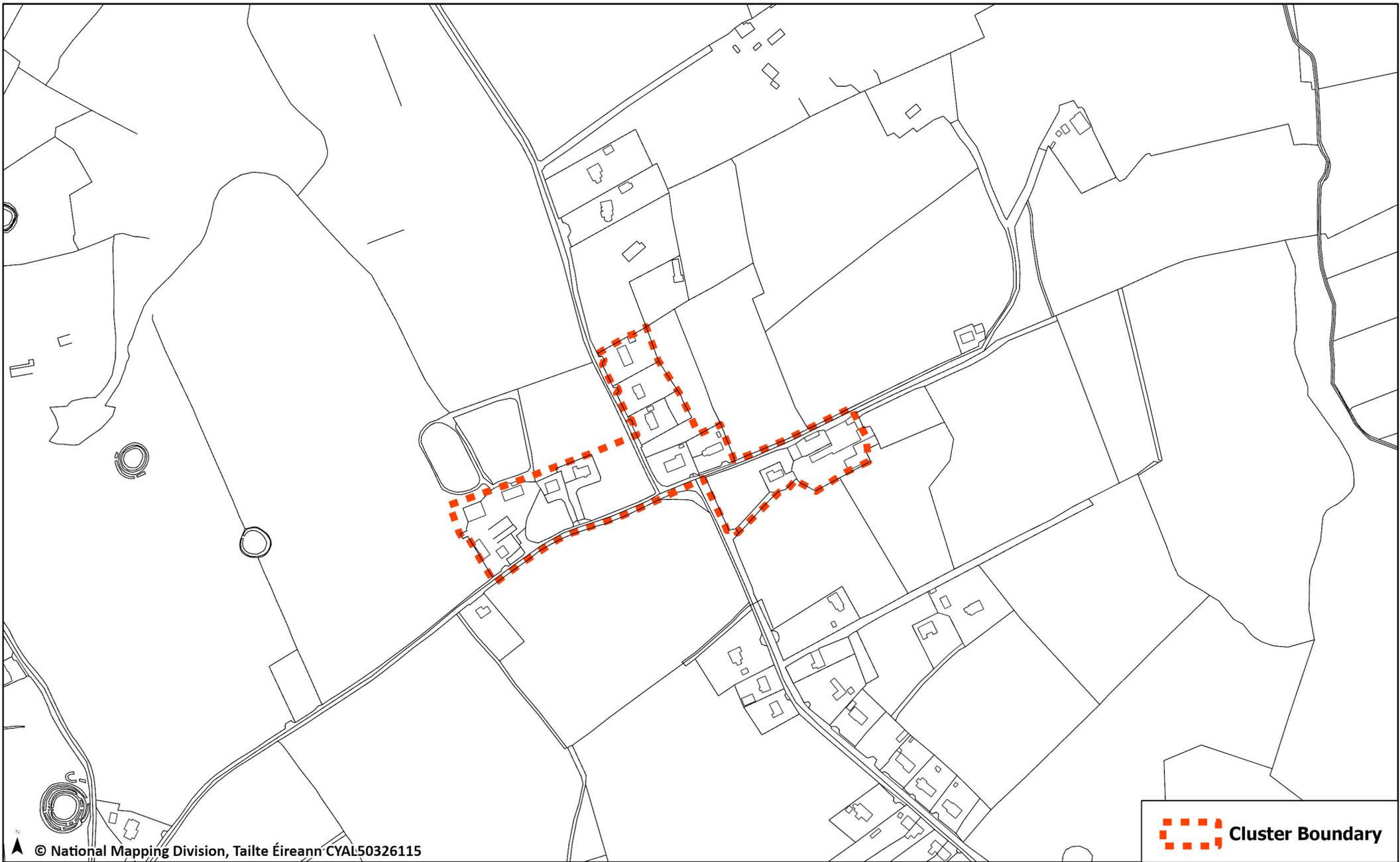


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 Cluster Boundary

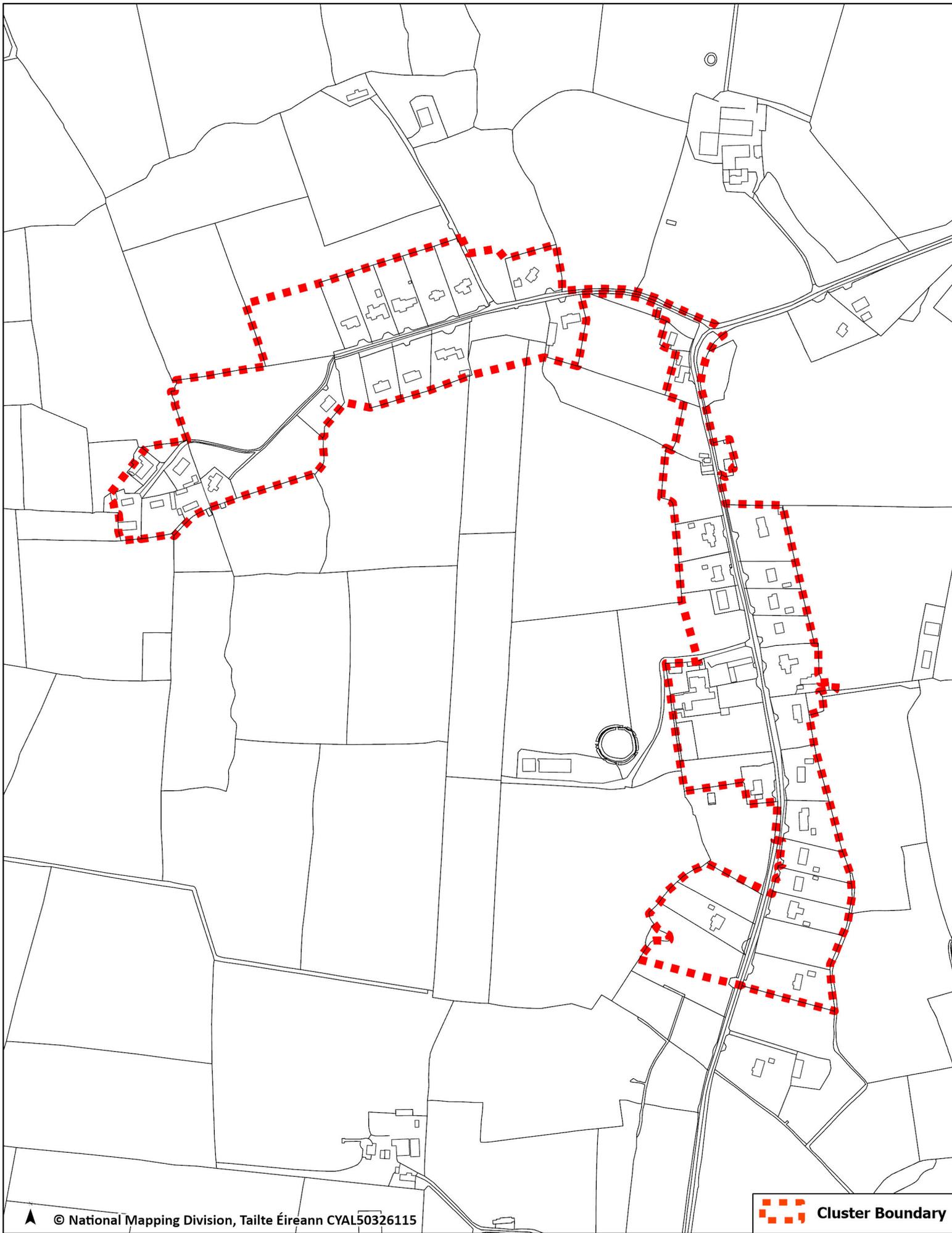


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## Ardkyle Cluster



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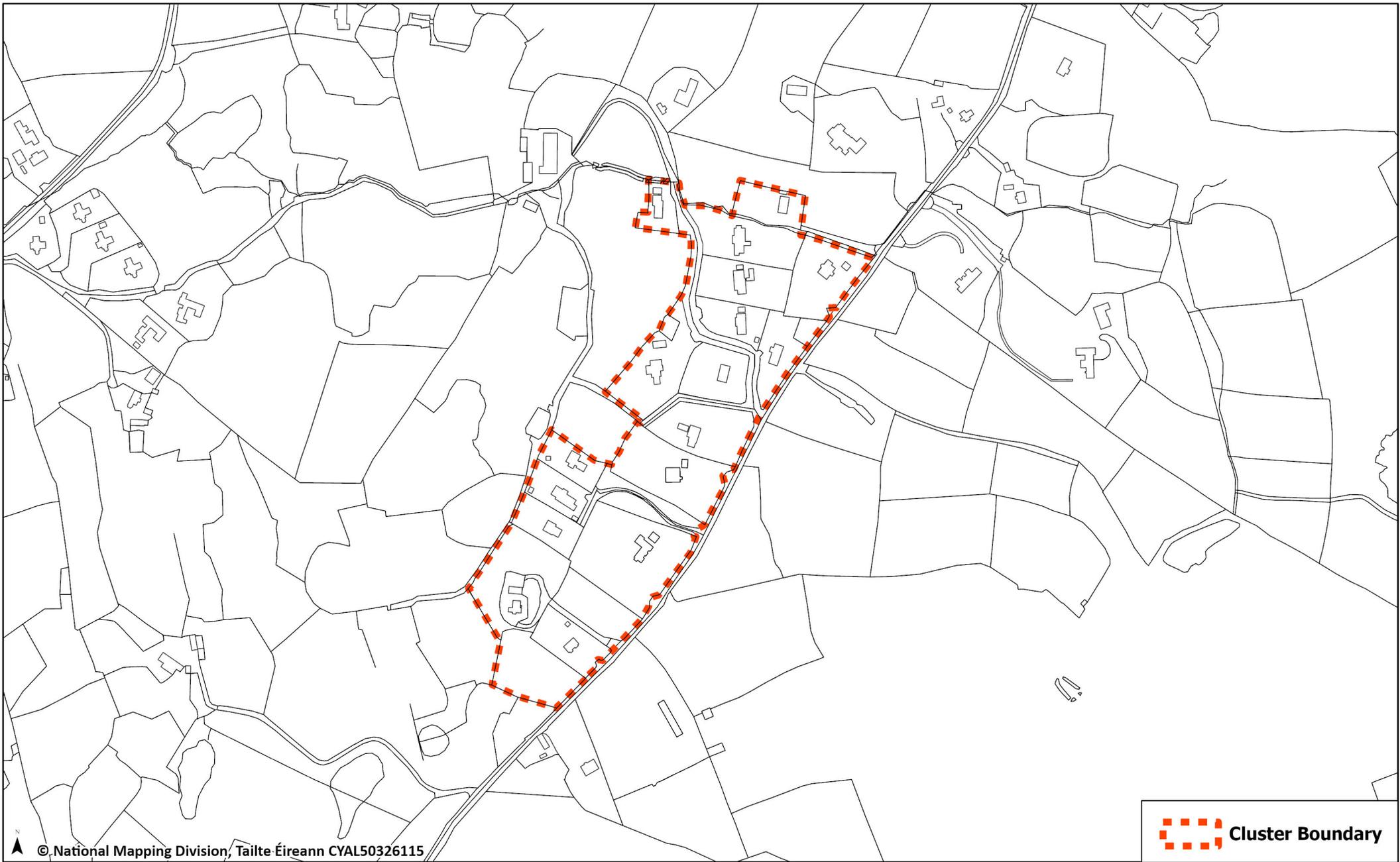
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 Cluster Boundary

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### Ballinooskey / Lisconner Cluster

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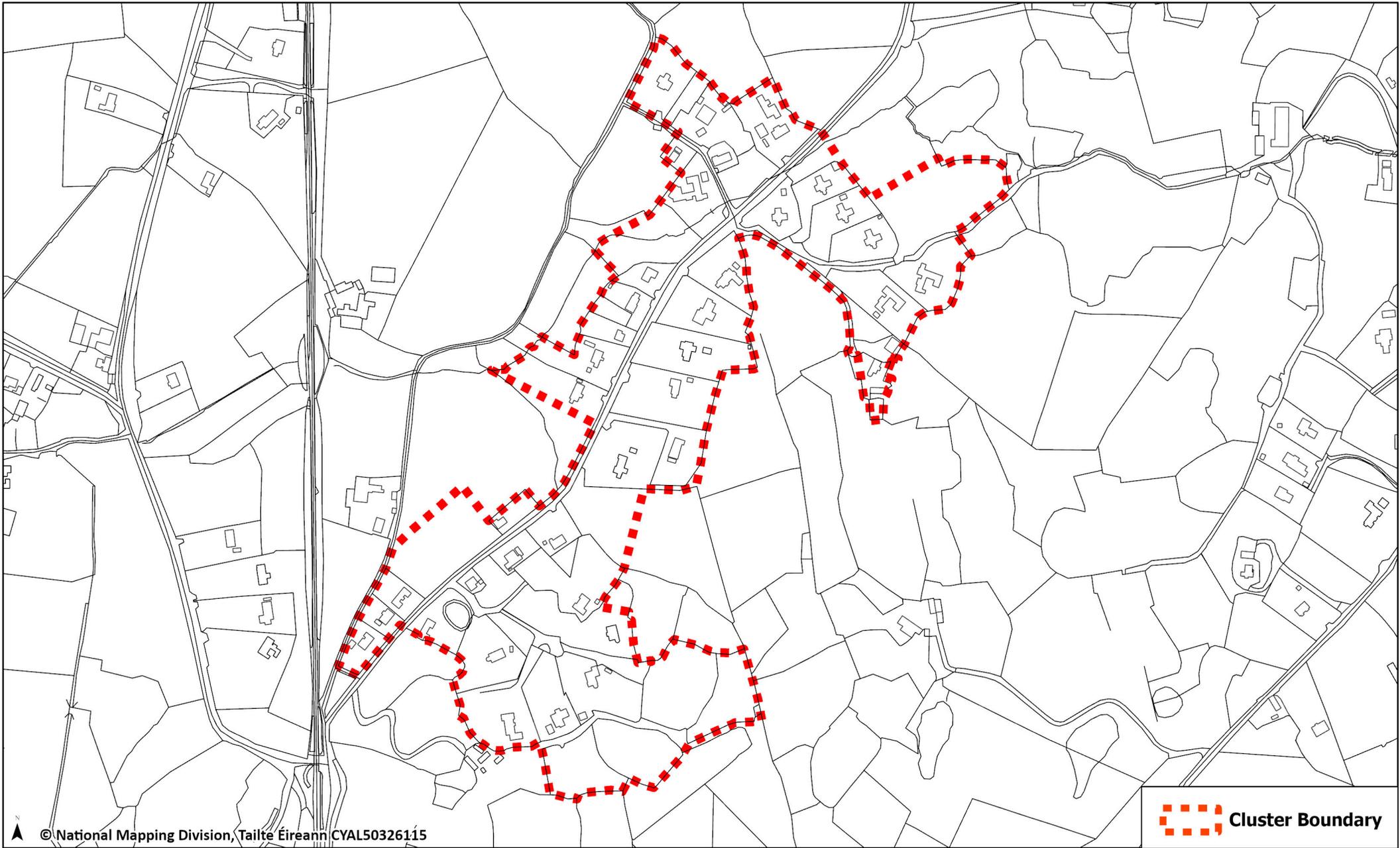


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## Ballintlea South Cluster



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 Cluster Boundary



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### Ballintlea South 2 Cluster

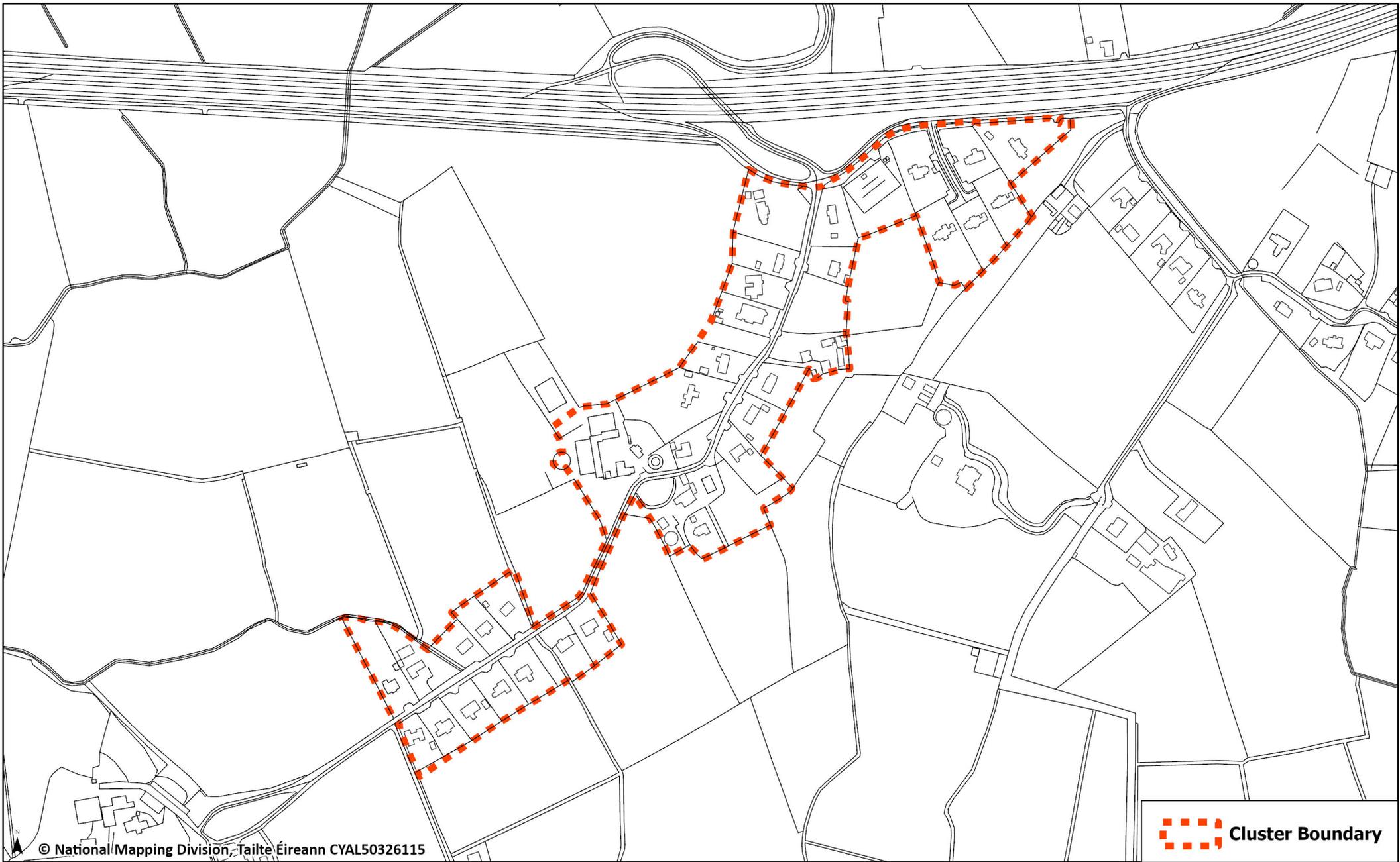
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 Cluster Boundary



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### Ballymorris Cluster

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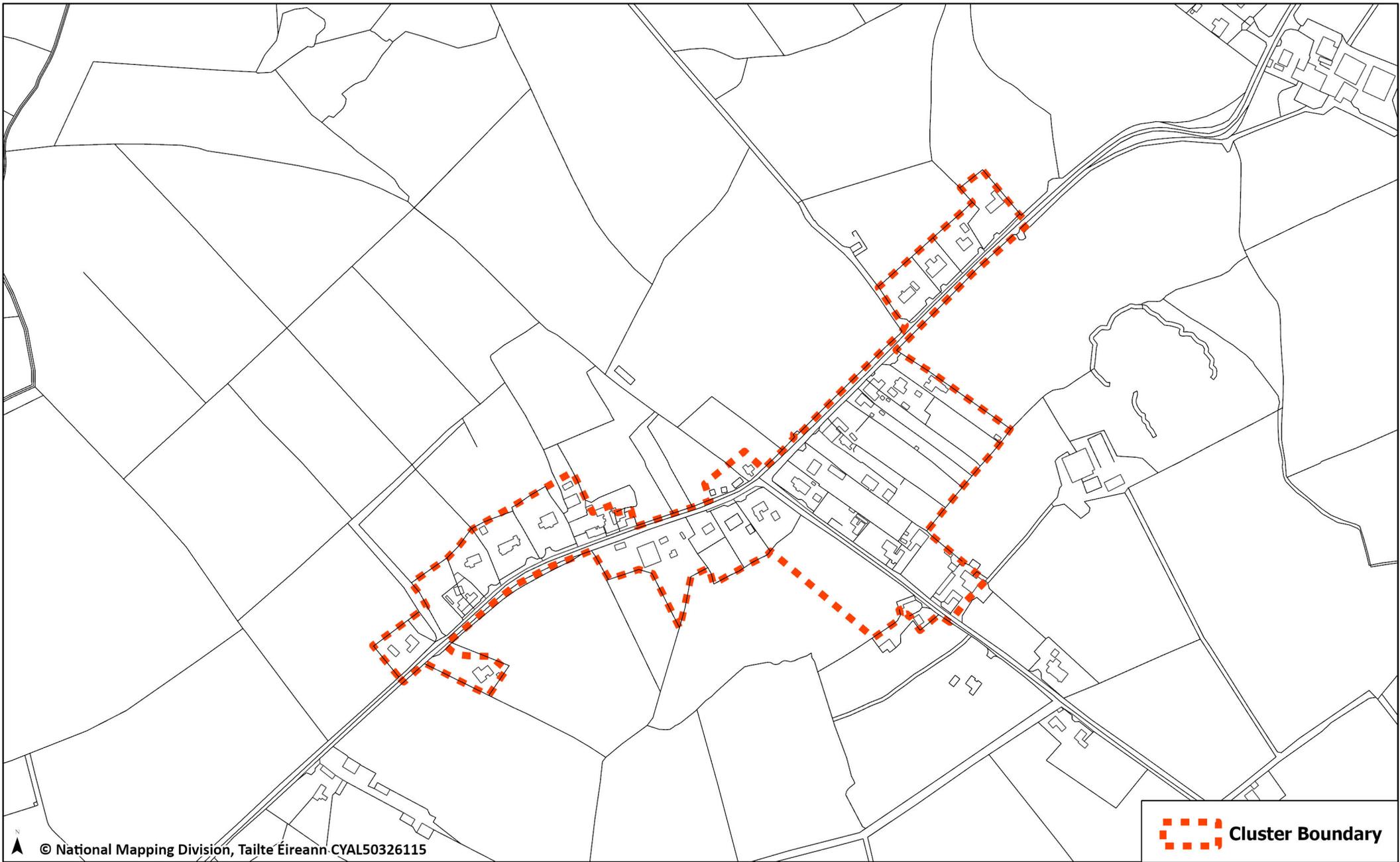
 Cluster Boundary



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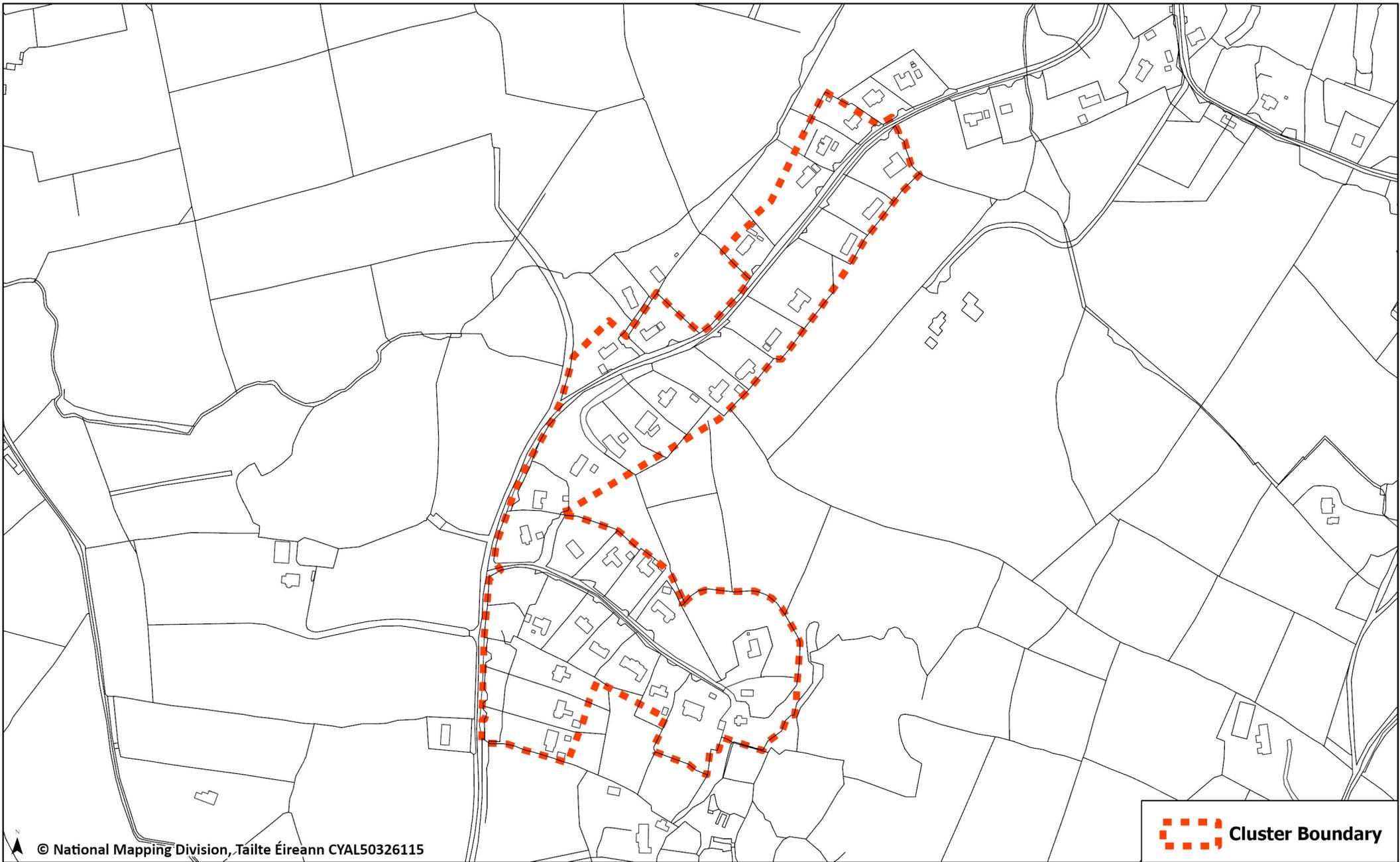


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### Cappa Sixmilebridge Cluster

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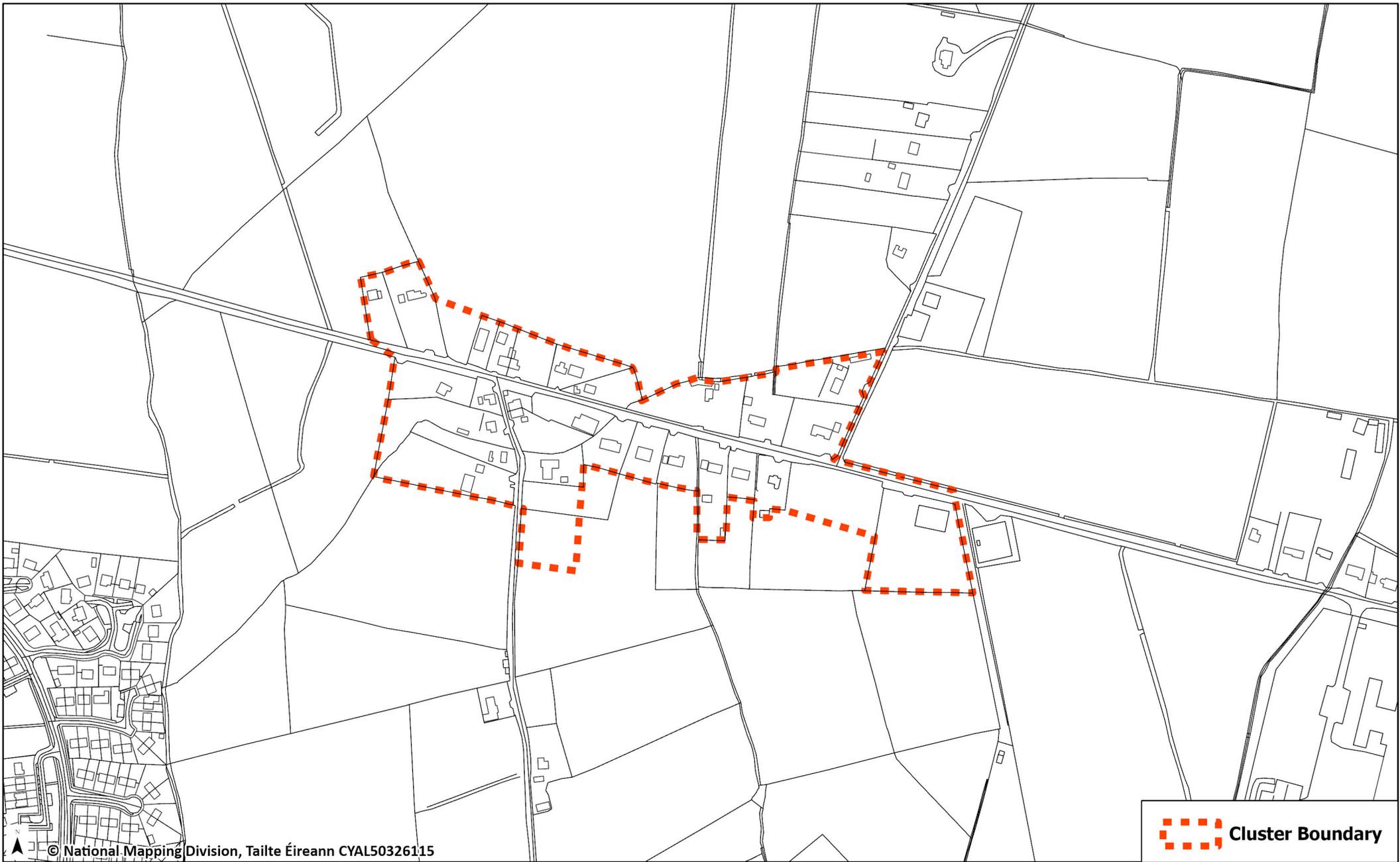
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### Castlequarter Cluster



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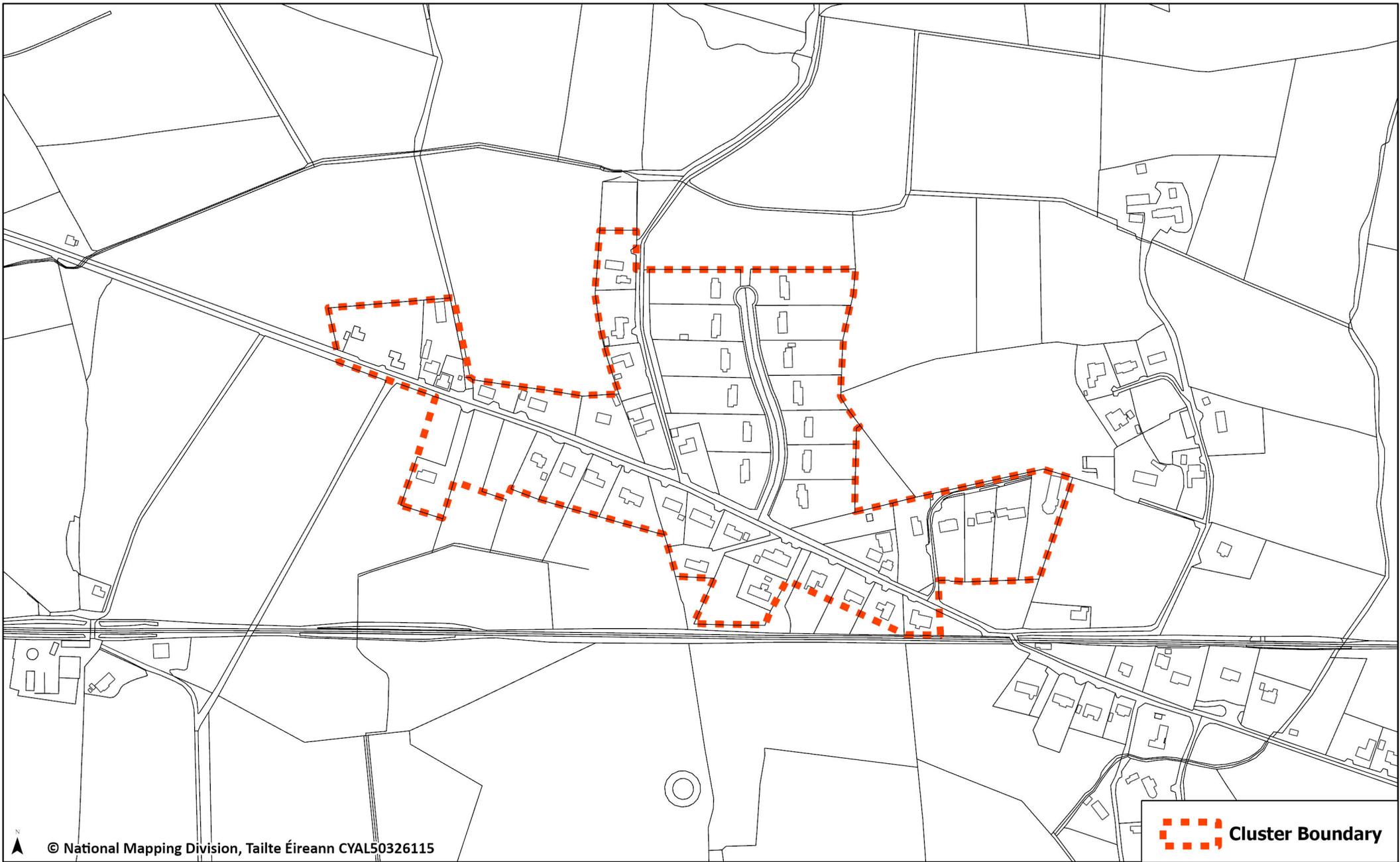


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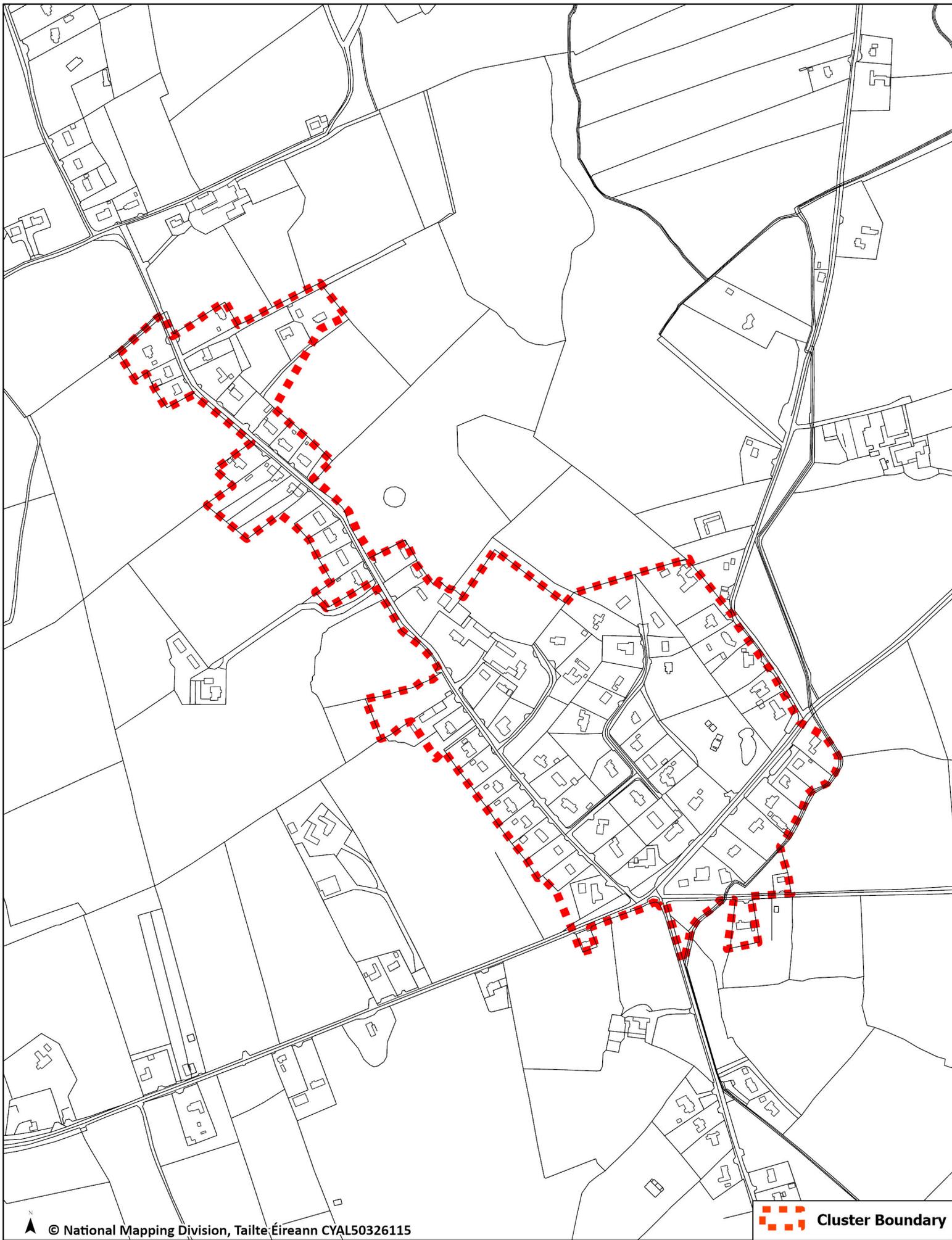
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 Cluster Boundary



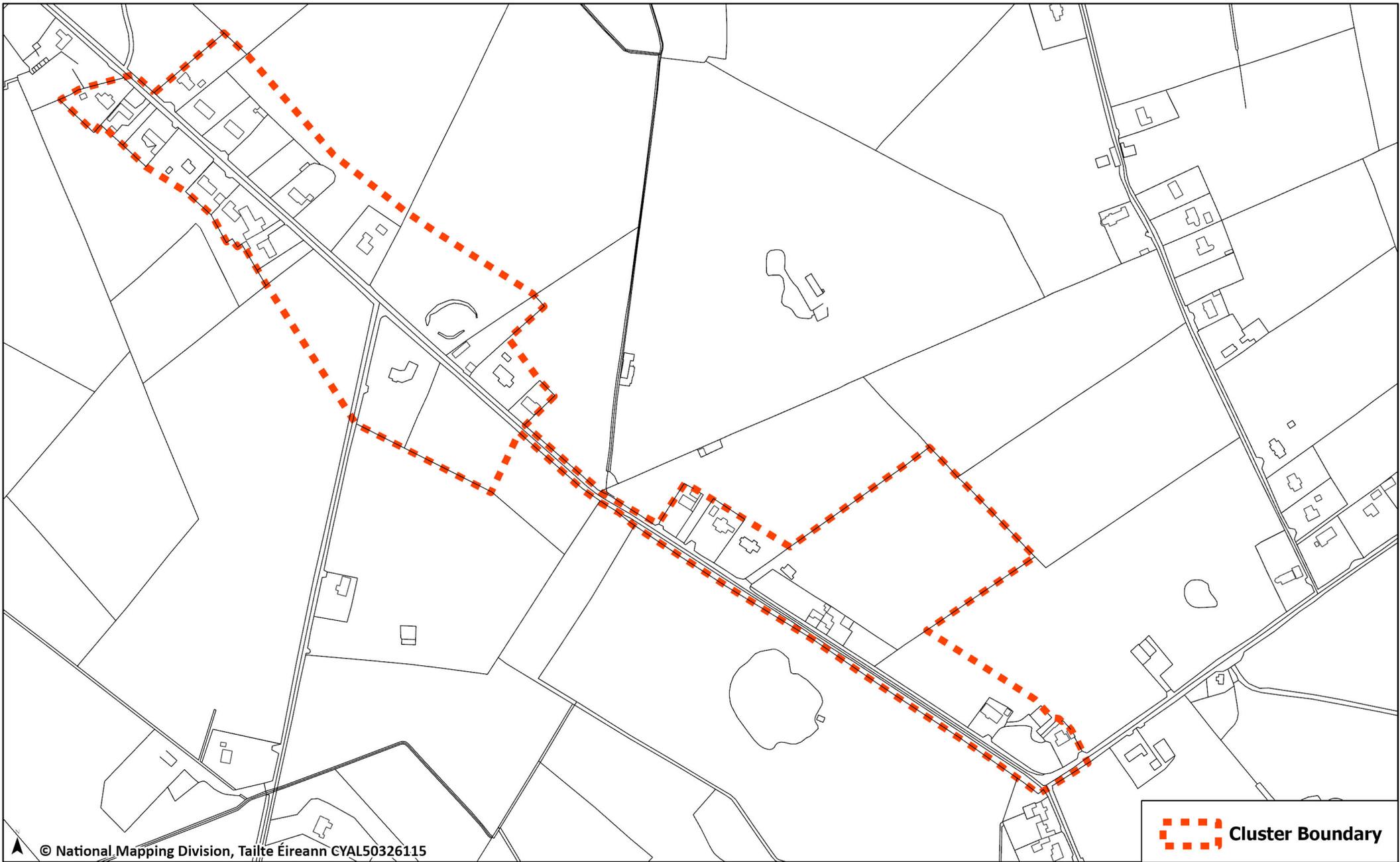
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 Cluster Boundary



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 Cluster Boundary



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 Cluster Boundary



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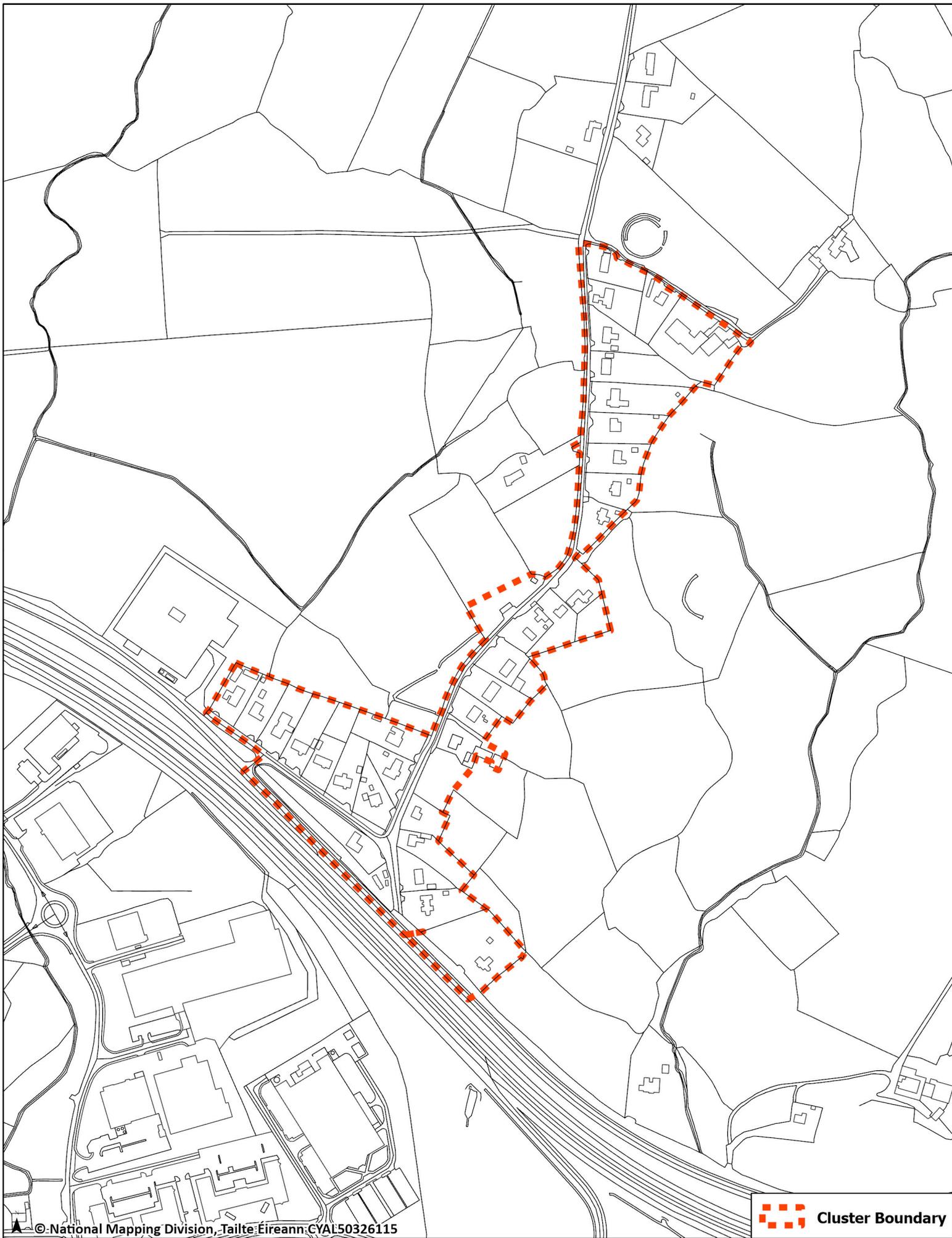
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### Doonass Cluster



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 Cluster Boundary

## Clare County Development Plan 2023 - 2029

### Drumline 2 Cluster

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 Cluster Boundary

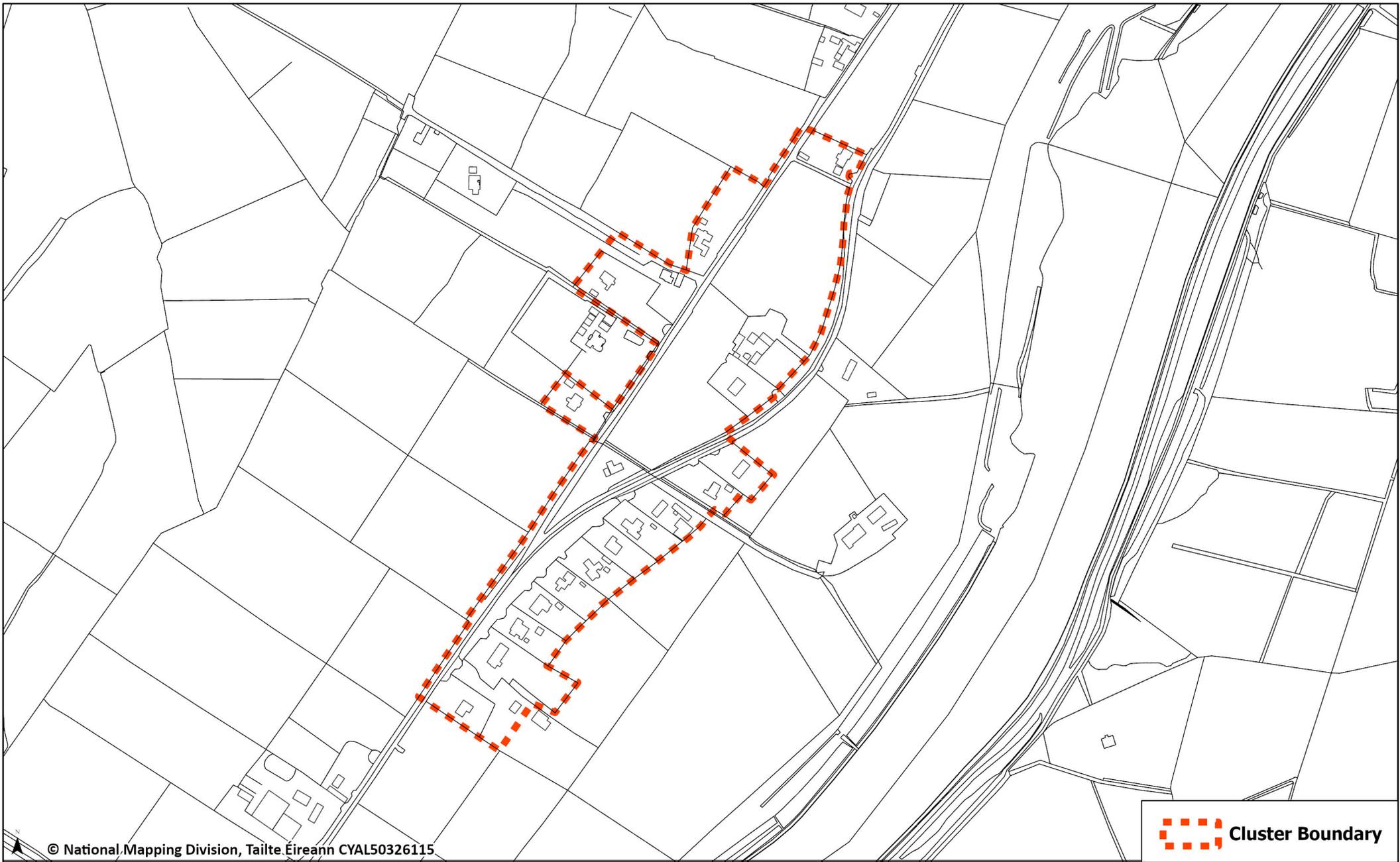


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## Gilloge Cluster

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 Cluster Boundary



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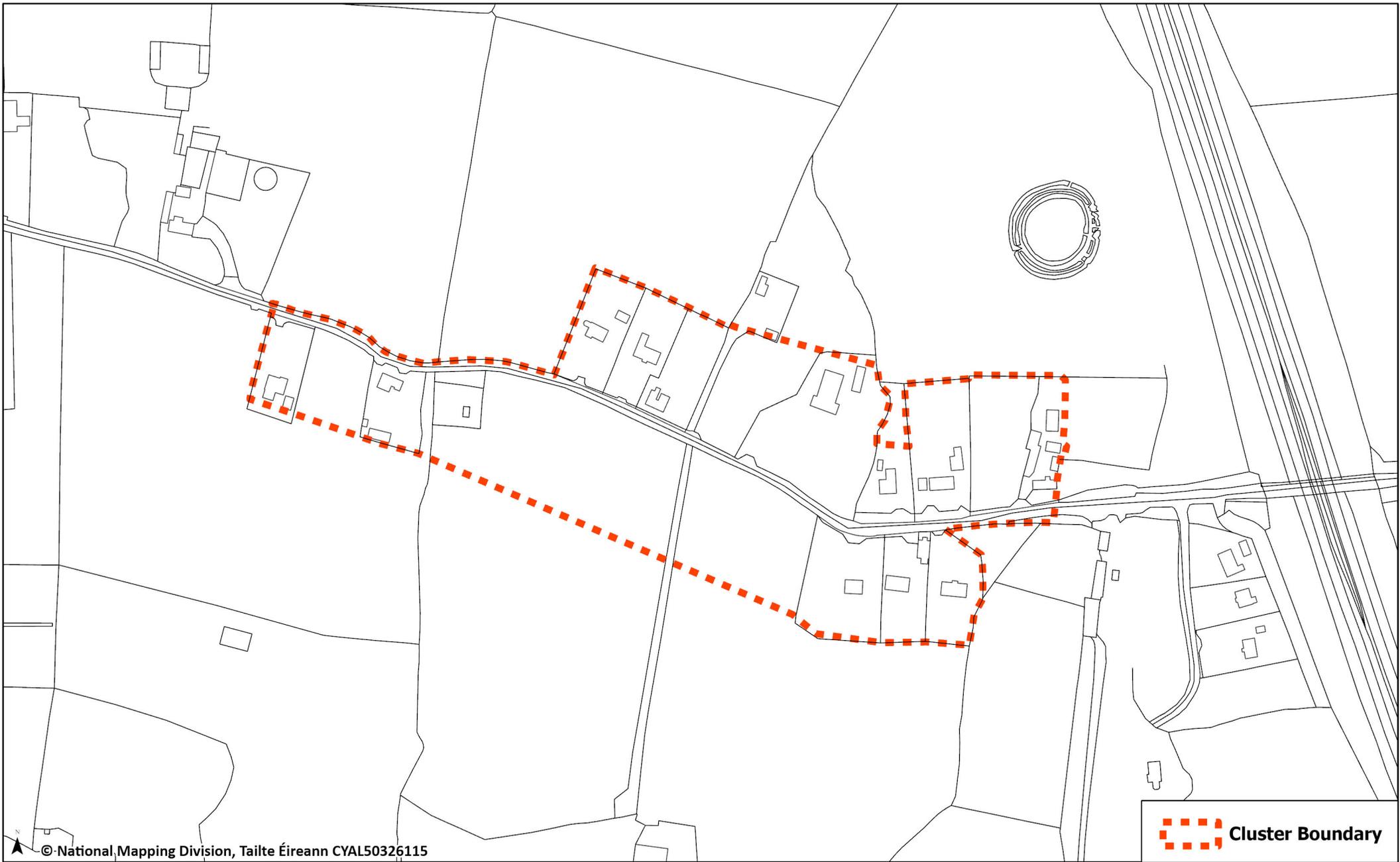
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### Kildorus Cluster



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 Cluster Boundary



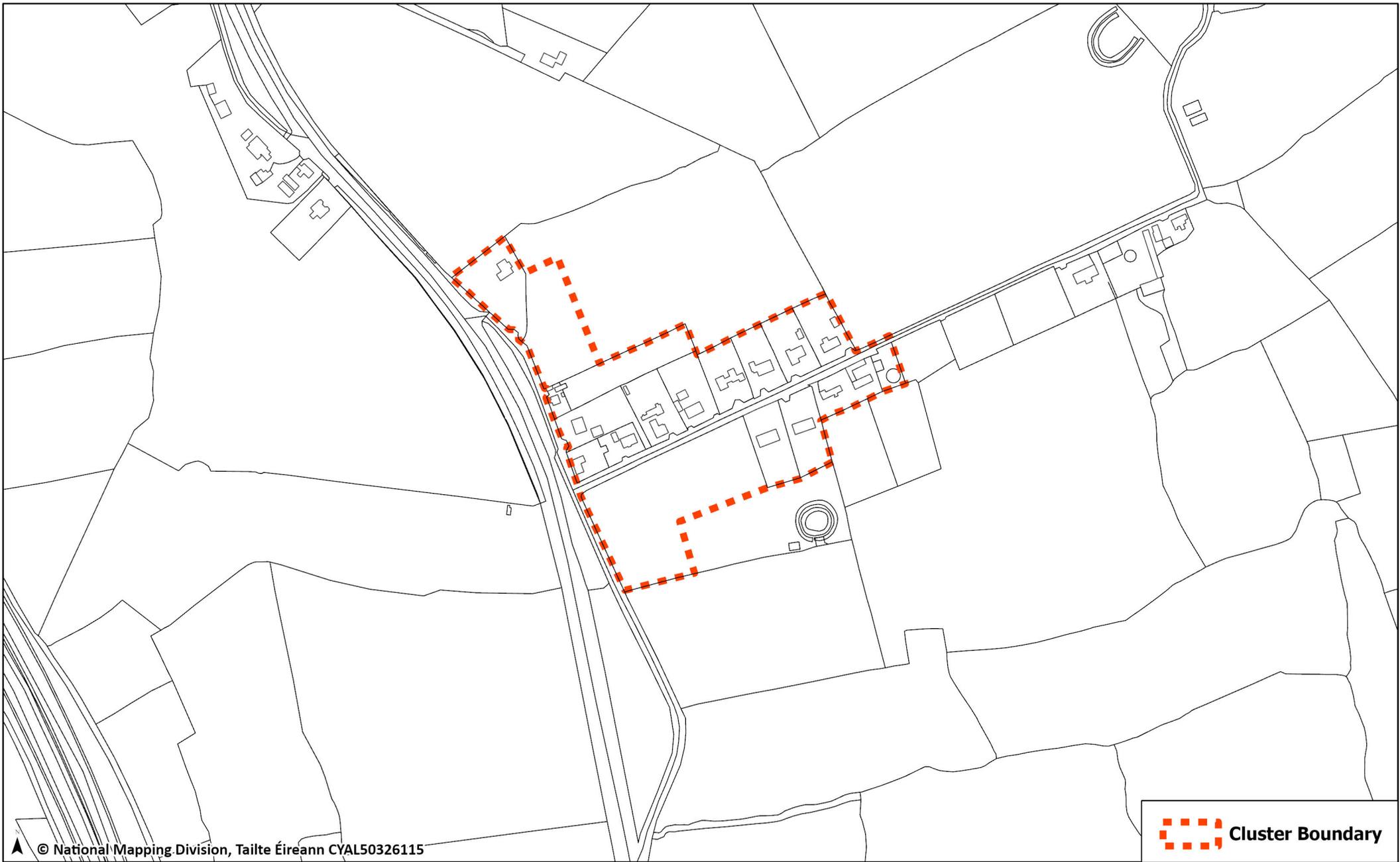
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### Leamaneigh More Cluster



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 Cluster Boundary

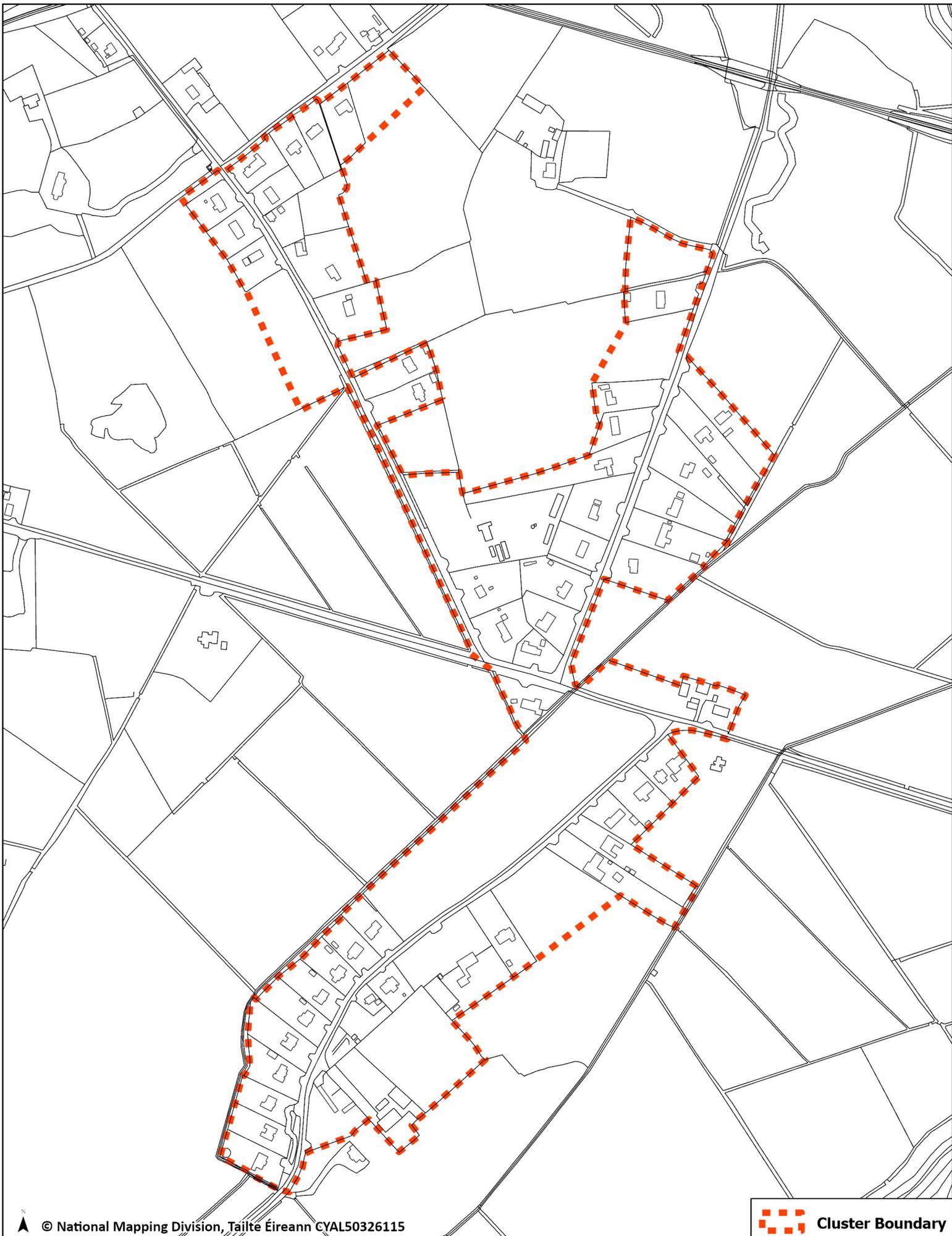


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### Lisduff Cluster



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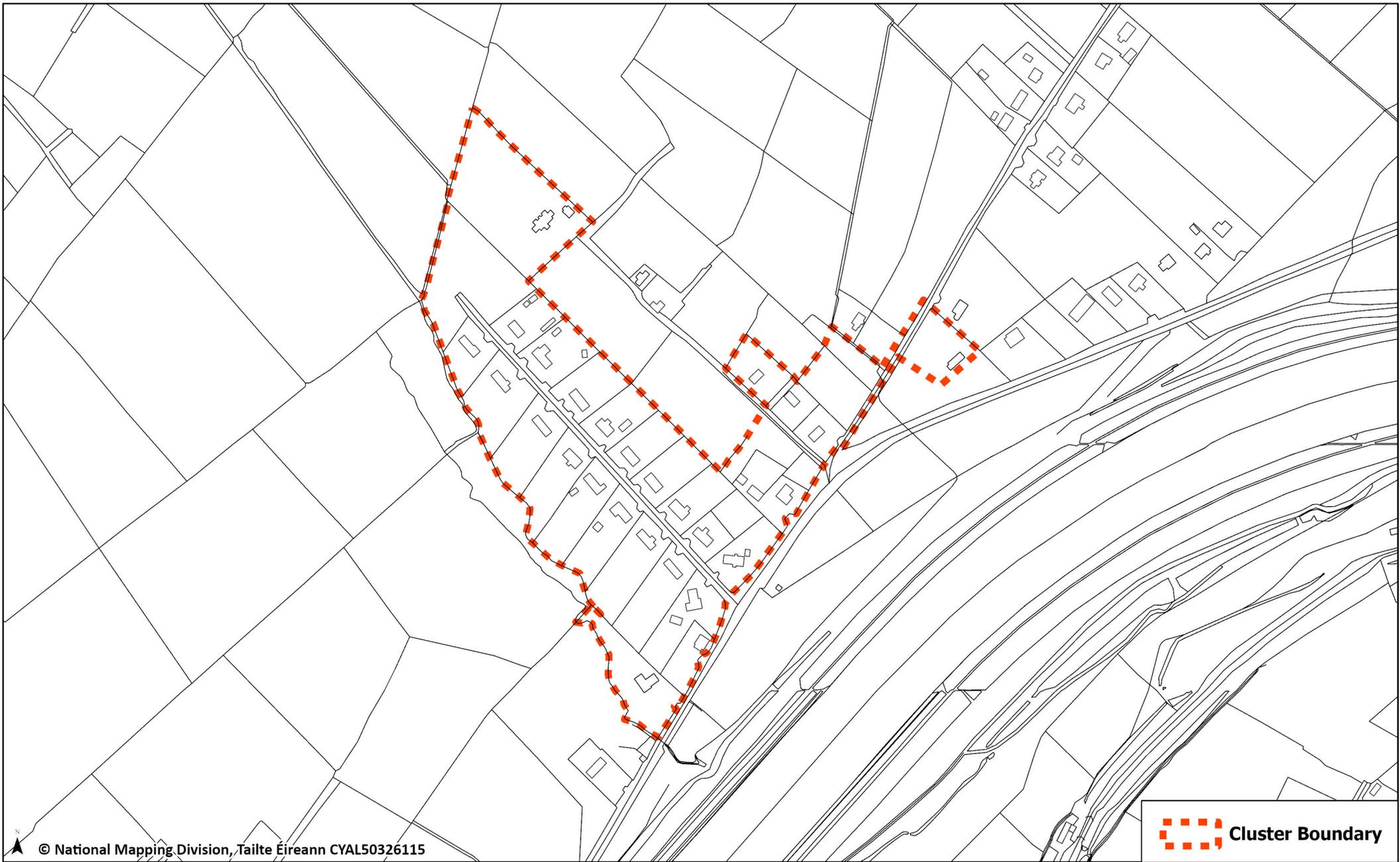
 Cluster Boundary

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### Meelick Cluster

Date: April 2023 Not To Scale





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 Cluster Boundary



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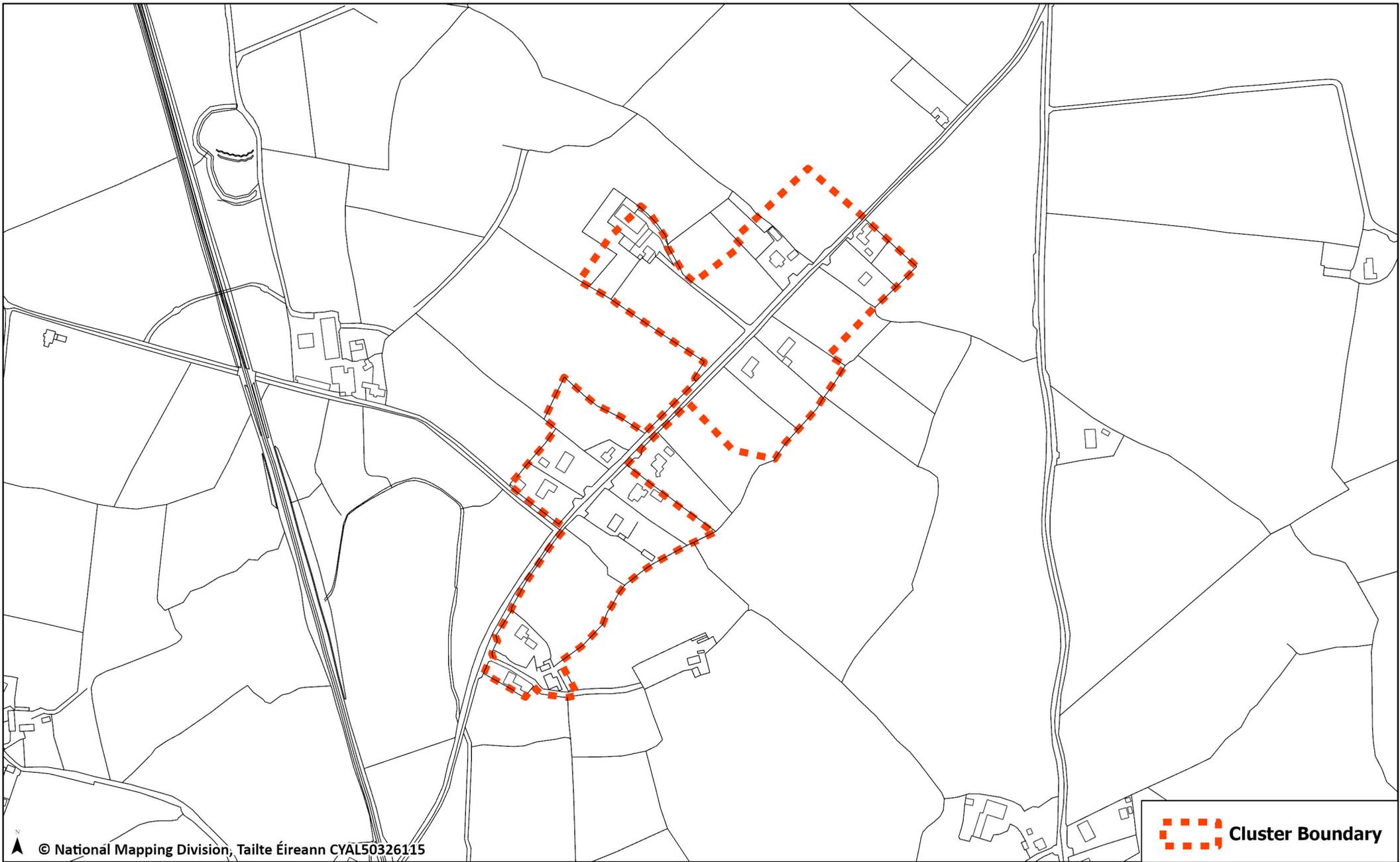
## Clare County Development Plan 2023 - 2029

### Monaskeha Cluster



Clare County  
Development Plan  
2023-2029

Date: April 2023 Not To Scale



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 Cluster Boundary

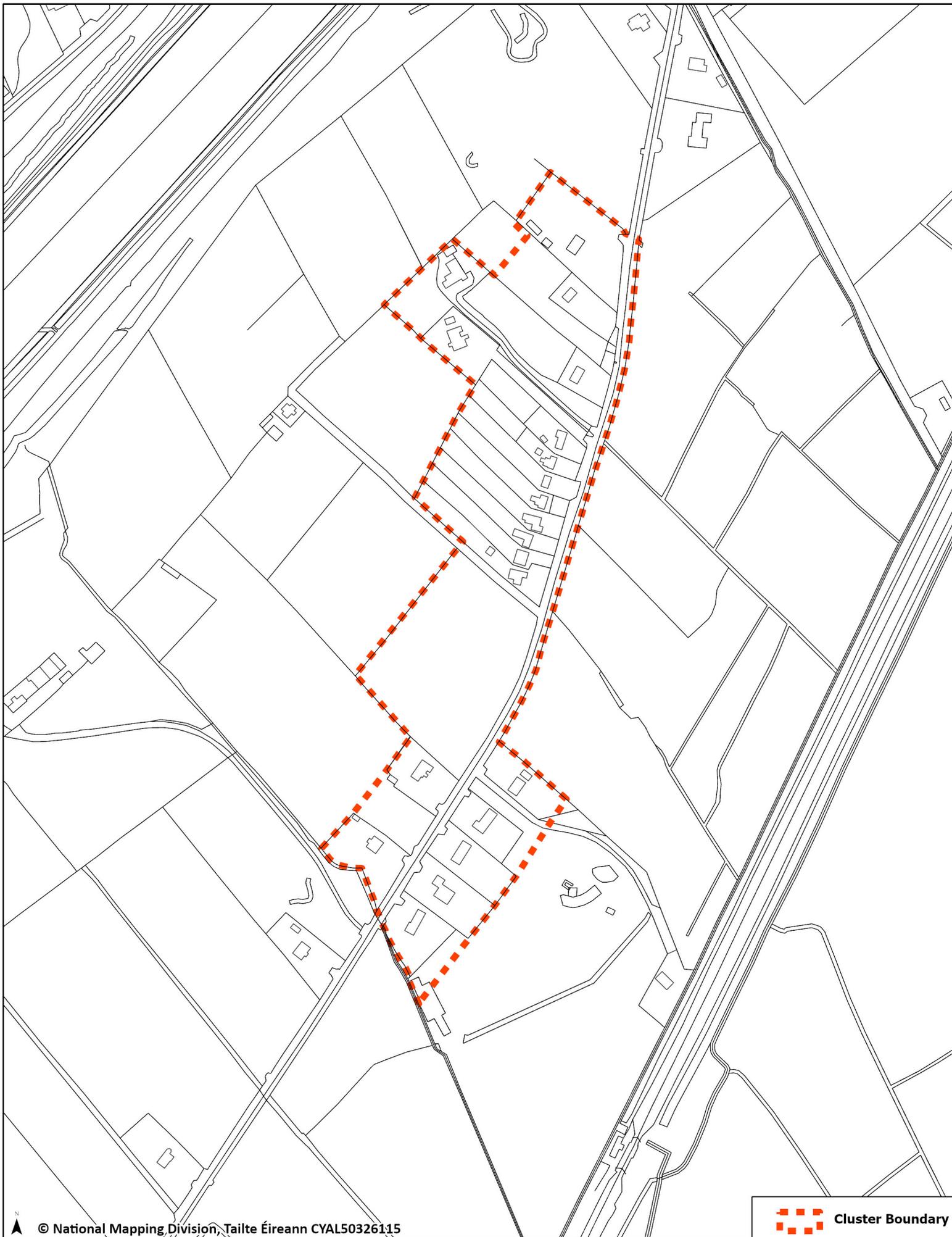


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### Mooghaun North Cluster

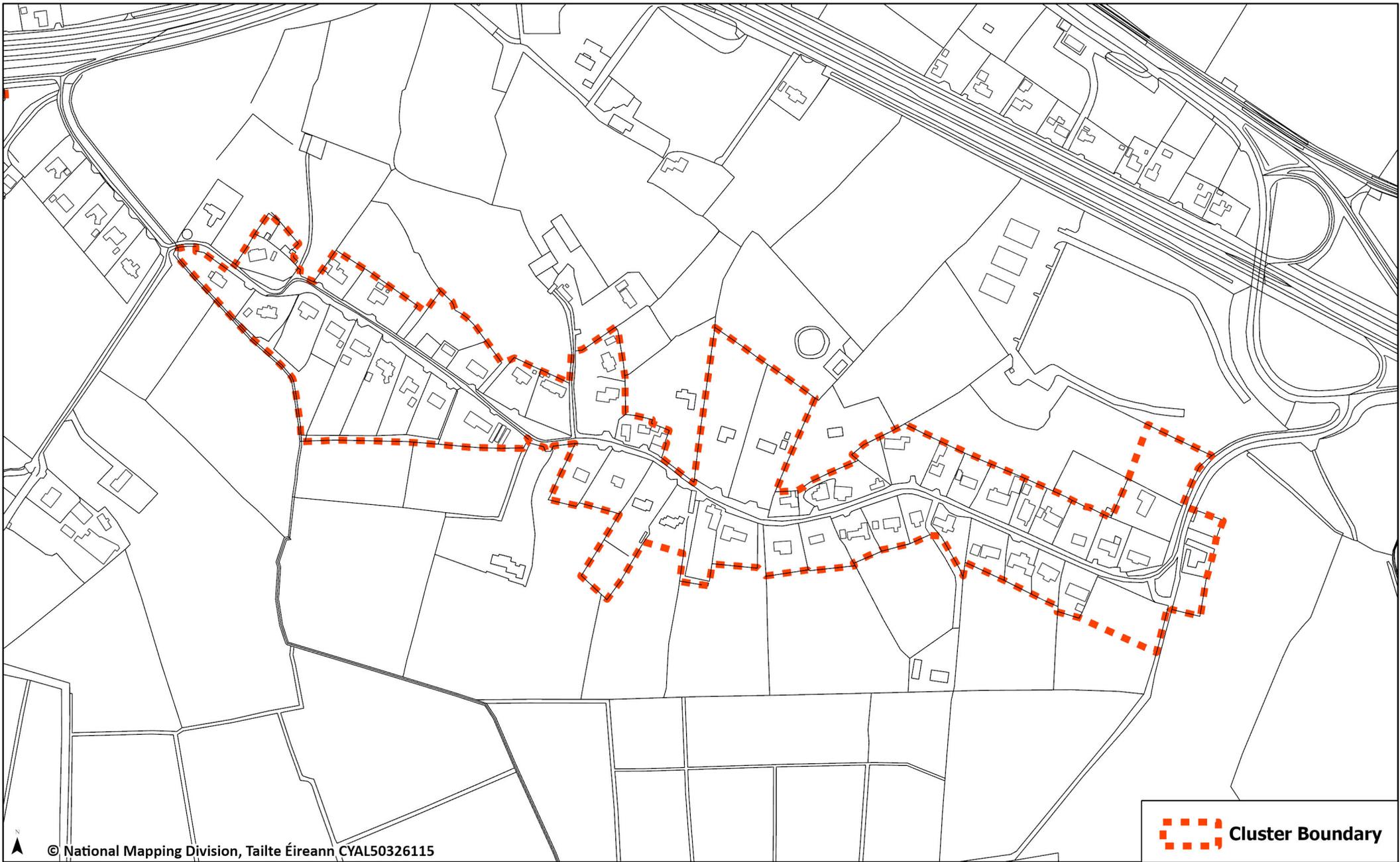
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 Cluster Boundary



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 Cluster Boundary



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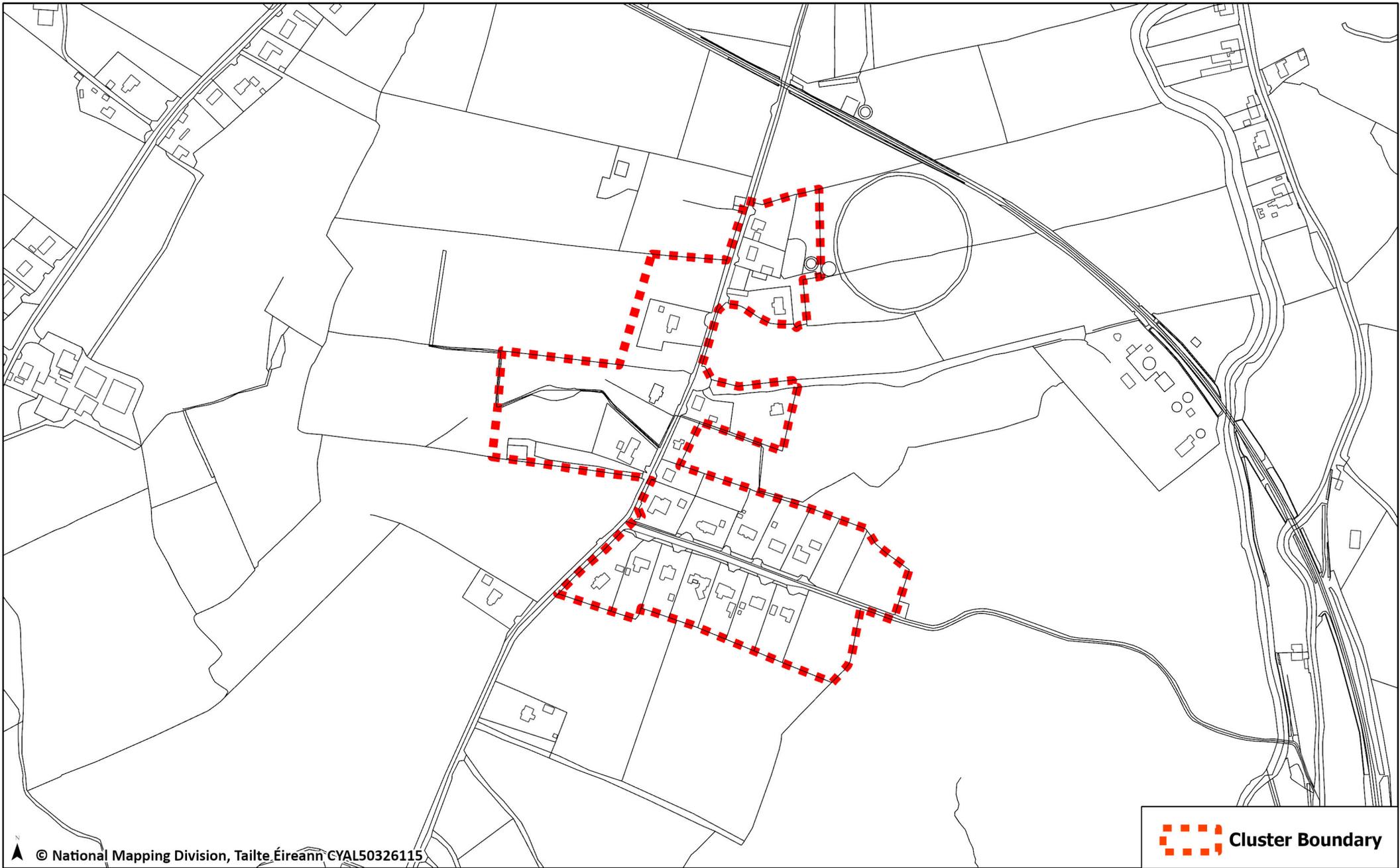
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### Portdrine Cluster



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 Cluster Boundary

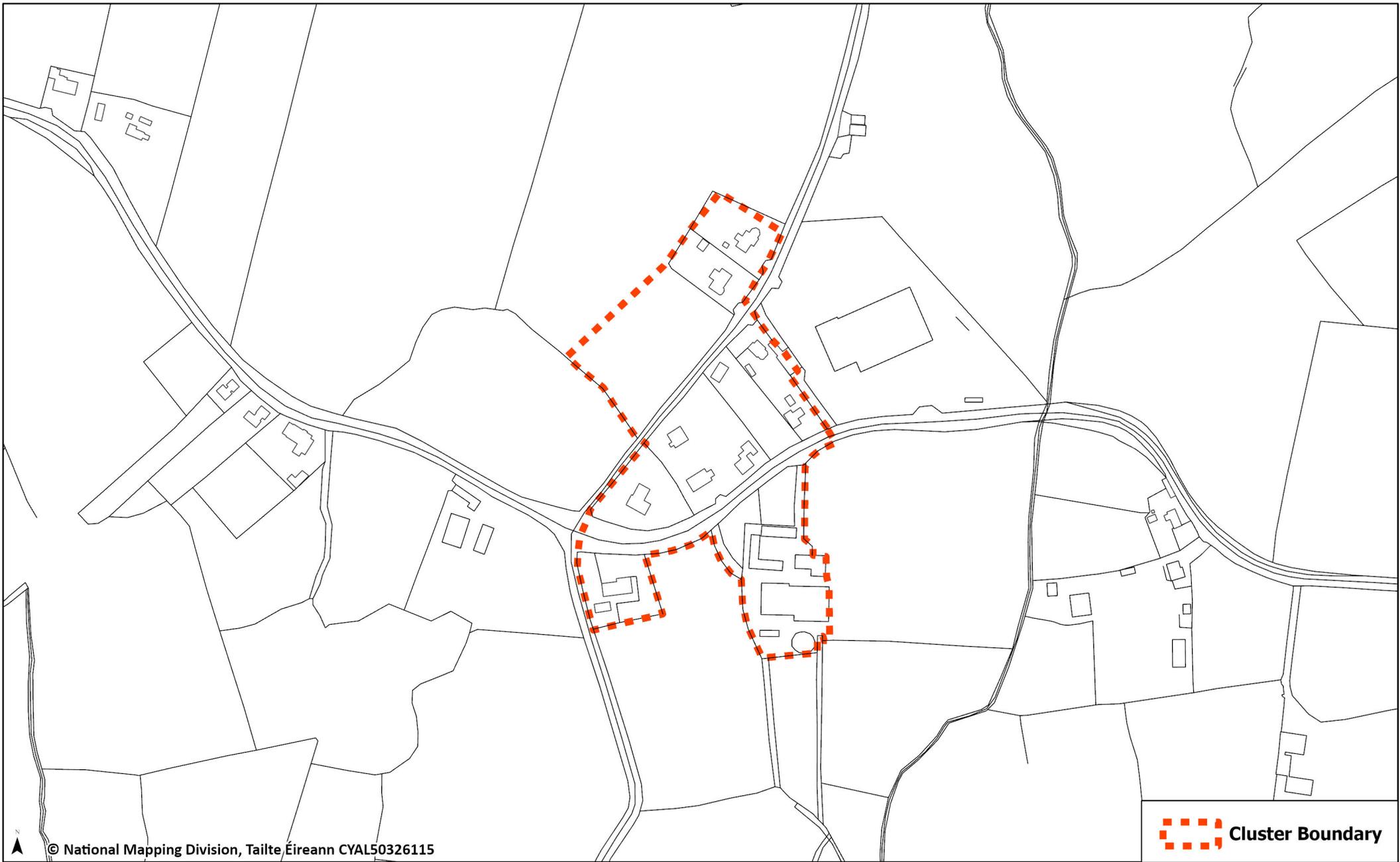


# Clare County Development Plan 2023 - 2029

## South of Rossmagner Bridge Cluster

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 Cluster Boundary

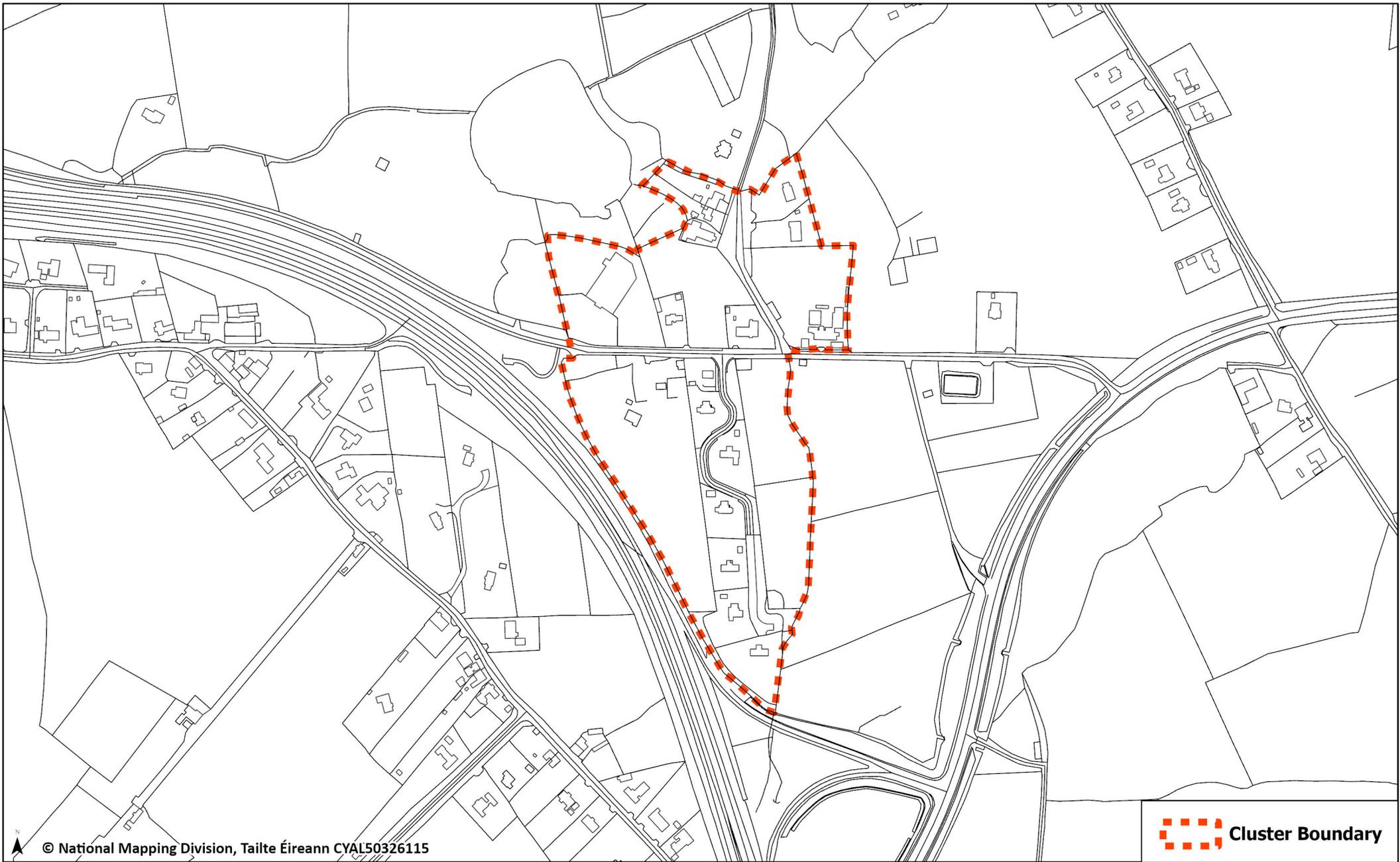


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### Streamstown Cluster



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 Cluster Boundary



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### The Wells Cluster

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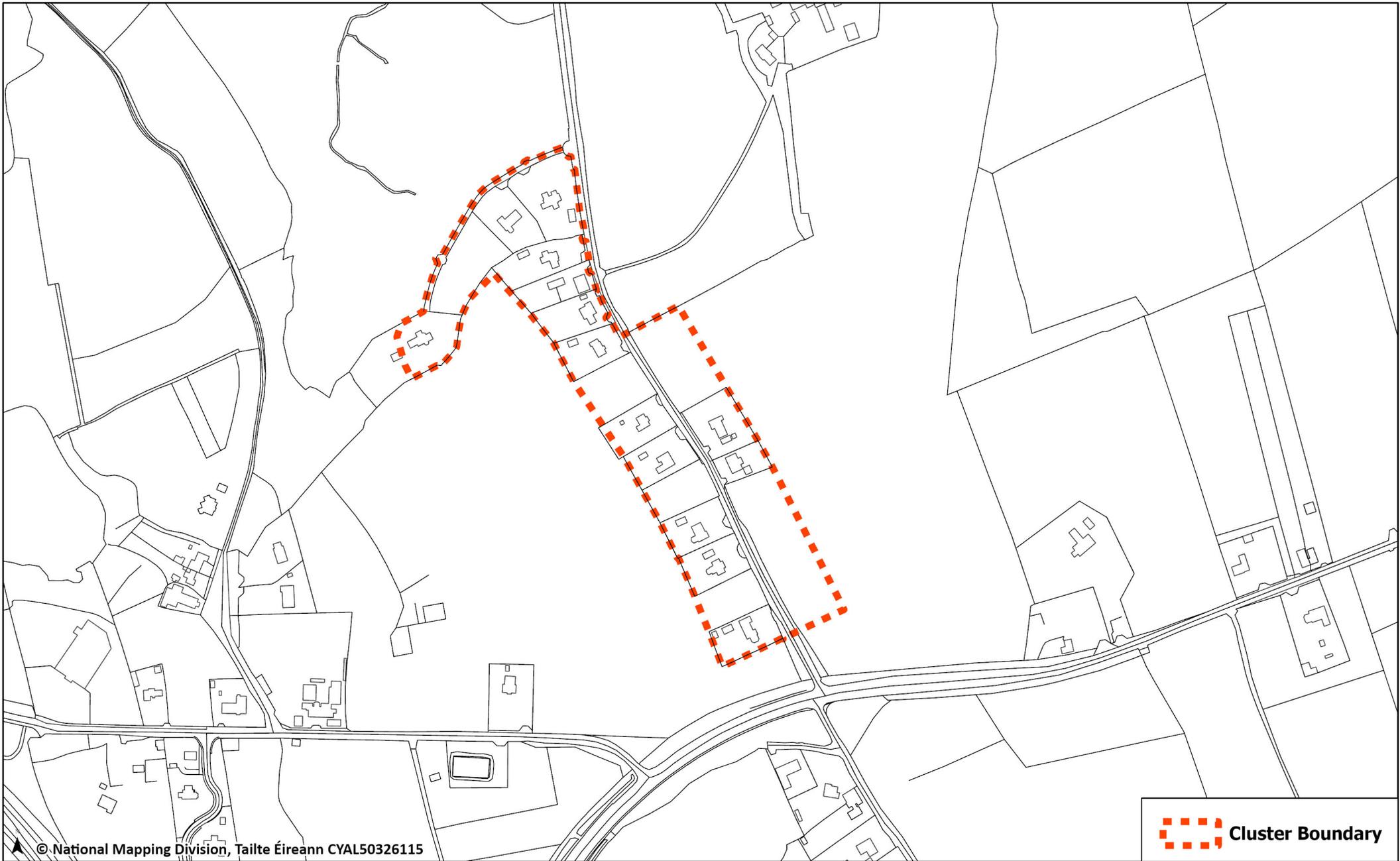
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### UrlanMore / Bellsfort Cluster



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 Cluster Boundary



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### Woodpark



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## Appendix 1

### Serviced Land Assessment

## Introduction

This is the Serviced Land Assessment (SLA) prepared to support the Clare County Development Plan 2023-2029. The National Planning Framework (NPF) seeks to link the zoning of land with the availability of infrastructure required to facilitate new development, implemented through a tiered approach to land use zoning that will differentiate between zoned land that is serviced, and zoned land that is serviceable within the lifetime of the plan.

The purpose of the SLA is to promote sustainable growth and the revitalisation of the towns and villages in County Clare in a plan-led manner. The SLA applies a standardised and evidence-based approach to land-use zoning by assessing the infrastructural capacity of land, coupled with the principles of the NPF to promote compact sustainable growth within the settlements of the County.

The Core Strategy of the Development Plan as set out in Volume 1, Chapter 3 sets out the settlement hierarchy and the parameters for the settlement strategy for the consolidation and planned growth of existing settlements and the sustainable development of rural areas and communities. The SLA provides an assessment of Residential zoned land in each of the zoned settlements (Table 1) in the Settlement Hierarchy from the Key Town of Ennis, the Metropolitan Area, Small Towns down to and including Large Villages Tier 1. Based upon the SLA, the Core Strategy and other environmental and planning considerations, the tables below identify each parcel of Residential zoned land in each settlement in terms of whether it is “serviced” or “serviceable” under the key infrastructure headings, categorising each as either Tier 1 or Tier 2 in accordance with the Appendix 3 of the NPF.

## Policy Context and Methodology

The NPF has provided a framework to promote the principles of compact sustainable growth and to seek to ensure effective linkages between the zoning of land and the availability of infrastructure. A standardised methodology to zoning is provided in Appendix 3 of the NPF and key national policy provisions are outlined below:

## Tiered Approach to Assessment

National Planning Objective 72(a) requires local authorities to apply a standardised approach to zoning, to identify lands that are serviced (Tier 1) and lands that are serviceable within the lifetime of the plan (Tier 2). Where lands do not fall within Tier 1 or Tier 2, they may not be zoned for development.

## Sequential Approach and Sustainable Development

The NPF also recognises that the availability of physical infrastructure should not be the sole determinant of the zoning of land. In relation to the prioritising of development lands, Section 10.2 of the NPF states that ‘there are many other planning considerations relevant to land zoning beyond the provision of basic enabling infrastructure including overall planned levels of growth, location, suitability for the type of development envisaged, availability of and

proximity to amenities, schools, shops or employment, accessibility to transport services etc. Weighing up all of these factors, together with the availability of infrastructure, will assist planning authorities in determining an order of priority to deliver planned growth and development’.

### Population Growth

Chapter 3 of the Development Plan has provided for a sustainable population growth rate for the zoned settlements. This in turn provided a baseline figure to meet in identifying land suitable for development for residential purposes.

### Site Identification

The SLA identifies undeveloped sites in each of the zoned settlements within the Settlement Hierarchy and is presented in each of the Volume 3 Written Statements and Settlement Plans. The SLA table below represents the final short list of sites arising from a broader site assessment.

<b>Table 1: Settlement Hierarchy to which the SLA is applied</b>
<p><b>Key Town</b> Ennis</p>
<p><b>Metropolitan Area (Key component of the Limerick-Shannon Metropolitan Area Strategic Plan)</b> Shannon Sixmilebridge (Small Town) Athlunkard, Bunratty, Clonlara, Parteen, Ballycannon North (Meelick) (Large Villages)</p>
<p><b>Service Towns</b> Ennistymon/Lahinch, Kilrush/Cappa, Scarriff/Tuamgraney</p>
<p><b>Small Towns</b> Kilkee, Killaloe, Lisdoonvarna, Miltown Malbay, Newmarket-on-Fergus, Tulla</p>
<p><b>Large Villages</b> Tier 1 Ballyvaughan, Clarecastle, Corofin, Crusheen, Doonbeg, Feakle, Inagh, Kilkishen, Mountshannon, Mullagh, Quilty, Quin, Whitegate, Liscannor, Kilfenora and Killimer</p>

Within each of the settlements, all undeveloped lands currently zoned for residential uses, and other sites contiguous to the built areas of the settlement, were identified for detailed review and assessment.

### Site Assessment

All sites identified for assessment and review have been appraised based on infrastructural requirements and land use criteria. For infrastructural requirements, each site is assessed in terms of road and footpath infrastructure, and water supply and waste water capacities. Table 2 provides a summary of the evaluation process for physical infrastructure (Tier 1, Tier 2 and

un-serviced). Table 3 sets out the land use evaluation criteria: Compact Growth, Public Transport and Coordinated Growth. Sites evaluated either meet (v) or do not meet (X) these criteria.

Table 2: Infrastructure Requirements		
Score	Infrastructure Requirements	Tier
1	Existing infrastructure can support the development of the site, subject to on-site works, some minor works at access points or linking into available existing systems.	Tier1-Serviced.
2	Some off-site works are required but could be delivered as part of a planning application to develop the site or capital investment is identified to facilitate development over the course of the plan.	Tier2-Serviceable.
0	The land could not reasonably be serviced over the course of the plan and capital investment works have not been identified to meet the infrastructural need to develop the site over the course of the plan. These sites are discounted, and no further assessment is made.	Unserviceable.

Table3: Planning and land use Criteria	
Characteristic	Description
Compact Growth	Proximity of the site to the town / village centre and services
Public Transport	Whether public transport modes are available within proximity of the site or connected walking and cycle routes provide easy access to public transport and services.
Co-ordinated Development	That the development of the land will contribute to or complete the strategic development of the wider area.

Each site within each of the settlements is addressed in turn in the assessment below.

## Appendix 1 Serviced Land Assessment

Settlement	Ref.	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier1	Tier2
<b>Sixmilebridge</b>	R1	1.55	1	2	1	1	√	√	√		√
	R2	2.72	1	1	1	1	√	√	√	√	
	R3	0.51	1	2	1	1	√	√	√		√
	R4	1.56	1	2	2	1	√	√	√		√
	R5	0.93	1	1	1	2	√	√	√		√
	R6	0.79	1	1	1	1	√	√	√	√	
<b>8.06</b>											
	SR1	5.37	1	2	1	2	√	√	√		√
	SR2	1.21	1	2	1	1	√	√	√		√
	SR3	2.76	2	2	1	1	√	√	√		√
	SR4	3.76	2	2	1	2	√	√	√		√
<b>13.11</b>											
Settlement	Ref.	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier1	Tier2
<b>Bunratty</b>	R1	2.95	1	1	1	2	√	√	√		√
	R2	1.85	1	2	1	1	√	√	√		√
<b>4.8</b>											

Settlement	Ref.	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier1	Tier2
Clonlara	R1	2.59	1	1	1	1	√	√	√	√	
	R2	0.7	1	2	1	1	√	√	√		√
	R3	1.22	1	1	1	1	√	√	√	√	
<b>4.51</b>											
	SR1	5.26	1	1	1	1	√	√	√	√	
<b>5.26</b>											
Settlement	Ref.	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier1	Tier2
Athlunkard	R1	2.46	1	1	1	2	√	√	√		√
	R2	2.46	1	1	1	1	√	√	√	√	
<b>4.92</b>											

Settlement	Ref.	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier1	Tier2
<b>Ballycannon North (Meelick)</b>	<b>R1</b>	2.88	2	2	1	2	√	√	√		√
<b>2.88</b>											
	<b>SR1</b>	2.25	1	1	1	2	√	√	√		√
	<b>SR2</b>	1.73	1	2	1	2	√	√	√		√
<b>3.98</b>											
Settlement	Ref.	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier1	Tier2
<b>Parteen</b>	<b>R1</b>	0.89	1	1	1	1	√	√	√	√	
	<b>R2</b>	1.71	1	2	1	1	√	√	√		√
	<b>R3</b>	0.81	1	1	1	1	√	√	√	√	
<b>3.41</b>											
	<b>SR1</b>	3.16	2	2	1	1	√	√	√		√
	<b>SR2</b>	1.64	1	2	1	2	√	√	√		√
<b>4.8</b>											

Settlement	Ref.	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier1	Tier2
Newmarket on Fergus	R1	0.74	1	1	1	1	√	√	√	√	
	R2	2.12	2	2	1	2	√	√	√		√
	R3	2.95	2	2	2	2	√	√	√		√
	R4	1.01	1	1	1	2	√	√	√		√
	R6	1.1	1	1	1	2	√	√	√		√
			<b>7.92</b>								
	SR1	3.41	2	2	1	2	√	√	√		√
	SR3	2.94	2	2	2	1	√	√	√		√
		<b>6.35</b>									





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Áras Contae an Chláir  
New Road, Ennis  
County Clare V95 DXP2  
[www.clarecoco.ie](http://www.clarecoco.ie)