



# Draft Clare County Development Plan 2023–2029

## Volume 3a Ennis Municipal District Settlement Plans

### Proposed Amendments

28<sup>th</sup> November 2022



COMHAIRLE CONTAE AN CHLÁIR  
CLARE COUNTY COUNCIL





## Clare County Development Plan 2023- 2029 Volume 3(a) Ennis Municipal District Area Settlements

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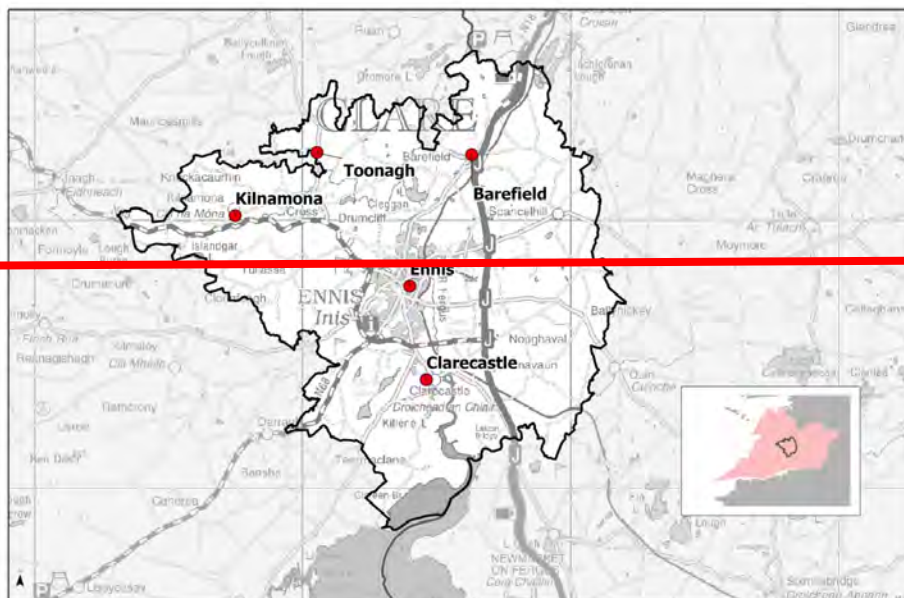
## Proposed Amendments to Volume 3 of the Draft Clare County Development Plan 2023-2029

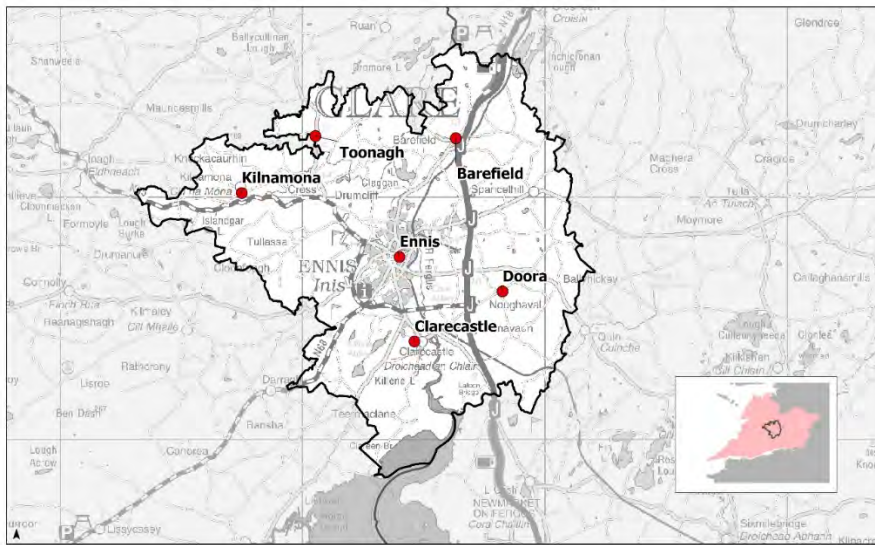
This document sets out the proposed amendments, including material alterations, to Volume 3(a) West Clare Municipal District Written Statement and Maps. Proposed additions to the text are set out in green font (**sample**) and proposed deletions are indicated in red front with a strikethrough the text (~~sample~~). Changes to maps are indicated by a 'Before Map' as per the Draft Clare County Development Plan 2023-2029 (dated December 2021) and an 'After Map' (dated November 2022) which shows the proposed amendment, identified by a circle on the map. A large, overall settlement map for the Ennis and Environs area can be found at the back of this amendments document.

### Introduction and Context

This document includes the written statements and maps for the settlements and clusters (maps only) within the Municipal District of Ennis. 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.

**Figure1.Ennis Municipal District Settlements**





## Ennis Municipal District

The Ennis Municipal District, with a population of 30,910 (CSO 2016), encompasses the Key Town of Ennis, Clarecastle, and the surrounding villages of Barefield, **Doora**, Kilnamona and Toonagh and a vibrant network of clusters and countryside areas. Ennis Municipal District is located in an identified Working Landscape and is centrally located on the main economic growth corridor in the Mid-West Region forming part of the Atlantic Economic Corridor.

Ennis, as the County Town is an administrative and service centre. It is also the primary employment and residential centre in the County. It has strong linkages to towns and villages throughout the County and also to the wider region. The town centre supports a range of retail, business and social functions and forms a vibrant core to the surrounding employment areas and residential neighbourhoods. The town itself is made up of a series of neighbourhoods each of which has its own unique identity but also has strong linkages with the town centre and adjoining neighbourhoods. Ennis's welcoming and community spirit is strength of the locality and is recognised nationally. In 2017 Ennis won the title of the "Friendliest Town in Ireland" and in 2005 and 2021 Ennis claimed the top prize at the National Tidy Towns Awards being named the Tidiest Large Urban Centre.

Wholesale and retail trade, manufacturing and the health sector are the primary employers in the Ennis area. Tourism is also highly important to the local economy, particularly in Ennis, Clarecastle and Quin where the settlements capitalise on their local distinctiveness, qualities as heritage and cultural destinations and their suitability as a base for touring the local area and the wider County.

In the surrounding villages and rural communities, agriculture is an important source of employment. Many residents in these areas also commute to neighbouring urban areas for

employment. Settlements in the Ennis Municipal District generally experience strong growth and provide a range of services to their respective communities such as shops, schools, sports and recreational facilities.

The Ennis Municipal District is characterised by positive economic growth, excellent local, regional, national and international connectivity, vibrant communities and attractive, well-maintained settlements. However there are a number of challenges to be addressed in the Municipal District during the lifetime of this Plan including enhancing the sustainability of communities in the Plan area, revitalising and achieving the compact growth of Ennis town centre and its environs, coupled with access to sustainable transport, active travel, quality placemaking, increasing educational and employment opportunities and expanding the tourism market and the range of activities and services available to visitors to the area. The settlement plans contained in this Volume, combined with the high level policies and objectives set out in Volume 1 of this development Plan, will work to achieve successful solutions to the challenges faced in the Ennis Municipal District during the lifetime of this Plan.

### Zoned Lands within the Settlement of Ennis Municipal District

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

Ennis Municipal District							
Settlement	Res.H a. Zone d	LDR.Ha. Zoned	SR.Ha. Zoned	Commercial Ha. Zoned	Enterprise Ha. Zoned	Light Industry Ha. Zoned	Mixed Use Ha. Zoned
Hub Town							
Ennis (including Clarecastle)	58.96	40.71	28.72	65.48	131.42	52.86	98.06
Small Village							
Barefield	N/A	N/A	N/A	0.00	0.00	0.00	0.73
Doora	N/A	N/A	N/A	0.38	0.00	0.00	0.00
Kilnamona	N/A	N/A	N/A	0.00	0.00	0.00	0.00
Toonagh	N/A	N/A	N/A	0.00	0.00	0.00	0.00
Total in M.D.	58.96	40.71	28.72	65.86	131.42	52.86	98.79

### 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 Development Plan have informed the formulation of plan objectives and land-use zonings. Where mitigation measures have been recommended these 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(ii) SEA)
Overarching Mitigation Measures	SEA Vol. 10b Chapter 9
Settlement Measures	
SEA Measures	Vol. 10b Chapter 9 Vol. 10b Appendix B
AA Measures	Vol. 10a Appendix C



## Section 1

### Ennis



## Section 1 - Ennis

### 1.0 Introduction

Ennis is a unique and vibrant town and has a proud history and an exciting future to look forward to. Ennis, the ‘capital’ of County Clare, has a strong community focus, a young and well-educated population, a dynamic business and commercial sector and a thriving tourism sector based on national and international renown for heritage and cultural excellence. It is a great place to live, to visit and to do business.

Ennis is now to become a University Town following the designation of a new Technological University in the Mid-West and Midlands. Athlone Institute of Technology and Limerick Institute of Technology (LIT) has been identified as Ireland’s next technological university. LIT’s Ennis Campus on Bindon Street will fall under the remit of the new educational institution. Ennis is a holder of the Purple Flag and was the first town in Ireland to be accredited with this Night Time Destination Gold Standard.

In order to fully capitalise upon these enviable attributes and to ensure that Ennis and its Environs continues to prosper it is vital that this settlement plan is a visionary document and provides clear direction. It is anticipated that the Clare County Development Plan 2023-2029 will act as a platform for positive change in Ennis in areas such as enhancement of the public realm and the environment, encouraging enterprise and economic development and guiding future developments to the most appropriate locations. This settlement plan supports the community and social structures in place in the Town and advocates stakeholder engagement and community collaboration. This approach will ensure the proper planning and sustainable development of the Ennis and Environs area during the lifetime of this Plan.

Due to the requirements of the Planning and Development Act, 2000 (as amended) a new Ennis and Environs Local Area Plan will be prepared during the life time of this Plan.

The settlement area is located within the municipal district area of Ennis and comprises the urban areas of Ennis and Clarecastle together with their surrounding rural environs.

### 1.1 ~~Ennis and Environs~~ – History and Context

#### 1.1.1 Ennis

The name Ennis is derived from Inis Cluain Rámha Fhada (The Island Meadow of the Long Rowing), as boats had to be rowed, against the current, from the Fergus Estuary to the island. This area and name was later divided into Ennis and Clonroad. The medieval town of Ennis developed around O’ Brien’s Castle at Clonroad and the nearby Franciscan Friary of Ennis during the mid thirteenth century. The present streets of Abbey Street, O’ Connell

Street and Parnell Street originally linked the Square or “The Height” with the Friary, the Tower-house (Old Ground Hotel) and the Mill, respectively.

Ennis subsequently developed into the largest town in County Clare. The heritage-rich town centre is renowned for its medieval streets and laneways dating from the 13<sup>th</sup> century on which can be found a strong retail, civic and commercial mix of uses adding to the vibrancy of the Town. It is an historically important market town and this tradition continues today. The growth of the Town, from its early origins to its modern form can be traced in detail in the Royal Irish Academy’s ‘Ennis Atlas’ (2012).

Ennis is the administrative capital of County Clare and is a lively and vibrant town located between Limerick and Galway (Ireland’s third and fourth largest cities). With a population of 25,276 people Ennis is the largest settlement in County Clare, the largest town in Munster, and the fifth largest settlement in the Southern Region. It is designated as a ‘Key Town’ in the Regional Spatial and Economic Strategy (RSES), and as the County Town for Clare is an important residential, service and commercial centre which provides significant levels of employment. Ennis has a strong community focus, a young and well-educated population, a dynamic business and commercial sector and a tourism sector based on national and international renown for heritage and cultural excellence.

Ennis and its environs play a strategic role in the social, economic and cultural development of the County and Region. It is one of the principal employment centres in the County and according to POWSCAR 2016 the total number of jobs located within Ennis was 10,172 and accounts for 4.2% of all jobs located within the Western Region (242,712). Of all cities and towns in Ireland, Ennis has the 16<sup>th</sup> highest number of jobs located within the town boundary and accounts for 29.3% of all jobs located within County Clare.

Ennis is a gateway to County Clare and to international attractions such as the Cliffs of Moher and the Burren. It is served by an excellent network of motorway, national, secondary, regional and local roads. There are bus and rail services to all major cities and towns in Ireland and Ennis’ proximity to Shannon International Airport also confers a unique advantage on the Town.

The settlement area contains a wealth of natural assets and green infrastructure which function as wildlife habitats and amenity areas. The Plan area also has a thriving arts scene and is a stronghold for traditional Irish music. Ennis is host to a number of annual festivals and events such as the Fleadh Nua, the Book Club Festival and the Ennis Street Festival.

### 1.1.2 Clarecastle

The village of Clarecastle is located 3km south of the town centre of Ennis and even though it is part of the census population of Ennis, it has retained its own unique identity. It is situated on the River Fergus, a significant natural asset which is designated as a Special Area of Conservation, Special Protection Area and proposed Natural Heritage Area. Clarecastle’s proximity to the County Town of Ennis, as well as to Shannon and Limerick has contributed

to its growth over recent years, making it an important residential and employment centre. Clarecastle has a strong village core, extensive sports facilities and important architectural and heritage assets including the historic pier, numerous protected structures and monastic archaeology.

Volume 1 of the Clare County Development Plan 2023-2029 sets out the urban and rural settlement strategy for the County. The aim of the strategy is to manage population growth/targets and associated housing needs and to achieve balanced development within the County.

The Ennis settlement area is an important residential, service and commercial centre providing significant levels of employment. As the County Key Town it is therefore at the top of the Settlement Hierarchy for the County. The Settlement Strategy in the County Development Plan sets out the following objective for Ennis.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)1</b>	<p>It is an objective of Clare County Council:</p> <ul style="list-style-type: none"> <li>a) To support Ennis as a self-sustaining, regional economic driver and as a key location for investment choice in the County and the Southern Region, and to support its enhanced development based on its strategic location relative to Limerick and Galway Cities, Shannon International Airport and the Atlantic Economic Corridor as well as its role as a centre of employment and economic activity;</li> <li>b) To support the implementation of Ennis 2040, Economic and Spatial Strategy to set the long-term economic and spatial strategy for the County Town with an agreed focus on an economic future and spatial pattern to 2040 and beyond;</li> <li>c) To prepare and implement a local area plan for the Ennis Town and Environs Area incorporating a Local Transport Plan, a Strategic Environmental Assessment and an Appropriate Assessment during the lifetime of this Development Plan;</li> <li>d) To actively work to strengthen cross sectoral collaboration with neighbouring towns and cities, strengthening physical, social and economic links with Limerick and Galway in particular;</li> <li>e) To seek investment and to support the delivery of holistic infrastructure that will facilitate and accommodate sustainable growth in Ennis, subject to the outcome of the planning process and environmental assessments;</li> </ul>



~~f) To prepare a Mobility Plan for Ennis;~~

f) To develop Ennis into a centre for lifelong learning and to support the further development of higher education facilities in the Town;

g) To support initiatives which seek to strengthen and develop niche retail and mixed-use services in Ennis town centre;

h) To support and promote placemaking in Ennis which would include public realm regeneration and urban renewal initiatives which incorporate SuDs and public private partnership approaches for town centre regeneration;

i) To seek the sustainable development of tourism facilities that enhance diverse tourism roles for Ennis and to seek investment in services to cater for increased ~~population~~ visitor numbers arising from ~~tourism~~;

~~j) To support compact growth with the Town building on the '10 minute town' concept;~~ To integrate land use and transport planning such that new employment and residential development should be consolidated in a manner which renders it serviceable by public transport and accessible, at the local level, by walking, cycling and public transport;

k) To promote and encourage sustainable transport, and in particular to make it convenient and attractive to walk, cycle or use public transport.

~~l) To support Ennis and its aspiration to become~~ To support climate adaptation initiatives within Ennis Town and surrounding areas to deliver on the objective of Ennis becoming Ireland's first Climate Adaptive Town;

m) To monitor the cumulative effect of grants of planning permission on available wastewater capacity where connection to a public wastewater treatment plant is included as part of a development proposal ~~To support Ennis in realising its full potential in grey, green, and blue infrastructure; and~~

n) To support Ennis in realising its full potential in grey, green, and blue infrastructure; and

~~n) o)~~ To promote appropriate measures from the "Biodiver-

	<p>sity for Low and Zero Carbon Buildings; A Technical Guide for New builds” to all regeneration and urban renewal projects. <del>To support the Purple Flag accreditation, and any subsequent initiative for the promotion/development of Ennis as a quality town.</del></p> <p>p) To support the Purple Flag accreditation, and any subsequent initiative for the promotion/development of Ennis as a quality town.</p> <p>q) To support increased levels of town centre living and to assess the potential of the development of a modern family town centre living pilot project during the lifetime of the Plan;</p>
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## 1.2 Overall Strategy and Vision for Ennis and Environs

### 1.2.1 Overall Strategy

This section sets out in summary the overall strategy for the settlement area and captures, at a high level, the aims and key objectives for Ennis and its Environs area for the Plan period. Further specific details of policies and other objectives in line with the broad objectives of the County Development Plan will be set out in the forthcoming Ennis and Environs Local Area Plan.

In recognition of its status as an important economic and residential centre, Ennis is designated as a ‘Key’ town in the ‘Regional Spatial and Economic Strategy for the Southern Region (RSES). The RSES identifies Ennis for significant population growth of greater than 30% above 2016 population levels by 2040. In achieving population growth it is a requirement that at least 30% of all new homes targeted for Ennis are delivered within the existing built-up footprint. The strategy for Ennis therefore will deliver population growth that ensures alignment with investment in infrastructure and the provision of employment, together with supporting amenities and services. Ennis has an important role to play, both locally and within the wider region as a self sustaining, regional economic driver and as a key location for investment choice in the region. Its enhanced development will build on its strategic location relative to Limerick and Galway Cities and Shannon International Airport as well as its role as a centre of employment and economic activity within the region. Ennis will continue to build on its service provision and amenities for the surrounding network of rural towns and villages.

The Ennis 2040 Economic and Spatial Strategy provides a long-term strategy for the sustainable development of the Key Town and addresses the measures required to manage economic, infrastructural, environmental and physical challenges, including transportation, demographic and population change, retail vitality and viability, availability of modern office



and employment accommodation, environmental considerations and town centre accessibility.

Through the development of the Ennis 2040 Economic and Spatial Strategy, 9 Transformational Sites have been identified which, when developed, will transform Ennis enabling the town to prosper as a successful, diverse and vibrant social, civic, commercial, cultural and residential centre. This strategy also serves to guide short, medium and long-term development within Ennis to achieve real economic improvements, spatial changes and enhancements in the quality of life, positioning Ennis as a leading regional town.

The Ennis 2040 Spatial and Economic Strategy has a town centre first focus and also looks to prioritise sites outside the town centre that will support compact growth and realise economic opportunities for Ennis and Clare into the future. Furthermore, the Ennis 2040 Strategy has climate adaptation at its core, a proposed new wetland area and an improved transportation plan for the Town.

To fulfil this role it is essential that the population in the Key Town continues to grow in order to achieve the critical mass required to sustain and increase economic growth and to support the expansion of the social and physical infrastructure in the Ennis area. The Council will pursue a tailored combined approach of sequential compact growth through the delivery of additional higher density units within the walkable catchment of the Town on brownfield sites, through the identification of opportunity sites and by addressing vacancy and the under utilisation of the existing building stock. Greenfield lands will be identified to provide new housing and associated facilities. This approach aims to regenerate and ensure vibrancy in the Town with a broad choice of housing options for the diverse needs of the Town's population profile.

The Council will advocate a neighbourhood-based approach to future development in the settlement area. This approach recognises that Ennis and its environs is made up of a series of dynamic communities, each with its own identity, which are inter-dependent, both on each other and on the town centre.

A neighbourhood is a locality or community within a town, a distinctive place surrounding a local institution such as a school, church or other social or community facility. The Local Area Plan will take a neighbourhood-based approach, setting out the settlement strategy for housing development having regard to existing and planned services in each neighbourhood such as social, recreational, retail and educational facilities. The neighbourhood-based approach aims to reinforce the town centre as the key location for living, working, leisure, shopping, and service provision. Moving out from the town centre the strategy is to consolidate certain neighbourhoods within walking distance of the town centre where opportunities exist through the development of Infill Sites, Opportunity Sites and 'Transformation Sites'. Beyond these neighbourhoods, the strategy is to permit expansion on suitably zoned lands in new emerging neighbourhoods, concurrent with the

development of community and service infrastructure. Outlying neighbourhoods which are on the rural/urban fringe are identified for limited residential growth.

Critical to the achievement of the population targets for the Ennis and Environs Area is the promotion of economic growth. The creation of new employment opportunities will retain existing residents, attract new residents to the Town and enhance the vibrancy of the area in general. The zoning map identifies numerous sites that are suitable for office, enterprise commercial and industrial development. It is recognised that retail, tourism and cultural developments are also large employers in the local economy and the Council proactively supports these sectors.

From residential development to public realm enhancements, tourism to retail development, all the key elements in the settlement converge in the town centre. A thriving town centre is essential to ensure the future growth of Ennis and its Environs. Therefore town centre rejuvenation and expansion are central components of this County Plan and will be elaborated further in the future Local Area Plan. It is recognised that as the County Town, Ennis is the primary retail provider in County Clare and it is necessary to ensure that the town can continue to successfully fulfil that role in the future.

In order to achieve these aims the Council will provide direction for the expansion of the town centre, with the former Ennis National School site and adjoining lands on the Kilrush Road identified as a Transformational and Opportunity site. These new developments will be complemented by the proposed enhancements to the public realm and the green infrastructure network and the achievement of an improved pedestrian experience in Ennis town centre.

The Ennis 2040 Economic and Spatial Strategy identifies 9 Transformational Sites which provide a long term framework through which the strategy actions can be realised. These Transformational Sites are identified within the Plan area along with 19 Opportunity Sites which identify specific project areas within the town area. Transformation Sites provide a context for the potential long term land activation strategy for Ennis to 2040 and beyond albeit projects can be delivered over the short, medium or long term. Opportunity Sites are those which are identified within Ennis which through their redevelopment would make a significant positive contribution to the Town from either a social or economic perspective. In some instances the opportunity sites are within or form part of a Transformational Site, in other cases they are stand alone. These Transformational and Opportunity sites which, when developed, will be drivers of change in the settlement area, opening up new lands for development in key locations, regenerating areas that have been at risk of decline, creating employment opportunities and providing new shops and services for local residents. These Transformational and Opportunity Sites are listed below and set out those that overlap.

Transformational Site Reference		Opportunity Site Reference
1	TS1 Cornmarket Precinct	OP8 Waterville House and adjoining site, Mill Road/ Cornmarket Street (0.95ha )
		OP16 Former Western Garages and adjoining Old Cornstore (0.16ha)
2	TS2 Abbey Riverside	OP9 Riverside site, Harmony Row and Bank Place (0.75ha)
3	TS3 Harvey's Quay & Post Office Field	OP5 Post Office Field (1.42ha)
		OP4 Analogue Building and adjoining infill site, Bank Place (0.22ha)
		OP6 Riverside, Parnell Street Carpark (0.21ha)
4	TS4 Friar's Walk	OP12 Francis Street and The Causeway (2.03) (TS4 contains a small portion of OP12)
5	TS5 Former Ennis National School	OP1 Former Ennis National School and adjoining lands (4.03ha)
6	TS6 Wetlands	
7	TS7 Roche Site	OP19 Roche Opportunity Site
8	TS8 Clare Technology Park	OP15 Clare Technology Park (20.82ha)
9	TS9 Data Centre (Toureen)	
10		OP2 Barrack Street Square and Old Barrack Street (0.11ha)
11		OP3 Ennis Community Centre/ Lysaght's Carpark and former Moran's Premises (0.24ha)
12		OP7 West Clare Railway Greenway, Trail Head, Woodquay (0.18ha)
13		OP10 Waterpark House and Áras Uí Chochláin, Drumbiggle (2.15)
14		OP11 Coláiste Muire Grounds, Harmony Row (0.36ha)
15		OP13 Cusack Park (4.38)
16		OP14 Clare Marts, Quin Road (4.76ha)
17		OP17 The Fairways, Kelly's Corner (0.03ha)
18		OP18 Commercial Buildings, Tulla Road (0.74ha)

These sites are considered to be the optimum location for various forms of development and if they are developed/redeveloped they will have a significant beneficial impact on the area and, in some cases, the wider County and region. These sites form the central pillar in achieving the overall vision for Ennis. These sites are particularly important in relation to the expansion and rejuvenation and transformation of Ennis Town Centre, achieving economic growth and improvements to the public realm and the provision of improved levels of

services and amenities for residents of the settlement area and the surrounding hinterland. Each of the sites is discussed further in Section 2 - Technical Guidance.

To deliver on the Plan and potential Transformational and Opportunity Sites, the following also needs to be considered:

### Green Infrastructure

The benefits that can be accrued from community use of natural resources in the Town and in places such as Ballyallia Lake, the Post Office Field and the River Fergus are recognised. Green infrastructure is defined as the integration of walking, cycling and recreation with biodiversity, creating interconnected networks of land and water that sustain environmental quality and enrich our quality of life. It can include features of different scales from domestic gardens, green roofs and walls to street trees, sports pitches, civic spaces and natural features such as rivers, lakes and woodlands.

Green infrastructure makes a beneficial contribution to all aspects of life in the settlement area, offering opportunities for sports, recreation and education, combating climate change and promoting enhanced social inclusion. The importance of green infrastructure will be signified by its integration into all aspects of the Local Area Plan, with an emphasis on multi-functionality of open space corridors, sites and spaces. It is a key aim to promote the appropriate use of green infrastructure resources and to ensure that they are recognised, not just as valuable environmental assets but also as a resource for the community to enjoy.

### Climate Change

Promoting low carbon development and managing the risks of climate change are also central to securing a sustainable future and are core values throughout the Development Plan for the Ennis and Environs Area. The Council promotes the development of low carbon residential and business properties, with the Claureen neighbourhood and Clare Technology Park identified as being particularly suited to developments of this nature. The use of sustainable modes of transport, and the management and mitigation of the effects of climate change are also central themes in plan making.

### Flooding

Flood risk management is an issue of particular importance to the settlement area and all future land use proposals contained in this settlement plan have been considered in the Strategic Flood Risk Assessment. The underlying landform of the area comprises the floodplain of the River Fergus, on which much of the Town is situated. The river is tidal as far as the town centre. The land rises gently to the north and east of the Town. To the west, the valley of the Claureen River cuts through an area of more elevated land. To the south, the flat land of the River Fergus flood plain widens as the river flows into the Shannon Estuary. The settlement area has a diverse natural environment containing a rich array of habitats

and species, many of which are both nationally and internationally important. These environmental qualities make a significant positive contribution to the quality of life in the Ennis and Environs Area and their on-going conservation and management will continue to be a priority.

### 1.2.2 Vision

In order to secure the successful implementation of this Settlement Plan, it is necessary to have a strong vision for Ennis and Environs encapsulating the desired outcomes for the future development of the area and guiding the content of and priorities for the Local Area Plan.

The Strategic Vision for Ennis is:

**‘A vibrant and culturally-rich Ennis area with a revitalised town centre and strong economic growth balanced with enhanced social inclusion, accessibility, sustainable neighbourhoods and a high level of environmental quality, to ensure an excellent quality of life for all’.**

This Vision is aligned with the Strategic Vision set out in the Ennis 2040 Economic and Spatial Strategy.

### 1.3 Guiding Principles

In order to achieve this Vision, a number of goals for the future development of Ennis and its Environs have been developed. These goals will be implemented through the delivery of a number of objectives in this Development Plan which will be set out in greater detail in the up-coming Ennis and Environs Local Area Plan. The achievement of the following goals which are aligned to the Guiding Principles within the Ennis 2040 Economic and Spatial Strategy, will enable the overall Vision to be realised:

#### Goal 1 Develop a distinctive Ennis

An Ennis that not only retains its distinctiveness but showcases it and utilises it as the foundation of ‘brand Ennis’.

#### Goal 2 Take advantage of the opportunities presented and supported by the AEC

An Ennis that will grow and prosper as part of a connected spine of businesses and organisations along the Atlantic Economic Corridor (AEC).



### **Goal 3 Realise the full potential of grey, green and blue infrastructure (road, air, rail, water and natural assets)**

An Ennis that utilises existing infrastructure and smart investment as a key to delivering new jobs and driving population growth in the right places, and enhancing the quality of life.

### **Goal 4 Promote a high quality of life, health and well-being**

An Ennis that is diverse, inclusive and promotes and develops healthy communities through affordable, accessible residential accommodation, education, community ~~and~~ health facilities; and access to amenity and recreational spaces **and access to sustainable transport options.**

### **Goal 5 Maximise and enhance the opportunities offered by the scenic landscape of Clare**

Enhancement, management and protection of Ennis' natural assets and biodiversity is essential for maximising the Town's profile, attraction and revenue from tourism.

### **Goal 6 Ensure cross sectorial collaboration with neighbouring towns and cities**

Strengthen physical, social and economic links with Limerick and Galway and neighbouring towns, creating social and economic opportunities for Ennis.

### **Goal 7 Attract innovative industries and commerce**

An Ennis that develops and delivers infrastructure to attract and support innovative industries and commerce.

### **Goal 8 Build resilient and adaptable economy**

An Ennis that builds resilience to external shocks and is adaptive in an ever changing global economy.

### **Goal 9 Deliver high quality and person-centred buildings and public realm**

Deliver developments that not only strengthen and protect the existing urban environment but also enhance it through quality design and materials and a person-centred focus.

### **Goal 10 Ennis to be known as a welcoming, connected and productive place**

An Ennis known for its welcoming people and its unique assets and attributes.

### **Goal 11 Establish Ennis as a climate adaptive leader**

An Ennis that leads the way in demonstrating adaptation to climate change and embed nature based solutions that deliver multiple benefits to people and nature in its approach to managing, and adapting to the effects of climate change which supports energy efficiency and conservation, champions renewable energy technologies and enables the decarbonisation of our lifestyles.

### **Goal 12 Accessible Housing and Sustainable Neighbourhoods**

An Ennis which achieves a sustainable and balanced population increase by providing a high quality and mix of housing for all members of the community, whilst achieving sustainable neighbourhoods and improving place making.

### **Goal 13 Ennis Town Centre**

An Ennis with a strong and vibrant Town Centre with a diverse mix of retail, residential and other uses and an attractive public realm, which facilitates, encourages, and makes provisions for sustainable forms of mobility, access and permeability.

### **Goal 14 Retail Development**

An Ennis with a vibrant and viable Town Centre, that has a retail and market offer of a quality, diversity, scale and function which fulfils all the shopping requirements of consumers from Ennis and the entire County in a pleasing environment supported by a positive public realm.

### **Goal 15 Travel and Mobility**

An Ennis where the travel and mobility needs of businesses and residents can be met by sustainable means, where non-motorised transport is an attractive option and where a network of 'green' routes link neighbourhoods and the Town Centre to the wider rural area.

### **Goal 16 Community, Education, Social Inclusion and Recreational Development**

An Ennis which is an attractive and culturally-rich place to grow up and grow old in, amongst a socially inclusive and healthy community with a high quality of life for citizens and visitors, and where there is a commitment to health facilities; access to amenity and recreational spaces and accessible life-long educational opportunities.

## Goal 17 Tourism

An Ennis known for its unique assets and attributes, a high quality, diverse, sustainable year-round tourism product that attracts visitors and revenue to the area and ensures that Ennis acts as a 'tourism hub' tourism playing a significant role and making a valuable contribution to the local economy.

## Goal 18 Biodiversity and Natural Heritage

An Ennis that protects and enhances the unique natural heritage and biodiversity of the Plan Area and provides a comprehensive green infrastructure network with high quality sustainable access and recreation opportunities.

### 1.4 Housing and Sustainable Communities

#### 1.4.1 Strategic Aims for Housing and Sustainable Neighbourhoods

A key requirement of proper planning is to establish a framework for the location of new housing in Ennis. The aim of the settlement strategy is to ensure that future development takes place in a balanced plan-led manner throughout the Ennis and Environs Area. This settlement strategy will guide where, when and how new residential development in Ennis and Clarecastle should take place in a manner, scale and form that is appropriate to the local characteristics of each individual settlement. In Ennis, the aim is for each neighbourhood to be a high quality place to live, with essential services provided in close proximity to residential areas. In order to achieve this high quality, urban design (which reflects the prominence of focal points such as schools, community and commercial buildings in the neighbourhood) will be required as part of all future development proposals. Local play and community facilities will be encouraged adjacent to neighbourhood centres to encourage linked trips and to ensure that they are easily accessible to local residents.

In order to meet the overall goal for the future development of housing and sustainable neighbourhoods, the following strategic aims will be pursued in the settlement area:

- To plan for a population growth in Ennis in excess of 30% by 2040.
- To ensure that sufficient lands are zoned for residential use in the settlement of Ennis to accommodate the target population growth.
- To promote the development of residential serviced lands to provide for a high quality urban environment to create sustainable residential communities with 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 Ennis.
- To deliver up to 30% of all new homes targeted for Ennis within the existing built-up footprint.

- To promote the creation of strong, vibrant neighbourhoods in the Ennis area, each with a range of services and amenities which are easily accessible to local residents and attractive for growth.
- To ensure delivery of the physical and social infrastructure necessary to facilitate population growth and community development.
- To support the delivery of the '10 Minute Town' Concept.

### 1.5 Economic Development and Enterprise

As the principal administrative and commercial centre of County Clare, Ennis has developed a reputation for doing business based on a highly skilled population base, high quality telecommunications infrastructure and excellent connectivity to the national motorway and rail network. Other attributes include an excellent quality of life, affordable housing and high-quality recreational opportunities, all set against the backdrop of a beautiful County.

Ennis is at the heart of the economic and enterprise development of the County. There is strong potential for further employment generating development in the Ennis and Environs Area and this Plan, through its objectives and zonings, aims to identify, encourage, facilitate and promote that development.

Working in partnership with local stakeholders such as the Ennis 2040 Designated Activity Company, the Ennis Chamber of Commerce, Promote Ennis and Clare Economic Taskforce together with local and semi-state agencies, Clare County Council through its Local Enterprise Office and its Economic Development Directorate, in collaboration with the Ennis Municipal District Department, will proactively pursue further economic development opportunities for both Ennis and other settlements in the Municipal District and enhance the conditions that foster enterprise and create and sustain jobs, thus recognising the clear beneficial relationship between towns and the surrounding rural areas.

#### Ennis 2040 Economic and Spatial Strategy

The Ennis 2040 Economic and Spatial Strategy seeks to support compact growth and realise sustainable economic, social and environmental opportunities in Ennis and County Clare over the next 20 years. The strategy was commissioned in light of the recovery in the national economy, the adoption of a new National Planning Framework (NPF) for Ireland to 2040 and a National Development Plan 2018-2027 which sets out the investment priorities that will underpin the successful implementation of the NPF over a ten year period through a total investment estimated at €116 billion. As a long-term strategy, it will not only transform the Town as a great place to live and visit but also position Ennis and County Clare as an attractive investment location creating future jobs in the region. Ennis 2040 will have the potential to stimulate the economy, transform quality of life and enhance the environment. Further information on the Plan can be found in the Spatial and Economic Plan for Ennis 2040.

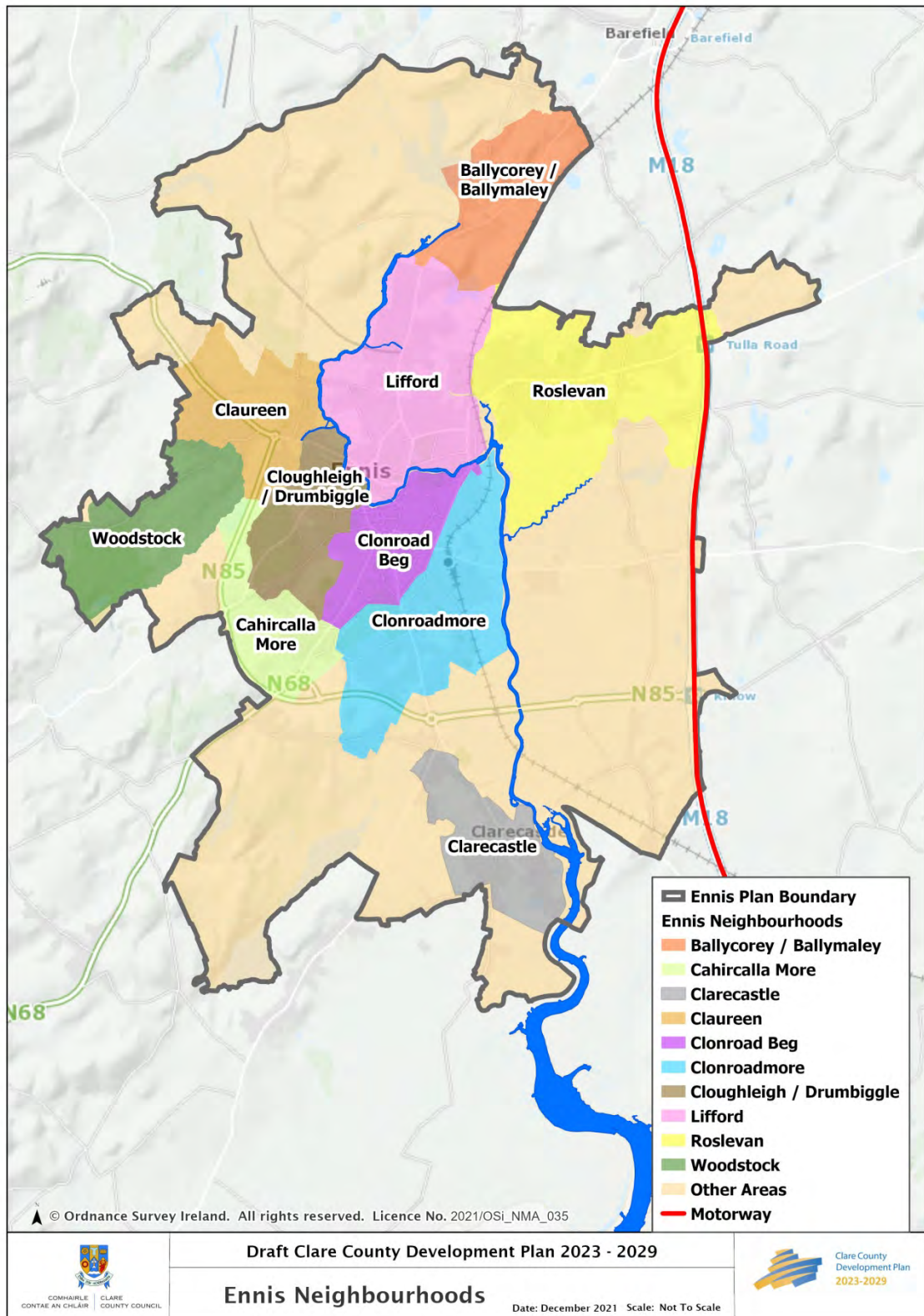
**CCDP Volume 3****Settlement Plan Objective****Objective  
V3(a)2**

It is an objective of Clare County Council:

To enable the delivery of the Ennis 2040 Economic and Spatial Strategy and support the Ennis 2040 Development Activity Company in the development of key strategic transformational sites.



Map 1A: Ennis Neighbourhoods



### 1.5.1 Strategic Aims for Economic Development and Enterprise

Strategic aims for economic development and enterprise are:

- To ensure that Ennis as a Key Town continues to develop as a driver of economic growth in County Clare and the region;
- To encourage, support and facilitate enterprise, research, technology development and innovation as well as start-up businesses with high potential;
- To collaborate with development agencies and strengthen linkages with **Higher Education Institutes and providers locally**, in the mid-west and west to position Ennis as a knowledge and innovation-based economy;
- To sustain the existing indigenous SMEs, service, retail, tourism and foreign direct investment employment base and attract new types of employment focused on knowledge-based industries, enterprises and low carbon technologies;
- To enhance the environment of Ennis and develop a 'brand' to further emphasise the unique qualities of the town and its environs as a high quality environment in which to live, work, visit and do business.

### 1.5.2 Lands for Employment-Generating Development

The aim during the lifetime of the Clare County Development Plan 2023-2029 is to continue to attract and support new business start ups to locate in the Plan area. Ennis and Clarecastle are ideally placed to accommodate a wide range of employment generating developments. There are a number of key locations in the settlement area where employment generating development has been focused to date. The former Roche Ireland Ltd site is located on a large site that has been zoned for mixed use in **Clarecastle** and identified as a **Transformational and Opportunity Site (TS 7) (OP19)**. A masterplan will be prepared during the life of this Plan to facilitate and encourage the appropriate redevelopment of this brownfield site. Many international businesses in the Plan area are located in the **Gort Road Business Park (LI3)**. This site, which has been zoned for 'Light Industrial' use, is a long-established business location and the maintenance and upgrade of the premises located in the Business Park in the future will be supported by the Council.

The **Ballymaley Business Park** is a landmark development on one of the main approach routes into Ennis. The Park is zoned for a mixture of commercial and light industrial uses (**COM1 and LI2**) and is home to numerous established businesses such as Cup Print Ltd. Lands are zoned to accommodate the construction of further commercial and light industrial facilities in the Business Park, complementing and supporting the businesses already operating in the area.

The **Clare Technology Park** is one of the primary business locations in Ennis and offers considerable potential for expansion. The site is zoned for Enterprise and Commercial development and offers potential investors a managed, high-quality business space in a mature landscaped setting. The 12 hectare site has convenient access to both the M18

Motorway and Ennis Town Centre. The IAPE is an excellent facility suitable for small to medium size start ups and significant zoned lands are also available to accommodate expansion and the development of larger scale enterprises on the site. This site is identified as a **Transformational** and **Opportunity Site (OP15)** and further details are set out in Section 2.14 of this Volume.

In addition to these existing business locations in the settlement area, a number of other locations, comprising both undeveloped lands and brownfield sites have been zoned for future employment-generating uses. The identified sites are considered to be the optimum locations for enterprise and employment uses taking factors such as availability of infrastructure and sustainable transport patterns into account. These sites can accommodate high quality developments which can capitalise upon their location in a Key Town, adjacent to excellent road infrastructure, with the benefit of the highly skilled workforce in the area.

A site located in the **Toureen** area on the eastern side of Ennis has been zoned for enterprise use (**ENT3**). Project Ireland 2040 - National Planning Framework sets out the strategic importance of data centres in Ireland's Enterprise Strategy. Having regard to the Government Statement on The Role of Data Centres in Ireland, which in particular recommends having a plan-led approach to data centres, this 55ha site has been identified and zoned as Enterprise (45ha) and for Buffer Space (10ha) with a specific use for a Data Centre Campus due to its proximity to the electricity sub-station, its proximity to the M18 motorway and adjoining regional road network, the location of the site relative to the gas pipeline, the availability of dark fibre and the proximity of the site to Shannon International Airport and Ennis Town. This site is zoned to accommodate a Data Centre Campus which consists of one or more structures, used primarily for the storage, management and dissemination of data and the provision of associated power electricity connections and energy generating infrastructure. This site is identified as **Transformational Site 9**.

There is also a light industrial development in close proximity to the M18 interchange on the **Tulla Road (Site LI4)**. Also on the eastern side of Ennis, a brownfield site in the Tulla road area has been identified as an **Opportunity Site (OP18)**. There are a number of existing uses on the site and the land-use zoning of Commercial affords the opportunity for redevelopment to capitalise on its prominent location on the eastern entrance to the Town.

South of the Town Centre, on the Kilrush Road, the **Westgate Business Park** provides a range of services to local residents. The Business Park is zoned for Commercial use and opportunities exist for further employment-generating businesses to locate in this area.

In the Clarecastle area, lands have been identified for employment-generating development on the **Killadysert Road**. This large undeveloped site is located on the R473, approximately 1km from the N85 intersection, providing convenient access to the M18 Motorway, Ennis Town Centre and the larger industries located in Clarecastle and Shannon. The northern section of the site is zoned for Enterprise uses (**ENT2**), providing opportunities for the

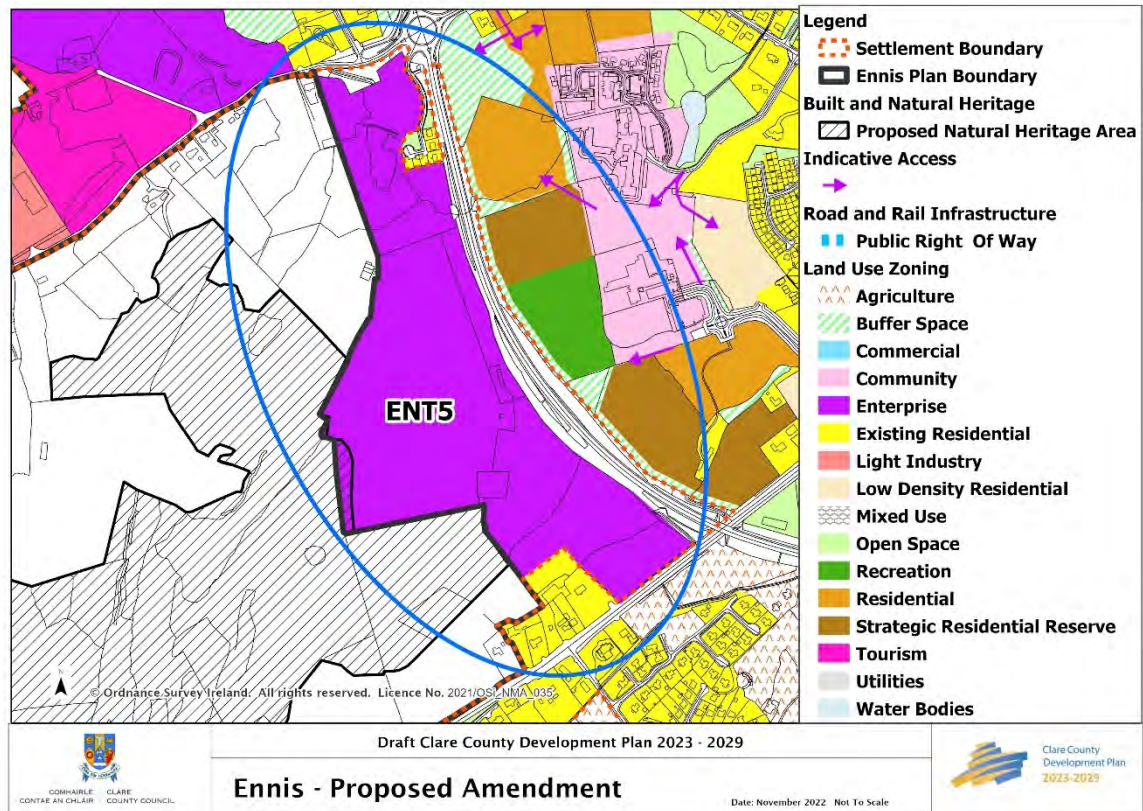
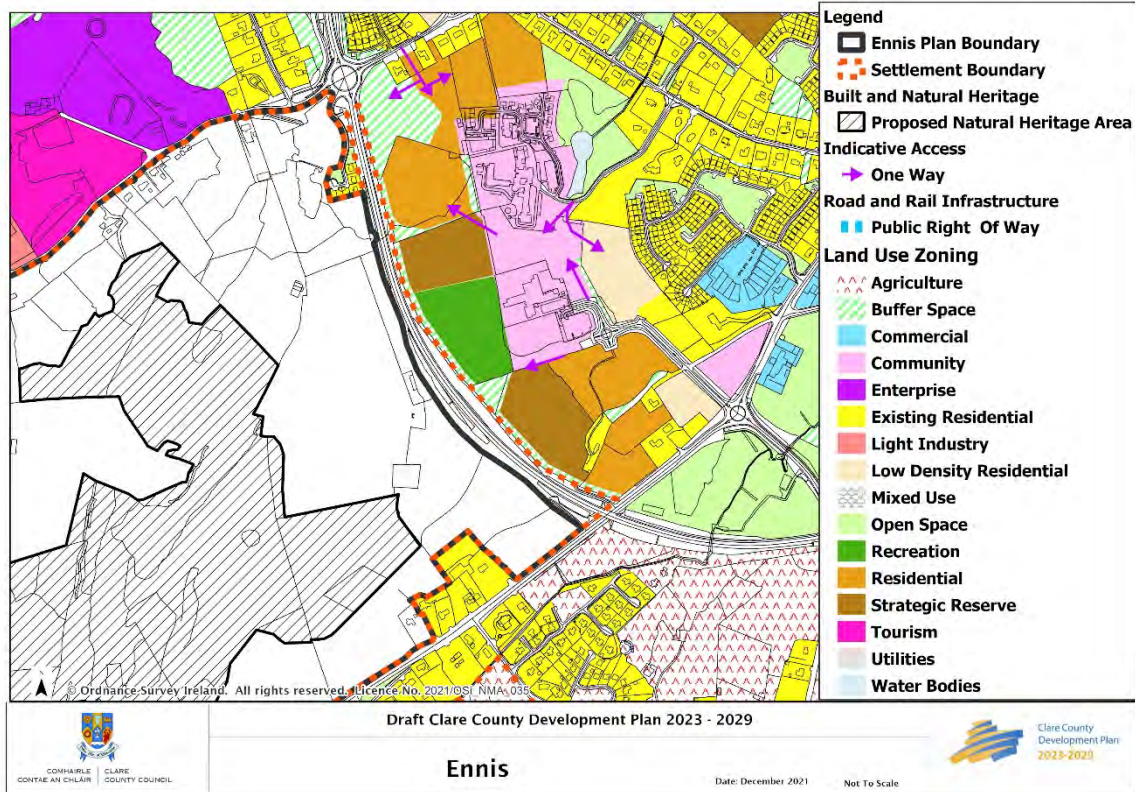
development of enterprise units, workshops, craft industries and starter businesses. The adjoining lands to the south have been zoned for Light Industry activities (LI1).

In the **Beechpark Area** on the western side of Ennis, ~~an~~ there are two undeveloped sites ~~has been~~ zoned for Enterprise development (ENT1) & (ENT5). These sites ~~is~~ are strategically located to the west of the junction of the N85 with the R474 and ~~has~~ has potential to accommodate a low-carbon, campus-style Enterprise Park close to the national road network and Ennis Town. ENT5 is appropriate for such uses as Advanced Manufacturing, such as an Advanced Technological Park. Any future proposals on this site shall be of a high-quality design.

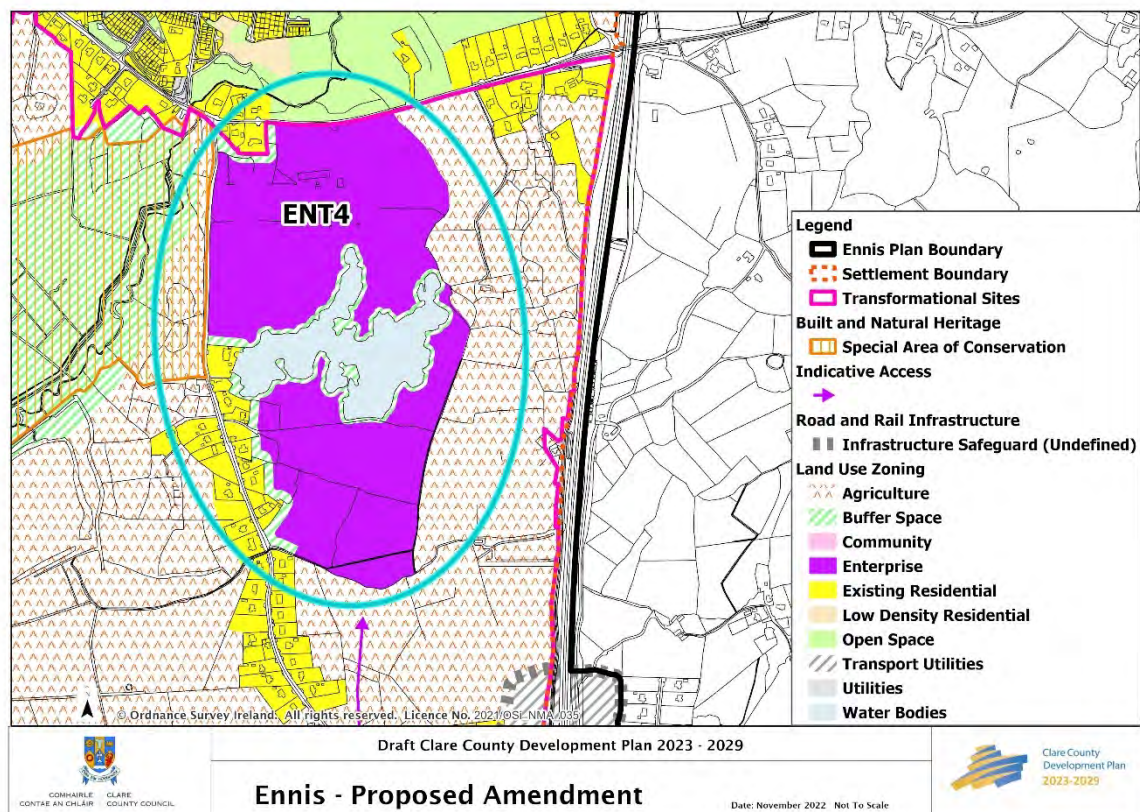
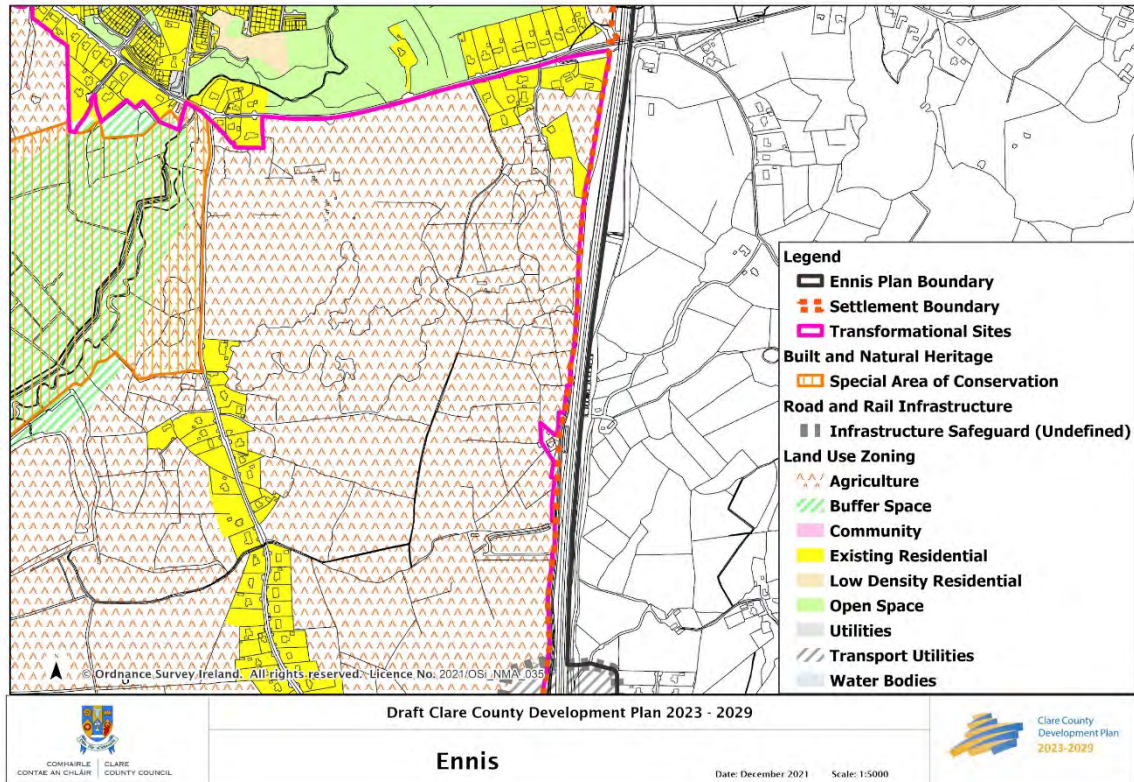
In the Transformational Site TS6, located at Gaurus on the eastern side of Ennis, a large site has been zoned for Enterprise development ENT4. Development proposals for this site must include a Flood Risk Assessment and must have regard to the SEA/AA/SFRA prepared as part of the development plan which indicate a number of recommendations and measures for TS6, which ENT4 forms part of and which will need to be carefully considered and applied prior to any proposed development on this site. Access to the site shall incorporate an access from the Quin Road and a mobility plan for the site should form part of future development proposals. Development proposals for the site should incorporate Nature Based proposals to increase adaptation to climate change, to enhance ecological connectivity and connections with the wider wetland transformational site. Lands are zoned for enterprise use to accommodate potential investors in a managed, high quality business space with opportunities for employment generating uses.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)3</b>	<p>It is an objective of Clare County Council:</p> <ul style="list-style-type: none"> <li>a) To ensure that there is sufficient serviced zoned land in Ennis and its environs to facilitate the creation of new sustainable employment and enterprise developments and stimulate inward investment;</li> <li>b) To support the continued operation of existing industrial development and to encourage and facilitate the expansion of existing industrial operations in Ennis and its Environs, subject to normal planning considerations;</li> <li>c) To work in partnership with landowners of Transformational and Opportunity Sites to advance, within the lifetime of this Plan, proposals for employment-generating activities; and</li> <li>d) To work in collaboration with all stakeholders to maximise the opportunities to sustain the existing small and medium enterprises (SME's) and to encourage and facilitate a diverse development of new micro SME's, in recognition of their importance in providing employment and stimulating the local economy.</li> </ul>









### 1.5.3 Office Provision

Ennis is ideally suited to the provision of large-scale, high-quality office accommodation. This Plan supports and encourages the provision of new office space in town centre and edge-of-centre areas rather than in outlying areas. The following locations, all or in part, present opportunities to deliver this:

- Waterville House and adjoining lands, Mill Road/Cornmarket Street (OP8);
- New Road (MU1);
- Old Gaol Road (MU5);
- Riverside Site, Harmony Row and Bank Place (OP9);
- Waterpark House and Arás Uí Chochláin (OP10);
- Francis Street and the Causeway (OP12).
- Ennis Community Centre/Lysaght's Carpark and former Moran's Premises (OP3)
- Harvey's Quay, Analogue Building and Riverside, Parnell Street Carpark (OP4 & OP6)

The sites located on New Road and Old Gaol Road are described below, whilst Section 2.14 elaborates on the remainder of the sites.

#### MU1 New Road

This site is situated to the west of the Clare County Council building on New Road in Ennis and is ideally located to provide for office development or for uses associated with the nearby schools. The provision of pedestrian linkages from New Road to Francis Street via a footbridge across the River Fergus will greatly improve connectivity to the Town Centre. This site is partially within Flood Zones A, B and C. Less vulnerable uses should be located on the ground floor in Flood Risk A and B areas, with residual risks considered through a site-specific flood risk assessment.

### 1.6 Ennis Town Centre

Ennis town centre is at the economic, cultural and social heart of Ennis and County Clare. Its historic legacy and streetscapes lend it a very special and unique character. The Town Centre has evolved over time and is now the focus for retail, business and community activities. There is a vibrant mix of interdependent uses which contribute to the sense of place and unique identity of the Town.

Ennis Town Centre provides a broad range of facilities and services and acts as a focus for the wider region, including rural areas. An investment in the heart of Ennis therefore becomes an investment in the entire Town and the wider County. Likewise a thriving Ennis Town Centre will be a driver for growth in the whole County. It is now more important than ever to invest in infrastructure and public spaces in the Town Centre.



It is important to ensure that any future plans or proposals for the Town Centre take a holistic view to ensure that the future development of the Town is balanced and sustainable. Issues such as ease of pedestrian and vehicular movement in and around the Town and the identification of areas for new development and improvements to the public realm need to be addressed, in order to ensure that Ennis can continue to fulfil its role as the main retail and business centre in the County.

### 1.6.1 Strategic Aims for Ennis Town Centre

Strategic aims for Ennis Town Centre are:

- ~~To support the delivery of a multi-storey car park within the Town Centre to make the Town Centre a pedestrian-friendly area and provide additional parking at convenient locations to ease traffic flows in the Town Centre;~~
- To support the delivery of a parking strategy for Ennis to consider parking options in the town centre and beyond which allows the Town Centre to be a pedestrian friendly area. To provide parking at convenient locations including a mixture of existing surface parking, multi-storey car parks, and park and stride sites.
- To support and strengthen the Town Centre and provide for the future expansion of the Town Centre by bringing forward anchor developments at key sites;
- To retain residential accommodation in the Town Centre and support the provision of additional accommodation in this area;
- To make the Town Centre a more attractive and appealing space, by improving the public realm and green infrastructure network;
- In consultation with key stakeholders, to investigate and implement the most suitable form of operational measures to assist with the implementation of the Town Centre strategy and the achievement of the overall goal; and
- To support the delivery of a town bus service for Ennis.

### 1.6.2 Transformational and Opportunity Sites in the Town Centre

The Transformational and Opportunity Sites that have been identified in the Town Centre are central to the achievement of the overall Vision for the area. In addition to the primary Transformational and Opportunity Sites in the Town Centre such as the **Former Ennis National School (TS5) (OP1)** and the **Post Office Field (TS3) (OP5)** there are a number of other Transformational and Opportunity Sites that have been identified as potential locations for development/redevelopment. These sites represent gaps in the fabric of the townscape and their redevelopment and regeneration can make a valuable contribution to both the appearance of the Town Centre and the range of services and activities that take place there. Full details of all transformational and opportunity sites are set out in Technical Guidance – Opportunity Sites in Section 2.14 of this Volume.

**The Analogue Building and Adjoining Infill Site (OP4) (TS3)** presents an opportunity to create both a physical and visual link between Bank Place and the Post Office Field. The Harvey's Quay and Post Office Field projects, both individually and cumulatively, have the potential to significantly contribute to placemaking while also unlocking a development at Harvey's Quay and enhancing the amenity of the core area in the case of the Post Office Field proposal.

**The Cornmarket Precinct (TS1) Waterville House and adjoining site (OP8)** on Cornmarket Street has a prominent location adjoining the River Fergus and alongside the route of the proposed West Clare Railway Greenway. There is potential to redevelop this site for guest accommodation, office or town centre uses whilst simultaneously improving the linkages from Cornmarket Street to the riverside walkway. When combined with the **Former Western Garages and adjoining Cornstore (OP16)** there is a significant opportunity to rejuvenate the Cornmarket Street/Mill Road area of the Town Centre. **OP16** has the potential to be redeveloped for a range of commercial uses and its dual frontage onto both Cornmarket Street and Considine Terrace provides another excellent opportunity to enhance pedestrian linkages in this area.

**Abbey Riverside (TS2)** and the **Riverside site at Harmony Row and Bank Place (OP9)** has a prime location and presents an excellent opportunity to enhance the appreciation of the River Fergus in the Town Centre. There is potential to facilitate waterfront business activity and a riverside amenity space in the heart of the Town and in close proximity to the main shopping streets. The site can accommodate, amongst others, mixed use, civic or commercial uses and the redevelopment of this area also has the potential to strengthen pedestrian linkages and provide civic spaces and public realm improvements in the Town Centre.

The community centre and Chapel Lane adjoining **Ennis Community Centre/Lysaght's Carpark and former Moran's Premises (OP3)** also represent an opportunity to enhance the Town Centre from both a commercial and public realm perspective. This site occupies a central town centre location with excellent connectivity to both the Town Core and the historic street network. This Opportunity Site also has the potential to create links with historic areas in the Town Centre such as Chapel Lane and O'Connell Street, via a plaza and public spaces.

**Barrack Square and Old Barrack Street (OP2)** is a compact, intimate and attractive square which has developed into a burgeoning café quarter with a number of niche retailers. This area has a strong 'sense of place' and is an attractive urban space. The aim is to create a higher quality civic space, where people meet, relax and enjoy the ambiance whilst availing of the retail opportunities in the area.

Further details in relation to these Opportunity Sites and other sites in the town centre can be found in Technical Guidance – Opportunity Sites in section 2.14 of this Volume.

### 1.6.3 Other Sites in the Town Centre

#### Garraunakilla Market

Whilst not an identified Opportunity Site, the Council recognise the important role of the market area in the socio-economic life of Ennis and its hinterland. The physical location of the market plays a key role in attracting pedestrians into the area and influencing footfall patterns through the Town. Garraunakilla Market is a key link and fulcrum between the traditional principal shopping streets in the centre of the Town and the potential redevelopment of the Ennis National School site. The redevelopment of the market has the potential to create strong synergies between the retail activities on main shopping streets of the Town and areas in need of renewal by the redevelopment/repurposing of vacant and underutilised building in the Market area.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)4</b>	It is an objective of Clare County Council: To facilitate improvements to the public realm in the vicinity of Garraunakilla Market during the lifetime of this Development Plan;

#### ~~Holy Family School Site, Station Road~~

~~This site is zoned for Mixed Use development which will facilitate the redevelopment of these lands in the event that both schools wish to relocate during the lifetime of this Plan, but will not in any way inhibit the continued use and/or the upgrade of the schools, subject to normal planning requirements.~~

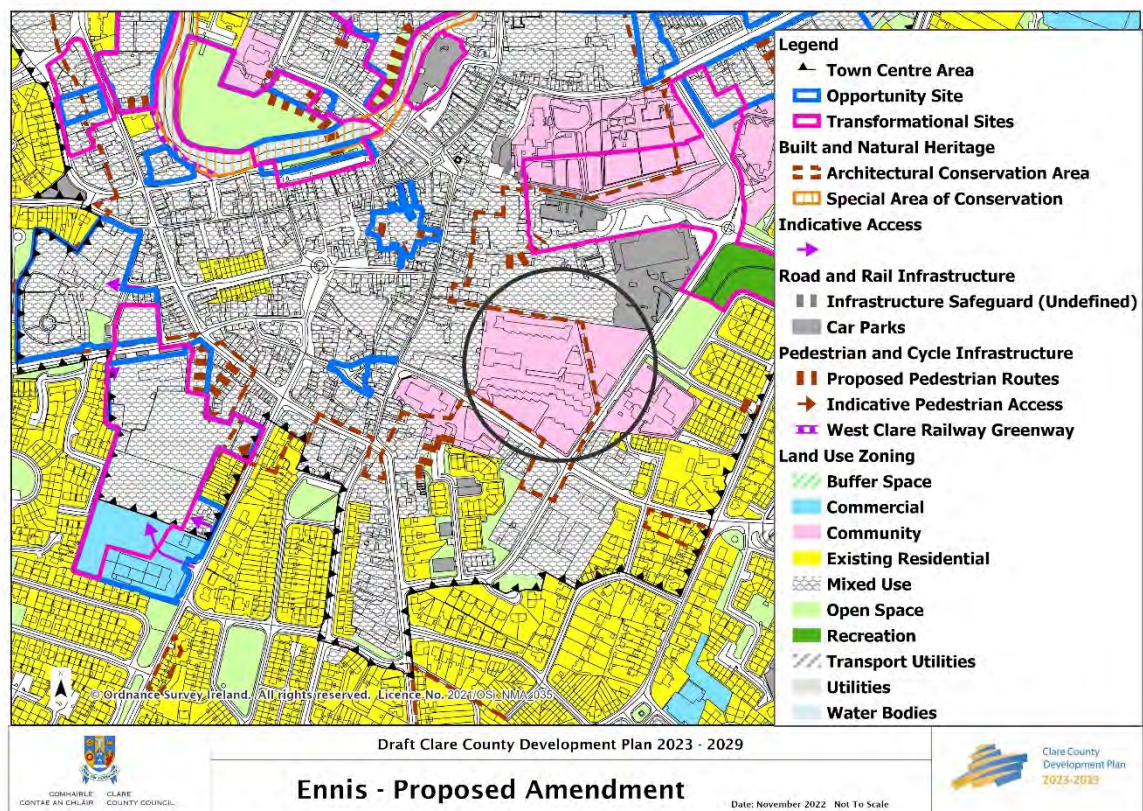
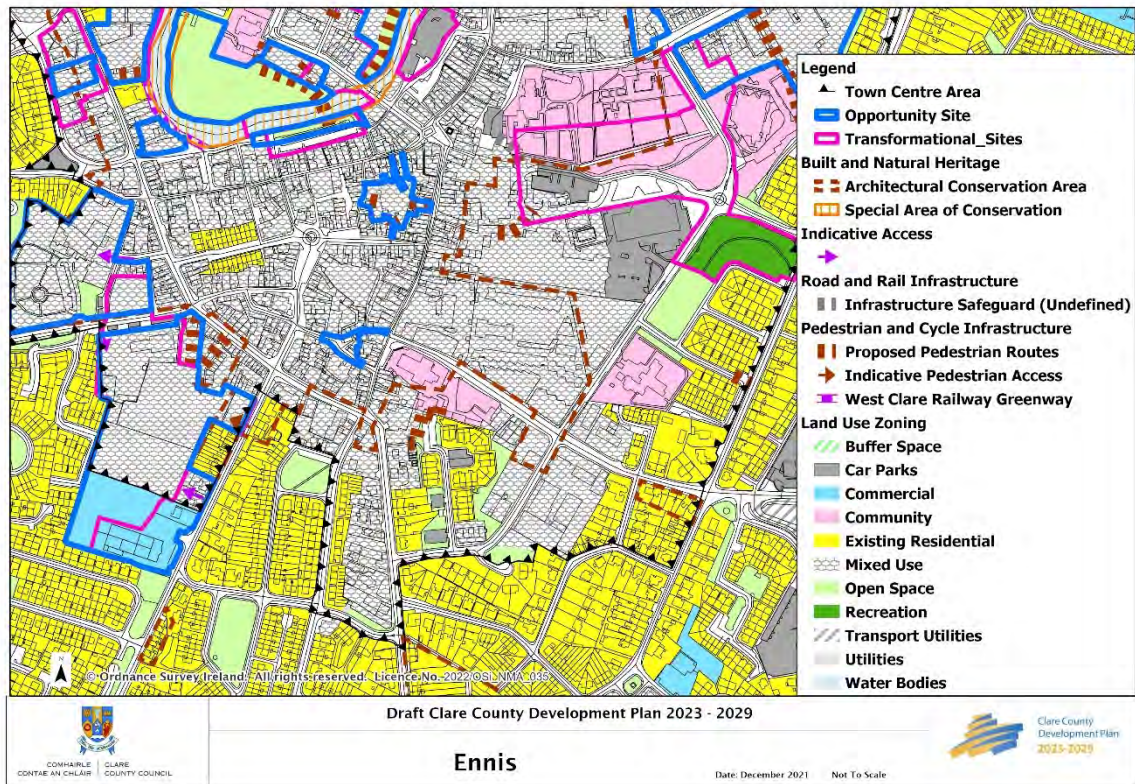
~~The redevelopment of this site would complement the shopping core by providing facilities appropriate to its Town Centre location. This, in conjunction with the redevelopment of OP12 Francis Street/The Causeway, has the potential to transform the eastern side of the Town Centre, ensuring its future viability.~~

~~The site offers excellent opportunities for the creation of new pedestrian linkages to the market area, O'Connell Street and Station Road and the train/bus station.~~

~~The site lies within the Architectural Conservation Area and future development proposals must complement the built heritage of the area. Furthermore, the site is located in Flood Zones A and B. Consequently proposals for the redevelopment of the site must be supported by a Flood Risk Assessment.~~

**Map Note:** Please note that reference to the 'West Clare Railway Greenway' where it appears in the Legend of the following maps should be taken to be the 'Indicative Route of the West Clare Railway Greenway'.







## 1.7 Retail Development

The retail sector in Ennis is a key contributor to the local economy and supporting a diverse and vibrant retail sector is one of the central aims of this Plan. Retailing is a dynamic industry constantly subject to innovation, new formats, technologies and trends. The factors that directly impact on the retail sector cannot be viewed in isolation and requires a variety of policy and operational responses. This Plan has been prepared in a time of uncertainty for the retail sector arising from the Covid-19 Pandemic, but also in a time of increasing consumer confidence in the context of a renewed focus on the revival and enhancement of the town centre and the public realm. Recognising this, the Council's main aim is to seek to preserve and support existing retail businesses and to enhance the retail offer in the Town Centre via a multi-faceted approach to land-use planning and management. Successfully addressing inter-related land-use issues can create the physical environment for certainty and confidence around retail investment decisions in the Town Centre and positively impact on the type and amount of retail floor space required.

### 1.7.1 Strategic Aims for Retail Development

Focus will be on the following strategic aims:

- To maintain and enhance the attractive character, vitality and viability of the independent retailers and other speciality shops in Ennis Town Centre whilst ensuring a dynamic range and mix in the retail offer;
- To improve the suitability of Ennis Town Centre retail accommodation for modern retailers, whilst preserving the Town's attractive historic character;
- To fully examine mechanisms that will enable the development of Town Centre sites as well as the redevelopment/rejuvenation of underutilised, vacant or derelict sites for appropriate town centre use;
- To facilitate a limited number of new or refurbished neighbourhood centres to serve new areas for housing development or to meet areas of local deficiency; and
- To monitor the vibrancy, vitality and viability of retail in Ennis through the lifetime of the Plan and brand and promote Ennis as a niche retail destination.

### 1.7.2 Retail Strategy for Ennis

Ennis is the primary retail centre in County Clare and positioned at the top of the retail hierarchy (Tier 2). The Clare Retail Strategy (Volume 7) sets out the requirement for additional retail floorspace in Ennis.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective</b> <b>V3(a)5</b>	It is an objective of Clare County Council: a) To protect and enhance the vitality and mix of Ennis

	<p>Town Centre land-use activities;</p> <p>b) To improve the suitability of the Ennis Town Centre retail accommodation for modern retailers, whilst preserving the town's attractive historic character;</p> <p>c) To accommodate the need for additional non-bulky comparison goods floor space within the town centre or town centre expansion area, ensuring it is integrated into the existing shopping facilities;</p> <p>d) To provide for neighbourhood facilities to serve existing neighbourhoods and those planned for growth;</p> <p>e) To encourage a new focus of high quality out-of-centre bulky comparison retail warehousing provisions in identified areas, limiting the range of goods which can be sold from any new premises to those that will not compete with the Town Centre.</p>
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In identifying the optimum location for retail development, this Plan has ensured that the locations chosen provide a synergy with the established shopping centre area. The identified locations will redress the imbalance of retail provision and associated carparking, both of which are predominantly located on the eastern side of town at present. New developments in the settlement area will also be required to incorporate a high level of accessibility for public transport, pedestrians, cyclists and those travelling by private car.

**Table 1 - Future Retail Floorspace potential for Ennis over the Plan period**

Ennis Catchment		
Retail Goods Type	Floorspace Capacity (m <sup>2</sup> )	
	2026	2029
Convenience Goods	2,604	3,897
Comparison Goods (Non-Bulky)	2,707	5,924
Comparison Goods (Bulky)	1,481	3,326
<b>Total Retail Floorspace Potential</b>	<b>6,792</b>	<b>13,147</b>

### 1.7.3 Retailing in Ennis Town Centre

Ennis Town Centre is the core retail area in the Town and the wider municipal district area. It is a priority to focus on facilitating the potential for further retail growth and development in the Town Centre, whilst also attempting to harness the benefits of a strong retail sector to achieve other aspects of Town Centre enhancement and economic growth. The future Ennis and Environs Local Area Plan will seek to preserve existing shops and enhance the retail offer via a multi-faceted approach to the land-use planning of Ennis Town Centre, including the management and planning of town space in respect of pedestrian priority, universal access, carparking and mobility, place making, and the enhancement and general usability of public spaces.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)6</b>	<p>It is an objective of Clare County Council:</p> <p>a) To reinvigorate Ennis as the County's most dynamic retail experience underpinned by a wide range of mainstream, independent and niche retail and service outlets that attract both residents and visitors to shop, sit and stroll, whilst re-establishing the Town's rich historic charm and urban character; and</p> <p>b) To promote, facilitate and manage improved access, parking and pedestrian and cyclist circulation arrangements within Ennis town centre and provide high quality public spaces creating an attractive and vibrant Town Centre for residents and visitors to shop, socialise and recreate.</p>

#### 1.7.4 Edge-of-Centre and Out-of-Centre Retail Development

'Edge-of-centre' is defined as a location within easy walking distance (no further than 400m generally) of the primary retail area of the town centre. An out-of-centre location is defined as a location that is clearly separate from the town centre but within the town development boundary, as indicated by this Plan. Whilst it is not the purpose of the planning system to prevent competition or trade diversion, having regard to the plan-led approach to neighbourhood shopping set out below it is not envisaged that edge-of-centre or out-of-centre convenience retail development will be required or permitted during the life time of this Plan.

#### 1.7.5 Neighbourhood Centres

Neighbourhood centres generally serve smaller more localised communities, where many of the inhabitants are able to access their daily needs within easy reach of their homes, preferably within walking distance. The concept of neighbourhood centres in Ennis is fundamental to anchoring communities and meeting daily convenience shopping needs.

At present neighbourhoods such as Roslevan and Lifford are well-served in terms of local retail provision. However, in other neighbourhoods, particularly neighbourhoods identified for expansion, there is currently a deficit in service provision. This Plan aims to address this deficit through the identification of sites for the development of local shops/neighbourhood centres, thereby meeting the needs of the resident communities **in line with the 10 minute town concept and supported by active travel measures**. The following sites are proposed for the development of new neighbourhood centres during the lifetime of this Plan:



### Site COM5 Claureen

The principal development objective is to secure the redevelopment of this site for the provision of a neighbourhood centre to serve the Claureen and Woodstock neighbourhoods. The centre must provide for a mix of uses anchored by a supermarket/ grocery store up to approximately 1200m<sup>2</sup> (net floor area). Other services such as hairdressers/barbers, pharmacy, café or restaurant etc. may also be provided in the neighbourhood centre.

Development proposals for this site must be accompanied by a transport and traffic assessment undertaken in accordance with NRA/TII Traffic and Transport Assessment Guidelines (2014). This must also include an assessment of the cumulative impact of traffic/transport generated by planned development in the area on significant junctions in the vicinity.

This site is located within 3km of a Lesser horseshoe bat buffer, associate with Poulatadig Cave SAC and just over 2.5km from a mapped bat roost. There is also potential connection to the Lower River Shannon SAC. Any development proposals on this site shall include details of how surface water will be controlled during construction and operation to allow the Local Authority to screen the proposals under Article 6(3) of the EU Habitats Directive. Only proposals that can clearly demonstrate that they will not adversely affect the cSAC will be permitted. Any development proposals shall include mitigation to protect water quality (construction and operation), bats birds and habits in line with NIR Mitigation 2, 3, 4a set out in Volume 10a of the Plan.

The majority of the site is in Flood Zone C, with a portion to the south in Flood Zone A and B, and therefore a Flood Risk Assessment will be required as part of any planning application made in relation to this site. The flood Risk Assessment must be prepared having regard to the information set out in Volume 10(c) Strategic Flood Risk Assessment of this Plan.

### Site COM6 Cahircallamore

The HSE has recently opened an Out-Patient Clinic in part of this development, mainly at first floor level. The principal development objective for this site is to secure the optimum re-use of the remainder of the building, by providing a neighbourhood centre that serves the Cahircallamore neighbourhood. The neighbourhood centre shall provide for a mix of including convenience retail and other uses may include hairdresser/barber shop, café or restaurant, fitness centre, or children's indoor play centre will be encouraged. ~~The Planning Authority also encourages the continued use of this site for the 'Walking Bus' to the national school nearby.~~ Given the proximity of this neighbourhood centre to the national school that also serves this neighbourhood, there is an opportunity that initiatives for active and safe travel to the school can be facilitated here as part of the overall promotion of behavioural change towards more active travel to schools.

## Sites MU6A Clare Road

This site is zoned Mixed Use and would be appropriate for a Neighbourhood Centre which should ensure a mix of commercial uses which are appropriate in scale and nature to the area and which do not impact on the vitality and viability of Ennis Town Centre. A high quality public playground and park area, catering for a variety of age groups, shall be provided and maintained by the developer as part of any neighbourhood centre scheme.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)7</b>	<p>It is an objective of Clare County Council:</p> <ul style="list-style-type: none"> <li>(a) To retain the vitality and viability of existing neighbourhood centres and local shops, ensuring their sustainable development;</li> <li>b) To work to ensure that all residential areas have easy access to, and are adequately serviced by, local/neighbourhood facilities and services;</li> <li>(c) To encourage the provision of new neighbourhood centres, in the areas identified, to provide a mix of uses and services suited to the scale of the local neighbourhood. Such developments will be the subject of a retail impact assessment to ensure that there will be no resultant negative impacts on the vitality and viability of the Town Centre; and</li> <li>(d) To ensure that a physical buffer is provided between new neighbourhood centres and adjoining residential areas to avoid disturbance and promote compatibility.</li> </ul>

### 1.7.6 Retail Parks

In Ennis, existing facilities have grown organically in dispersed locations, both in the Town Centre and out-of-centre areas. Accordingly, this Plan identifies a requirement to consolidate the existing disparate floorspaces of bulky goods retail warehousing throughout the settlement area to counteract the leakage to larger multinational stores in Limerick. The strategy for bulky goods retail provision is for higher quality out of centre bulky comparison goods floorspace in two designated sites, which can easily be accessed by vehicular traffic, and attract a leading bulky goods anchor. Outside of these two designated areas, construction or changes of use to retail warehousing will be carefully considered by the Planning Authority.

Recognising the existing indigenous base and dispersed provision of retail warehousing in the Quin Road Business Park, this area will play a central role in improvements to the quality of retail warehouse provision. The area will be rebranded as a Business and Retail Park, recognising the importance of the park as a destination for retail warehousing. Clare County

Council will encourage and welcome proposals for change of use and redevelopment of existing units into retail warehousing and the enhancement of the public realm.

#### Site COM4 Quin Road Business and Retail Park

This park was originally developed by Shannon Development and currently contains a mixture of light industrial and retail uses. An anchor retail warehouse tenant in a high quality building will be encouraged within the park. During the lifetime of this Plan the Council will require the preparation of a scheme to implement a series of operational measures to improve the appearance of the area, address the proliferation of signage and improve way-finding, roads, signage, and boundary treatments. Future development proposals on this site must be progressed having regard to Section ~~12~~ 8 in Volume 10(c) of this Plan. All development proposals within the business park will require a site specific FRA in line with the recommendations provided under Section 5 of Volume 10(c) of this plan and specific consideration will need to be given to residual risk and particularly the impact of defence overtopping.

#### Site COM1 Ballymaley Business Park

Situated on the northern periphery of the Town, Ballymaley Business Park has a mixture of uses including retail warehousing, commercial, light industrial uses, Enterprise Hub Space, vacant and uncompleted units. The aim is to find suitable uses for existing vacant buildings and to complete the estate in an orderly and visually attractive manner. Some units in the Ballymaley Business Park are suitable for bulky comparison retail shopping and have been zoned accordingly.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)8</b>	It is an objective of Clare County Council: To encourage the sustainable development and re-use of sites for high quality retail warehousing and bulky comparison goods provision in the Quin Road Business and Retail Park and the Ballymaley Business Park, having regard to the Clare Retail Strategy.

### 1.8 The Public Realm and Built Environment

An attractive town image of Ennis can contribute significantly to the Town's competitiveness from a retail and economic growth perspective. The benefits of an enhanced public realm include improved accessibility, increased pedestrian footfall, street activity and property value, and a longer stay by shoppers and visitors. It also enhances community pride and sense of place and complements the work of active community groups who strive to make the Town a better place for all to enjoy.

In relation to Ennis Town Centre and surrounding area, public realm improvements will be focused on the following areas.

- ~~Parnell Street and the on-going regeneration of Lane and Bow Ways in the Medieval Core of Ennis;~~
- O'Connell Square and High Street;
- Old Barrack Street and Barrack Square; and
- The Post Office Field (Transformational/Opportunity Site).
- Abbey Street

In order to ensure a high quality and accessible public realm and the on-going management and conservation of the built heritage in the settlement area, the following strategic aims will be pursued. These will be further developed in the Ennis and Environs Local Area Plan. The sites above which are identified as Opportunity Sites are discussed in greater detail in Section 2.14 of this volume. The remaining sites are discussed in more detail in Section 1.8.1 below.

#### 1.8.1 Strategic Aims for Public Realm and Built Environment:

- To pursue all avenues of funding and work with all relevant stakeholders to implement proposals for the management, enhancement, renewal and regeneration of the public realm in association with an improvement in pedestrian and cycling accessibility and permeability;
- To apply the principles of Universal Design to create spaces that are safe, easy to navigate and which easily facilitate daily life and business; and  
To ensure that new developments positively contribute to the public realm and complement the built heritage of the Town.

#### O'Connell Square (The Height), Old Barrack Street and Barrack Square

The Height marks the central point in the Town Centre of Ennis and its focal point, the O'Connell Monument, is a key landmark in the Town. The main shopping streets in the Town Centre converge at this point and for this reason the pedestrian footfall in the area is extremely high. The Square can be quite difficult for pedestrians to navigate when traffic volumes are high and there is little opportunity for civic uses in this important public space in the town centre. At present due to Covid-19 restrictions vehicular access to O'Connell is restricted during the day.

Plans are in place for public realm works for this area and Part 8 planning has been approved. The proposed works will reprioritise the existing arrangement by providing a narrower vehicular way and wider footpaths which will provide a civic space for other uses as well as enhance the pedestrian movement through/around the Square.

The Barrack Square Area is to be developed as a 'café quarter' with a high-quality civic space, while the works to O'Connell Square, High Street and O'Connell Street will deliver a well developed expanded plaza, with seating and planting in addition to greater accessibility for pedestrians. Valuable and visible enhancements to these areas will include shared surface treatment, widened footpaths, high-quality surface materials with improved street furniture, lighting and signage, street trees, canopy structures, and an interactive pavement fountain. While locals and tourists will benefit from the tangible benefits of this windfall, it has been found that public realm improvements also result in economic benefits for a town in terms of footfall, investment and trading.

### **Parnell Street and the Regeneration of the Lane and Bow-Ways**

Parnell Street forms a spine connecting O'Connell Square to Mill Road and together with their network of 17 lanes, they connect the river frontage to the Market Area. A public realm scheme is currently underway for this area with considerable progress on Parnell Street.

### **1.9 Travel, Mobility and 10 Minute Town**

Ennis is the County Town of Clare and, as such, is an important origin and destination for trips to around the County and to and from the Limerick-Shannon Metropolitan Area and the Galway Metropolitan Area. It is an objective of the Council to develop the Town as a bus and rail connecting hub for the County and surrounding areas.

The plan recognises and supports the importance of sustainable transport, including effective integration of land use and transportation, encouraging a modal shift from private transport to walking, cycling and public transport. To encourage such a modal shift requires improvement to the existing public realm and walking and cycling infrastructure to ensure the safe and pleasant movement of people. Furthermore it is essential that all new developments focus on permeability, connectivity and link with the pedestrian, cycle and transport routes.

Ennis and its Environs have many positive attributes in relation to travel and mobility. It benefits from having a relatively compact urban form which offers opportunities for greater sustainability and the use of different modes of transport. The settlement area also has excellent connectivity with the wider County and with neighbouring cities and towns. However, despite these positive attributes, there is a recognised need for improved access and ease of movement, particularly in Ennis Town Centre. To this end the Ennis and Environs Local Area Plan will set out a strategy and objectives for walking, cycling, bus, delivery facilities, taxi ranks, signage, safe routes to school and carparking.

The 10 Minute Town Concept seeks to have all community facilities and services accessible within a 10 minute walk or cycle from homes or are accessible by public transport services connecting people to larger scaled settlements. Ennis has the characteristics and potential to

lead the way as Ireland's first '10 Minute Town'. Building on the existing network of lanes and bow-ways and its high levels of walking this Plan seeks to locate employment, services, housing and education facilities within the existing compact urban area of Ennis. This will be supported by the prioritisation of walking and cycling and by the coordination of land use and infrastructure to facilitate the continued shift to sustainable modes of transport. The achievement of the '10 Minute Town' would make Ennis a leader in the area nationally and would act as a valuable attribute in terms of quality of life and cost competitiveness.

### 1.9.1 Strategic Aims for Travel and Mobility

In order to successfully achieve the overall goals in relation to travel and mobility in the Ennis and Environs Area, the following strategic aims will be proactively pursued:

- To prepare and implement Local Transport Plan for the Ennis Town and Environs area, incorporating, a Strategic Environmental Assessment and an Appropriate Assessment during the lifetime of this Development Plan;
- To support continued investment in measures to improve sustainable transport through the Active Travel Programme;
- To support Ennis as a mobility hub for County Clare and the surrounding region;
- To support the preparation of a Mobility Plan for Ennis, to facilitate the delivery/development of key Town Centre transformation and opportunity sites and public realm enhancement initiatives;
- To adopt the '10 minute town' model to inform improvements that are required to ensure pedestrian permeability and prioritise walking as the preferred mode of transport in the settlement area, particularly in Ennis Town Centre;
- To enhance and promote high amenity walking routes in the settlement area;
- Support and promote initiatives such as Park and Stride, Green Schools Travel and Safe Routes to School Programmes and the concept of having safe routes to school;
- To provide additional parking facilities;
- To support and facilitate improvements to public transport services and infrastructure in the settlement area including the delivery of Ennis Local Bus Service; and
- To work with relevant stakeholders to address the transportation needs of businesses operating in the Town Centre area.

### 1.10 Community, Culture, Education and Recreation

Community, social and recreational developments are central to the achievement of a high quality of life and the creation of an inclusive society. Ennis Municipal District has a range of facilities which promote social and cultural development such as community centres, places of worship, sports centres, a museum, theatres and library, all of which positively influence people's view of the area as a place to live, work and recreate. In addition to cultural facilities, Ennis and its Environs are also well served with both active and passive recreational facilities such as Active Ennis sports and leisure facilities, walkways, sports clubs and playgrounds.

### 1.10.1 Strategic Aims for Community, Culture, Education and Recreation

In order to achieve the overall goals in relation to community, culture, educational and recreational development, the Council will work to achieve the following strategic aims:

- To support, enhance and promote the range of educational and community facilities within the Municipal District;
- To support the development of a film studio in Ennis;
- To promote and support improved social, community and cultural facilities and services the completion of the new County Library facilities within the Municipal District;
- To support, enhance and promote the broad range of existing recreational facilities available within the Municipal District;
- To build on the tradition and success of the Fleadh Cheoil to foster further cultural activity;
- To encourage, promote and facilitate active and inclusive participation in physical, social, cultural and community activities in Ennis and Clarecastle and the surrounding areas; and
- To support the work of the Local Community Development Committee (LCDC), particularly in relation to the implementation of the community elements of the Local Economic and Community Plan.

### 1.10.2 Educational Services

Education has one of the most important social and community functions in any town and is a critical driver of economic success and social progression. The Department of Education and Skills is primarily responsible for the delivery of educational facilities and services. In accordance with 'Provisions for Schools and the Planning System – Code of Practice, July 2008', it is the Council's role to ensure, through this Development Plan, that adequate serviced lands are available in appropriate locations, to facilitate the development and expansion of primary and secondary school sites.

In line with the socially inclusive actions to achieve equality of access to services and the principles of sustainable development, Clare County Council will, in collaboration with the Department of Education and Skills, ensure that educational facilities and services can be easily accessed by all members of the community. Clare County Council has made suitable provision for educational services in this Plan by zoning appropriate lands both for new schools in the Roslevan and Clareen neighbourhoods and to facilitate the development and potential future expansion of existing schools in the Plan area.



CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)9</b>	<p>It is an objective of Clare County Council:</p> <p>a) To continue to work with the Department of Education and Skills, the Limerick Clare Education and Training Board and other agencies in meeting future educational requirements of the Ennis and Environs Area on land zoned for community and identified for schools; and</p> <p>b) To support infrastructural up-upgrades including road improvement schemes that facilitate pedestrian and cyclist commutes to schools. This is of particular relevance to Knockanean school.</p>

### 1.11 Tourism

Tourism is a significant industry both in the Ennis Area and in the wider County and a key platform upon which to strengthen the local economy. The tourism industry is a large employer in the area and makes a valuable contribution to the local economy. Clare County Council in partnership with Shannon Heritage, Shannon Group and Fáilte Ireland, have launched the County Clare Tourism Strategy 2030. The strategy seeks to ensure the continued growth of tourism in the County by adding to its appeal to both overseas and domestic visitors, and to do so in a sustainable way – managing and dispersing growth so that communities in all parts of County Clare benefit. The strategy seeks to develop the profile, experience and infrastructure of Ennis as a core hub attraction and gateway to the County and encourage visitors to dwell longer in the County building on bed nights in Ennis.

Ennis is one of the most picturesque and attractive tourist centres in the Mid West Region and is a successful tourism centre in itself, with a wide range of attractions, activities and a vibrant Town Centre. Ennis also acts as a gateway to the County, capitalising on the Town's central location and accessibility with a range of accommodation and facilities for many annual overseas tourists and the increasing numbers of Irish visitors who visit County Clare annually. This dual tourist function is one of the strengths of the tourism industry in Ennis. However, there are opportunities to expand the array of tourist products available in the Town and to further promote Ennis as a tourism destination in itself. 'Promote Ennis: Niche Destination Plan' has been produced with a development focus on Ennis realising the significant opportunity that tourism presents for increased economic activity.

The location of Ennis on the national road and rail network, just 14 miles from Shannon International Airport, makes the Town an ideal 'tourism hub' and base from which tourists can explore the many renowned attractions in County Clare. Clare County Council will encourage the development of sustainable synergies between Ennis and the wider Clare tourist providers in order to promote Ennis as a gateway and overnight accommodation base for tourists visiting the many attractions and activities in the rest of the County.

The focus of the tourist strategy for Ennis will be to provide for a year-round tourist product, to diversify the existing strong tourism product based on heritage and culture expanding into activity breaks, food tourism and the conference and convention market and enhance the attractiveness of the Town Centre.

### 1.11.1 Strategic Aims for Tourism

In order to support the achievement of a successful, diverse and year-round tourism industry in the settlement area, the following strategic aims will be pursued:

- To protect, enhance and expand the established tourist economy in Ennis in a sustainable manner;
- To support the development of a hotel and conference centre within the Town;
- To promote Ennis as a destination and integral part of the wider tourist product in County Clare;
- To encourage, facilitate and promote the development of an international brand hotel and convention facility in Ennis;
- To pursue Ennis as a hub for cycleways, greenways and eco-tourism; and
- To support the Ennis Niche Destination Plan.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)10</b>	<p>It is an objective of Clare County Council:</p> <p>a) To develop Ennis as a 'tourism hub' and gateway to the wider county and the Wild Atlantic Way offering a unique access point and base to explore the County and the wider region;</p> <p>b) To attract and provide for a year-round tourist product, by diversifying the existing strong tourism product based on heritage and culture into activity breaks, food tourism and the conference and convention market;</p> <p>c) To enhance the attractiveness of the Town Centre with greater pedestrian priority and environmental enhancements presenting an accessible family friendly town with a high quality of life;</p> <p>d) To develop a comprehensive 'brand' and marketing strategy and to actively promote Ennis as a tourist destination; and</p> <p>e) To support the development of Clarecastle as a centre for tourism activity.</p>

### 1.11.2 Tourism Accommodation

A key element of the strategy for tourism in Ennis is to expand and diversify the existing high quality hotel offer in Ennis. Business tourism is one of the fastest growing segments in the tourist industry. A broadening of the accommodation base to cater for the business tourist is worth exploring. For example, long term serviced apartments, whether for corporate lets or holiday lets, and a hotel would be a welcome addition to the accommodation base.

This Settlement Plan supports and promotes the development in Ennis of an internationally-branded hotel chain, with large meeting and convention facilities, to benefit from their world-wide marketing databases. In addition to achieving economic development goals, an internationally-branded hotel would be a significant boost to the tourist product in Ennis and the wider County.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)11</b>	It is an objective of Clare County Council: a) To encourage and facilitate the development of a diverse, high quality tourism accommodation base in Ennis; and b) To encourage a new internationally-branded hotel and convention facility in Ennis to enhance the tourist product.

### 1.11.3 Tourism Products

Ennis currently boasts an enviable array of tourism products which attract visitors to the Town. These range from sites of historical interest such as the Old Ennis Friary, Clare Abbey and the Clare County Museum to outdoor activities such as golfing, cycling, equestrian sports and walking tours. There are also many accessible family-friendly amenities such as parks, playgrounds and the Active Ennis Leisure Centre. Information about these products has been made more accessible through initiatives such as the Visit Ennis website and publications ([www.visitennis.com](http://www.visitennis.com)) and the Ennis Walking Trails app.

#### Site TOU2 Beechpark

The site is strategically located to the east of the junction of the N85 with the R474. The site has an attractive setting with mature woodland and views of the Claureen River. This site has the potential to be developed for tourism uses such as an activity park with nature trails, looped walks, education and leisure uses etc. This site is readily accessible from the N85 and is characterised by dense and extensive mature trees. Further details and a site brief are contained in Section 2 Technical Guidance in this Volume.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)12</b>	It is an objective of Clare County Council: To support the continued operation and future enhancement of existing tourism products and services in the Plan area.

### West Clare Railway Greenway

The West Clare Railway Greenway ~~is~~ **will form** an off-road, low-gradient path for walking and cycling along the former route of the famous 'West Clare Railway'. When complete, the greenway will form part of the National Cycle Network and will link Ennis, Shannon and Limerick to the 'Wild Atlantic Way' at Lahinch and continue southwards to Kilrush and Kilkee. Currently the **indicative** route commences in the Town Centre and the cycleway **is envisaged to follow** an existing riverside trail along Cloughleigh Road, Lahinch Road and Drumcliffe Road to the Active Ennis Lee's Road Sports and Amenity Park. The **indicative** diverse route will then follow a forest trail before following the line of the West Clare Railway through the stunning local landscape.

In order to facilitate the use of the greenway and provide services and amenities to those using the route, a site in Woodquay is identified for the development of a trail head for the West Clare Railway Greenway (OP7). This site is conveniently located in close proximity to the Town Centre, accommodation providers and shops and will ensure the integration of this tourist and recreation amenity into the Town Centre.

The development of the West Clare Railway Greenway is a priority for Clare County Council and will be a significant addition to the range and diversity of tourism products in the area.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)13</b>	It is an objective of Clare County Council: a) To prioritise the development of a walking and cycling path along the full line of the West Clare Railway within the Municipal District area, in collaboration with landowners and subject to the requirements of the Habitats Directive; b) To safeguard, where feasible, the route of the old West Clare Railway which has not been affected by existing development and to encourage its use for recreational purposes and/or as part of an operational railway tourist attraction. Exceptions to this shall include short sections within the curtilage of residential or commercial property.

#### 1.11.4 Potential for Heritage-based Tourism

Ennis has an extremely rich heritage and an enviable array of buildings and structures remain from the past in the settlement area. There is potential for this rich heritage to be further developed and opportunities to enhance the reputation of Ennis as a late-medieval town will be explored, centred around Chapel Lane, the Club Bridge area and the Old Ground Hotel.

#### 1.11.5 Biodiversity and Tourism

The varied natural environment and rich biodiversity that are found in the Ennis and Environs Area present an opportunity to enhance the local tourism product. The settlement area contains an extensive range of flora, fauna and natural elements, such as lakes, turloughs and karst features, many of which are unique to the area. The biodiversity and natural features in the area have the potential to greatly contribute to the tourism product, attracting visitors for both academic/educational purposes and independent visitors, attracted by the opportunity to see so many rare and protected species within a small geographic area.

#### 1.11.6 Tourism in Clarecastle

The tourism industry in the Clarecastle area is underdeveloped and significant opportunities exist for developments that will attract greater numbers of visitors to the area. The village is well situated in relation to transport links and local amenities and has the potential to become an important local tourist centre, building on accessibility to the water and the landscape in the vicinity. The rich heritage and historical importance of Clarecastle as a military base, commercial port and fishing village provide plentiful opportunities to raise its tourism profile. The objective in relation to tourism development in Clarecastle is:

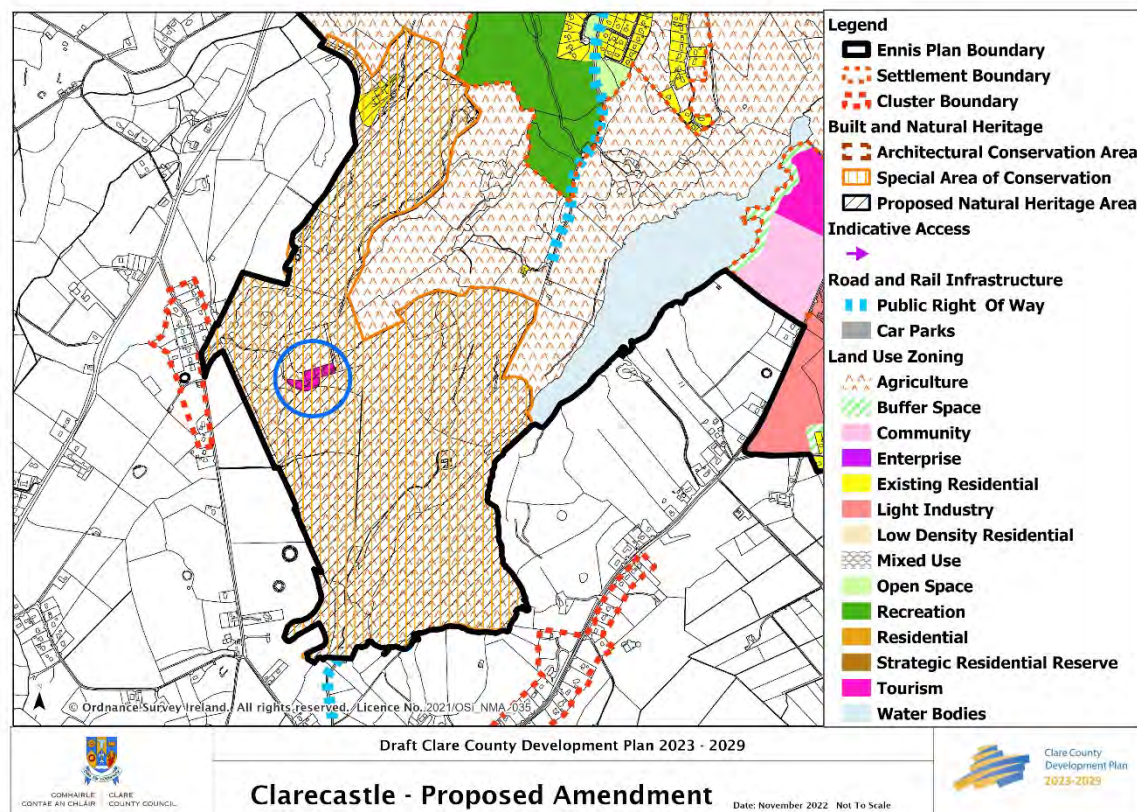
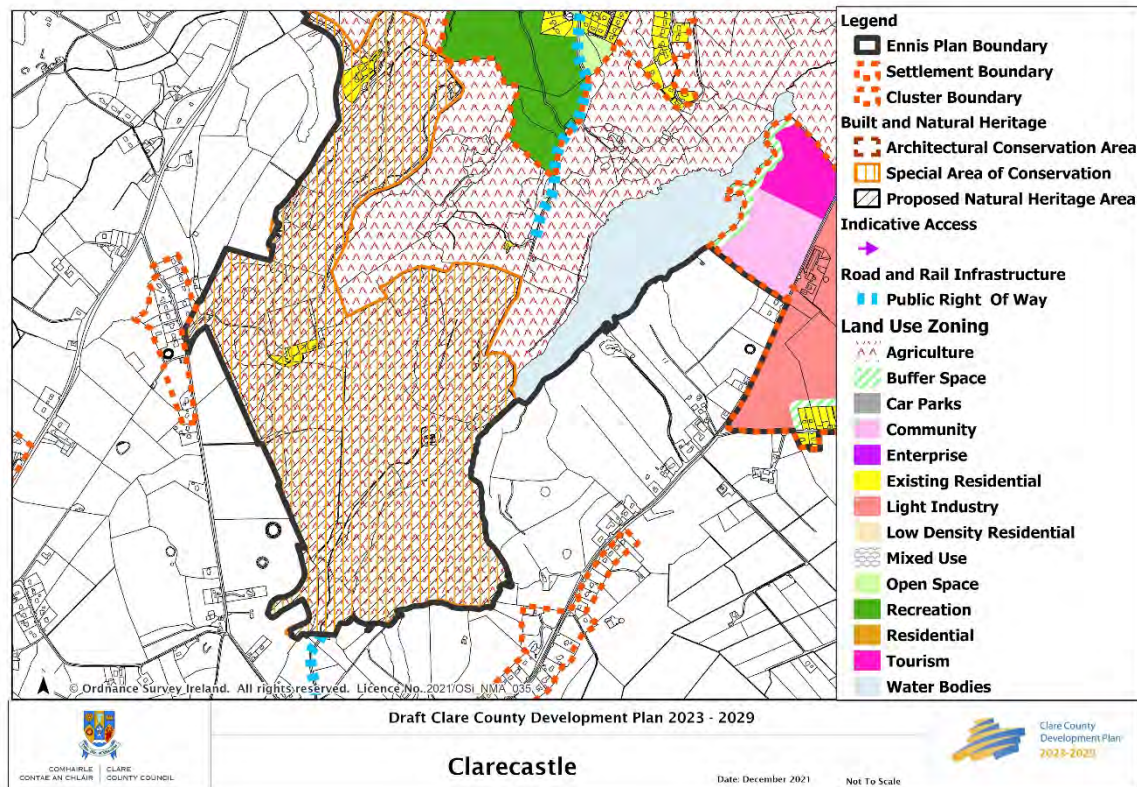
- To facilitate the expansion of tourism infrastructure, facilities, entertainment and accommodation in Clarecastle.

The Ennis and Environs Local Area Plan will set out in greater detail a tourism strategy for Clarecastle.

#### 1.11.7 Tourism in Newhall Estate

The built and cultural heritage, biodiversity, natural features, scenic landscapes and natural amenities of Newhall Estate have the potential to develop a suitable sustainable tourism offering appropriate to its location, setting and ecological value. Any such development must be suitable in terms of scale to its location.





## 1.12 Climate Change and Low Carbon Strategy

Safeguarding and enhancing our environment is not only an environmental sustainability issue but is a social economic and public health issue and well being consideration. National level guidance seeks to deliver such protection through sustainable development and the transitioning to a competitive, low carbon and climate resilient economy by 2050.

With the effects of climate change becoming increasingly understood, it is now more important than ever to ensure appropriate actions are taken to minimise the impacts of these changes on the environment. Resilience to climate change will therefore be a central consideration in the preparation of the Ennis and Environs Local Area Plan. In Ennis there are opportunities to establish low energy residential communities in a number of the neighbourhoods, and low energy business communities.

Climate change will be addressed through action in the two principal areas of mitigation and adaptation taking steps to transform Ennis into a low-carbon town which is both a necessity and an opportunity. The future economic and social development of Ennis must thus be considered in the context of the protection and enhancement of its natural environment. Effective management and planning of this natural environment presents the Town with the opportunity to lead the way in transitioning to a low carbon economy, becoming an exemplar as 'Ireland's First Climate Adaptive Town', as outlined as a key strategic objective in the Ennis 2040 Economic and Spatial Strategy.

Leadership in this area would also be an economic asset for Ennis as companies seek to locate in innovative places that provide them with an opportunity to promote and support their 'green credentials'.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)14</b>	It is an objective of Clare County Council: a) To support the Ennis 2040 Strategic Objective of Ennis becoming Ireland's First Climate Adaptive Town; b) To support the delivery of the Transformational Wetlands site as a nature based solution for water storage and climate adaptation; and c) To facilitate appropriate and well-designed access to natural spaces, features and landscapes.

### 1.12.1 Strategic Aims for Climate Change Adaptation and Low Carbon Strategy

In order to develop Ennis as a low carbon town and to ensure adaptation and resilience to the effects of climate change, the Council will work to achieve the following strategic aims:



- To work in coordination with relevant stakeholders to secure the development of low carbon residential and business properties in the settlement area;
- To use Ennis's existing physical features in a smarter, more efficient way, planning for compact future growth and promoting the provision of a local us service allows development to be planned and designed in a manner which maximises accessibility by public transport, walking and cycling in line with the '10 Minute Town' concept;
- To promote a more compact and less energy-intensive form of urban development;
- To assist local communities in identifying local sources of energy and to encourage community/neighbourhood-based renewable energy development;
- To ensure that the potential effects of climate change are a key consideration in the location and design of new developments; and
- To ensure that the potential risk of flooding is a key consideration in the future development of lands in the settlement area.

### 1.12.2 Climate Change Adaptation and Flood Risk

Climate change refers to any significant changes in the measures of climate, lasting for an extended period of time. It can include, amongst others, major changes in temperature, precipitation or wind patterns that occur over several decades or longer. However, for the foreseeable future, it will be necessary to manage and mitigate the impacts of climate change on the daily lives of the residents and businesses located in the settlement area. Climate change adaptation refers to any adjustment in natural or human systems in response to actual or expected climatic stimuli. Within the Settlement Plan area a combination of hard measures (e.g. flood defence works) and soft measures (e.g. enhancing the green infrastructure network) are set out to ensure management of, and adaptation to, the current and future effects of climate change. Clare County Council supports and will facilitate the achievement of the 'National Climate Change Adaptation Framework' (2018 NCCAF) and the Climate Action Plan (2019) and the Climate Action and Low Carbon Development (Amendment) Bill (2011). The Clare Climate Change Adaptation Strategy 2019-2024 outlines the strategy of the Council to adapt to the effects of climate change and to safeguard the biophysical infrastructure and wellbeing of the people and communities of County Clare. The short, medium and long term objectives of this strategy have informed the County Development Plan and are incorporated to the development objectives throughout the Plan.

### 1.12.3 Capital Works and Flood Alleviation/Defence Works Programme

Owing to an extensive and frequent history of flooding there are a number of flood relief schemes in Ennis and along the River Fergus. The Office of Public Works (OPW) is the lead agency for flood risk management in Ireland. The Council is charged with implementing and complying with 'The Planning System and Flood Risk Management (and Technical Appendices) Guidelines for Planning Authorities' (DoEHLG/OPW 2009). The Council, in liaison with the OPW, is responsible for implementing the Water Services Flood Alleviation Capital Programme. Two schemes are currently underway in Ennis and nearing completion:

- Ennis Lower Flood Relief Scheme; and
- Ennis South Flood Relief Scheme - Proposal includes works at Ballybeg and St Flannan's swallow holes and the right bank (west side) of the River Fergus between Doora Bridge and the tidal barrage at Clarecastle. This scheme has received approval with conditions from An Bord Pleanála and will proceed subject to funding approval.

The various phases of works include the construction of defence walls, embankments, demountable defences, storm water sewers and pumping stations and will provide Ennis with flood relief up to the 1 in 100 year flood level (1% AEP).

Those works which have been completed to date include:

- Tidal barrage at Clarecastle – constructed 1954;
- Upper Fergus Certified Drainage Scheme (OPW) Fergus Upper Flood Scheme – completed 2009;
- Gort Road Scheme - Lough Girroga Culvert (CCC/OPW) completed 2011, provided an overflow pipe from Lough Girroga to the River Fergus via Gort Road Business Park;
- Aughanteeroe Scheme- completed 2010 (CCC/OPW);
- Watery Road/Elm Park – completed 2013; and
- River Fergus Ennis Lower Certified Drainage Scheme (covering the area from Bank Place Bridge to Doora Bridge). This scheme was completed in 2014.

#### 1.12.4 Catchment Flood Risk Assessment and Management Studies (CFRAMS)

The Plan area falls within the Shannon CFRAMS area. A preliminary flood risk assessment was completed for Ennis and Environs as part of the CFRAMS project, a national strategy for flood risk management, in compliance with the requirements of the EU Floods Directive. Ennis is identified as an area for further assessment (AFA). A Flood Risk Management Plan will be prepared for each identified AFA, including Ennis, which will drive a capital programme for flood risk management and alleviation in the future.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)15</b>	It is an objective of Clare County Council: a) To facilitate the maintenance and improvement of the existing embankments and other flood defence works in the Plan area as necessary, whilst ensuring that such works are appropriately assessed in accordance with the CDP Objective 3.1 prior to them taking place; and b) To facilitate the implementation of the CFRAMS for Ennis and Environs <del>when complete</del> .

### 1.12.5 Strategic Flood Risk Assessment

A Strategic Flood Risk Assessment (SFRA) was prepared as part of this Plan and is contained in Volume 10(c). Site specific assessments were carried out on lands that are proposed for development and the outcomes of the SFRA have informed the land use zoning maps and policy objectives contained in this Settlement Plan.

This Plan also actively manages flood risk by undertaking a Stage 2 Flood Risk Assessment in the determination of the nature and extent of zoned land in the Ennis settlement.

### 1.12.6 Flood Risk and Future Development in the Settlement Area

The potential for increased incidences of flooding due to climate change is acknowledged and flood risk will be a key consideration in the assessment of planning applications in the settlement area. Ennis and its Environs are located on the flood plain of the River Fergus, an area that is particularly at risk from flooding in circumstances when high river flows coincide with high tides. This Settlement Plan has adopted a precautionary approach and lands which have been identified as potentially at risk from flooding have generally been zoned for uses which are not considered vulnerable. Planning applications must be accompanied by a site-specific Flood Risk Assessment (FRA) if the site is in an area at risk of flooding; on lands adjoining same; where cumulative impacts may result in a flood risk elsewhere; in low lying areas or in areas adjacent to streams/rivers. Further guidance in this regard can be found in the Strategic Flood Risk Assessment in Volume 10(c) of this Plan.

### 1.13 Green Infrastructure, Biodiversity and Natural Heritage

The natural heritage and biodiversity of the Ennis and Clarecastle area is a rich, varied and valuable resource which has shaped the development of both and has enriched the quality of life and well-being of residents. It is also a vulnerable resource. The Plan area contains Ballyallia Lake, the River Fergus and important woodland and wetland ecosystems together with designated habitats and species that are protected under national and EU legislation.

Opportunities existing to enhance the local landscape character whilst providing greater ecological integrity and connectivity, for example through the River Fergus and floodplains, enhancement of existing and new green space and protection of existing important habitats and species dependent upon them. By implementing a green and blue infrastructure approach to Ennis and Environs that promotes co-benefits for biodiversity, landscape and well being, the significant resources that help define Ennis can help make the County Town more resilient to climate change and reinforce a strong local landscape character and sense of place.

### 1.13.1 Strategic Aims for Green Infrastructure, Biodiversity and Natural Heritage

In order to protect and enhance the natural heritage of the settlement area and enhance the local green infrastructure network, the Council will work to achieve the following strategic aims:

- To protect and enhance natural heritage in Ennis while promoting and developing its well-being as well as its cultural and educational potential in a sustainable manner;
- To raise awareness and appreciation of biodiversity in Ennis and Clarecastle;
- To conserve and protect sites, which have been designated for their ecological and environmental sensitivity, from inappropriate development;
- To ensure compliance with the requirements of the Habitats Directive;
- To promote accessibility to, and enjoyment of, biodiversity through the delivery of an integrated and coherent green infrastructure network; and
- To support the implementation of the Ballyallia Lake Enhancement Plan.

### 1.14 Infrastructure

Ennis has proven that it is an economic, social and culturally successful Key Town as envisaged in the National Planning Framework. In order to continue to maximise the economic, social and environmental benefits, it is important that available resources are focused in areas that represent a solid return on investment. With this in mind, continued investment in infrastructure projects aimed at increasing the attractiveness of Ennis as a place to live, work and do business, is key to the future success of the area. Whilst the provision of these facilities are not all within the remit of the Local Authority, this Development Plan will act as a strategic policy framework to advocate, prioritise and influence their provision by other agencies.

#### 1.14.1 Strategic Aims for Infrastructure

In order to maximise the infrastructural resources in the Municipal District area, the Council will proactively pursue the following strategic aims:

- To facilitate the “Key Infrastructural Requirements” as set out in the RSES for Ennis subject to appropriate environmental considerations
  - Provision of a new access to the motorway from the Quin Road to alleviate significant heavy traffic from the town;
  - Strengthen ‘steady state’ investment in rail infrastructure to ensure its continued renewal and maintenance to a high level to provide quality levels of safety, service, accessibility and connectivity;
  - Northern Inner Relief road, linking Gort Road (R458) to Tulla Road (R351);
  - Link from Drumcliff (L4182) to Gort Road (R458);
  - Link from Clon Road (R871) to Quin Road (R469);
  - A Mobility Plan, to facilitate the delivery/development of key Town Centre opportunity sites and public realm enhancement initiatives;

- Water and wastewater infrastructure for planned growth; and
- Enhance the potential for green infrastructure links between recreational facilities at Lees Road, West Clare Railway line, Ballyallia Lake, River Fergus and Clarecastle.
- To provide a safe and efficient multi-modal network of transport to serve the needs of people, goods and services travelling to and within Ennis;
- To safeguard routes for proposed roads and junction improvement projects within the settlement area;
- To ensure the sustainable and adequate provision of necessary water supply, wastewater and storm water infrastructure;
- To engage at a national level to progress the provision of a town public bus service;
- To promote, encourage and facilitate the use of sustainable modes and patterns of transport;
- To ensure security of energy supply in the settlement area; and
- To provide for high quality broadband and an efficient high capacity ICT infrastructure.

#### 1.14.2 Roads Infrastructure

The hierarchy of road network in the Municipal District comprises the M18 motorway, two national secondary routes (N68 and N85), eight regional roads and numerous local roads. It is an objective of the Council to ensure that the existing road network serving the Municipal District is maintained and upgraded as necessary, and to facilitate new road infrastructure to provide greater accessibility to, and connectivity between, a number of neighbourhoods and opportunity sites. It is the policy of the Council to work in collaboration with all relevant stakeholders to preserve the infrastructure safeguards set out in Table 2 below and implement the road improvement and road construction objectives set out in Objective V3(a)16 below.

The opening up of the southern internal link road has created greater connectivity and access arrangements within the Town. Together with the promotion of green infrastructure, cycling and walking, Clare County Council will further integrate land-use planning and transportation infrastructure. The role and function of existing streets within the urban area of Ennis has been re-examined. Through a holistic approach to street design, Clare County Council will seek to reposition and upgrade the road and street network in the urban area of Ennis in accordance with the 'Design Manual for Urban Roads and Streets' (Department of Transport 2012) to create safe, attractive and comfortable streets for all. The focus for the holistic approach to street design and layout will be influenced by the type of place in which the street is located e.g. neighbourhood or town centre, and will balance the needs of all modes of transport and users of the streets.

See Section 2.15 Technical Guidance for further information regarding:

- Infrastructure Safeguard – Gort Road (R458) to Tulla Road (R352);
- Infrastructure Safeguard – Lahinch Road (N85) to Drumcliffe Road (L4182);

- Infrastructure Safeguard – Drumcliffe Road (L4182) to Gort Road (R458); and
- Infrastructure Safeguard – Clon Road to Quin Road (R469).

Clareabbey roundabout is the principal gateway to both Ennis and Clarecastle. In consultation with Transport Infrastructure Ireland and other relevant stakeholders, the Plan supports the re-design of both Clareabbey Roundabout and the approach roads to the roundabout, in accordance with the principles of 'Design Manual for Urban Roads and Streets'. The upgrade works should reflect the fact that Clareabbey Roundabout is a junction in an urban area and must successfully balance the needs of all road users including pedestrians and cyclists. Such redesign will require a holistic approach incorporating traffic calming on the approach roads, screening, landscaping and creating a sense of enclosure and place, thus creating an attractive and memorable gateway to both Ennis and Clarecastle.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)16</b>	<p>It is an objective of Clare County Council:</p> <p>a) To safeguard the routes of the proposed projects identified in Table 2 below for future development;</p> <p>b) To provide and/or facilitate the projects identified in Table 2 and to ensure such road infrastructure is designed and constructed with the capacity to cater for cyclists; and</p> <p>c) To implement the principles of '<i>Design Manual for Urban Roads and Streets</i>' in the construction of new roads and streets and the upgrading of existing roads, roundabouts, junctions and streets in the Plan area.</p>

**Table 2 Proposed Projects identified for Future Development**

Number	Road Type	Project Area
1	Local Road	Gort Road (R458) to Tulla Road (R351)
2	Link Road	Lahinch Road (N85) to Drumcliff Road (L4182)
3	Link Road	Drumcliff Road (L4182) to Gort Road (R458)
4	Link Road	Clon Road (R871) to Quin Road (R469)
5	Local Road	Kilrush Road (R475) to Drumbiggle Road (L4526)
6	Local Road	Phoenix Court (L4518) to Radharc na hInse (L4544)
7	Link Road	Friary Carpark (L8609) to Friar's Walk (L4635 – Temple Gate Carpark)
8	Arterial Road	Skehanagh Roundabout (N85) to Quin Road (R469)
9	Interchange	M18 to Quin Road (R469)
10	Cycle path/footpath	West Clare Railway Greenway



### 1.14.3 Water and Wastewater Infrastructure

Ennis is identified as a Key Town in the National Planning Framework and the Core Strategy of this Plan seeks to grow Ennis in line with its Key Town designation and its local and regional importance. An increase in population and the associated growth in the local economy will increase demand for water and wastewater services. The capacity of Ennis to accommodate future development is heavily dependent on the provision of adequate water and waste water infrastructure.

The planned level of growth therefore highlights the need for continued investment by Irish Water - the utility provider responsible for the provision of water and wastewater infrastructure in the Plan area.

A high quality, effective and reliable water services infrastructure is essential to accommodate future economic development and population growth in Ennis. The Plan area is currently served by two wastewater treatment plants, a public water supply and storm water network (combined). The expansion and maintenance of this service infrastructure is critical in order for Ennis to fulfil its role as key town and provide for projected growth in population.

### 1.14.4 Water Supply and Conservation

The Ennis water supply is derived from the natural resource of groundwater at Drumcliff Springs, located on the north side of Ennis Town. At present, the Drumcliff water treatment plant supplies Ennis and surrounding settlements (Clarecastle, Crusheen, Barefield and Clooney).

In order to meet demand for water for the target population it is imperative that water storage is enhanced, water is conserved and pipe network repairs are implemented. Irish Water has completed a €4.6m investment in the Ennis Water Supply Scheme providing a vast improvement in water supply, pressure and quality for homes and businesses in the Ennis area. Over 17km of existing water mains were replaced and upgrades completed to over 1,100 customer service pipes as part of the project. The project has resulted in a saving of 1,300m<sup>3</sup> of water every day.

There will be sufficient treatment capacity available to serve the population targets in Ennis. Network reinforcement may be required in some areas to cater for specific developments and can be provided subject to the requirements of Irish Water's connection policy.

Pouladower Spring is located approximately 3km to the north of Ennis, rising at the northwest corner of Ballyallia Lake. This source is a potential backup supply/future supply to reduce dependency on Drumcliff.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)17</b>	<p>It is an objective of Clare County Council:</p> <ul style="list-style-type: none"> <li>a) To improve efficiency in the operation and demand management of the water supply infrastructure, promote water conservation and reduce the overall level of water loss in the public water supply in the Plan area;</li> <li>b) To safeguard Pouladower Spring and investigate its use as a potential future supply of water for the Ennis area. Any such proposals shall demonstrate that they will not have an impact on European sites;</li> <li>c) To protect Drumcliff Springs water source; <i>including by applying a precautionary principle towards development on either the Springs, or within the established 200 metre exclusion zone, notwithstanding development that may be required to maintain, upgrade or augment the existing water supply source and infrastructure, subject to proper planning and sustainable development;</i> and</li> <li>d) To advocate the provision by Irish Water of adequate water supply to accommodate the target population and the employment potential of the plan area in accordance with statutory obligations as set out by EU and National policy.</li> </ul>

#### 1.14.5 Wastewater Treatment

In terms of wastewater treatment, the Ennis area is served by treatment plants at Clonroadmore and Clareabbey. Irish Water is progressing works to ensure that wastewater services are available to meet the population targets. The existing wastewater treatment plant at Clonroadmore has 31,500PE capacity.

The Waste Water Treatment Plant (WWTP) at Clareabbey provides treatment for the southern part of Ennis and part of the Clarecastle area. The Clarecastle Agglomeration Upgrade is currently underway. The existing Clareabbey WWTP will have sufficient capacity to cater for the current load from the area along with some added capacity.

Future development of neighbourhoods in the Ennis Area is dependent on the availability of supporting infrastructure. The upgrade and maintenance of the wastewater treatment plants in the Plan area is critical in this regard. The provision of appropriate services is vital to ensure environmental protection, quality of life for local residents and to create opportunities for residential and business development.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)18</b>	<p>It is an objective of Clare County Council:</p> <ul style="list-style-type: none"> <li>a) To advocate the provision by Irish Water of adequate wastewater facilities to accommodate the target population and the employment potential of the Plan area in accordance with statutory obligations as set out by EU and National Policy; and</li> <li>b) To facilitate the development of new, or upgrade of existing, wastewater treatment facilities to serve Ennis and Clarecastle and their environs subject to protection of the environment, and in compliance with the Habitats Directive and other environmental considerations.</li> </ul>





## Section 2

### Ennis and Environs Technical Guidance

## Section 2 Ennis and Environs Technical Guidance

### 2.1 Technical Guidance – Zoning

Technical guidance on zoning, zoning objectives, and the indicative land use zoning matrix is set out in Volume 1 of this Plan. Development proposals which comply in principle with the relevant land use zoning will not automatically be guaranteed or granted planning permission. The Council shall consider each proposal for development on its own individual merits having regard to Section 34 of the Planning and Development Act, 2000 (as amended). All Technical Guidance in relation to Flood Risk Management is set out in the Strategic Flood Risk Assessment in Volume 10(c) of this Plan.

**Note:** Ennis land use zoning map is enclosed in the pocket sleeve at the end of this volume.

### 2.2 Technical Guidance –Neighbourhoods

New residential development proposals must be prepared in accordance with best practice as set out in Section 28 guidance documents and must be accompanied by a Design Statement. Information in relation to individual sites should be read in conjunction with the Strategic Flood Risk Assessment in Volume 10(c) of this Plan. **Development on Exiting Residential zoned lands within Flood Zone A and B must be limited to Minor Development as set out in Section 5.28 of the Planning System and Flood Risk Management, November 2009.**

### 2.3 Roslevan Neighbourhood

#### 2.3.1 New Housing in the Roslevan Neighbourhood

Recognising the existing availability of neighbourhood services, existing and planned road infrastructure and the potential of Roslevan, lands have been zoned to accommodate the expansion of this neighbourhood in the future. A number of areas of land have been zoned in the Roslevan neighbourhood to accommodate residential growth. The proposed residential development lands are in close proximity to existing housing, shopping facilities, church and a community centre which will assist in the consolidation and appropriate expansion of the neighbourhood. Delivery of community facilities, school capacity and services should go hand in hand with the housing developments in this neighbourhood.

#### Site R2 North of Oakleigh Wood

This site is suitable for the provision of residential development of high quality design and layout which should be graded in density, starting with medium density closest to the existing residential development, reducing to lower density as the slope of the site falls towards the rich fen and flush habitat to the north. The focal point of the site is the national monument which shall be protected and its setting enhanced by the set back and



orientation of new housing. The forthcoming Ennis and Environs Local Area Plan will contain a schematic masterplan for the area that will give more guidance in this regard. Although rich fen and flush habitat to the northeast of this site is outside the settlement boundary, the groundwater or flowing surface waters which feed the habitat should be protected during the course of construction and development. Proposals for this site shall demonstrate how the natural water supply to the rich fen and flush habitat will be protected.

The treeline and hedgerows are valuable habitats offering potential foraging and for use as a wildlife commuting corridor. These features should be retained and integrated into a Landscape Management Plan as part of any future development proposals.

Connectivity with adjacent neighbourhood services via vehicular, pedestrian and cycle access must also be integrated into any future development proposals for this site.

#### **Site R12 Roslevan**

~~Development proposals for this site must protect the character and setting of Roslevan House and Walled Garden. Views to and from the historic Roslevan House should also be a key consideration in the overall layout of future development proposals. It is the preferred option that access to the lands shall be a continuation of the existing distributor road. Development of a high quality design and layout shall be provided on this site. Additionally a Surfacewater Management Plan should be submitted as part of any future planning application on these lands. The development of R3 shall consider the possible future development of SR1 in terms of future access, connectivity and permeability.~~

#### **R5 The Lane, Cappahard**

Any proposals for development at this site will need to be informed by a series of bat surveys to record the known use of the woodland and fields by Lesser Horseshoe bats, together with any structures that may be present on the site. All bat surveys must include light-level surveys. Proposals for bat-friendly lighting, vegetation retention and management should all accompany any planning application and be prepared by suitably qualified ecologists. Monitoring proposals to record the impact of the proposal on the bat population should be included, with contingency measures if unforeseen impacts arise.

#### **Site R8 Anstand Gaurus/Ballymacahill**

This site will accommodate residential development of high quality design and layout. No development shall occur unless a Surfacewater Management Plan, including actions for its implementation, is submitted and approved as part of the planning application. The Management Plan shall protect the adjoining open space area which contains an Alkaline Fen and potential turlough habitat.

### LDR5 Tulla Road, Roslevan

This site has the benefit of a current planning permission. Should future applications be made on site regard will be given to the following. This site is suitable for a low density residential scheme of high quality design and layout. Any development application shall provide for the open space area to be located to the south-east of the site adjacent to the fen to provide an attractive amenity and additional protection of the natural habitat. A Flood Risk Assessment and Hydrological Assessment shall accompany any development proposal for this site.

### LDR8 Millbank, Roslevan

This site has the benefit of a current planning permission. Should future applications be made on site regard will be given to the following. The site is suitable for a low density residential housing scheme of a high quality design and layout. Any development application shall be accompanied by proposals to provide a river walk from the site towards the river to the east, within the open space area. No residential development shall take place on the zoned open space areas. Additionally, development proposals shall be accompanied by a Surfacewater Management Plan to ensure that the run-off flow rates from the development are managed and to reduce the impact of development on flooding. This will also serve to protect and enhance water quality. All development proposals for this site must ensure the sensitive incorporation of mature trees and hedgerows located on the lands and provide a buffer to protect these features.

Future development on this site must be connected to a wastewater treatment plant with adequate capacity to accommodate the proposed development.

### R12 SR4 Anstand Gaurus/Ballymacahill

~~These lands may only be considered for development in accordance with CDP 19.2, Zoning of Lands and the description of Strategic Residential Reserve there under. Any future development of this site should be accompanied by an Ecological Assessment specifically addressing the habitats present on the site.~~

~~Should these lands be brought forward in accordance with CDP19.2, this site will accommodate residential development of high-quality design and layout.~~

~~No development shall occur unless a Surfacewater Management Plan, including actions for its implementation, is submitted and approved as part of the planning application. The Management Plan shall protect the adjoining open space area which contains an Alkaline Fen and potential turlough habitat.~~

~~This site is largely within Flood Zone C but there is some minor encroachment onto Flood Zone B as flood water backs up from the southwest (see maps contained in Strategic Flood~~

~~Risk Assessment in Volume 10(c) of this Plan). Residential development can take place in Flood Zone C provided finished floor levels are above 5mOD. CFRAM must also be consulted for climate change levels. The area of the site which lies within Flood Zone B should be excluded from development and utilised as Open Space within any proposed development.~~

## **R12 Anstand Gaurus/Ballymacahill**

Any future development of this site should be accompanied by an Ecological Assessment together with Screening for Appropriate Assessment specifically addressing the habitats present on the site and their connectivity downstream to the Gaurus Floodplain and the Lower River Shannon cSAC through the River Fergus. Should these lands be brought forward in accordance with CDP19.2, this site will accommodate residential development of high-quality design and layout. No development shall occur unless a Surface Water Management Plan, including actions for its implementation, is submitted and approved as part of the planning application. The Management Plan shall protect the adjoining open space and Buffer Space which contains Wet willow-alder-ash woodland (WN6), Other artificial lakes and ponds (FL8), Reed and large sedge swamp (FS1) together with areas of scrub. This site is largely within Flood Zone C but there is some minor encroachment onto Flood Zone B as flood water backs up from the southwest (see maps contained in Strategic Flood Risk Assessment in Volume 10(c) of this Plan). Residential development can take place in Flood Zone C provided finished floor levels are above 5mOD. CFRAM must also be consulted for climate change levels. The area of the site which lies within Flood Zone B should be excluded from development and utilised as Open Space within any proposed development. No development should take place within the area zoned as Buffer Space between SR4 and R8 given the connectivity between this area and the Lower River Shannon cSAC.

### **Site R16**

Any development proposal should allow for a landscape buffer between the railway line and residential development to minimise noise impact and provide for house design which incorporates noise minimisation measures like noise insulation through triple glazing etc, to address potential negative effects in relation to noise nuisance, and quality of life etc. An integrated landscape plan for the lands should be provided not only for a noise buffer, but for additional planting which will help absorb carbon emissions generated by railway traffic and enhance linear commuting corridors for wildlife given the site is located within a high quality landscape in terms of bat suitability.

### **LDR12 Knockanean**

This land is zoned for Low Density Development and has the benefit of a live planning permission. A Construction Environmental Management Plan (CEMP) must be prepared as part of any future planning application on this site detailing how surface water run-off, especially in relation to release of silt and other pollutants, will be controlled during construction stage.

Surface water run-off from development on this site must be treated via a combination of appropriate SUDS (i.e. green roofs, permeable paving, petrol interceptor, silt trap) prior to discharge to any surface water features including the Gaurus River.

Any future development proposals for this site must be accompanied by a Flood Risk Assessment to consider surface water management and discharge, (whether this is to the Gaurus River directly or into a surface water system) particularly during (but not limited to) flood events.

### **ER1 Knoockanean**

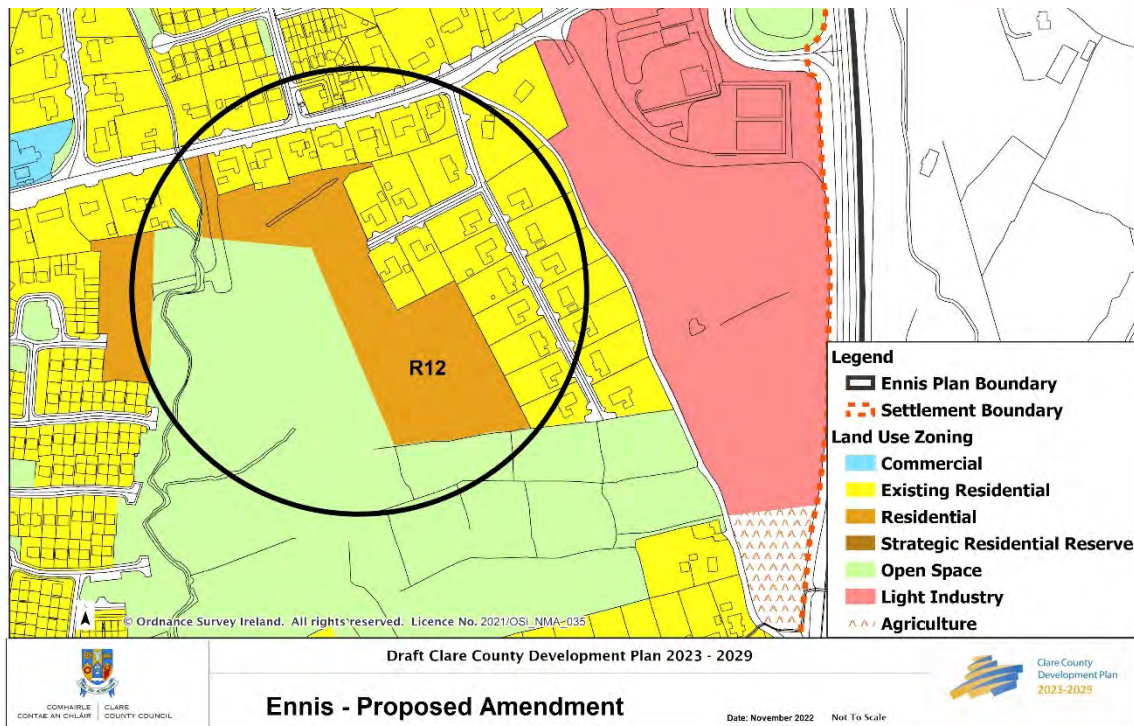
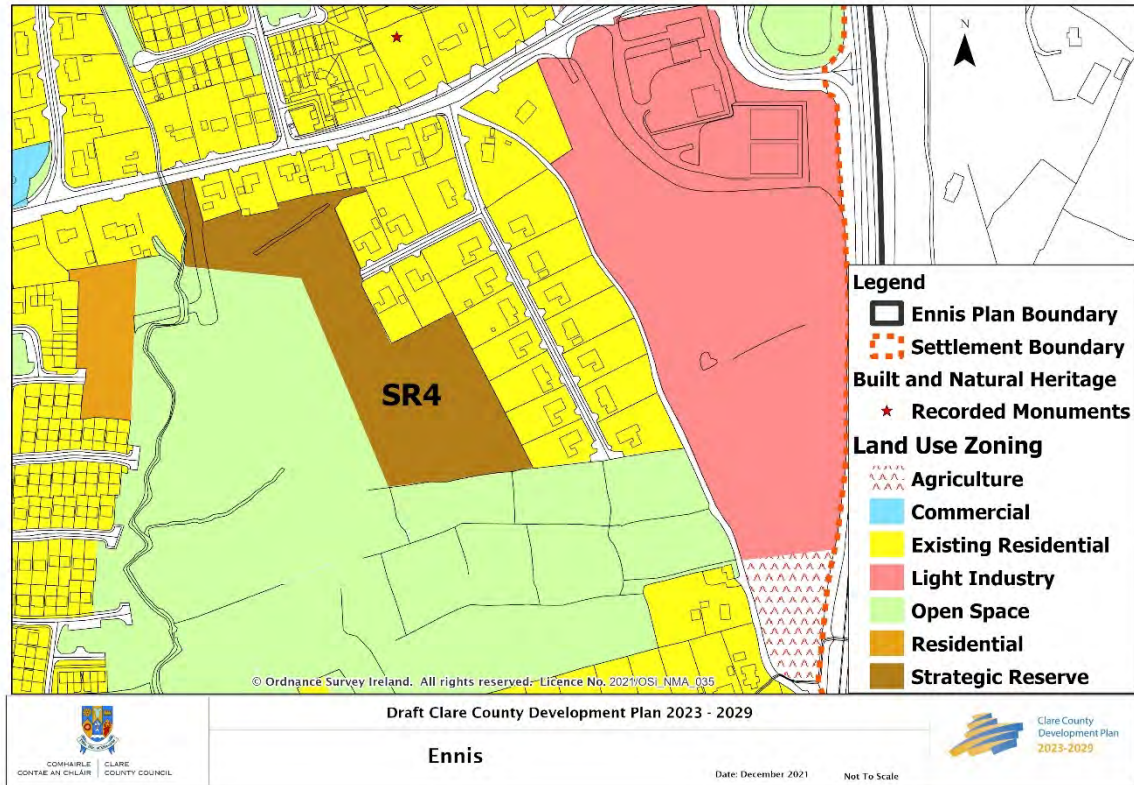
This is a small infill site within an otherwise developed area, the site is partly within Flood Zone B and is located 500m to the east of the Lower River Shannon SAC and also on the outer boundary of four bat buffers. Any future development of this site shall be accompanied by a site-specific flood risk assessment having regard to Strategic Flood Risk Assessment in Volume 10(c) of this Plan. Development proposals shall include mitigation for water quality, bats and the requirement for habitat assessment as set out in Volume 10a Natura Impact Report as it relates to LDR6. (NIR Mitigation 2, 3 and 4a).

## **2.3.2 Community Lands in Roslevan**

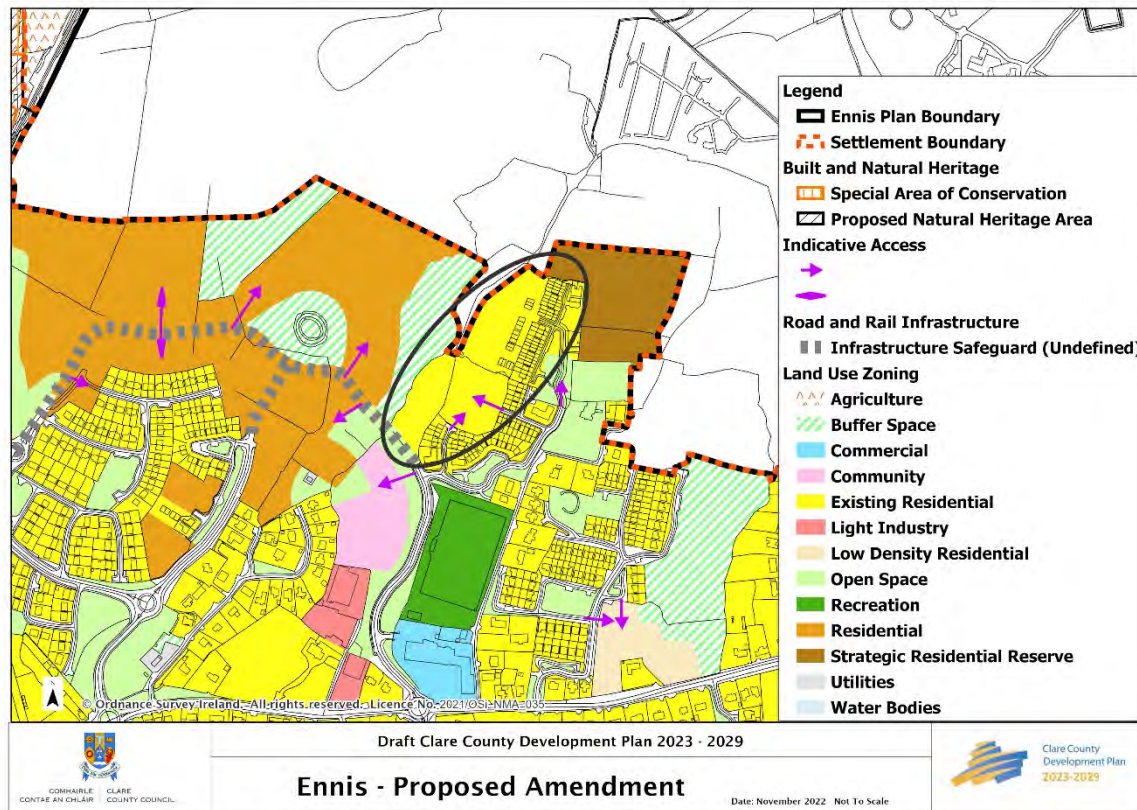
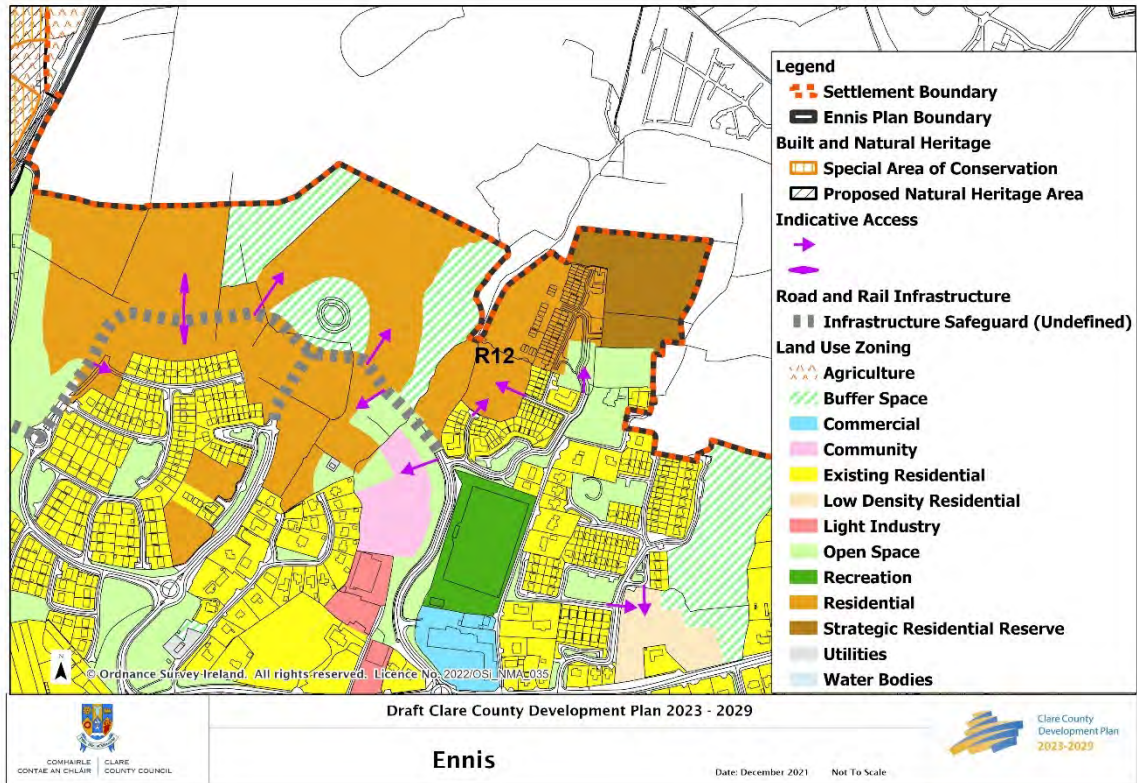
### **C1 Community Zoning, Roslevan**

This site is identified for educational uses, particularly a primary school and associated activities, such as playground and school pitches. The site is accessible from the Tulla Road cycle lane and presents an excellent opportunity to progress the 'safe routes to school' concept which includes improved footpaths, cycle ways, traffic calming, pedestrian crossing, 'park & stride' and 'walking school bus' programmes. Any new school at this location must develop a 'safe route to school' plan. Boundary vegetation along the north and east of the site must be retained where possible providing a buffer to protect residential amenity as well as providing a linear corridor for commuting wildlife.

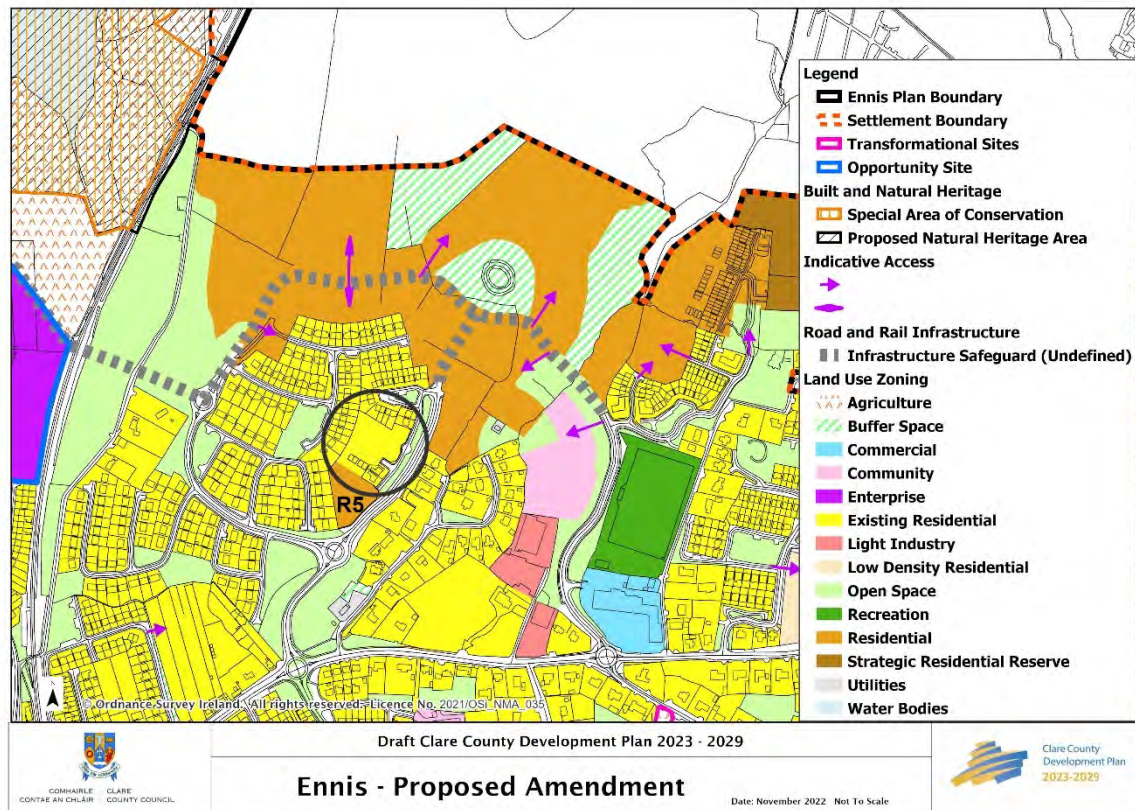
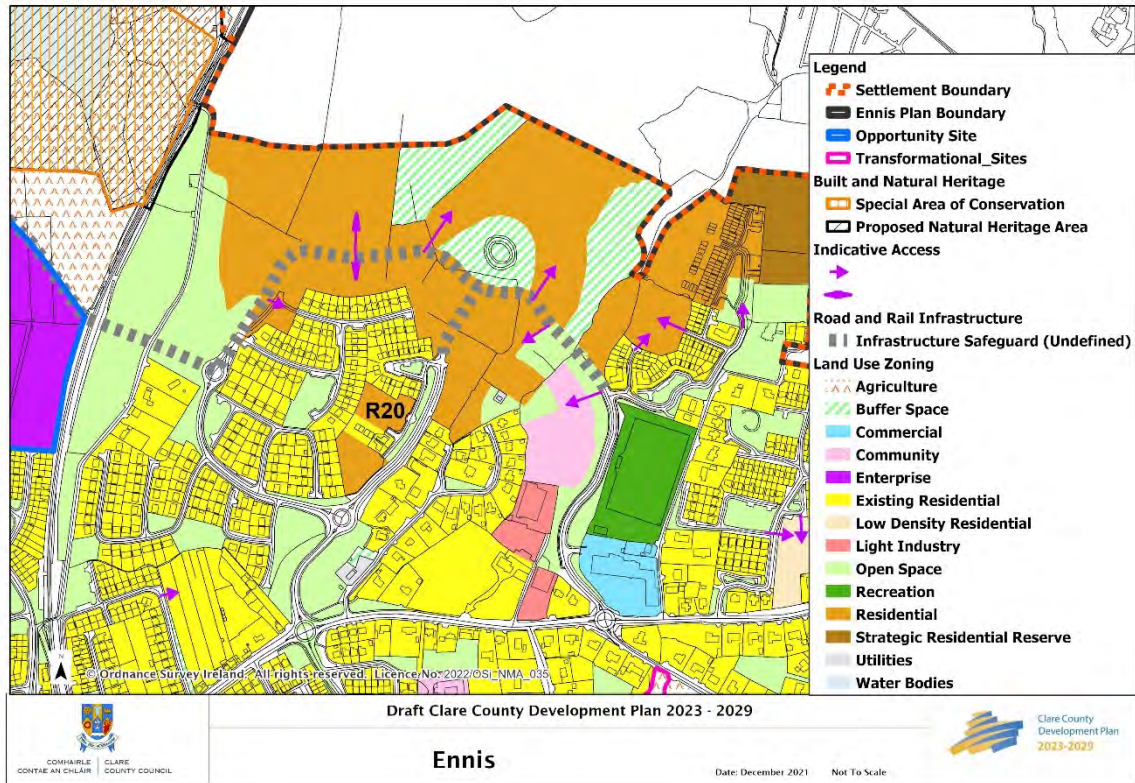




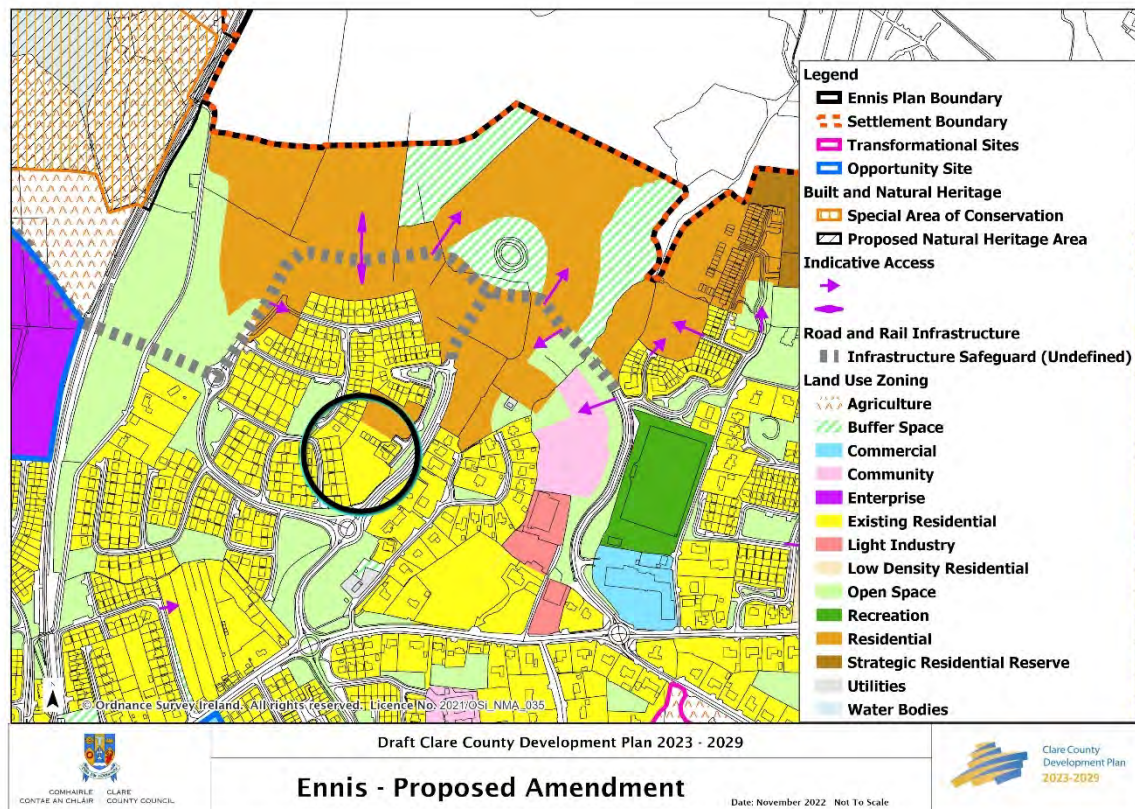
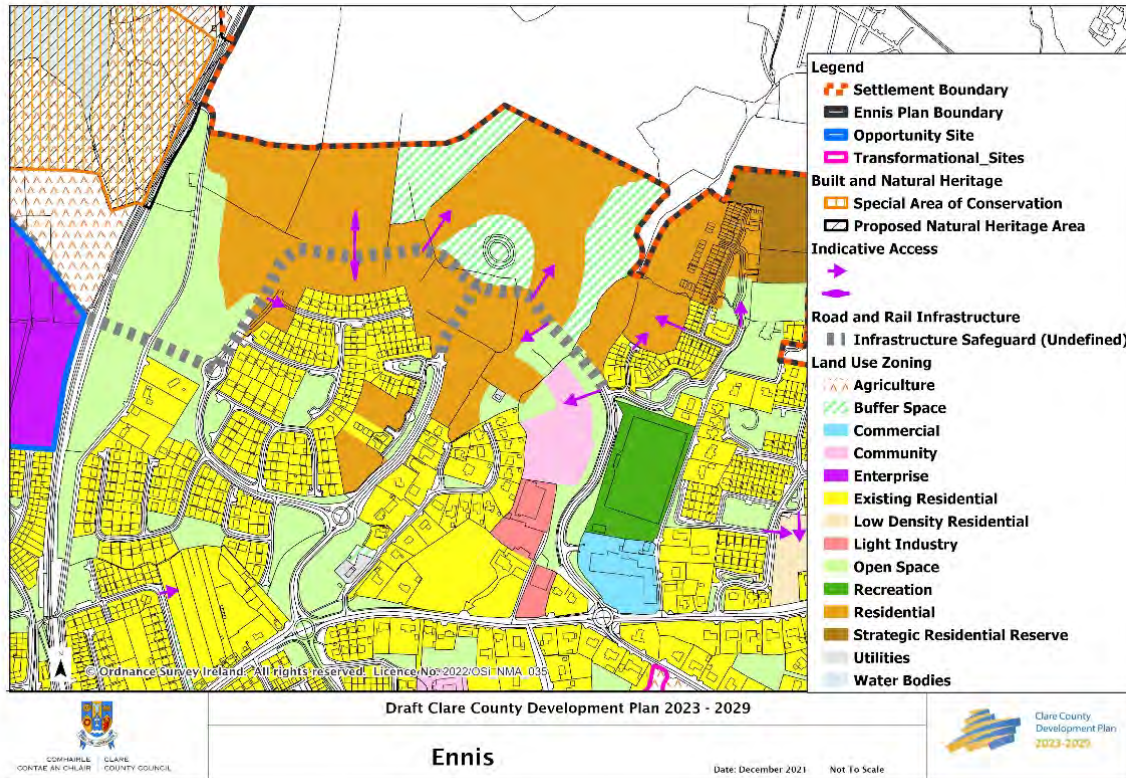




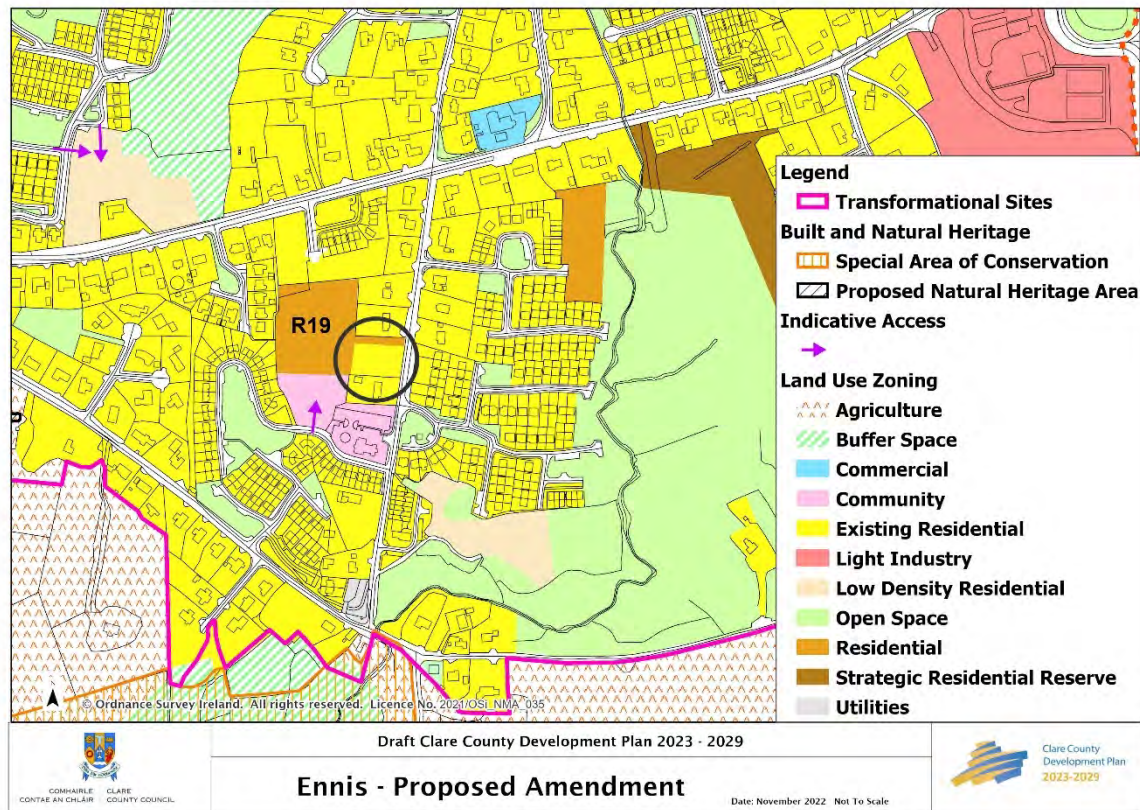
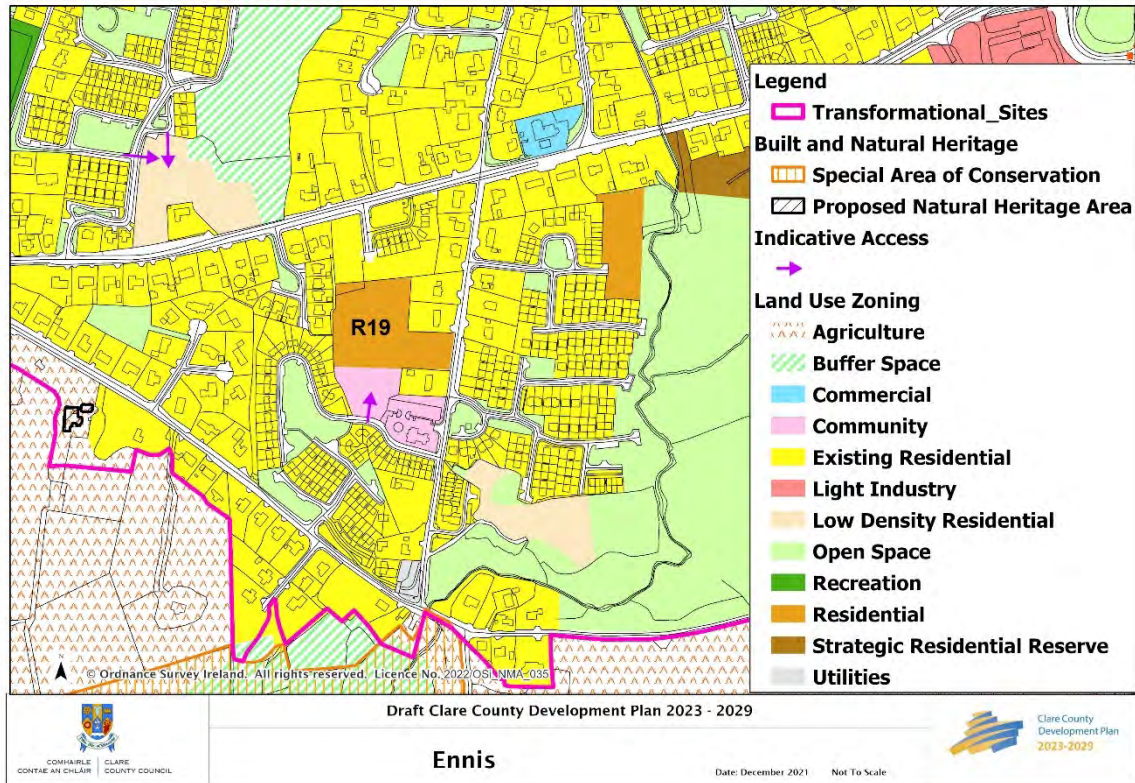




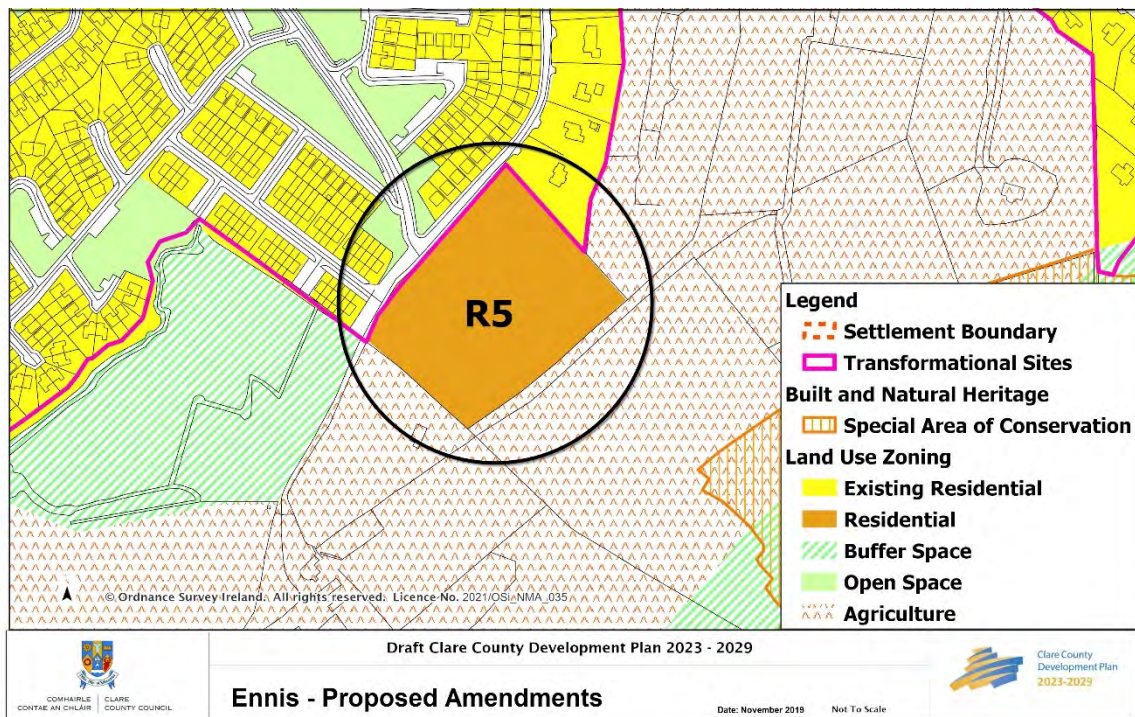
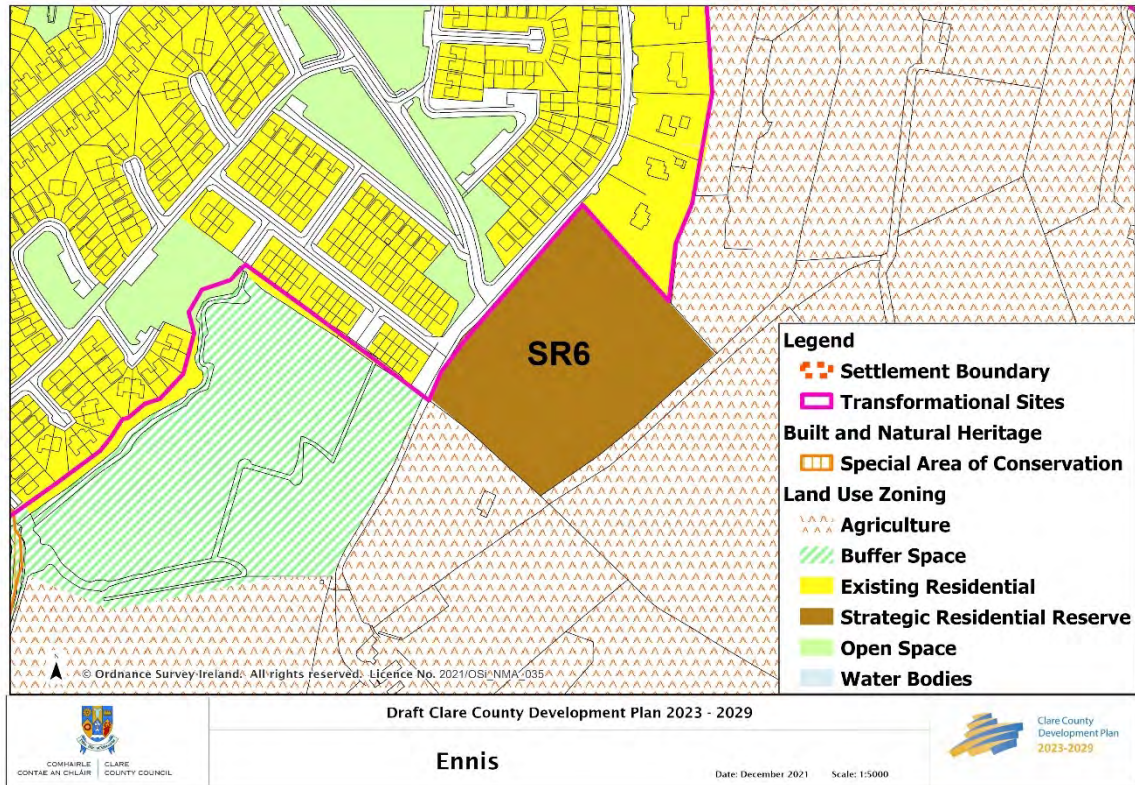




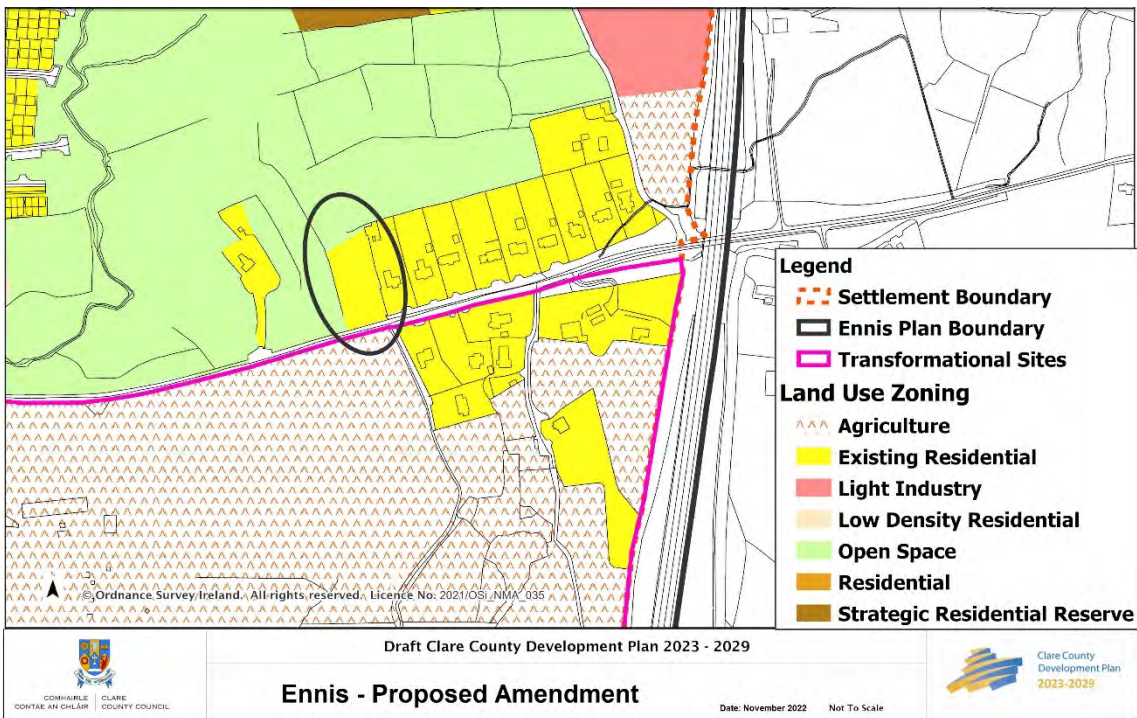
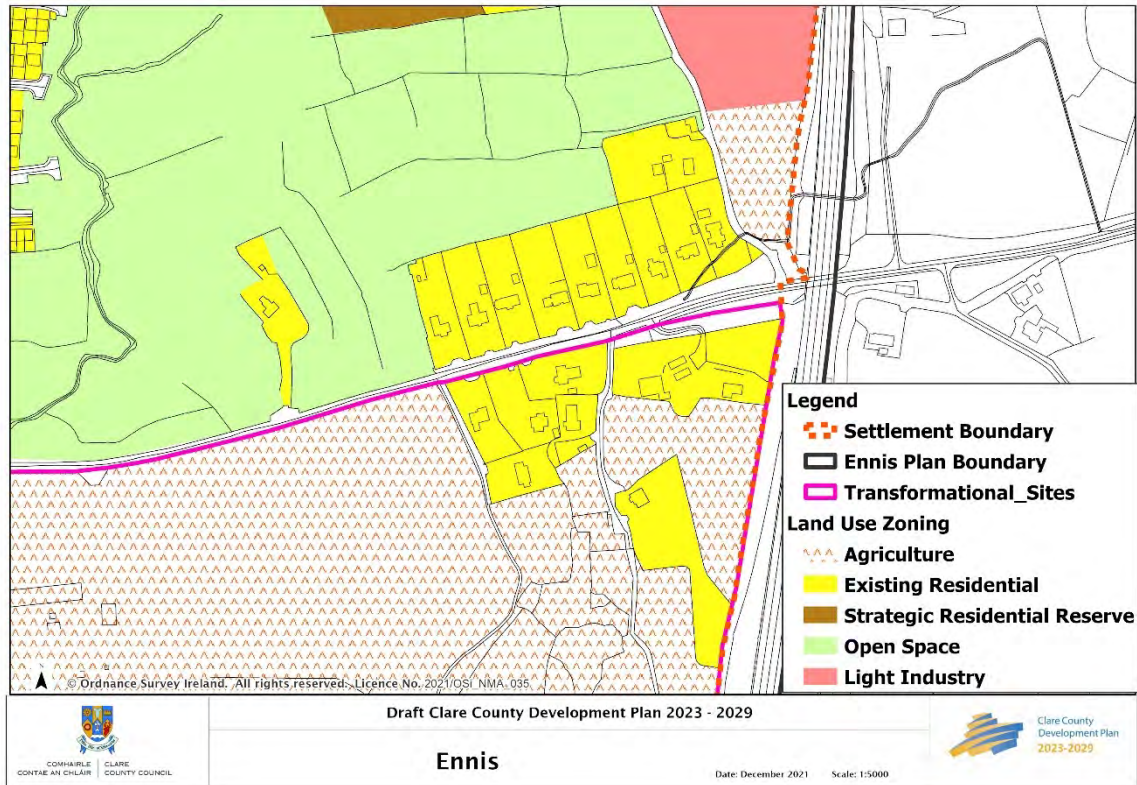




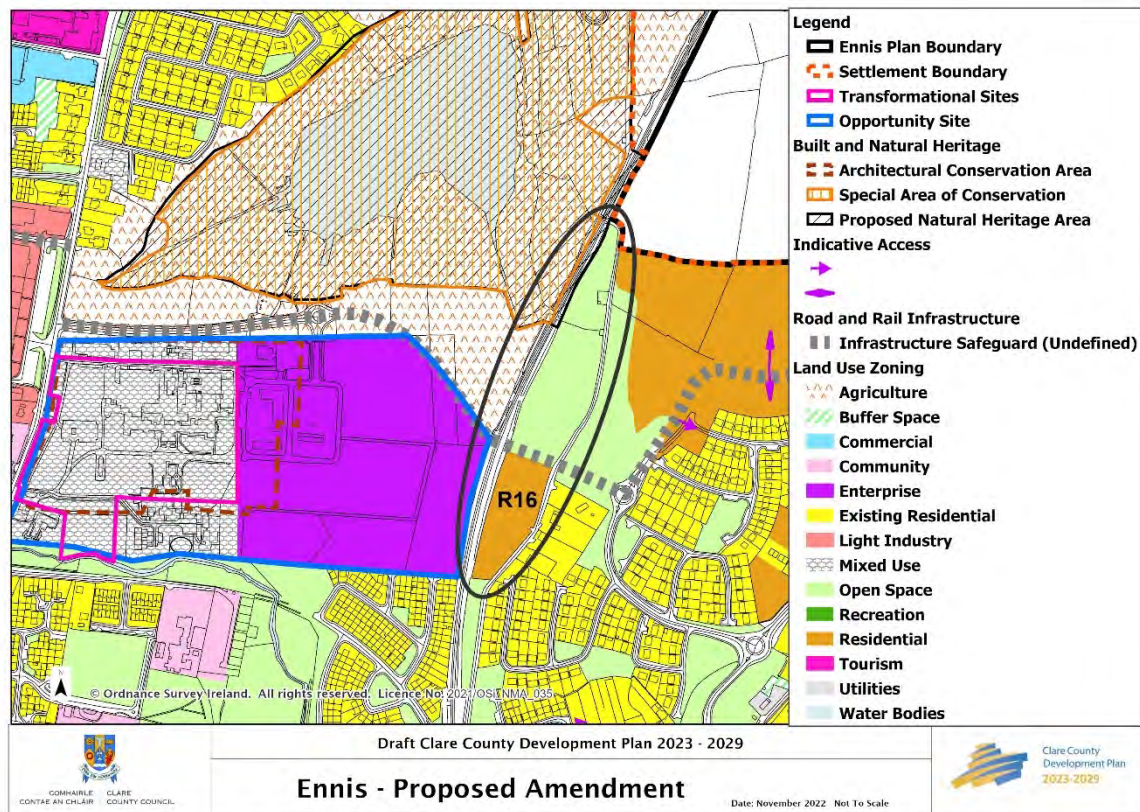
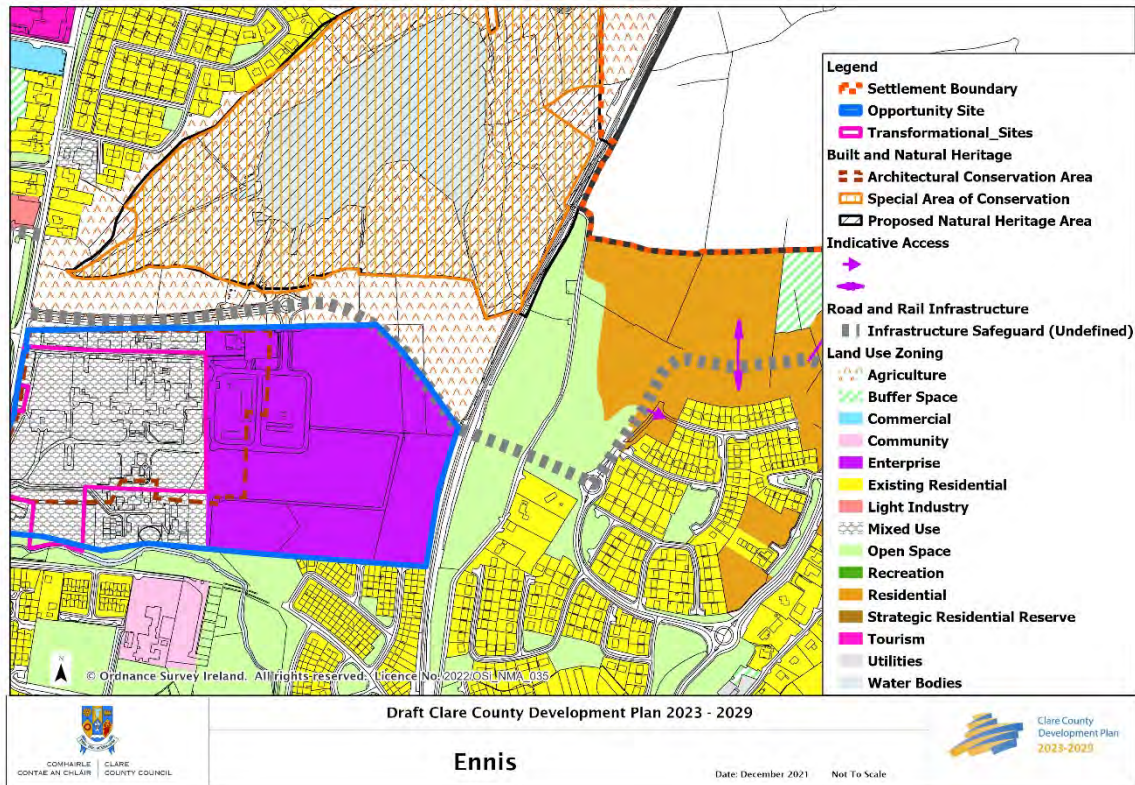




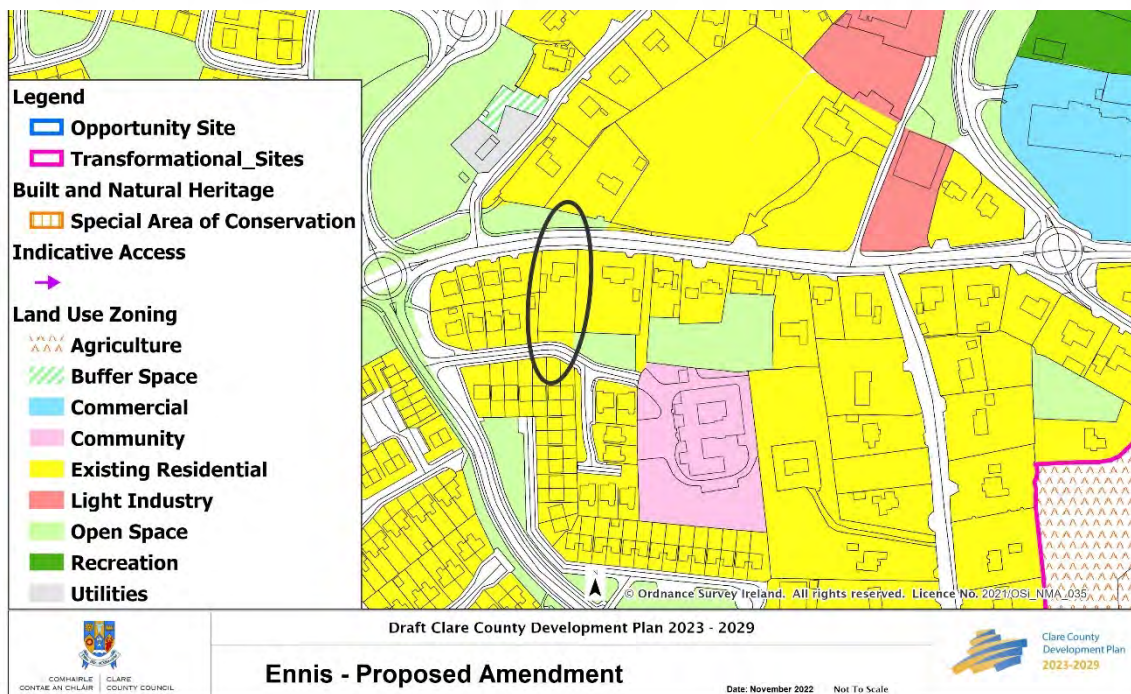
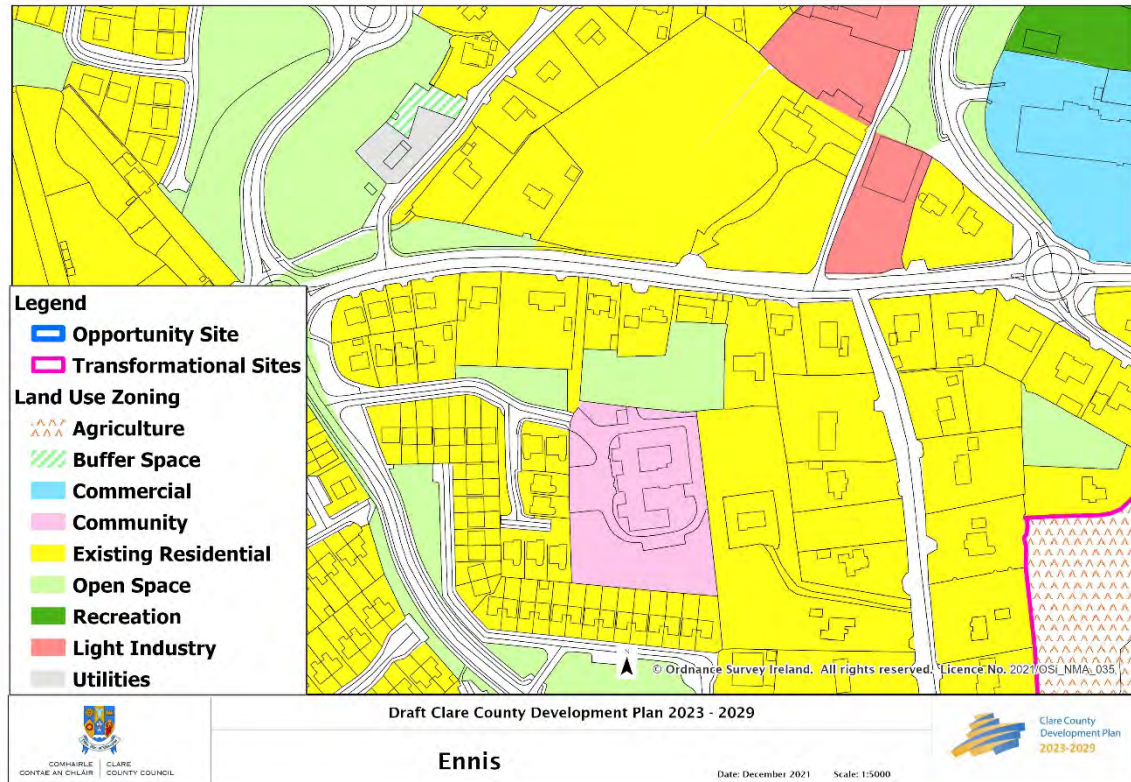




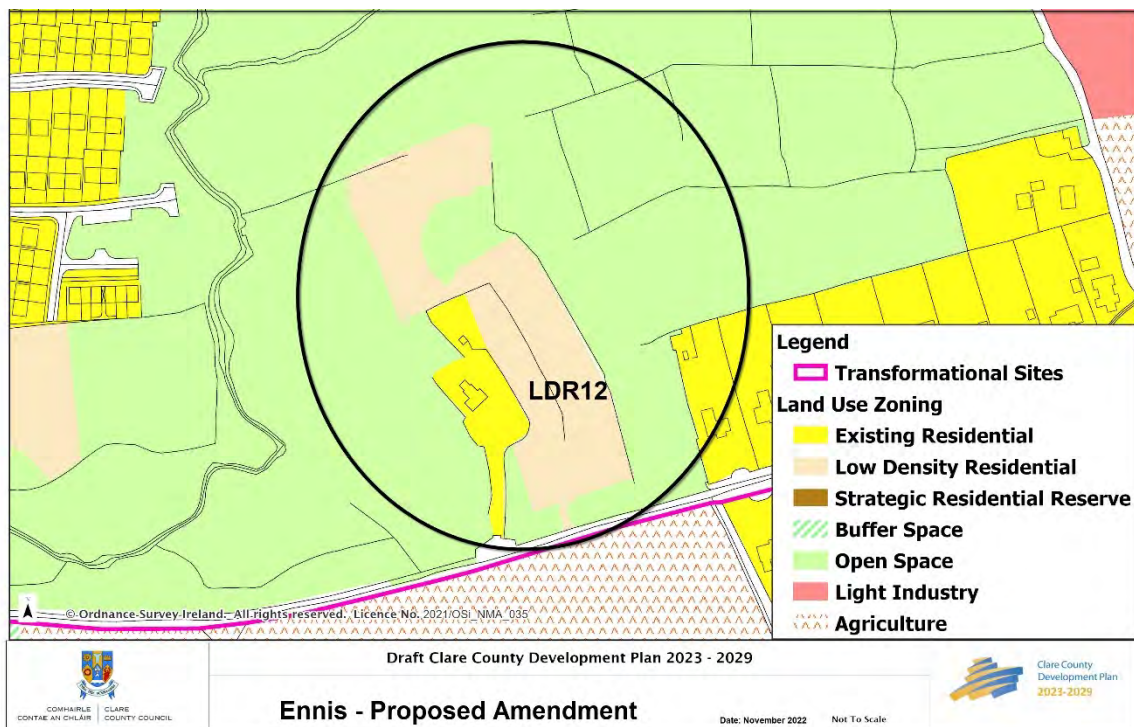
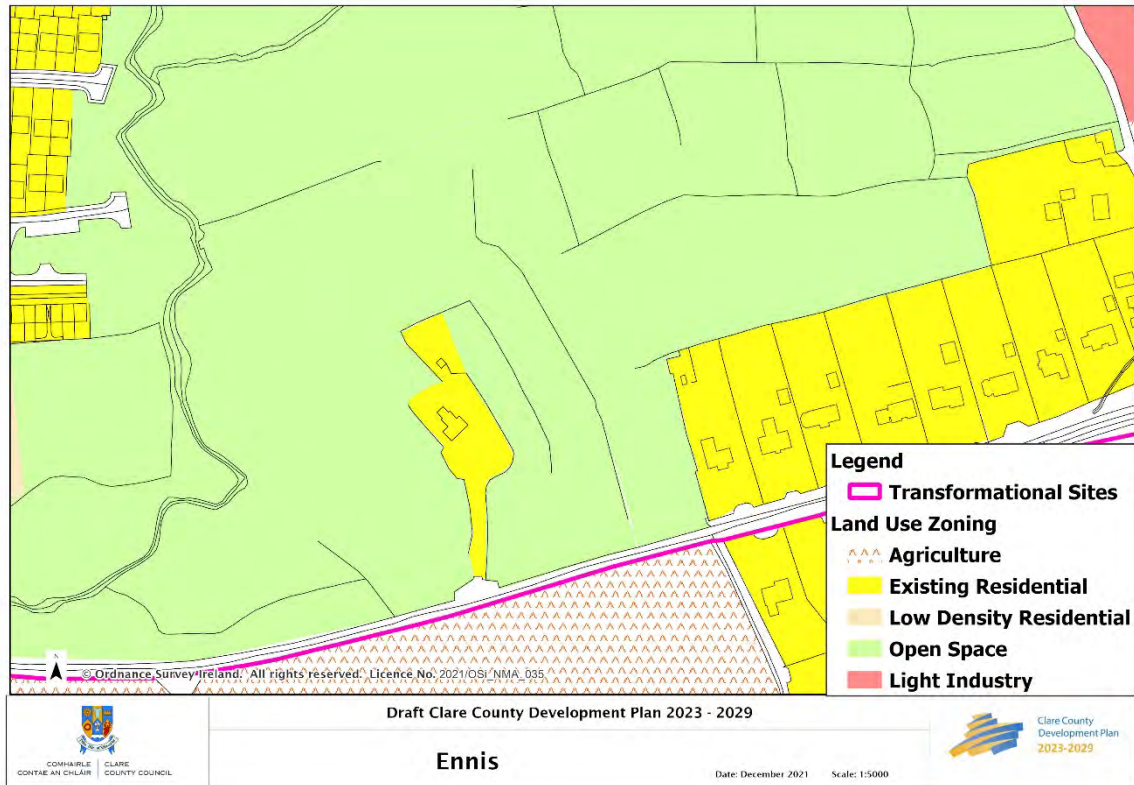




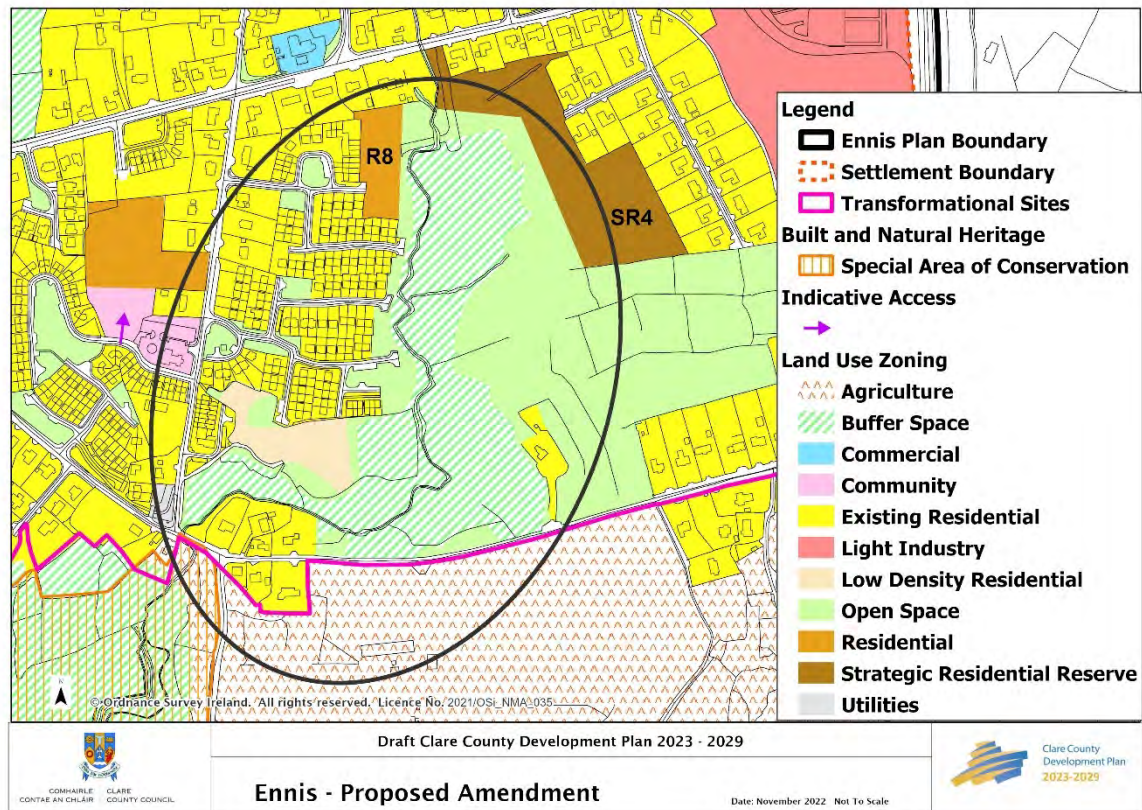
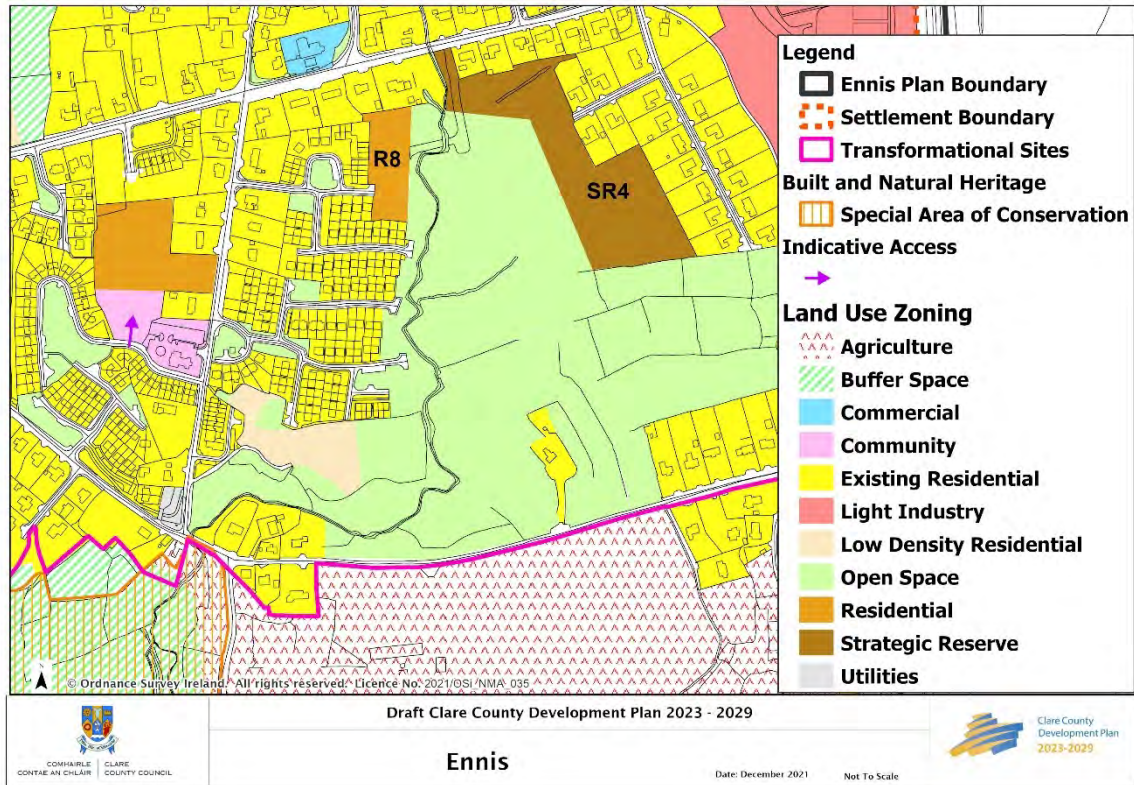




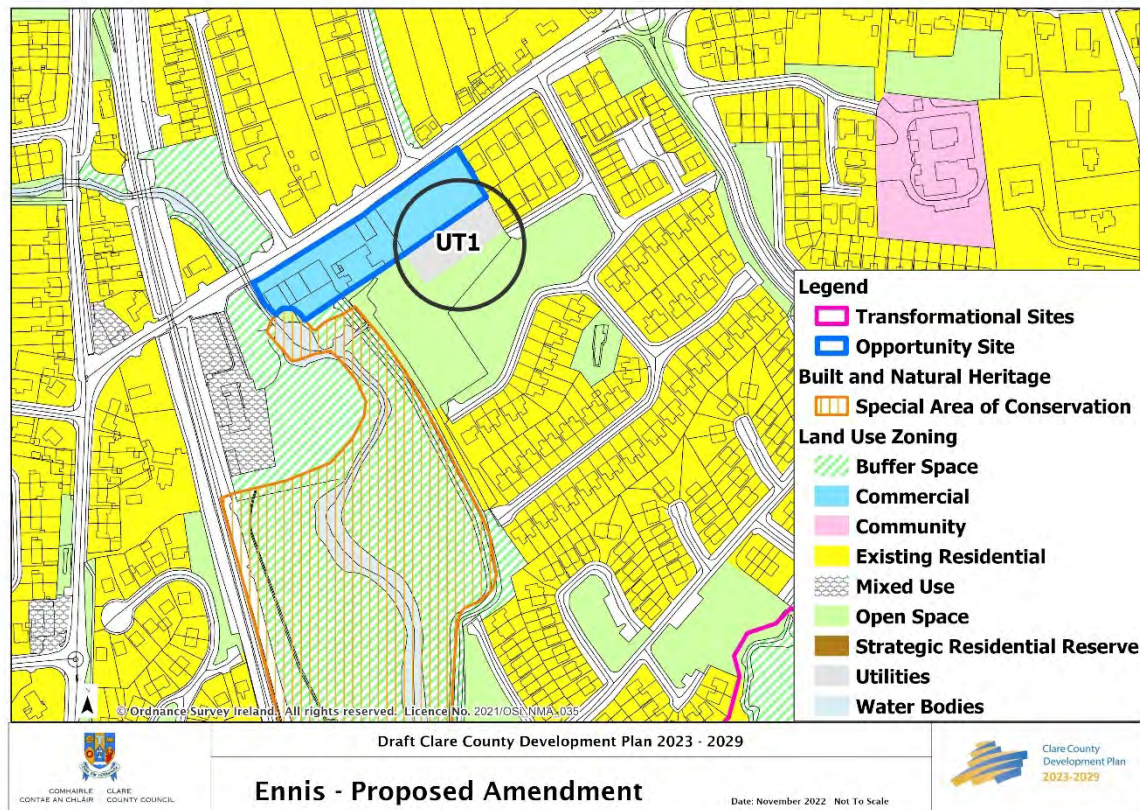
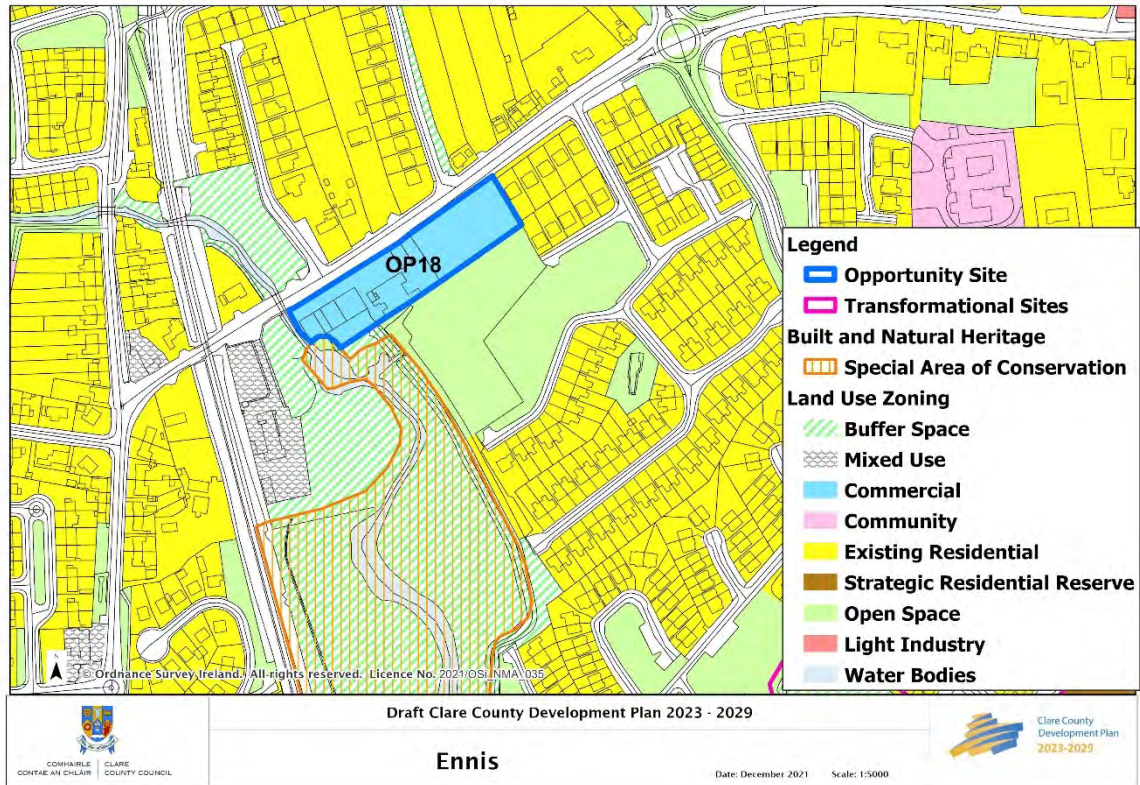














## 2.4 Claureen Neighbourhood

### 2.4.1 New Housing in the Claureen Neighbourhood

There is a requirement to focus on the provision of neighbourhood services for the community in Claureen. Therefore the strategy is to provide new residential lands predominantly in one consolidated area to the north of the main transport corridor in the area (N85).

#### Sites SR2 R13 and R10 Claureen

~~15.91~~ 10.68 hectares of residentially zoned land has been provided on sites R13 and R10 with an additional; 5.69 hectares in SR2. SR2 lands may only be considered for development in accordance with CDP 19.2, Zoning of Lands and the description of Strategic Residential Reserve there under. Development of these residential sites shall adopt and promote a holistic approach to the development of an eco-neighbourhood. Options include building standards and materials which support low-carbon living and the use of renewable fuel sources for heating.

The activation of these sites requires access to be provided by the Local Infrastructure Housing Activation Fund (LIHAF). The proposed public infrastructure includes a link road through the sites as identified on the Settlement Map (Infrastructure Safeguard). This would include any roundabout junction amendments to Lees Road crossroads.

Development proposals for the lands that have been identified for residential and neighbourhood uses should be designed and laid out to achieve smarter travel, sustainable connectivity to the Town Centre and surrounding green infrastructure facilities such as Active Ennis Lee's Road Sports and Amenity Park. In order to form a unique physical environment within the proposed new housing areas, housing layout must integrate the correct building orientation for eco housing.

The hedgerows and scrub areas on these sites are potential foraging areas for Lesser Horseshoe bats. Future development proposals must be informed by a series of bat surveys to record the known use of the scrub and fields by Lesser Horseshoe Bats and ensure that there is no loss of habitats. The surveys must include Light-Level Surveys. Any habitat loss must be offset by additional landscape planting to ensure connectivity across the landscape. All design proposals, including lighting, must be informed by the results of the Bat Survey. Proposals to mitigate any negative impacts that the proposed development may have on the bat population, prepared by a qualified ecologist, will be required. Proposals for the on-going monitoring of the bat population, and contingency measures if unforeseen impacts arise, must also be submitted.

CCDP Volume 3 Settlement Plan Objective	
<b>Objective V3(a)19</b>	It is an objective of Clare County Council: To support the delivery of LIHAF infrastructure (between Lahinch Road (N85) to Drumcliffe Road (L4182) to allow access to lands in this area for the delivery of housing and community facilities including a new school site.

### R18 Lands North of Acha Bhile

This site has the benefit of planning permission. Should future applications be made on site regard will be given to the following. This site is suitable for residential development of a high quality design and layout. It shall incorporate adequate open space and it shall be accessed from the Acha Bhile housing scheme to the south.

A Construction Environmental Management Plan (CEMP) must be produced as part of any planning application on this site detailing how surfacewater run-off, especially in relation to the release of silt and other pollutants, will be controlled during construction. In addition, surfacewater run-off during operation should be treated via a combination of appropriate SUDS (i.e. green roofs, permeable paving, petrol interceptor, silt trap) prior to discharge to any surfacewater features. There should be no infiltration of surfacewater to the network from this site.

Any development proposals must also be accompanied by a hydrogeological assessment definitively indicating whether the proposed development will interfere with water quality or hydrology.

### LDR11 Drumcaran More

The site would be suitable for a low density high quality housing scheme of detached dwellings. The site lies within the Drumcliffe Inner Protection Zone, the area for the abstraction of the drinking water supply for Ennis. It is critical that the source of supply is protected from any threats of contamination and this must be demonstrated in any development proposal.

Any development proposal shall be accompanied by a full Bat Survey, particularly in relation to the presence of Lesser Horseshoe bats usage of the site, and a full Light Spill Modelling Study to demonstrate that the chosen lighting design would not create any increase in ambient light levels beyond the perimeter of the development footprint. Development proposals must not propose removal of woody vegetation and must address how linkages across the landscape can be maintained. Any development proposals shall provide for connection to the public sewer. A Construction Environmental Management Plan (CEMP) shall be provided as part of any planning application for development, detailing how

surfacewater run-off, especially in relation to the release of silt and other pollutants, will be controlled during construction.

### **LDR13 Lands at Loughville**

These lands are located to the rear of an existing line of roadside houses and have been zoned to accommodate residential development. Future development proposals must be designed to avoid any negative impacts on the residential amenity of the adjoining houses to the southwest and development directly adjoining these existing houses may be restricted to single storey development only. Development proposals must be accompanied by a Traffic Management Plan setting out how safe access and egress will be achieved in addition to including proposals for junction upgrade/improvement where necessary. The Strategic Flood Risk Assessment contained in Volume 10(c) of this Plan indicates that the site is at risk of flooding from groundwater. Additionally, any development proposals must be accompanied by a hydrogeological assessment definitively indicating whether or not the proposed development will interfere with water quality or hydrology of the Lower River Shannon cSAC and River Shannon and River Fergus Estuaries pSPA.

## **2.4.2 Commercial Lands in Claureen**

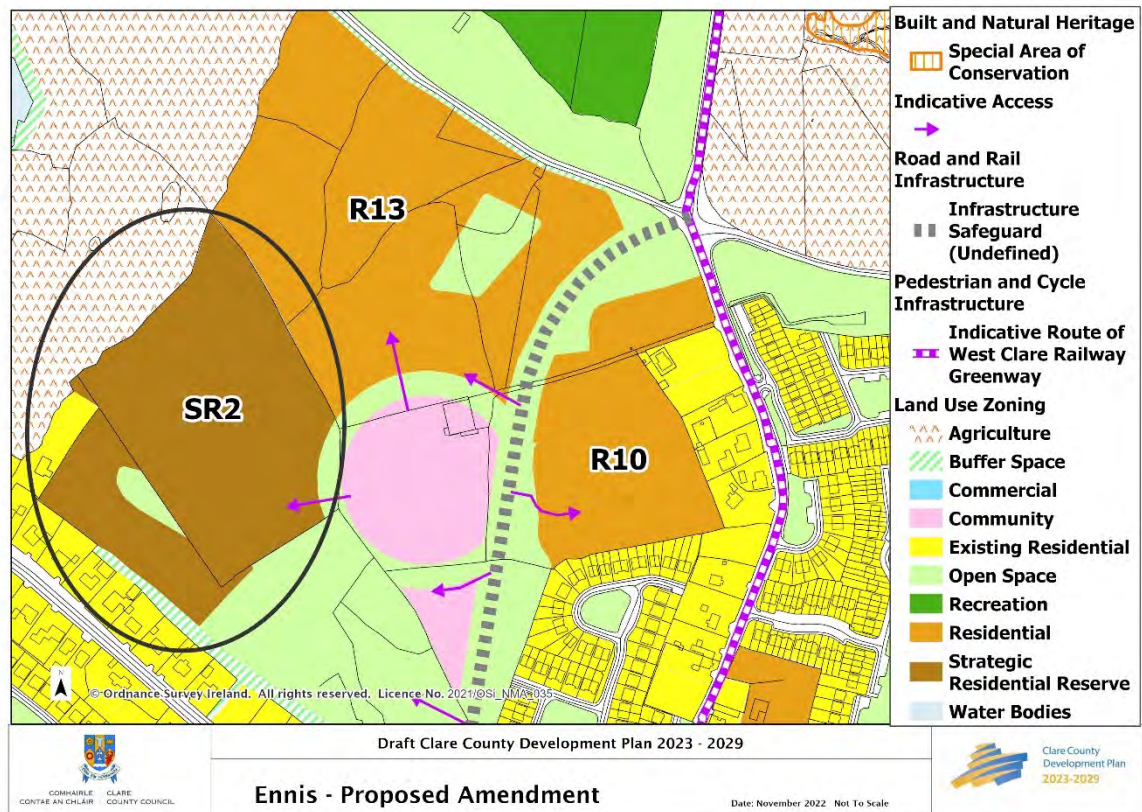
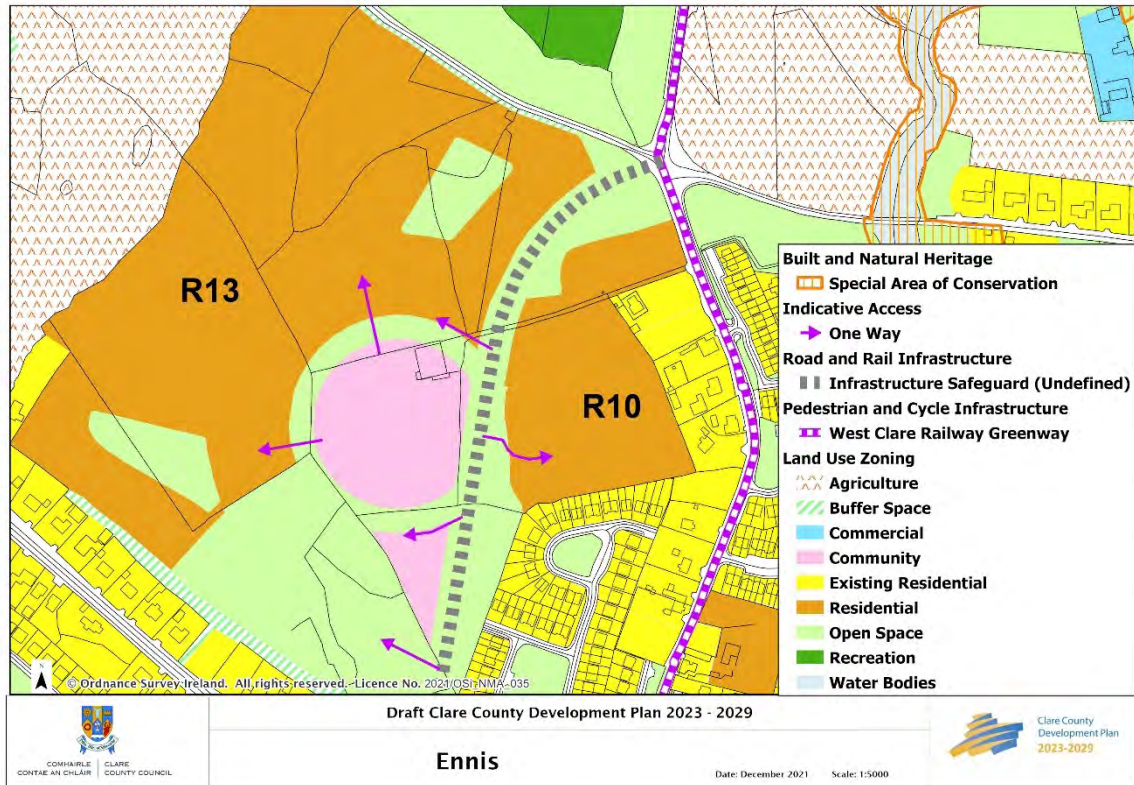
### **COM5 South of the N85**

This site is identified for the development of commercial/retail services for the benefit of the surrounding residential areas. Please refer to Section 1.7.5 Neighbourhood Centres for further details.

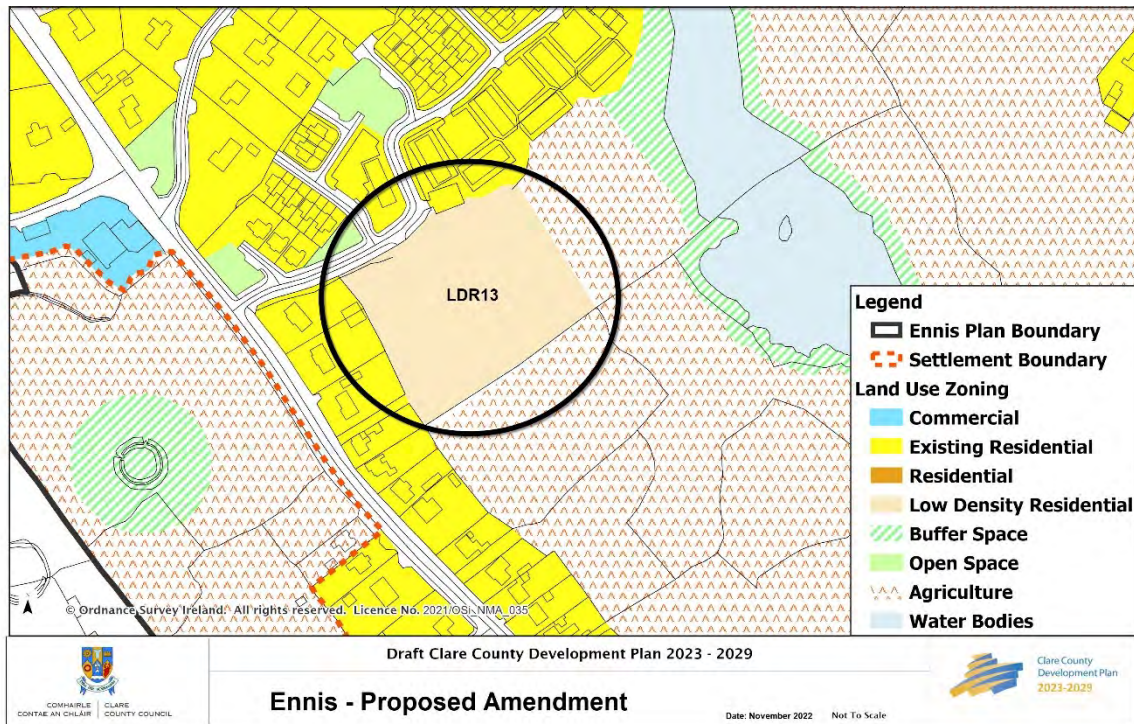
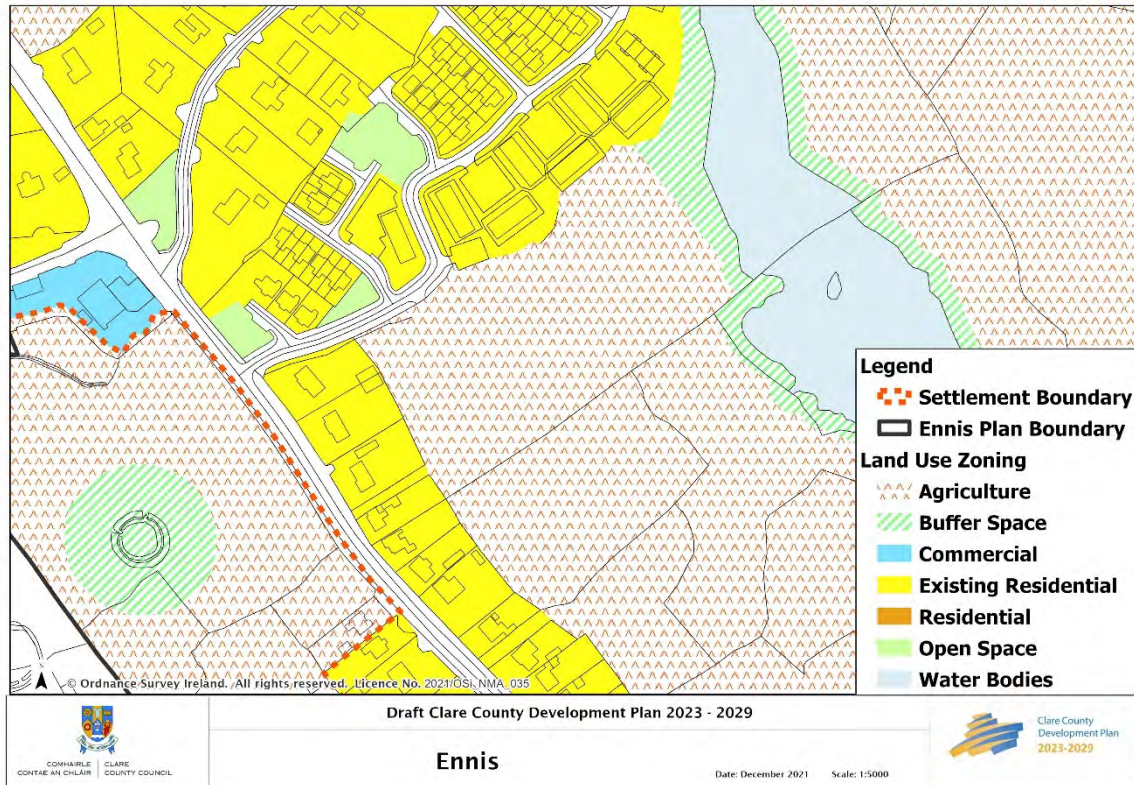
### **Map Note:**

Please note that reference to the 'West Clare Railway Greenway' where it appears in the Legend of the following maps should be taken to be the '[Indicative Route of the West Clare Railway Greenway](#)'.

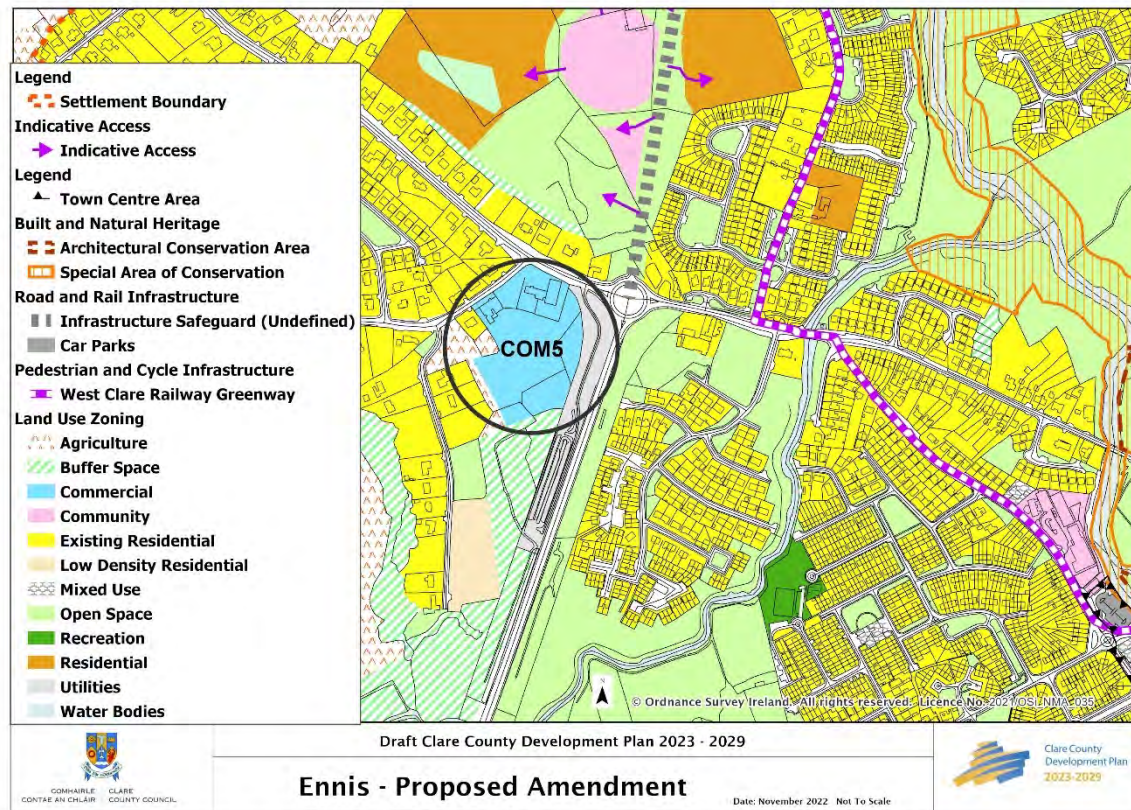
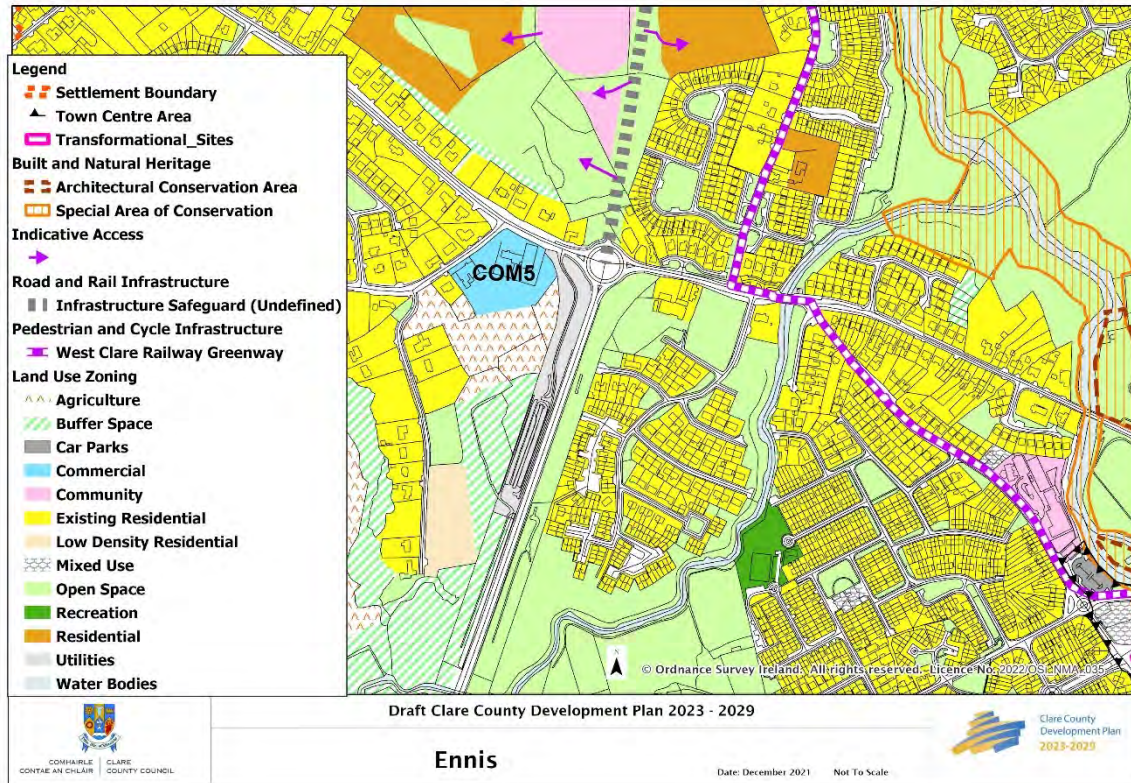




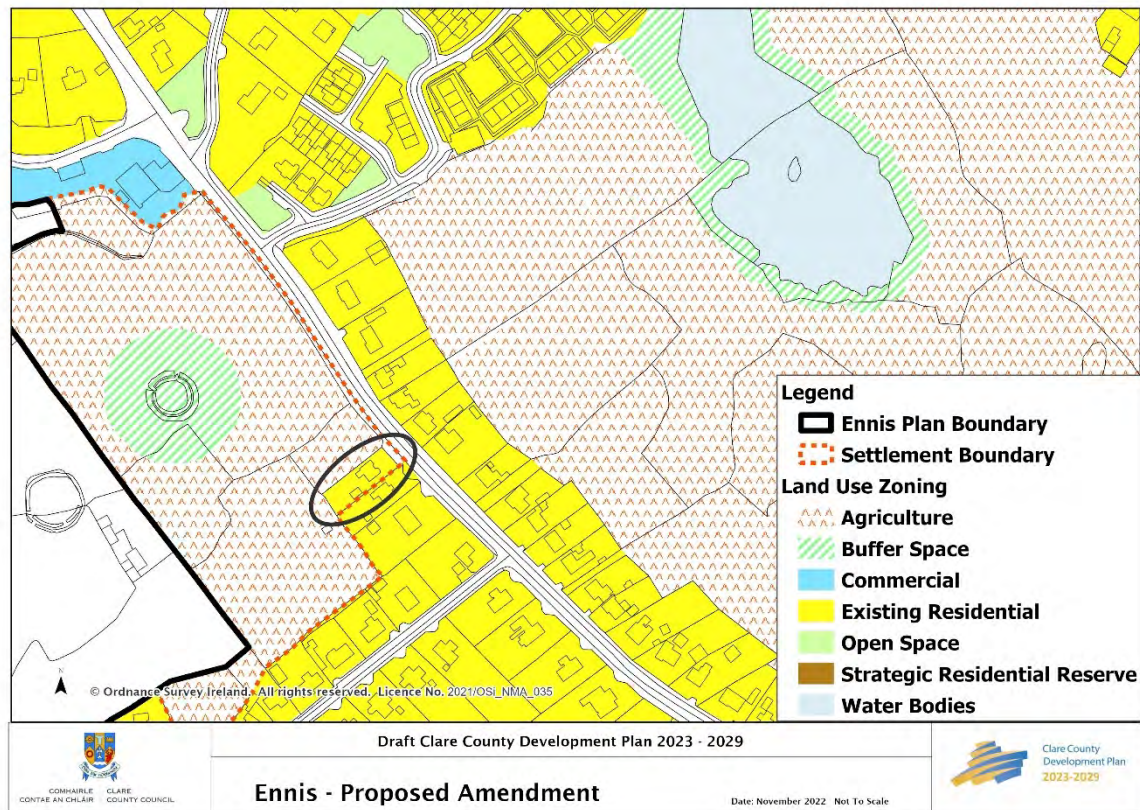
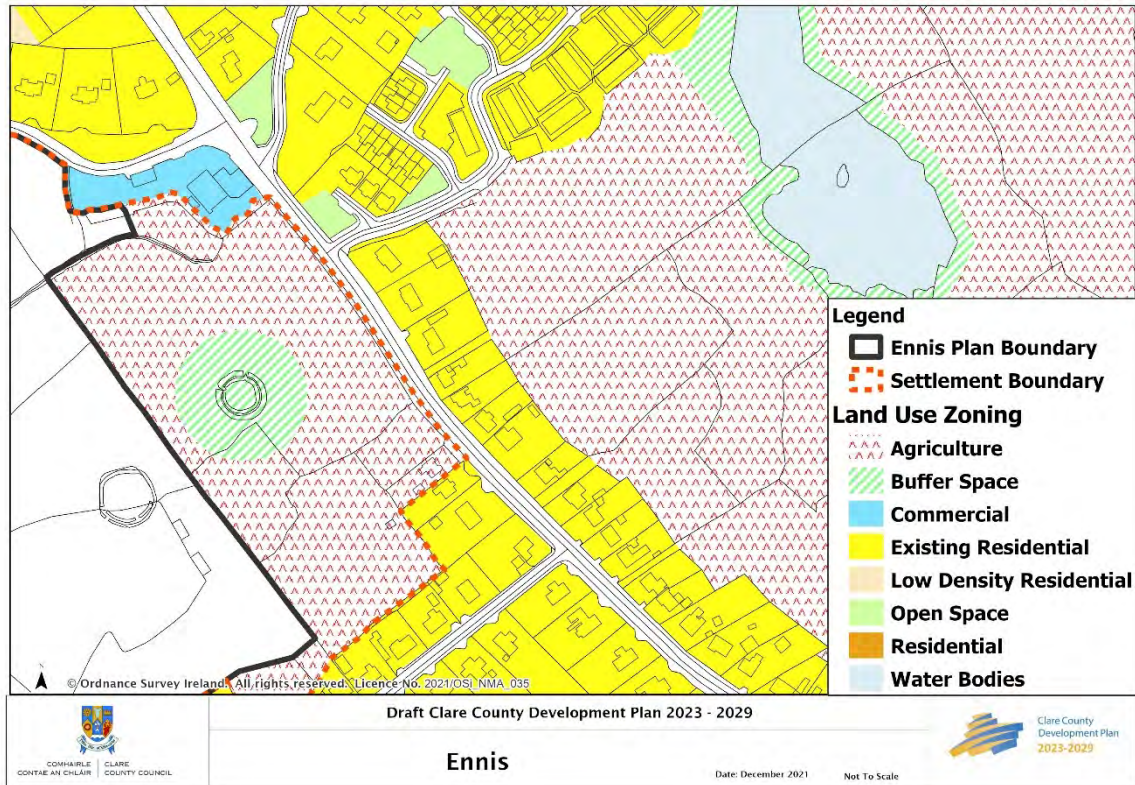












## 2.5 Cahircalla More Neighbourhood

### 2.5.1 Shopping in Cahircalla More

At present, neighbourhoods such as Roslevan and Lifford are well-served in terms of local retail provision. However, in Cahircalla More neighbourhood, which is identified for expansion, there is currently a deficit in service provision. This Plan aims to address this deficit through the identification of a site for the development of local shops/neighbourhood centres.

The principal development objective for the site zoned commercial at the Westpoint Business Park (former Curley's premises) is to secure the full use of the existing building/site and notwithstanding the recent introduction of a HSE out-patient clinic at first floor level, potential remains for it to be a neighbourhood centre that serves the Cahircalla More neighbourhood.

#### Site COM6 Commercial Lands at Cahircalla More

Development proposals for this site must be accompanied by a Transport and Traffic Assessment undertaken in accordance with NRA/TII Traffic and Transport Assessment Guidelines (2014). This must also include an assessment of the cumulative impact of traffic/transport generated by planned development in the area on significant junctions in the vicinity. See also section 1.7.5 Neighbourhood Centres.

### 2.5.2 New Housing in Cahircalla More

Recognising the need to consolidate lands closer to the Town Centre, a number of areas of residentially zoned lands have been identified close to the new National School and existing retail/service providers in the neighbourhood.

Development proposals on the residential sites in the Cahircalla More neighbourhood listed below must be informed by Bat Surveys and must ensure that there is no loss of habitat for the Lesser Horseshoe bat. Any habitat loss must be offset by additional landscape planting to ensure connectivity across the landscape. All development proposals, including lighting proposals, must be informed by the results of the Bat Survey. A Landscape Management Plan must also be prepared to protect and enhance the existing hedgerows and wildlife features. This Landscape Management Plan shall be informed by an ecological assessment.

#### R9 and R21 Ashline

Development proposals for this site must maintain the healthy, mature specimen trees currently located on the lands.



Access to this site shall be considered within the context of the overall circulation of all modes of transport throughout and between all the zoned lands in and around the school, as indicated on the Ennis Settlement Plan map.

The lands are within 2.5km of a designated bat roost for Pouladatig Cave SAC and Newhall and Edenvale Complex SAC. Any future development proposals shall include a bat survey and mitigation to protect water quality (at construction and operation stages), in line with NIR Mitigation 2, 3, 4a set out in Volume 10a of the Plan.

### LDR3 Ashline

The hedgerows and scrub area on this site provide a potential foraging area for Lesser Horseshoe Bats. Future development proposals must be informed by a series of Bat Surveys to record the known use of the scrub and fields by Lesser Horseshoe bats and to ensure that there is no loss of habitat. The surveys must include Light-Level Surveys. Any habitat loss must be offset by additional landscape planting to ensure connectivity across the landscape. All design proposals, including lighting, must be informed by the results of the Bat Survey. Proposals to mitigate any negative impacts that the proposed development may have on the bat population, prepared by a qualified ecologist, will be required. Proposals for the on-going monitoring of the bat population, and contingency measures if unforeseen impacts arise, must also be submitted.

Access to this site shall be considered within the context of the overall circulation of all modes of transport throughout and between all the zoned lands in and around the school, as indicated on the Ennis Settlement Plan map.

### LDR7 Circular Road

This site has the benefit of planning permission. Should future applications be made on site regard will be given to the following. Residential development on this site will be required to incorporate a buffer of sufficient width between the proposed development and the N85 to protect residential amenity. Development proposals on the site shall be accompanied by a Flood Risk Assessment to ensure that floor levels are set to an appropriate height (1-in-100 year flood event plus climate change allowance and freeboard). A Drainage Impact Assessment will also be required.

### ~~R15~~ SR4 and SR5 Ashline

These lands may only be considered for development in accordance with CDP 19.2, Zoning of Lands and the description of Strategic Residential Reserve there under. ~~Residential development on this site will be required to incorporate a buffer of sufficient width between the proposed development and the N85 to protect residential amenity.~~

Access to this site shall be considered within the context of the overall circulation of all modes of transport throughout and between all the zoned lands in and around the school, as indicated on the Ennis and Environs Settlement Plan map. Development on this site shall take account of:

- The site is located to the north and east of Cahircalla Hospital and is bounded to the west by the N85. Any development proposal should allow for a landscape buffer between the N85 and residential development in order to minimise noise impact and provide for house designs which incorporates noise minimisation measures like noise insulation through triple glazing etc. An integrated landscape plan for the lands should be provided not only for a noise buffer, but for additional planting which will help absorb carbon emissions generated by vehicular traffic and enhance linear commuting corridors for wildlife.
- Existing hedgerows within and bounding the site should be protected and integrated into any proposed development, providing an appropriate buffer to protect their value as a potential foraging and wildlife commuting corridor including for Lesser Horseshoe bats, especially given its proximity to Newhall and Edenvale complex SAC and the location of a bat roost on adjacent lands together with all other bat species which have been recorded through dedicated bat surveys on the site and adjacent to it.
- Safe pedestrian and cycle connectivity with the neighbouring services and school should be incorporated into any proposal. Integration with the walking and cycling strategies for the plan should be incorporated into any development proposal, promoting sustainable transport and promoting positive benefits to human health, quality of life, air quality and climate change.

Any future development proposals shall include mitigation to protect water quality (construction and operation), in line with NIR Mitigation 2, 3, 4a set out in Volume 10a of the Plan.

## ER2 Cahericalla Drive

The site is located within a predominately developed and mature residential area of Cahericalla Drive. This area is surrounded by mature trees and provides foraging, nesting and breeding areas for a wide variety of biodiversity. The mature trees on site shall be retained and incorporated into the overall design and layout of any proposed development. Development proposals shall include mitigation for surface water management and bats as set out in Volume 10a Natura Impact Report as it relates to ER2.

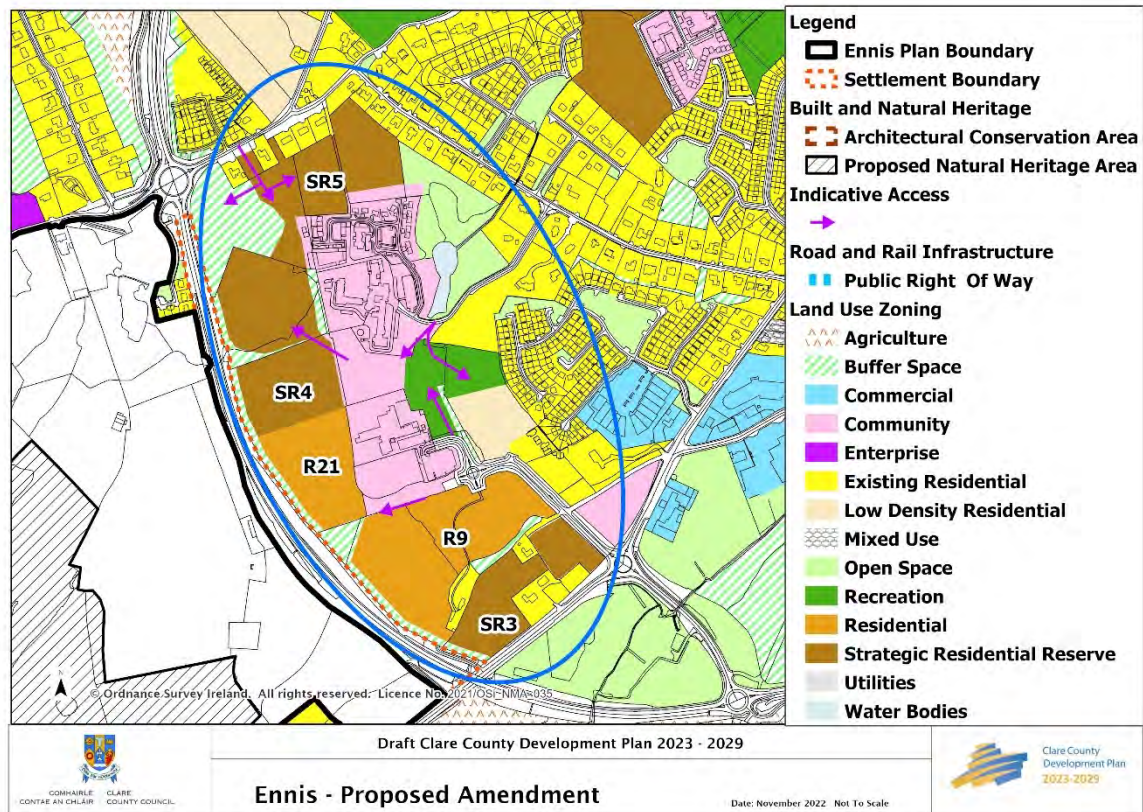
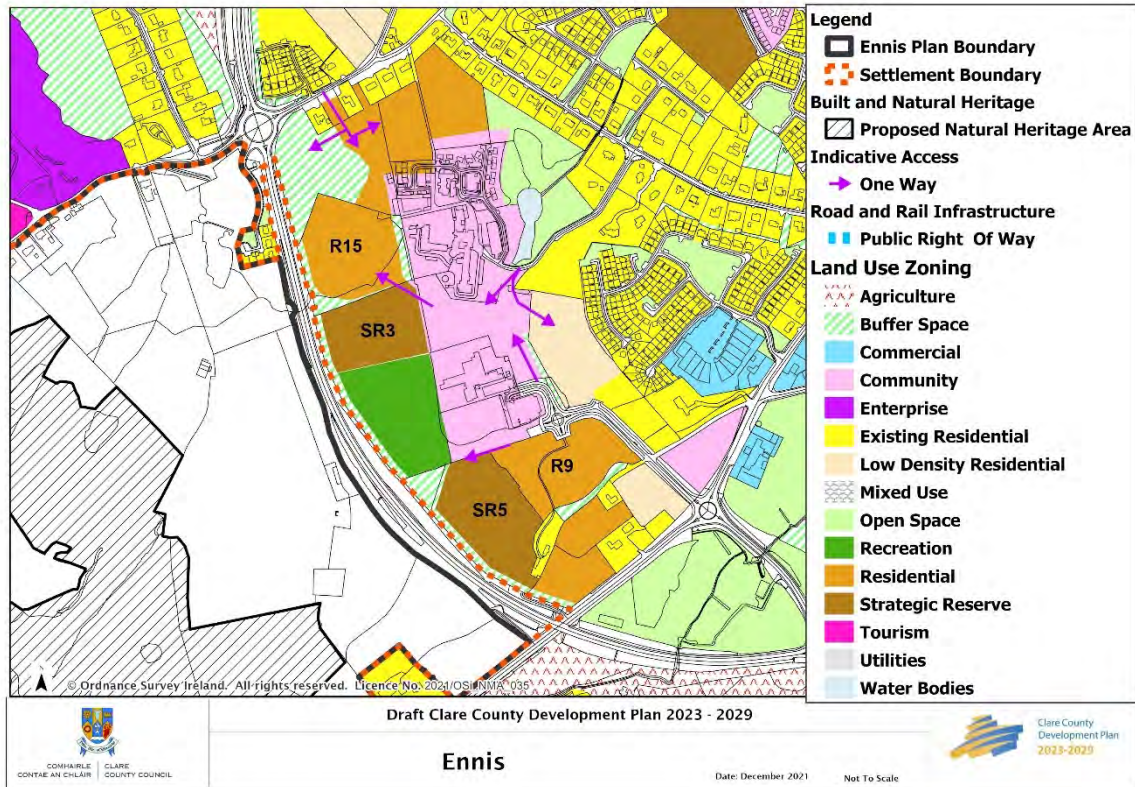
### 2.5.3 Community lands in Cahircalla More

#### C5 Community zoning in Cahircalla More

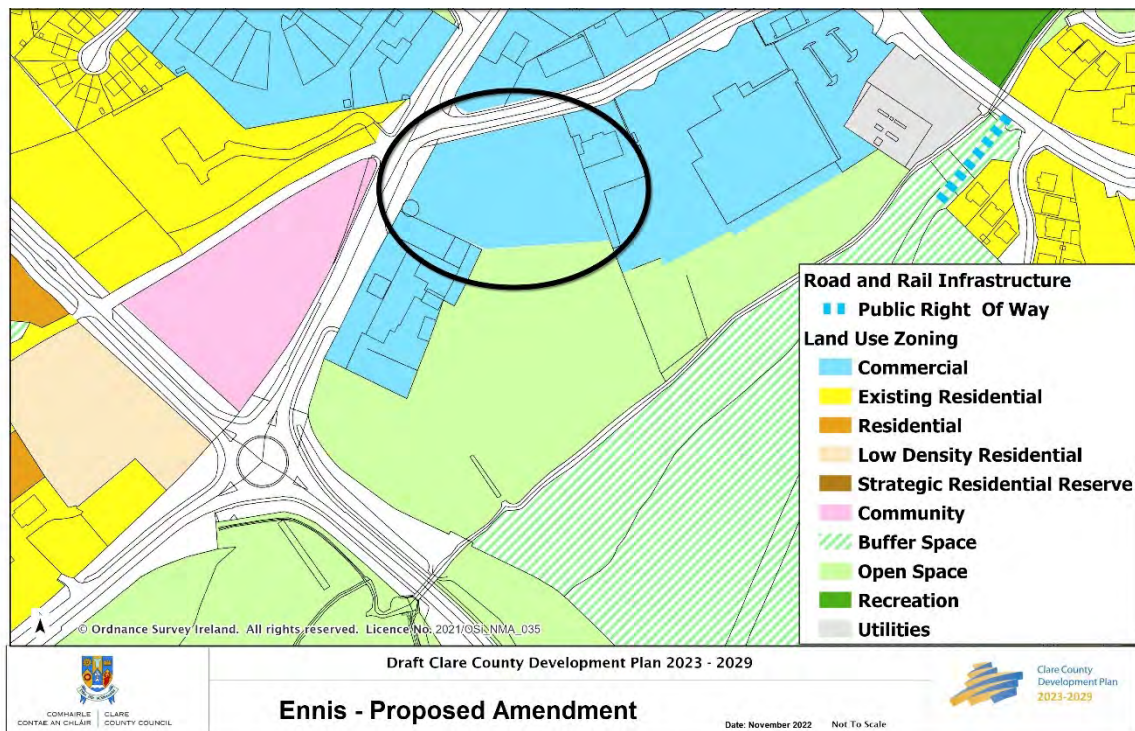
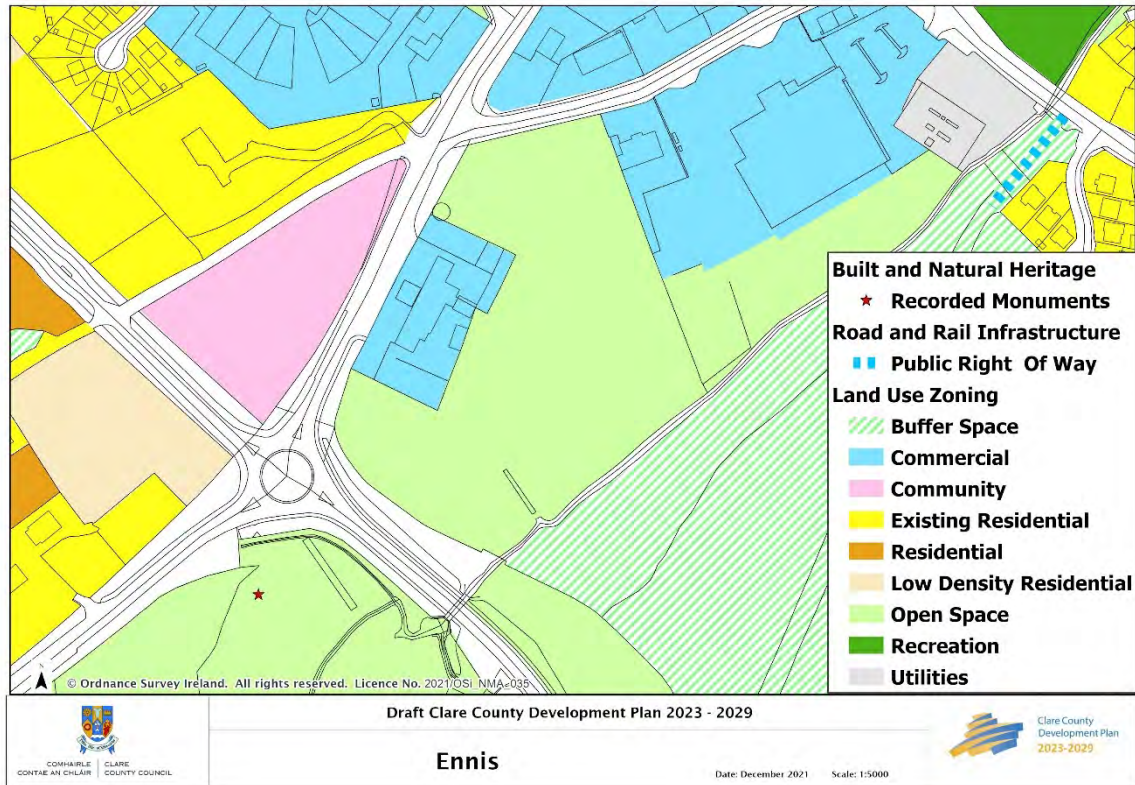
2.5.3 Community Lands C5 The site is strategically located to serve the community needs of the Cahicalla neighbourhood, Limerick Road and wider areas. The lands are located in a



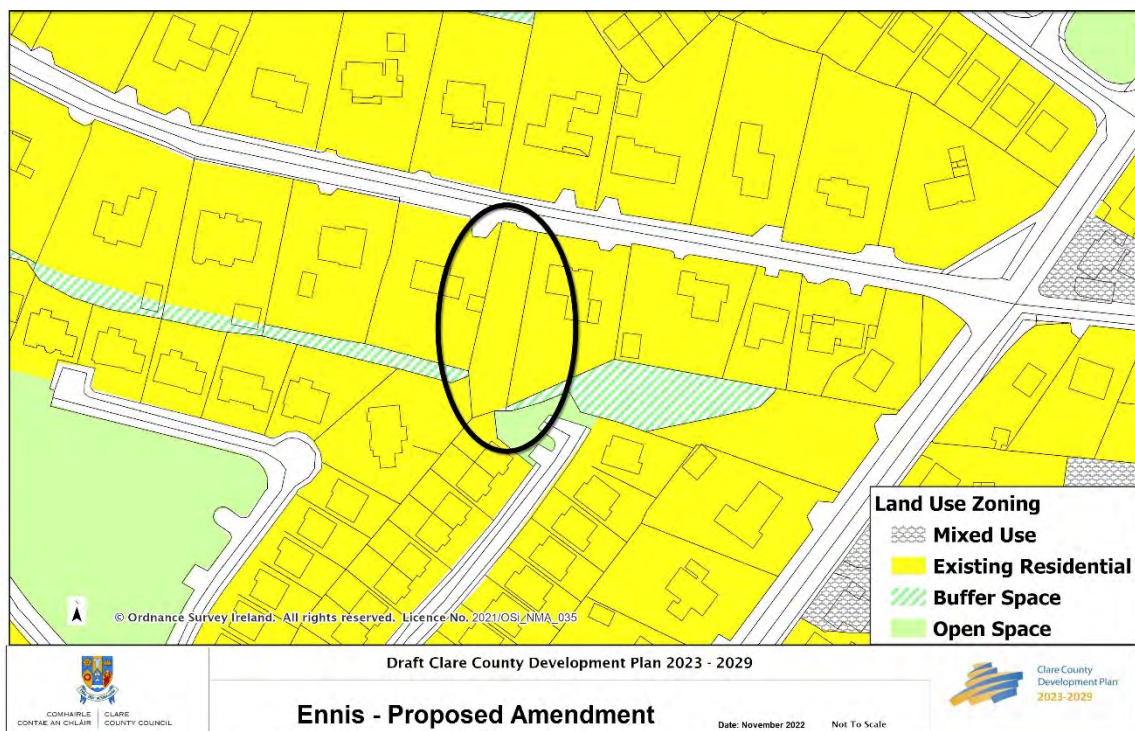
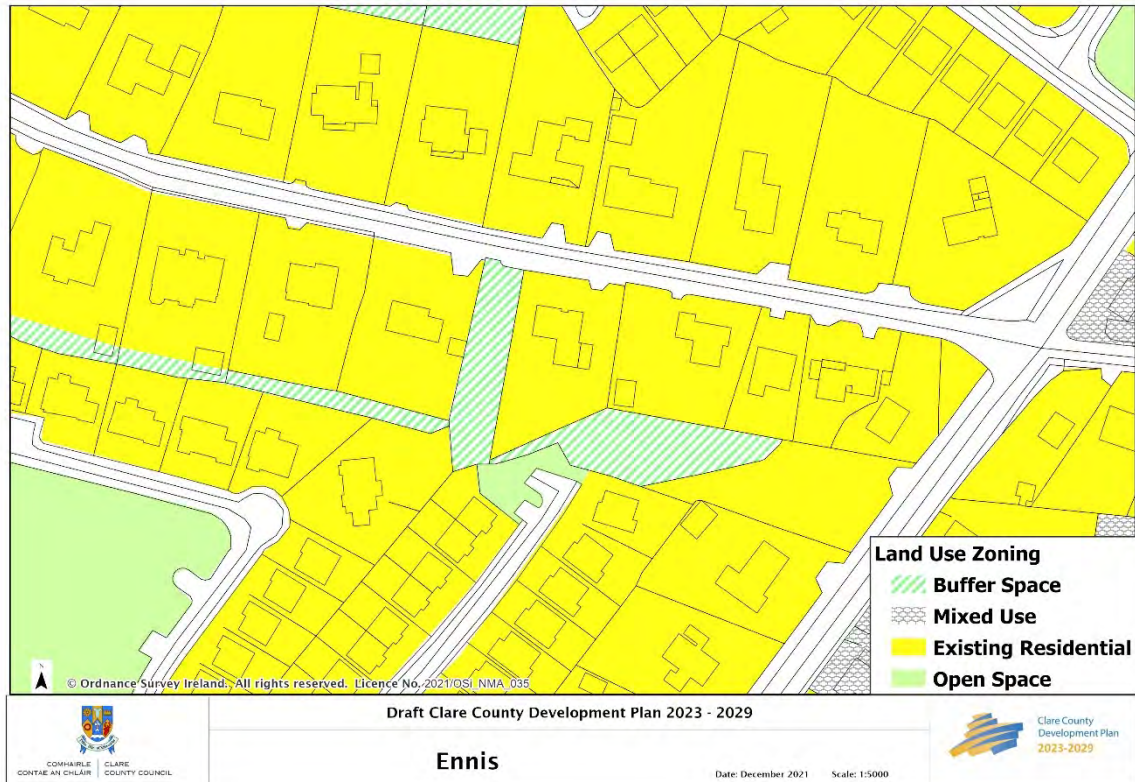
prominent location on the approach to Ennis and has the potential to make a positive contribution to the entry to the town from the western side of the county. Any future community buildings on the site need to have regard to the prominent location and seek to develop a landmark building.



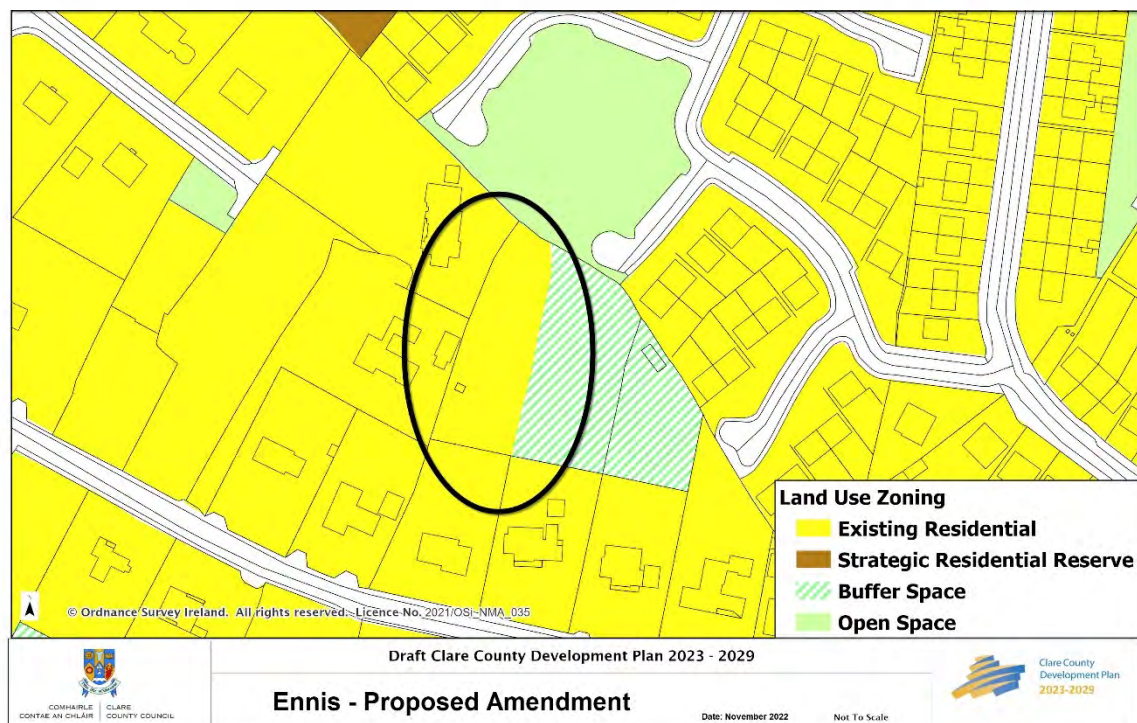
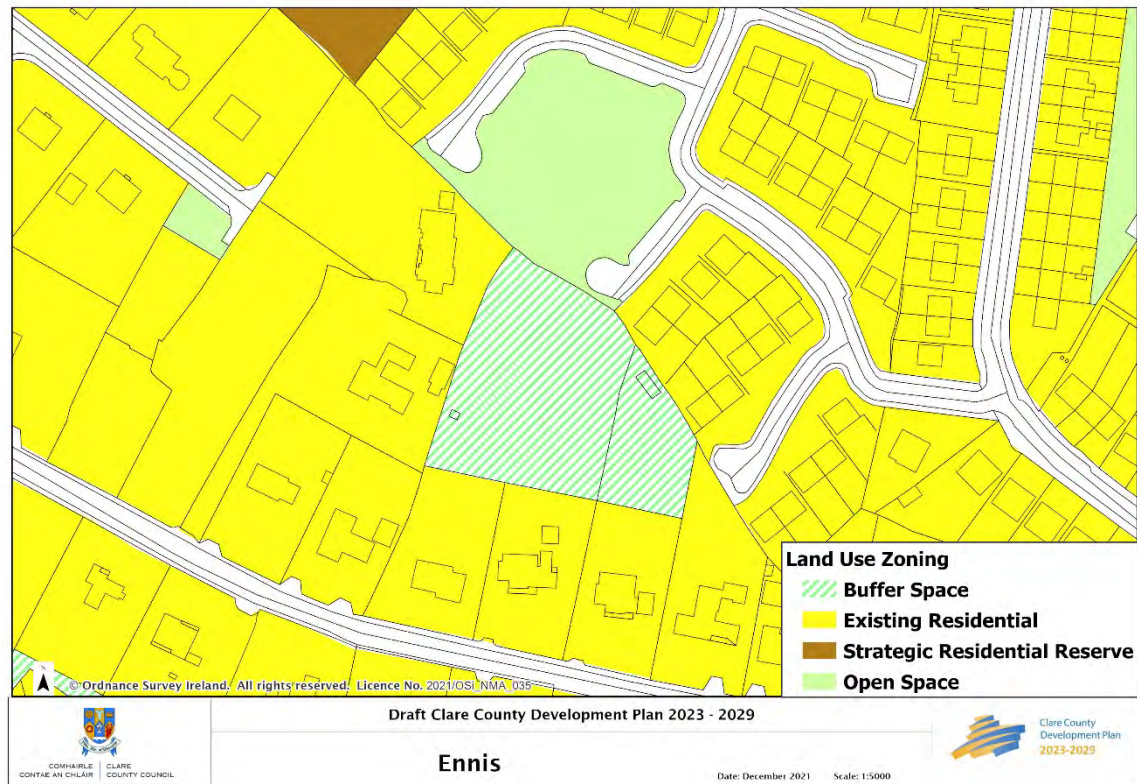




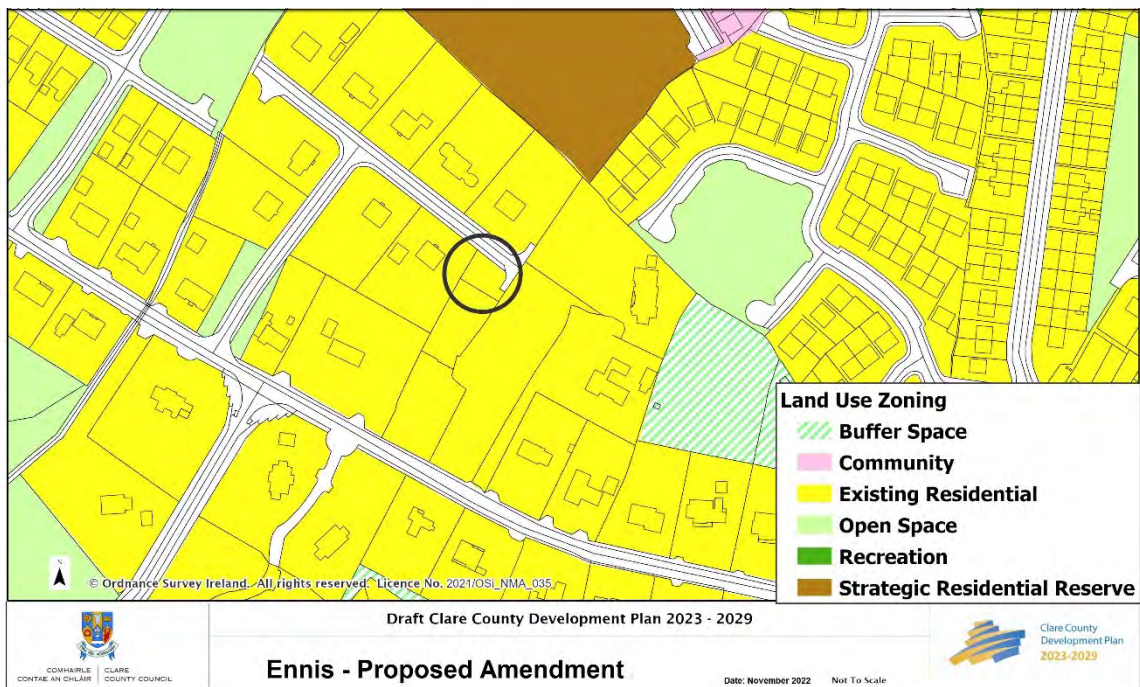
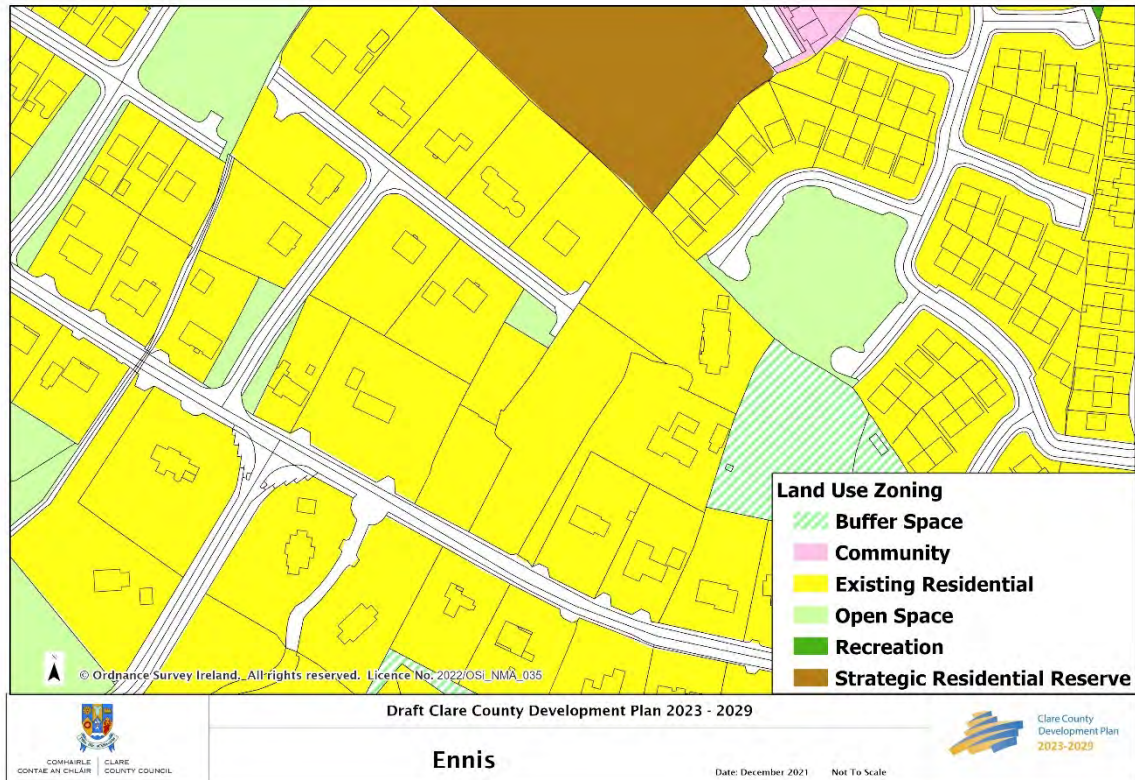














## 2.6 Lifford Neighbourhood

### 2.6.1 New Housing in the Lifford Neighbourhood

Residential lands have been zoned in the Lifford neighbourhood on infill sites adjacent to existing housing and neighbourhood facilities which, by virtue of their location, will assist in appropriate consolidation of the neighbourhood. New housing schemes opening onto main routes should incorporate street trees into their design to enhance character and sense of place on principal routes.

#### R1 North of Ashfield Park, Gort Road

This is an elevated and sloping site with excellent views towards the River Fergus. The site is highly visible on one of the main approach roads to the Town and, as such, a high quality design will be required in relation to any future development proposals.

This site is located approximately 100m from Ballyallia Lake (cSAC) and the River Fergus (part of Lower River Shannon cSAC). Any development proposals on this site shall include details of how surfacewater will be controlled during construction and operation to allow the Local Authority to screen the proposals under Article 6(3) of the EU Habitats Directive. Only proposals that can clearly demonstrate that they will not adversely affect the cSAC will be permitted.

Future development proposals must integrate existing hedgerow and natural boundary features through the preparation of a Landscape Management Plan. Safe pedestrian and cycle connections to local services and amenities must also be addressed as part of future development proposals.

#### R11 Gort Road/Hazel Lane

This site is considered to be suitable for high-quality residential development which will complement and enhance the character of the adjoining Hazel Lane. An innovative layout will be required to ensure that dwellings address both Hazel Lane and the open space/wetland area to the south. Vehicular access to the site shall be from Hazel Lane. It is important that development taking place on this site does not impact on the drainage of the site or the operation of the drainage system in the area. In this regard a hydrology assessment must be undertaken as part of the preparation of development proposals. Surfacewater run-off from development on these lands must be managed to minimise the speed and quantity of run-off to the open space area to the south of the subject site. This site is mostly located in Flood Zone C within some encroachment onto Flood Zone B. Therefore a Flood Risk Assessment must be carried out in relation to future development proposals. The Flood Risk Assessment must be prepared having regard to the information set out in Volume 10(c) of this Plan.

The development of this site presents opportunities to provide innovative building design which demonstrates a high level of energy efficiency, energy conservation and use of renewable energy sources.

The design of any future developments on this site must retain the existing stone boundary wall and perimeter boundary of trees, except where their removal is necessary to provide safe vehicular access to the site.

### **MU3 Kelly's Corner**

This site is located at a highly visible 'gateway' to the Town Centre and is particularly suitable for a mix of uses, including residential development, as it is located within easy reach of all services, recreational and shopping facilities in the locality. Development of this site will require a design solution to ensure the creation of a quality streetscape whilst protecting the amenity of adjoining properties.

## **2.6.2 Industrial Lands in the Lifford Neighbourhood**

### **LI3 Gort Road Business Park**

This site, which is zoned for light industrial uses, is a long-established business area. While this site is almost fully developed, proposals may arise for the modification/expansion or redevelopment of some of the units on the site during the lifetime of this Plan.

In this regard development proposals must be accompanied by a Construction Method Statement detailing how surfacewater run-off, especially in relation to potential release of silt to the River Fergus, will be controlled during any construction. Furthermore, drainage plans for surfacewater run-off during operation must also be submitted, ensuring run-off is treated via appropriate SuDS (petrol interceptor, silt trap, grease trap etc.) prior to discharge to any surface water features.

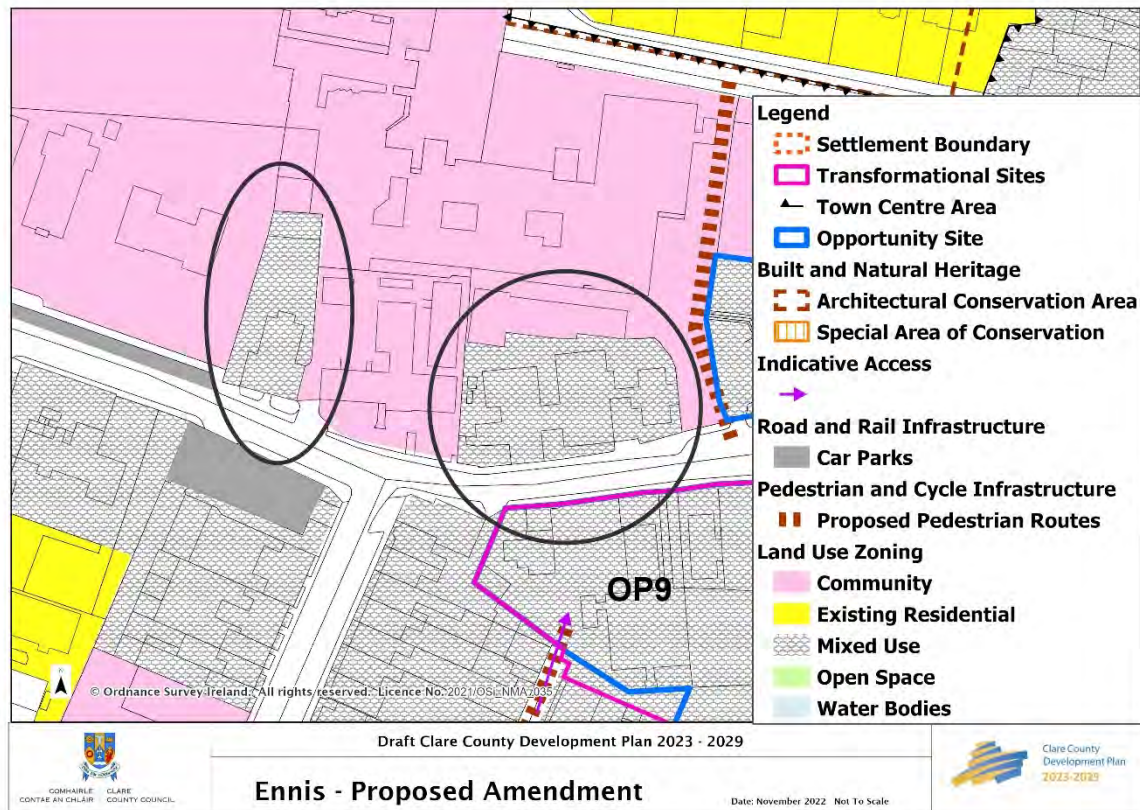
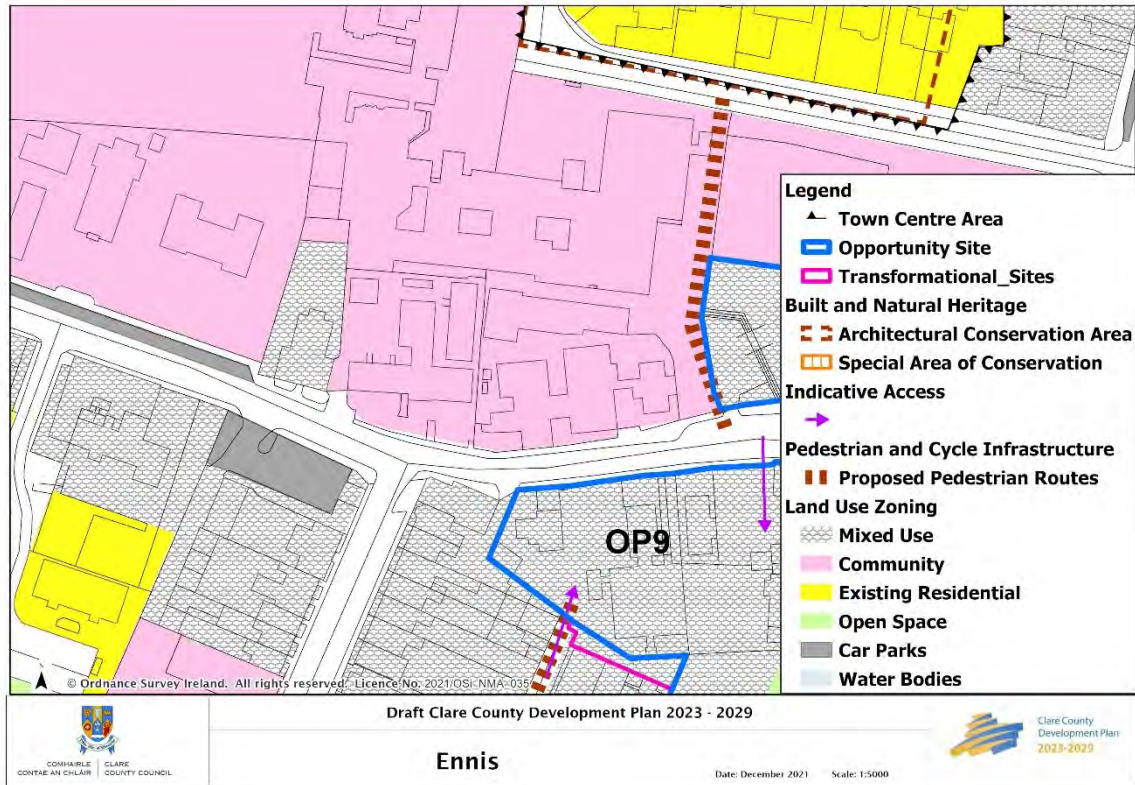
## **2.6.3 Community Lands in Lifford**

### **C3 Ennis CBS Primary School, New Road**

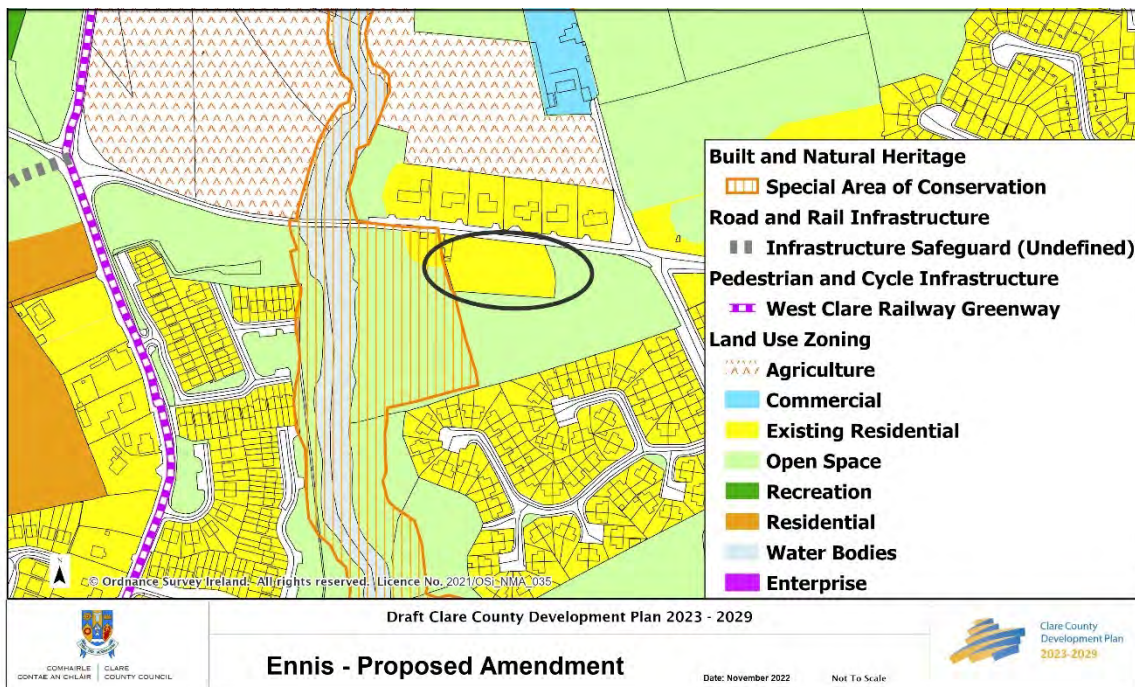
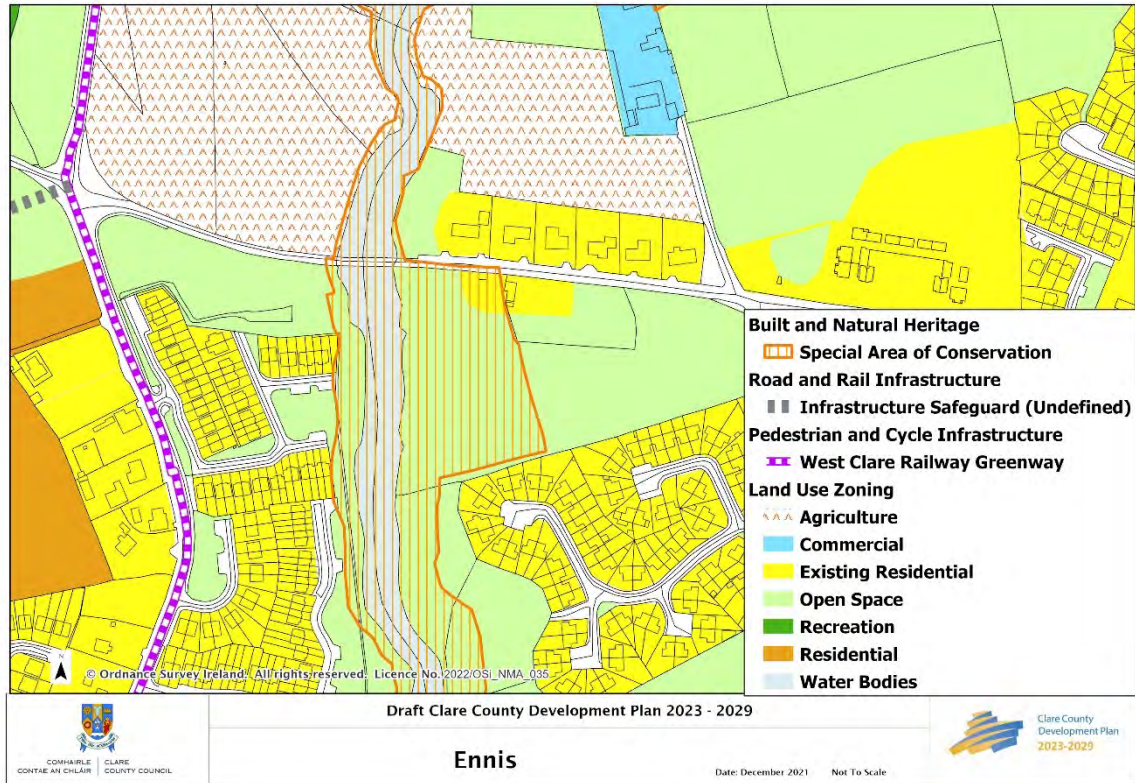
This site was recently redeveloped with the construction of a new school including parking and drop-off arrangements. This site remains zoned community to facilitate the continuance of the site and any future development of the primary or secondary school. Any future expansion or upgrade of the site shall incorporate a Mobility Plan and measures to promote sustainable travel.

### **Map Note:**

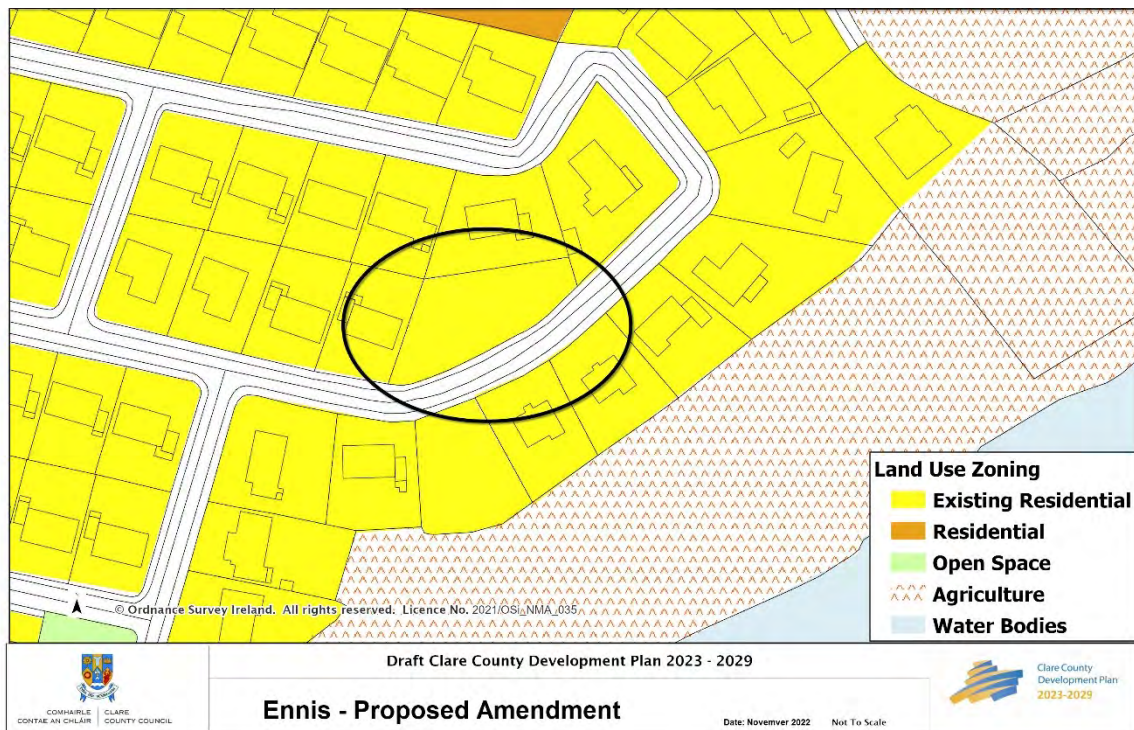
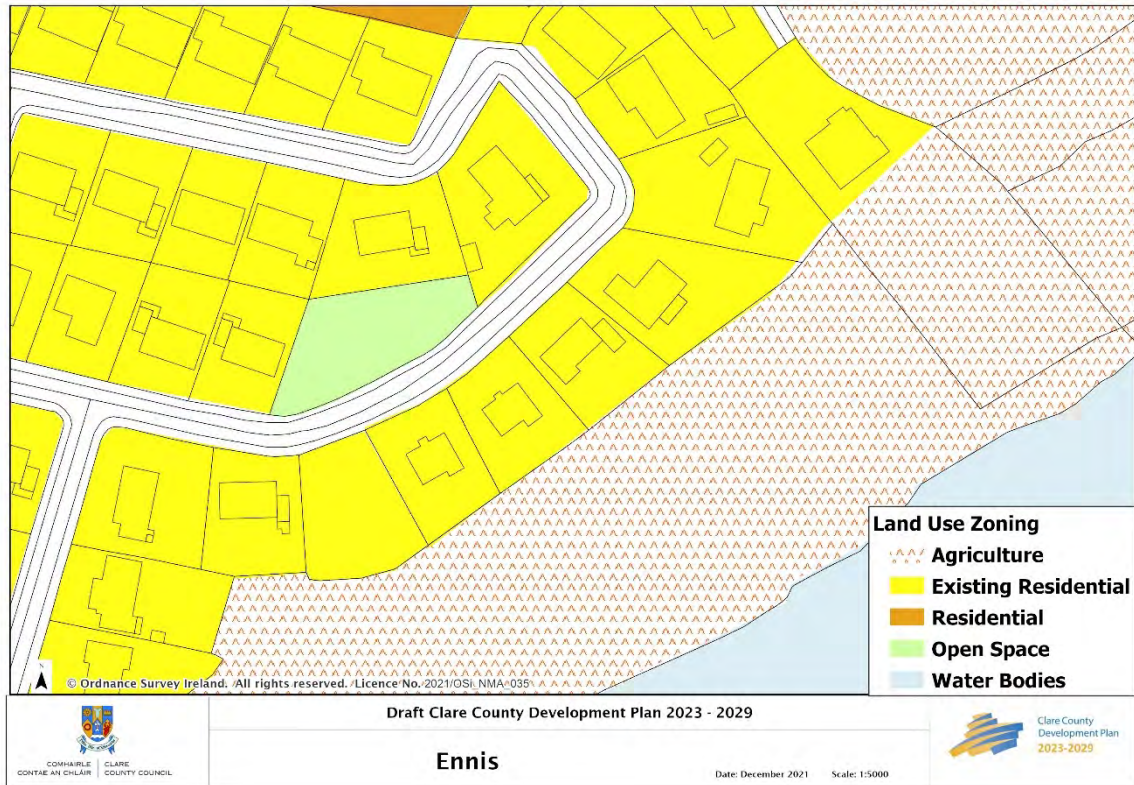
Please note that reference to the 'West Clare Railway Greenway' where it appears in the Legend of the following maps should be taken to be the 'Indicative Route of the West Clare Railway Greenway'











## 2.7 Cloughleigh/Drumbiggle Neighbourhood

### 2.7.1 New Housing in the Cloughleigh/Drumbiggle Neighbourhood

A number of sites have been identified for future residential development in the Cloughleigh/Drumbiggle neighbourhood.

#### R14 Drumbiggle Road

This site is located in close proximity to the Town Centre making it ideal for high density residential development. Development proposals must present a design solution to address the high perimeter on the northern and western boundaries of the site. Development proposals should harness the opportunities presented by the south facing aspect of the site, such as the incorporation of solar panels, into the design of the building(s). The trees currently located on the perimeter of the site must be retained and incorporated into future development proposals for this site.

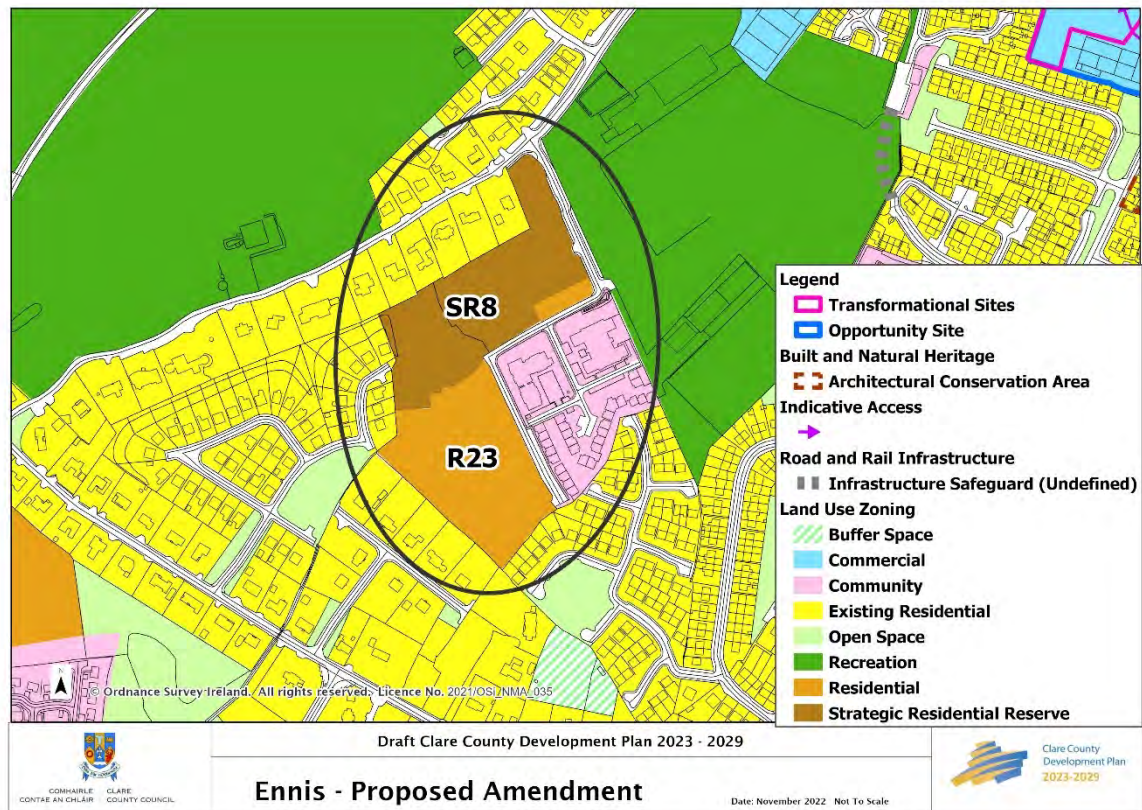
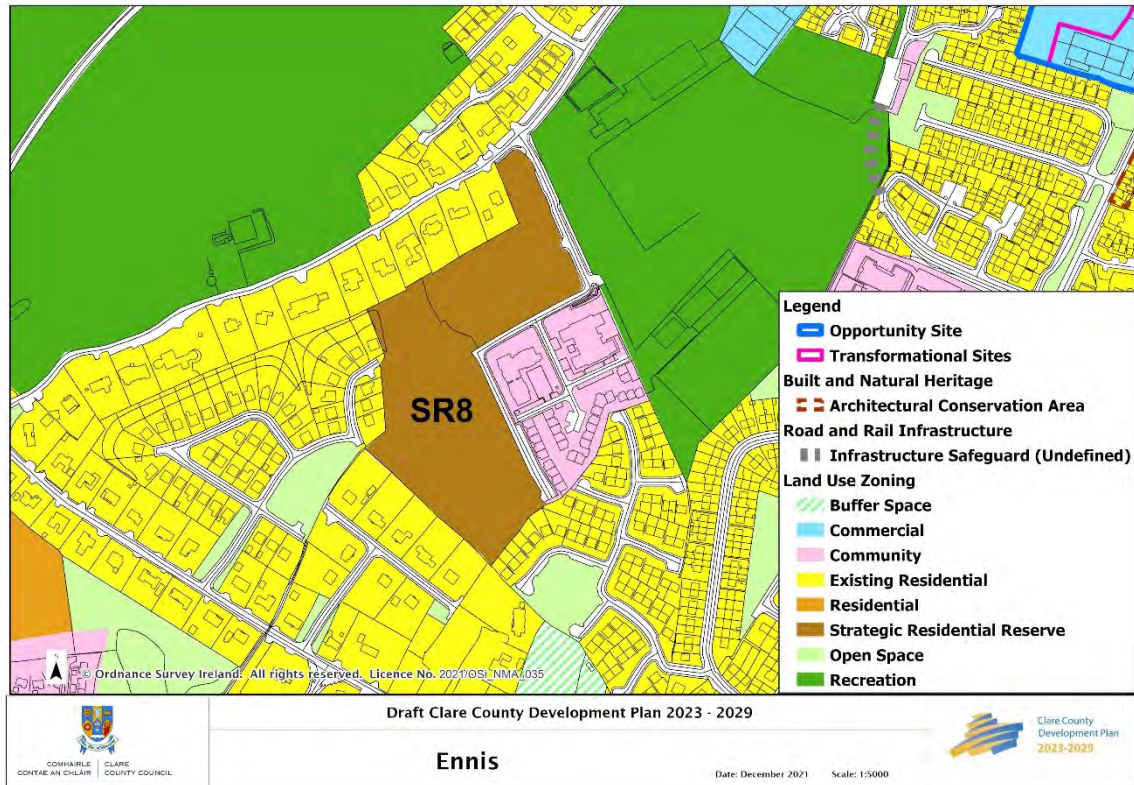
#### R14 Drumbiggle Road

This site is located in close proximity to the Town Centre making it ideal for high density residential development. Development proposals must present a design solution to address the high perimeter on the northern and western boundaries of the site. Development proposals should harness the opportunities presented by the south facing aspect of the site, such as the incorporation of solar panels, into the design of the building(s). The trees currently located on the perimeter of the site must be retained and incorporated into future development proposals for this site.

#### Site R23 Adjacent to Pairc na Coile Nursing Home

This site has been identified for residential development. The area of the site to the west of Park na Coille includes an attractive natural habitat which should be retained, at least in part, as open space between any new development and the existing nursing home, providing an open space buffer between the two developments. This site is located less than 1km from a known bat roost. Proposals for development on this site must be informed by an ecological assessment of the site and appropriate bat surveys and shall ensure that there is no loss of habitats used by Lesser Horseshoe Bats. Any habitat loss must be offset by additional landscape planting to ensure connectivity across the landscape. All design proposals, including lighting, must be informed by the results of the bat survey. A landscape management plan must also accompany any development proposals. Development proposals shall include mitigation for bats, water quality and Special Conservation Interest Birds, as set out in Volume 10a Natura Impact Report as it relates to R23. (NIR mitigation 2,3 and 4a).





## 2.8 Clonroad Beg Neighbourhood

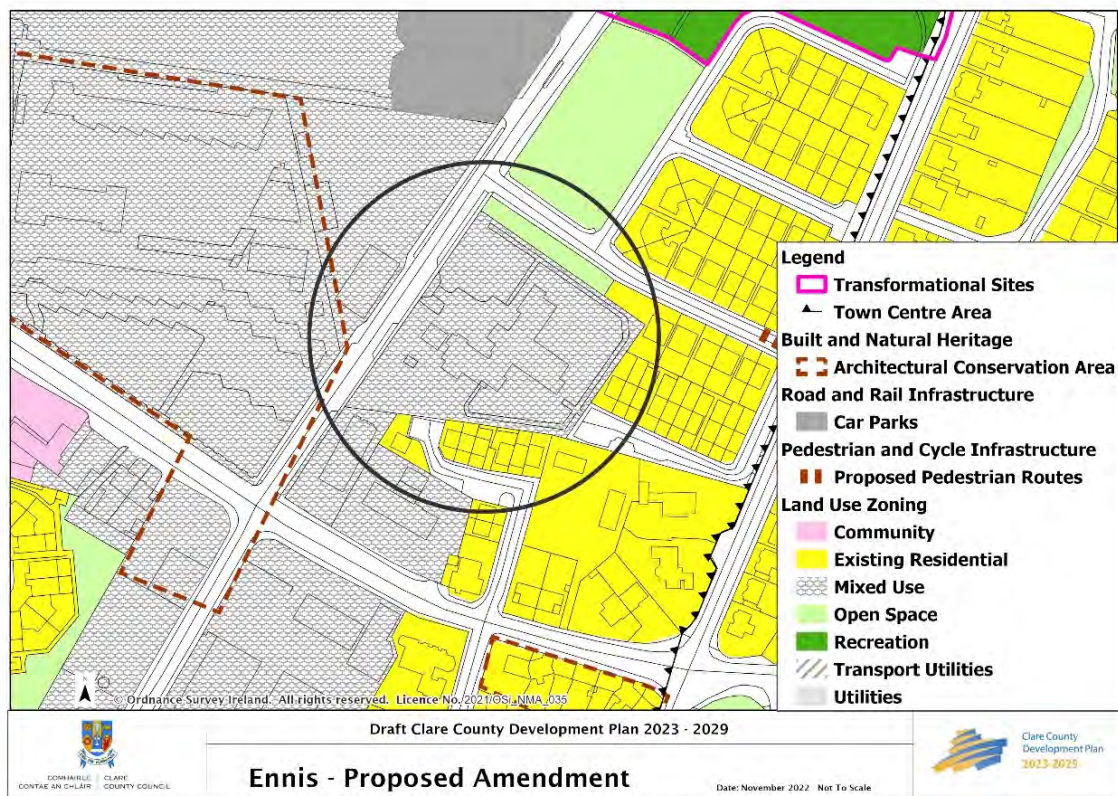
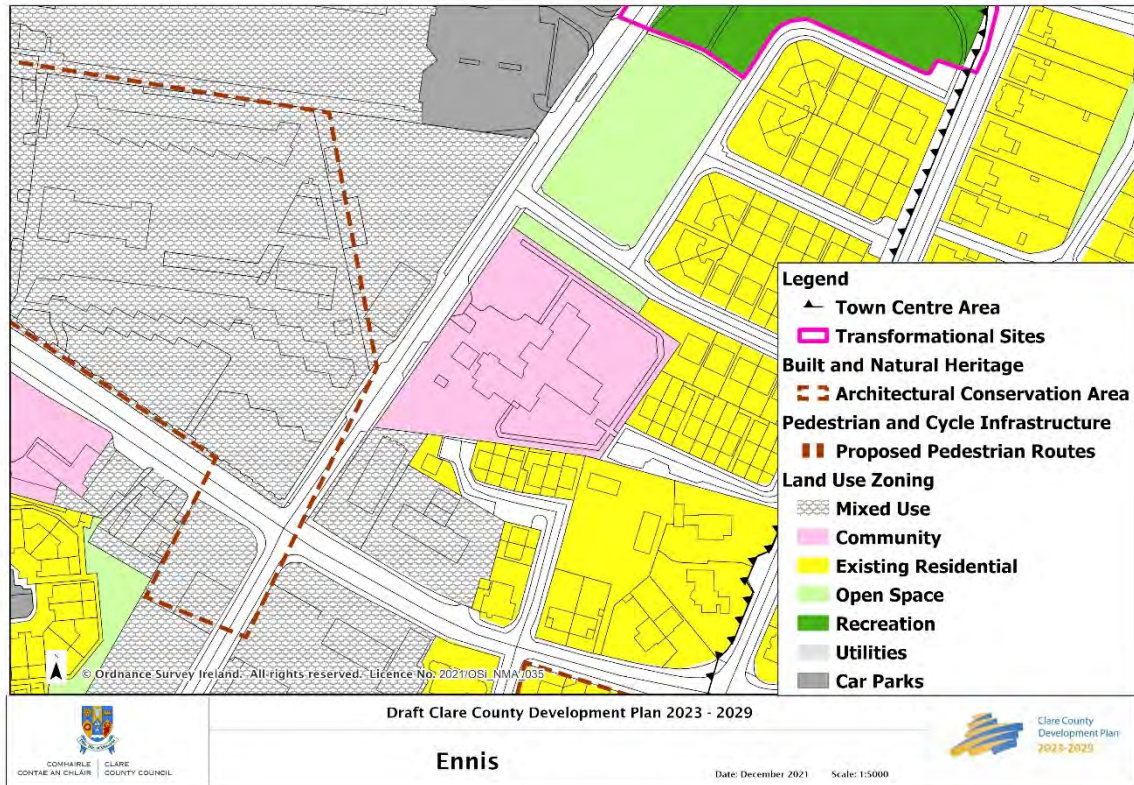
### 2.8.1 New Housing in Clonroad Beg Neighbourhood

This is an existing built up area and thus no significant area of land is available for new residential development in this neighbourhood. The focus for this area is to increase the number of households in the neighbourhood by addressing vacancy in the area, redevelopment and repurposing of vacant buildings and the development of any infill sites. There are also a number of Opportunity Sites located in this neighbourhood such as OP10 (Waterpark House and Áras Uí Cochláin), OP12 (Francis Street and the Causeway) and OP13 (Cusack Park) along with Transformational Site 4 (TS4) - Friars Walk, the redevelopment of which may provide new residential accommodation in the area.

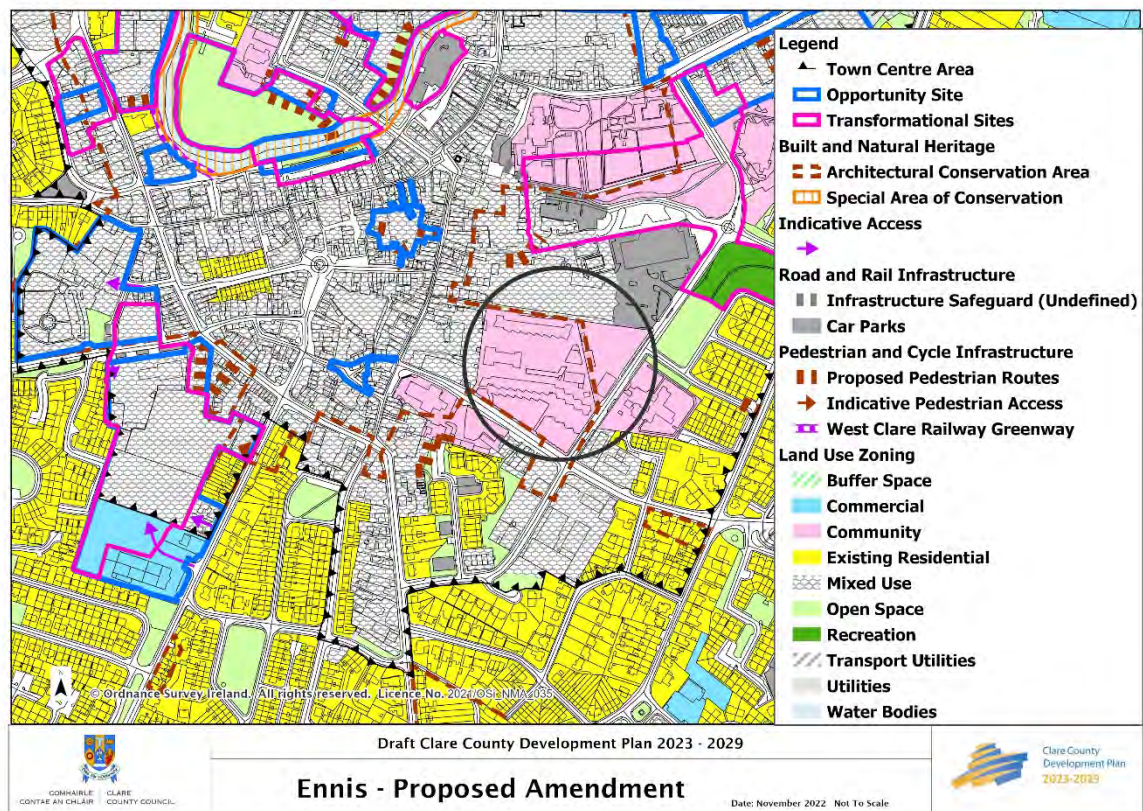
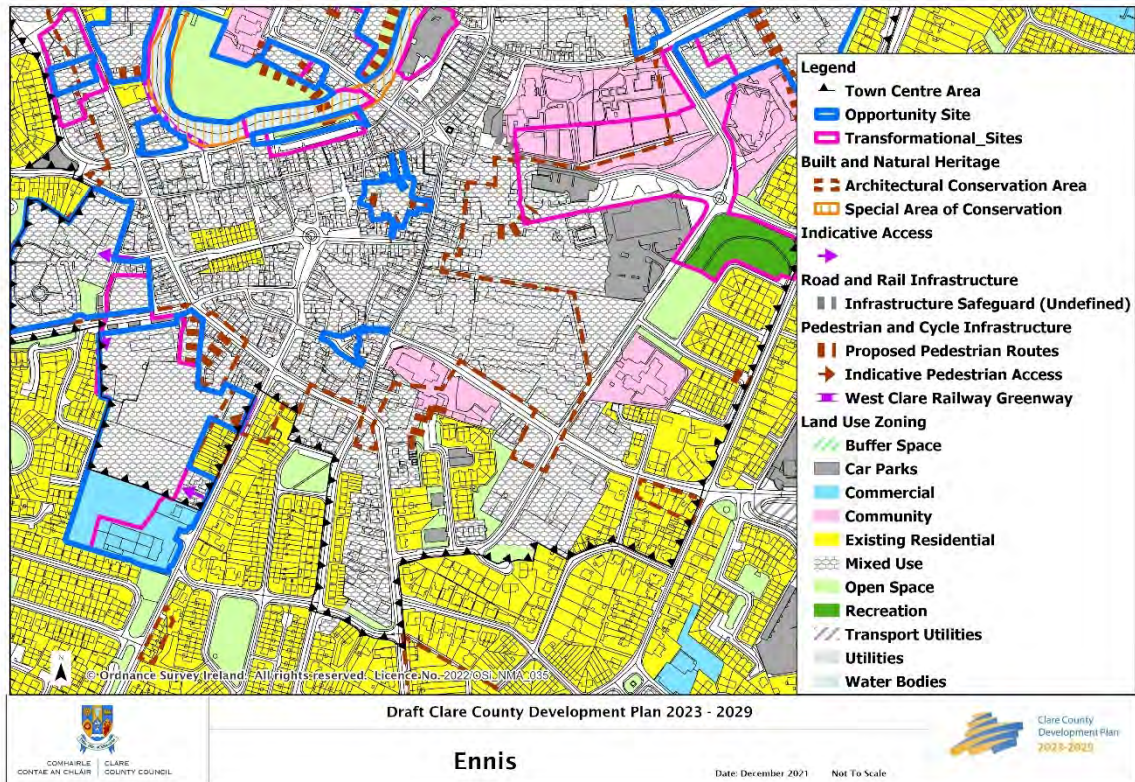
### 2.8.1 New Housing in Clonroad Beg Neighbourhood

This is an existing built-up area and thus no significant area of land is available for new residential development in this neighbourhood. The focus for this area is to increase the number of households in the neighbourhood by addressing vacancy in the area, redevelopment and repurposing of vacant buildings and the development of any infill sites. There are also a number of Opportunity Sites located in this neighbourhood such as OP10 (Waterpark House and Áras Uí Cochláin), OP12 (Francis Street and the Causeway) and OP13 (Cusack Park) along with Transformational Site 4 (TS4) - Friars Walk, the redevelopment of which may provide new residential accommodation in the area.

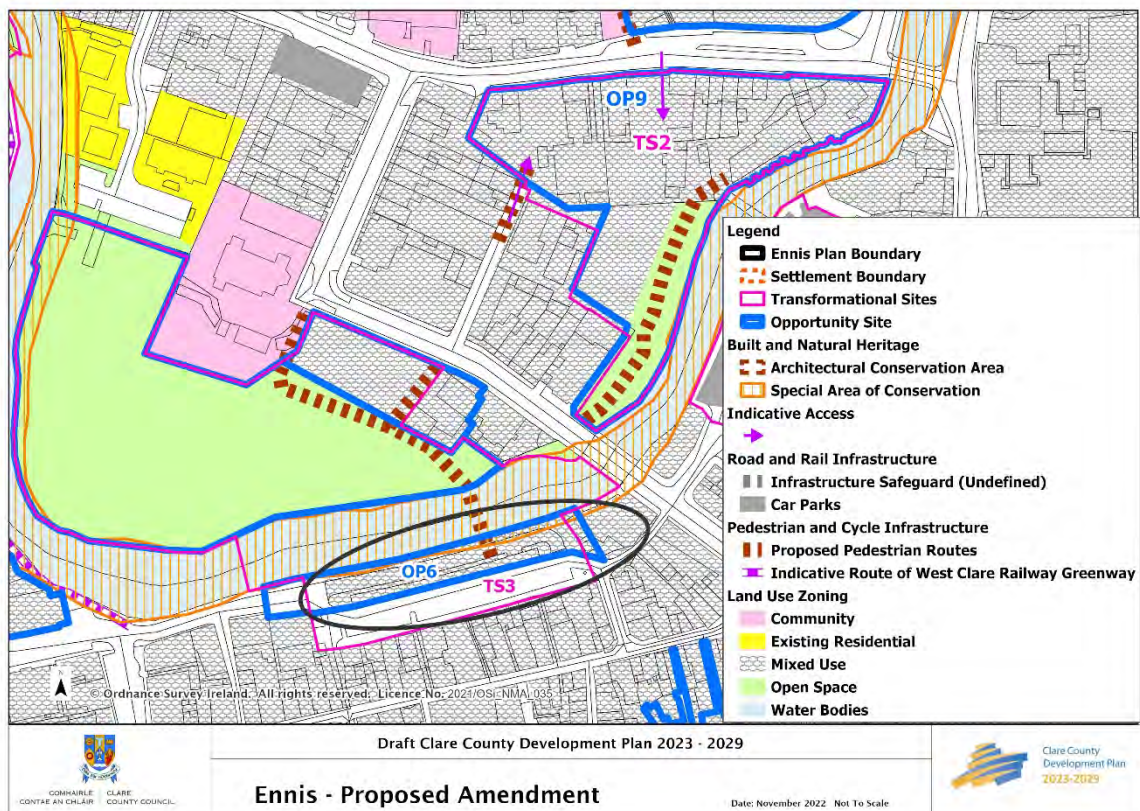
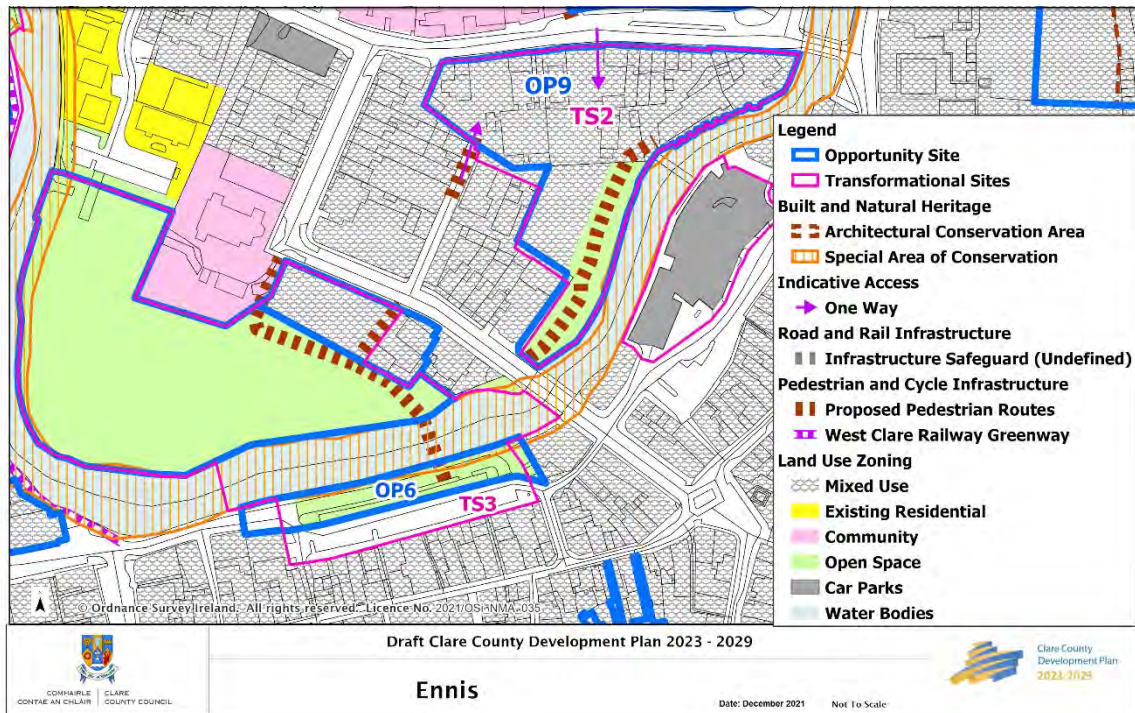












## 2.9 Clonroad More Neighbourhood

### 2.9.1 New Housing in Clonroad More

Opportunities for consolidation occur mostly in the southern half of this neighbourhood. The strategy therefore, is to provide residentially zoned land at a number of locations in Clonroad closer to existing housing which will assist in the consolidation of the neighbourhood.

#### R17 East of Limerick Road

This site has the benefit of planning permission. Should future applications be made on site regard will be given to the following. This site is situated on the Limerick Road and is suitable for housing. This site was assessed in the Strategic Flood Risk Assessment and further details are contained in Volume 10(c) of this Plan. CFRAMS maps indicate a flood risk to the east of the site. The western road frontage of the site is within Flood Zone C and is suitable for all types of development. The eastern portion of the site is shown to be at risk of flooding and should be utilised for water compatible land uses only.

The site directly adjoins the R458 (Limerick Road) and roadside portions of the site are identified as being subject to high noise levels in the Clare County Council Noise Action Plan 2018. The design and layout of houses in close proximity to the R458 must incorporate appropriate noise mitigation measures.

#### LDR2 Knox's Bridge and OS1

The density of the proposed development will inform the most suitable location for vehicular access. Low density development may be accommodated through the existing access way subject to a satisfactory Traffic Impact Assessment being submitted.

Any development shall be of a high quality design which sensitively incorporates the orchard/walled garden area, protects the mature trees on site, provides a buffer to the railway line and reflects the riverside setting, providing a green infrastructure buffer along the river bank. Partial removal of the stone wall dividing the site may be permitted for vehicular and pedestrian access (in an east-west direction). Any planning application relating to this site shall include an archaeological assessment having regard to the proximity of an Archaeology Zone and a number of Recorded Monuments.

The northern section of this site **zoned open space** is located in an area that has been identified as being at risk from flooding. A Flood Risk Assessment in accordance with 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' (DoEHLG/OPW 2009) shall also be submitted as part of any planning application made in relation to this site. Any development proposals shall include details of how surfacewater will be controlled during construction to allow the Local Authority to screen the proposals



under Article 6(3) of the EU Habitats Directive. Only proposals that can clearly demonstrate that they will not adversely affect on the cSAC will be permitted.

The trees located on the perimeter of the site shall be retained and incorporated into future development proposals and lighting shall be designed to ensure that there will be no increase in ambient light levels beyond the perimeter of the development footprint (through a Light Spill Model Study). A Landscape Management Plan will also be required.

### 2.9.2 Mixed Use Lands in Clonroad More

#### MU2 Clon Road

This site is situated to the north of Meadow Court, at the junction of Clon Road and French Court. The site is slightly elevated above the public road to the west. The site includes existing residences, which may be retained or redeveloped as part of the comprehensive redevelopment of the overall site. A well-designed redevelopment of this site provides the opportunity to punctuate the streetscape, create a focal point and improve wayfinding. Direct access to the site from Clon Road is not permissible at this location.

### ~~2.9.3 Commercial Lands in Clonroad More~~

**MU6 Tobarteascáin -This site consists of two defined areas MU6A and MU6B as set out below:**

#### Site MU6A Tobarteascáin

The subject site is located at a prominent location at the junction of the Limerick Road R458 and Tobarteascáin Road. It is considered that the site has the potential to accommodate a number of potential uses to serve the existing population in the Clonroadmore area and the town of Ennis itself. Any development proposals must provide for a landmark building of a scale, height, materials and finish appropriate to its landmark location on the entrance to the Town. Development proposals shall incorporate a high quality of design which respects the set back/existing building line as established along the Limerick Road and include for associated public realm improvements. A single access to the overall site shall be provided.

For this site, the Planning Authority considers that the following uses in particular would be appropriate:

- The provision of high quality office accommodation and the development of the site as a strategic employment location.
- The provision of a four or five star hotel with associated conference facilities and leisure centre.
- A Neighbourhood Centre which should ensure a mix of commercial uses which are appropriate in scale and nature to the area and which do not impact on the vitality and viability of Ennis Town Centre. A high quality public playground and park area, catering

for a variety of age groups, shall be provided and maintained by the developer as part of any neighbourhood centre scheme.

The inclusion of some element of residential uses, including apartments, as an integral part of the design of any scheme on this site in order to generate evening activity and security of the site will also be considered.

The development of the site shall be subject to a detailed Masterplan to facilitate the phased development of appropriately defined land uses for the entire site. These uses shall be informed by the Strategic Flood Risk Assessment undertaken as part of the Development Plan process. The Masterplan shall also be informed by a specific Flood Risk Assessment carried out in accordance with the 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' (DoEHLG/OPW 2009).

### Site MU6B Tobarteascáin

The site is zoned Mixed Use and is appropriate for a mix of commercial uses including bulky goods retailing which are appropriate in scale and nature to the area and which does not impact on the vitality and viability of Ennis Town Centre.

It is an objective of Clare County Council:

- To retain the vitality and viability of the adjacent MU6a site identified for a neighbourhood centre and local shops in the area. In terms of retailing, only bulky goods retailing will be considered within the site.
- To encourage the appropriate mix of uses suitable to the scale of the locality.
- To require that future proposals shall be accompanied by a Site-Specific Flood Risk Impact Assessment.
- Require that development proposals for the site shall include for the upgrade of the Tobarteascáin Road and roundabout to facilitate any proposed development.
- To ensure that a physical buffer is provided between the subject site and adjoining residential areas to minimise disturbance
- Future proposals shall provide pedestrian connectivity to adjoining lands.

Future development on ~~this~~ sites MU6A & MU6B must have regard to the findings of the Strategic Flood Risk Assessment in Volume 10(c) of this Plan. ~~Any commercial or community uses shall be located on the northern portion of the site, with water compatible uses such as carparking located on the southern portion. The eastern area of the site is not suitable for high or less vulnerable development and should remain undeveloped. It is zoned for water compatible uses (Open Space) as a high risk of flooding will remain, even after the completion of the flood relief scheme. As the site is at groundwater risk and is known to operate as a storage basin for this water, any development could be directly at risk, or through blockage of the natural infiltration route, could increase flood risk elsewhere. A site specific Flood Risk Assessment should address this issue.~~

The Ennis South Flood Relief Scheme (ESFRS) is now complete and while the ESFRS was not designed specifically to provide protection to these lands they do benefit from an overall reduction in flood risk to the area and removal of overland flow paths due to the scheme's flood defences. There is a history of groundwater sourced flooding on the site and the ESFRS incorporates groundwater management consisting of engineered culverts, however residual risks associated with exceedance events remain. In the event that the culvert system reaches capacity, the historic overland flow path could re-emerge and cause inundation to the site. The Scheme has also not addressed local risks to the site arising from surface and groundwater. A long term programme of groundwater monitoring is in place as part of the ongoing maintenance of the flood relief scheme.

Any proposals for new development within the site boundary, or redevelopment along the Western Road frontage, would need to include a flood risk assessment which would specifically review residual risk to the site, including the development of overflow routes should the scheme capacity be exceeded. This assessment should also include the findings of a detailed groundwater and hydrogeological study, which will include ground water levels when the River Fergus is at a high level so interactions can be understood. The site layout and finished floor levels will be informed by the residual risk assessment. A site specific flood risk assessment shall demonstrate the primary means of mitigating flood risk through increasing ground / floor levels and maintaining flow paths. An overflow pipe from the site to the Fergus floodplain and backdrains may also be required.

~~Works are now complete on that part of the Ennis Flood Relief Scheme that addresses flooding that has arisen from the swallow hole in the vicinity of St. Flannan's college, however those works were not designed to provide protection to this site. The central area of the site is at a slightly lower elevation and in the event of failure of the scheme, the natural flow route down the road and over the subject site will be resumed. It is therefore essential that a flow route from the road to the southern central area of the site is maintained through landscaping and positioning of buildings. Development of the road frontage at the north of the site may be possible subject to a site specific flood risk assessment being carried out. The finished floor levels of buildings on this site must be a minimum of 300mm above ground level to prevent egress of water. Floor levels should also be raised above the level of the overflow spill between the Southern Central Area and the Eastern Area (SFRA Volume 10(c) of this Plan).~~

### 2.9.3 Commercial lands adjacent to Clare Marts OP14

#### COM 8 & Utilities

The lands are located between the railway line Opportunity Site (OP 14) Clare Marts. The Utility zoning is to accommodate the necessary car, coach and bicycle parking that may be required and which would also support the potential redevelopment of OP14 should Cusack Park relocate to this location. The development of these utility zoned lands will require the provision of permeable surfaces given its location within an area of flood risk. In addition,



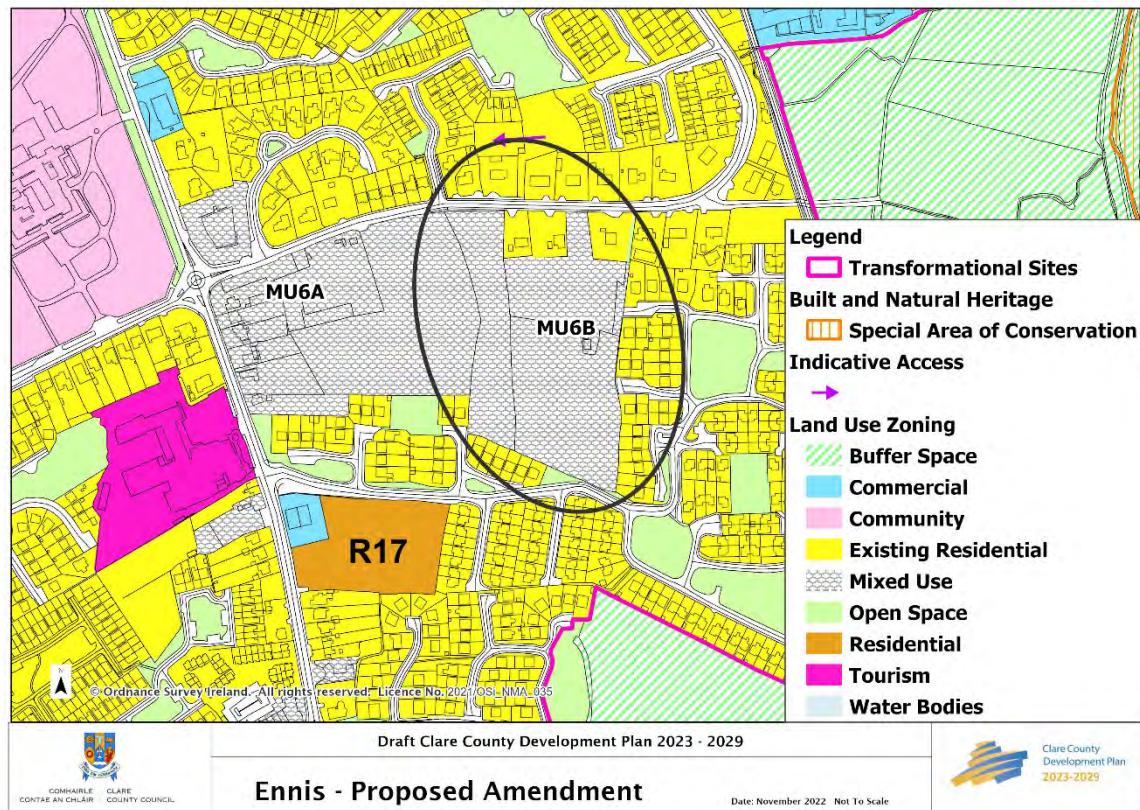
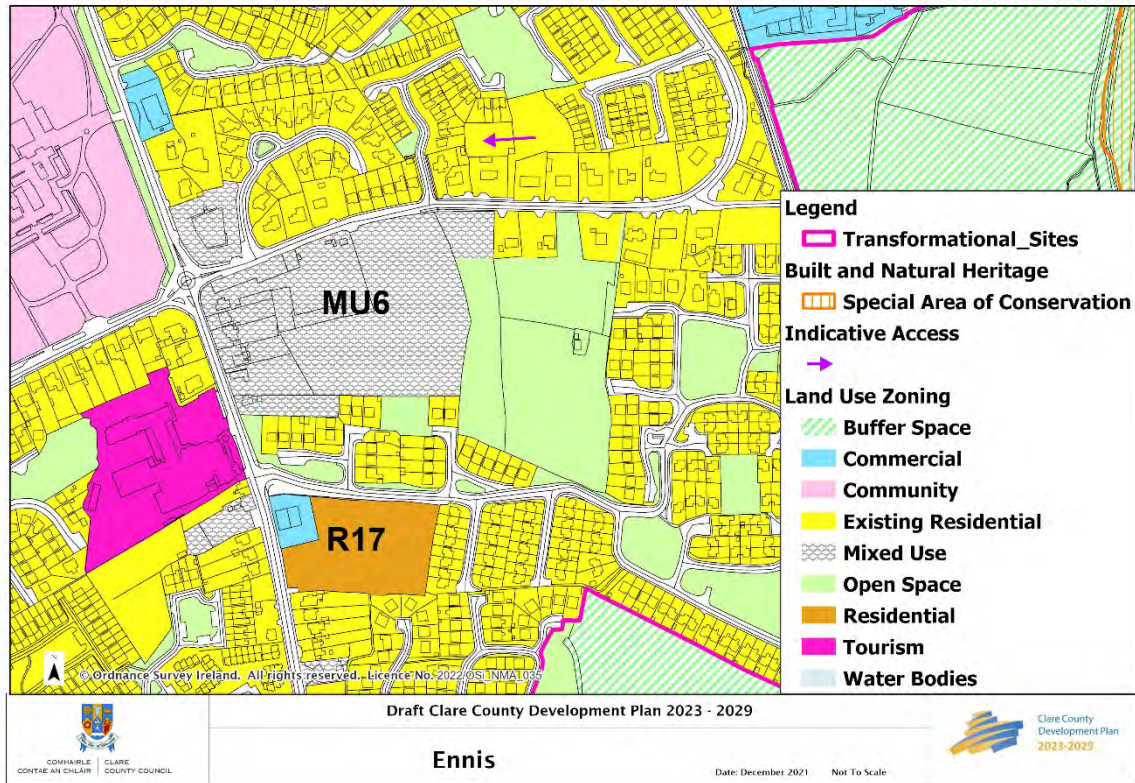
the site would accommodate parking to serve the Town Centre in the form of a Park and Stride which would support the 10- minute town concept.

The commercial zoned lands to the rear of the site are ideally situated to accommodate an element of bulk comparison or retail warehousing, subject to demonstrating compliance with the retail sequential and impact test as part of any planning application.

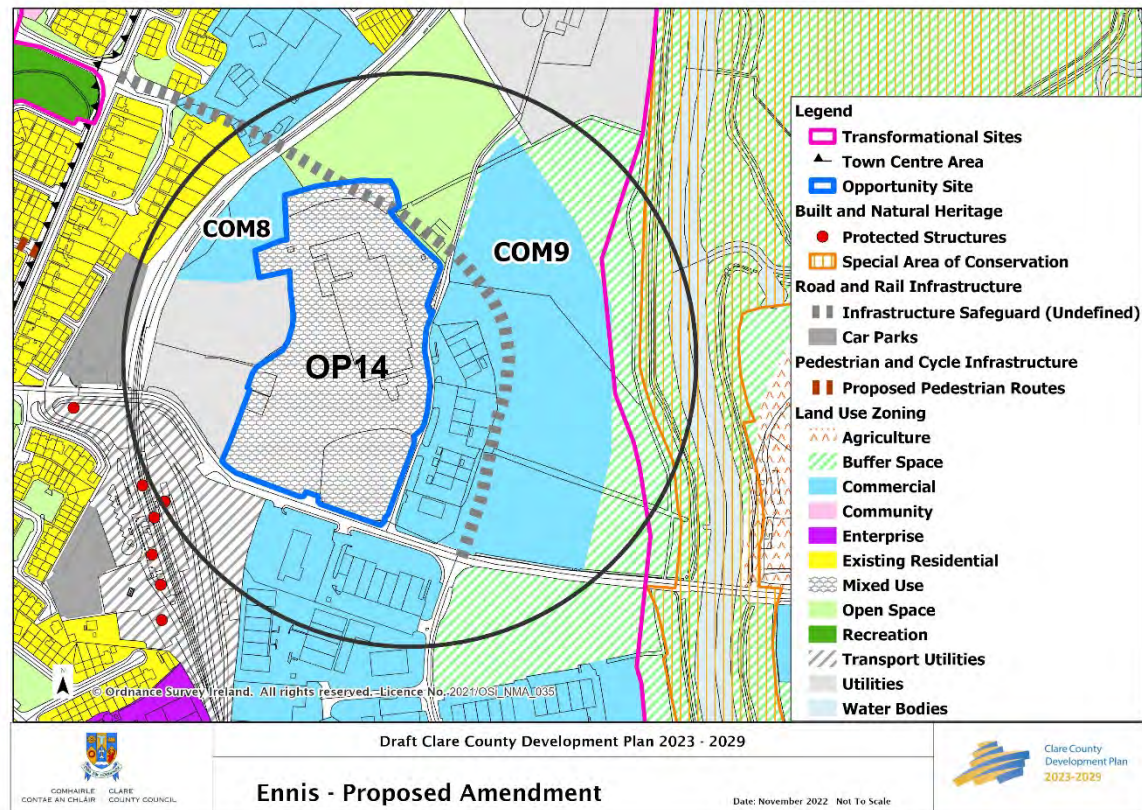
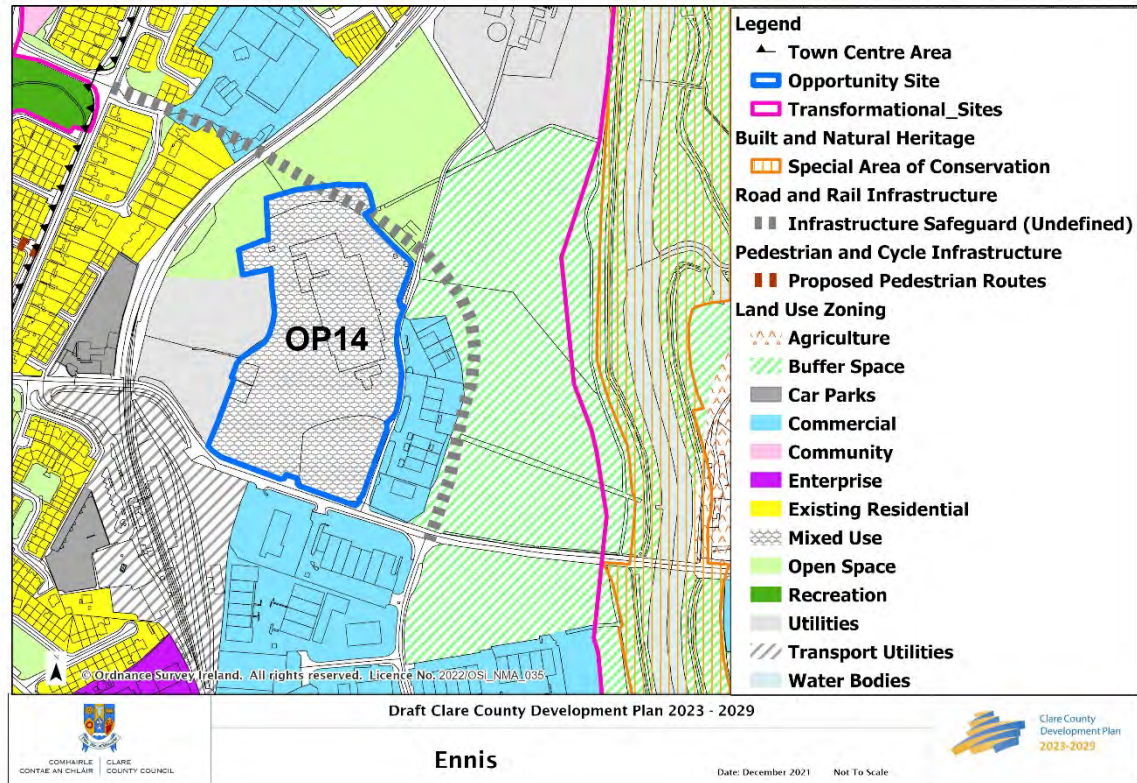
Development proposals for the site shall be accompanied by Flood Risk Assessment to support any future development at this location. The Flood Risk Assessment must be prepared having regard to the information set out in Volume 10(c) of this Plan. A Construction Method Statement will be required as part of any planning application detailing how surface water run-off, especially in relation to release of silt to the River Fergus, will be controlled during construction on the site. Furthermore, Drainage Plans for surface run-off during operation must also be submitted ensuring run-off is treated via appropriate SuDS (petrol interceptor, silt trap) prior to discharge to any surface water features. Any new developments taking place on this site must be in full compliance with the requirements of the Habitats Directive. Future development proposals must demonstrate, through a Light Spill Modelling Study, that there will be no negative impacts on habitats of protected species.

#### **COM 9**

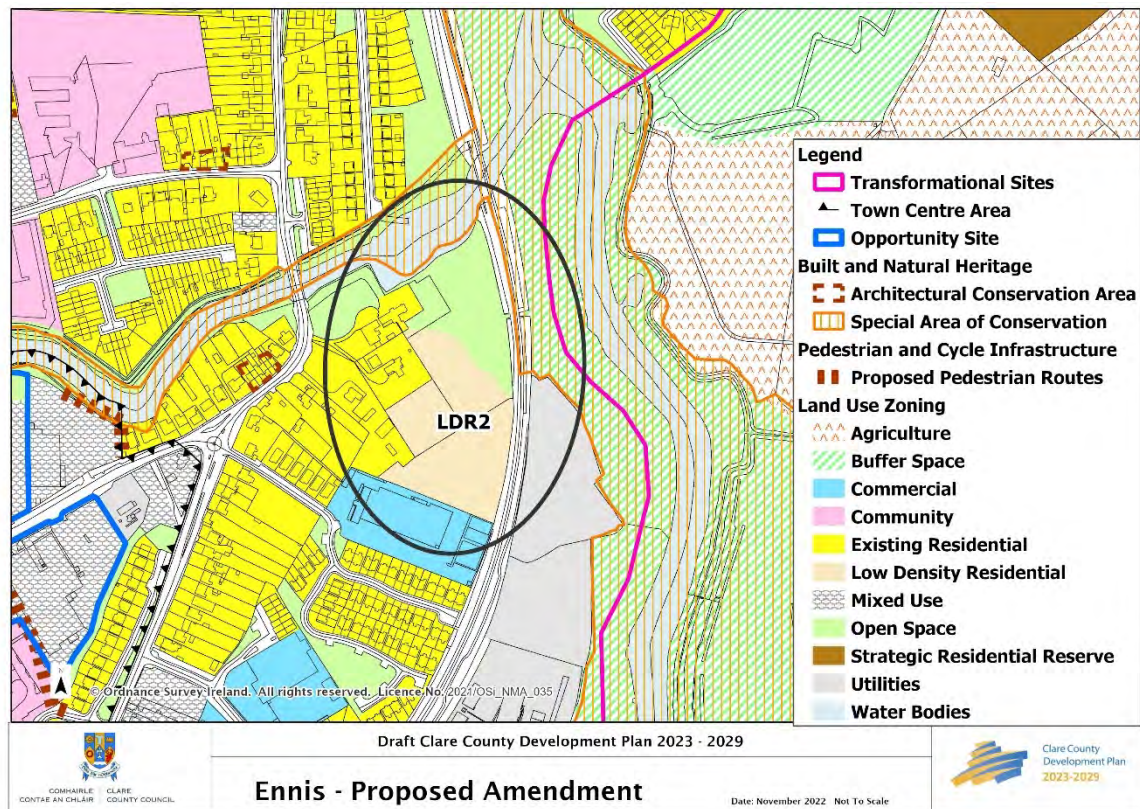
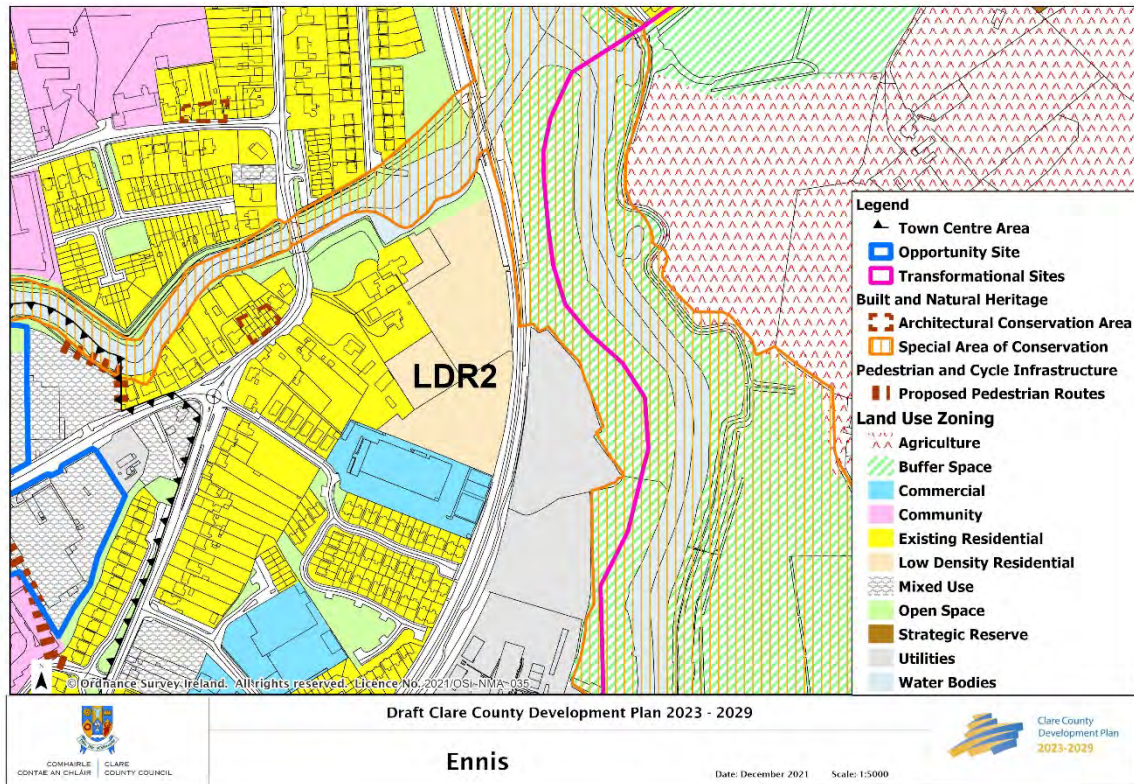
The site is ideally suited for bulky comparison retail, retail warehousing, wholesale outlets, warehousing and logistics. The site is located outside Ennis Town Centre Boundary and therefore future retail applications at this location must demonstrate that this is a suitable site having regard to the sequential approach and the requirements of the Retail Planning Guidelines (2012). A site Flood Risk Assessment will be required to support any future development proposals at this location. The Flood Risk Assessment must be prepared having regard to the information set out in Volume 10(c) of this Plan. A Construction Method Statement will be required as part of any planning application detailing how surface water run-off, especially in relation to release of silt to the River Fergus, will be controlled during construction on the site. Furthermore, Drainage Plans for surface run-off during operation must also be submitted ensuring run-off is treated via appropriate SuDS (petrol interceptor, silt trap) prior to discharge to any surface water features. Any future proposal for the site must investigate the existing drainage channel in the front portion of the site and demonstrate that the proposed development will not have a negative impact on same. Any new developments taking place on this site must be in full compliance with the requirements of the Habitats Directive. Future development proposals must demonstrate, through a Light Spill Modelling Study, that there will be no negative impacts on habitats of protected species.



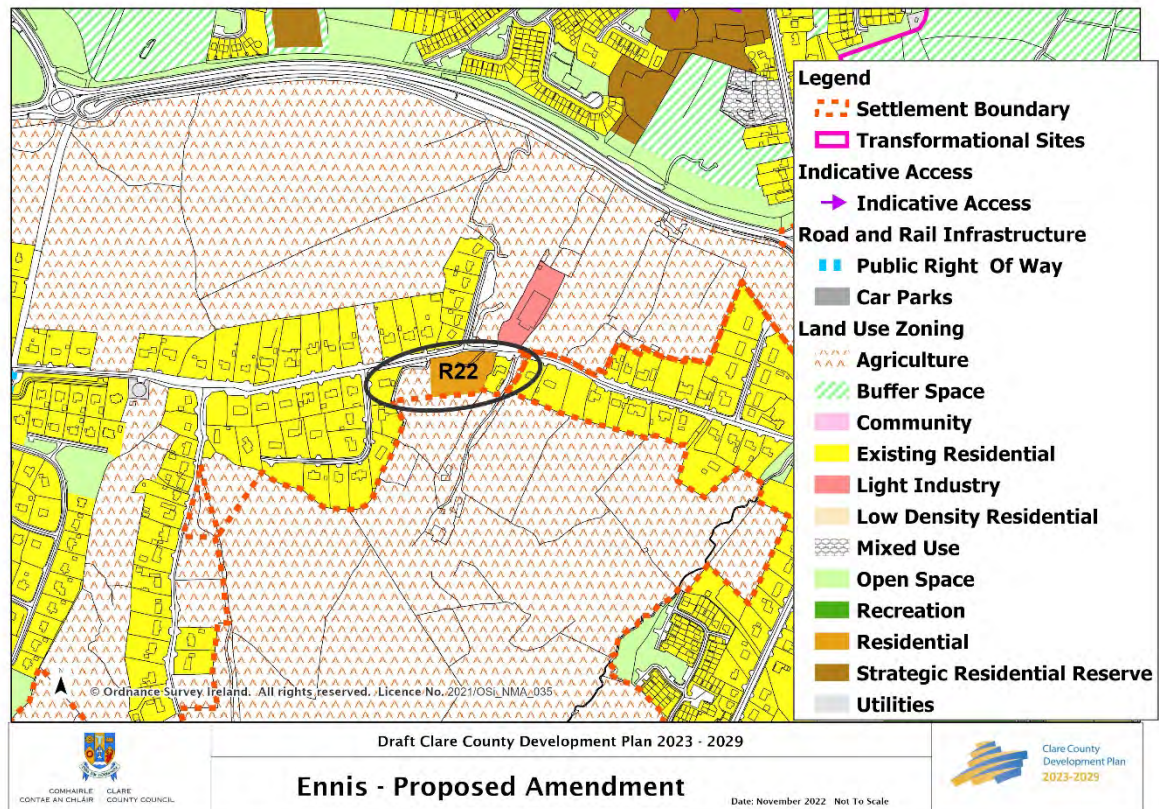
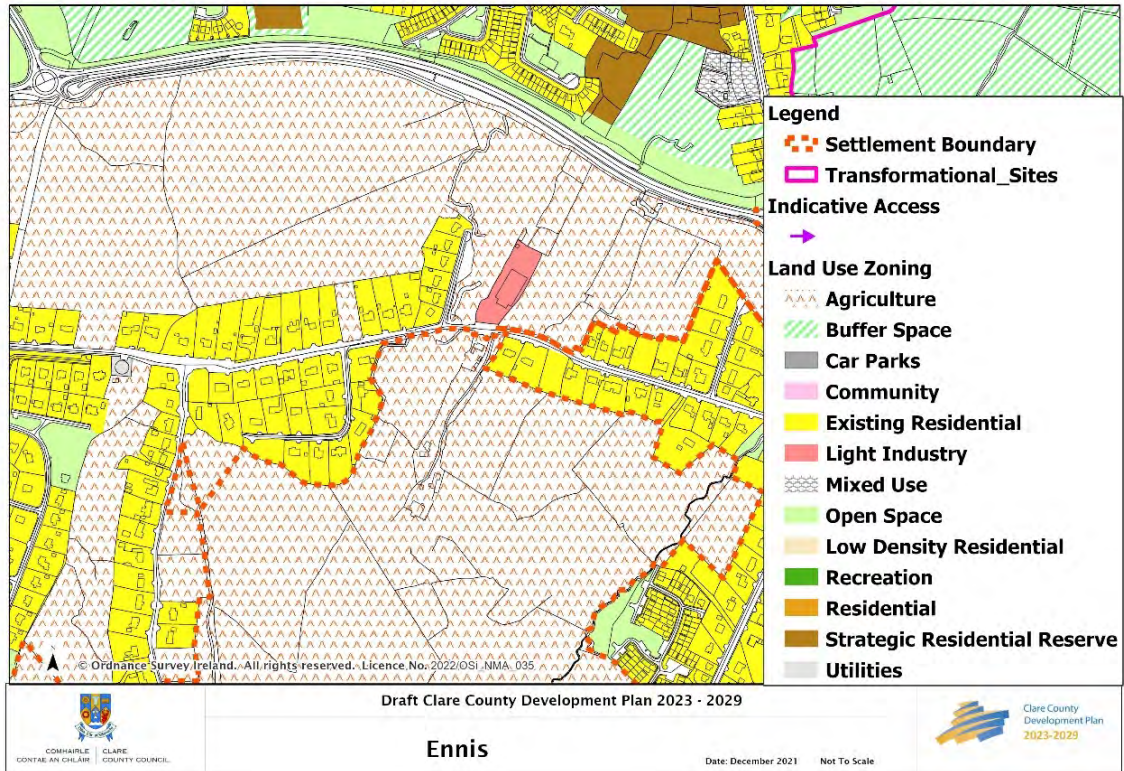




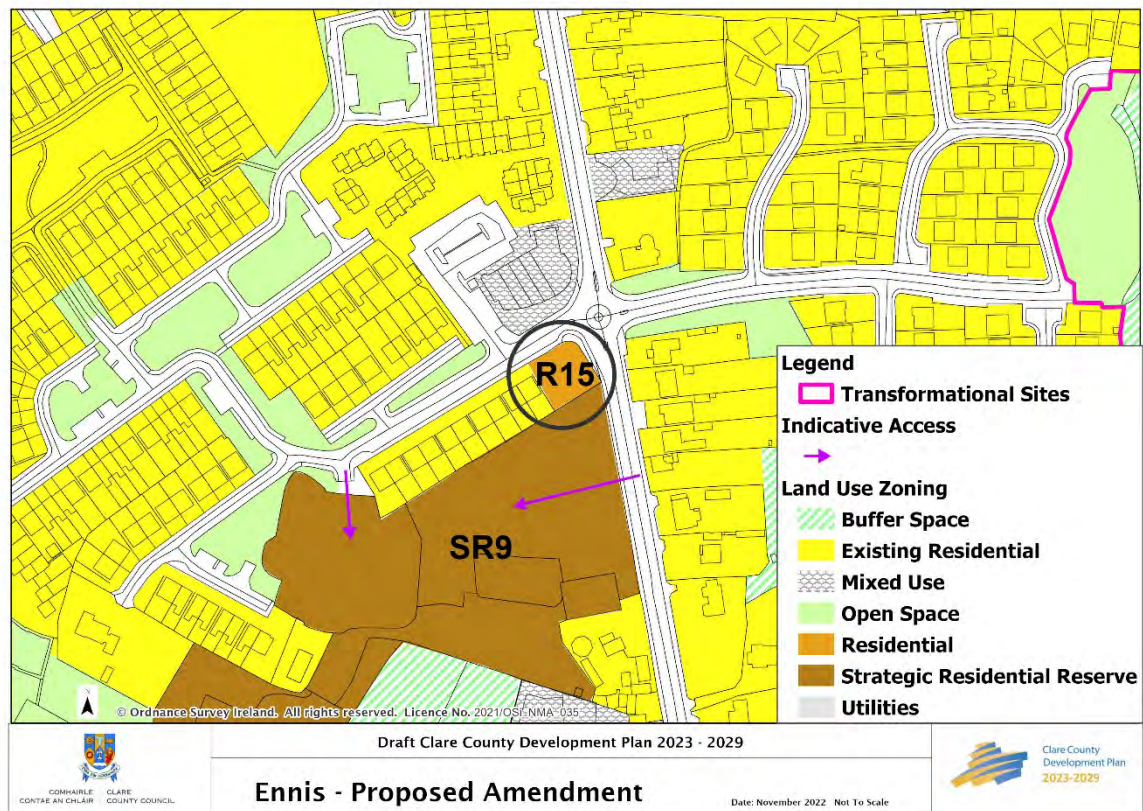
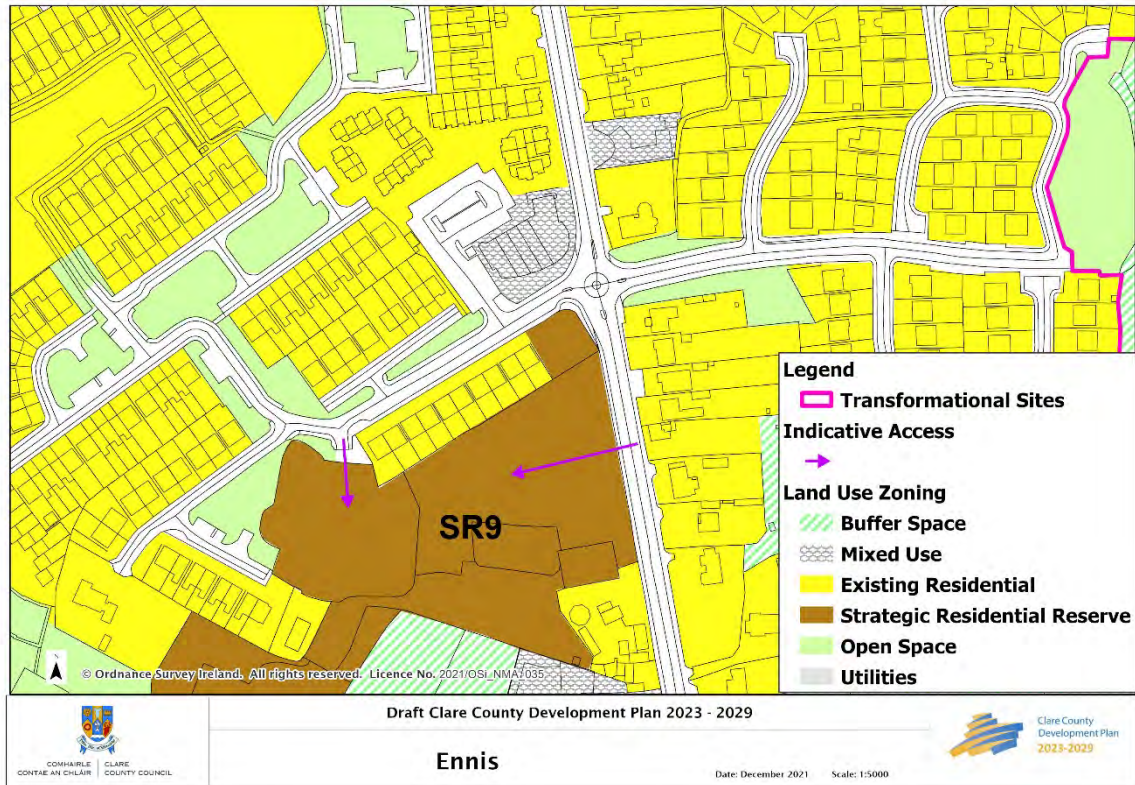




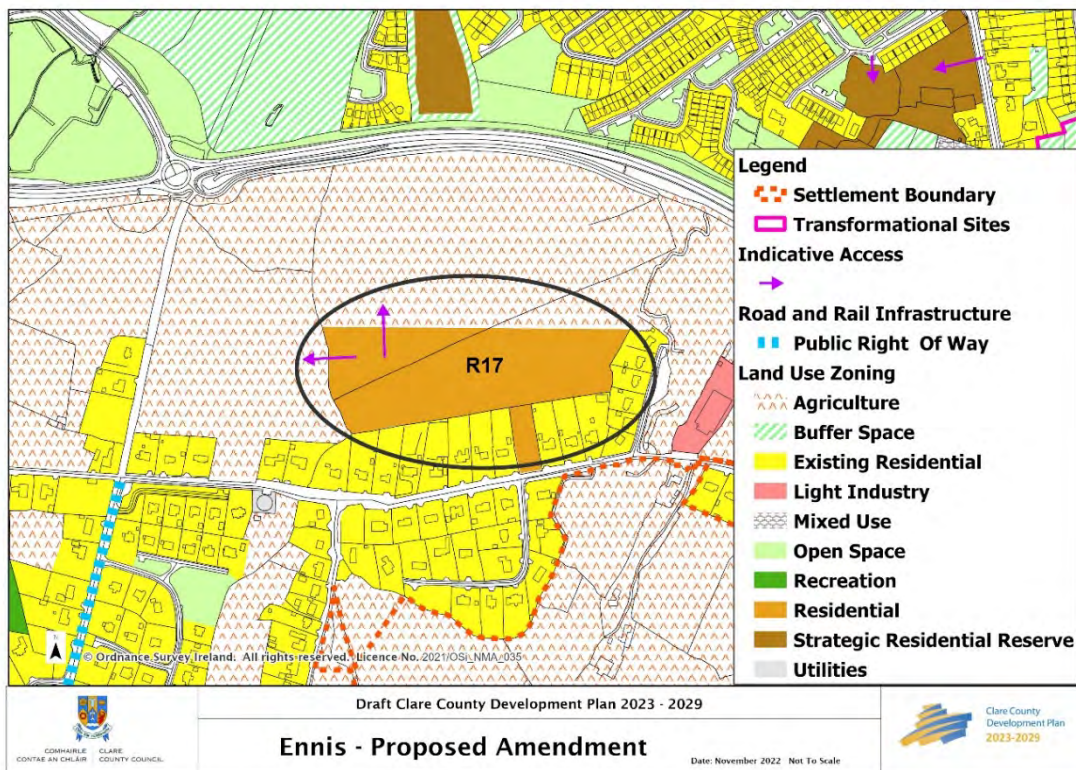
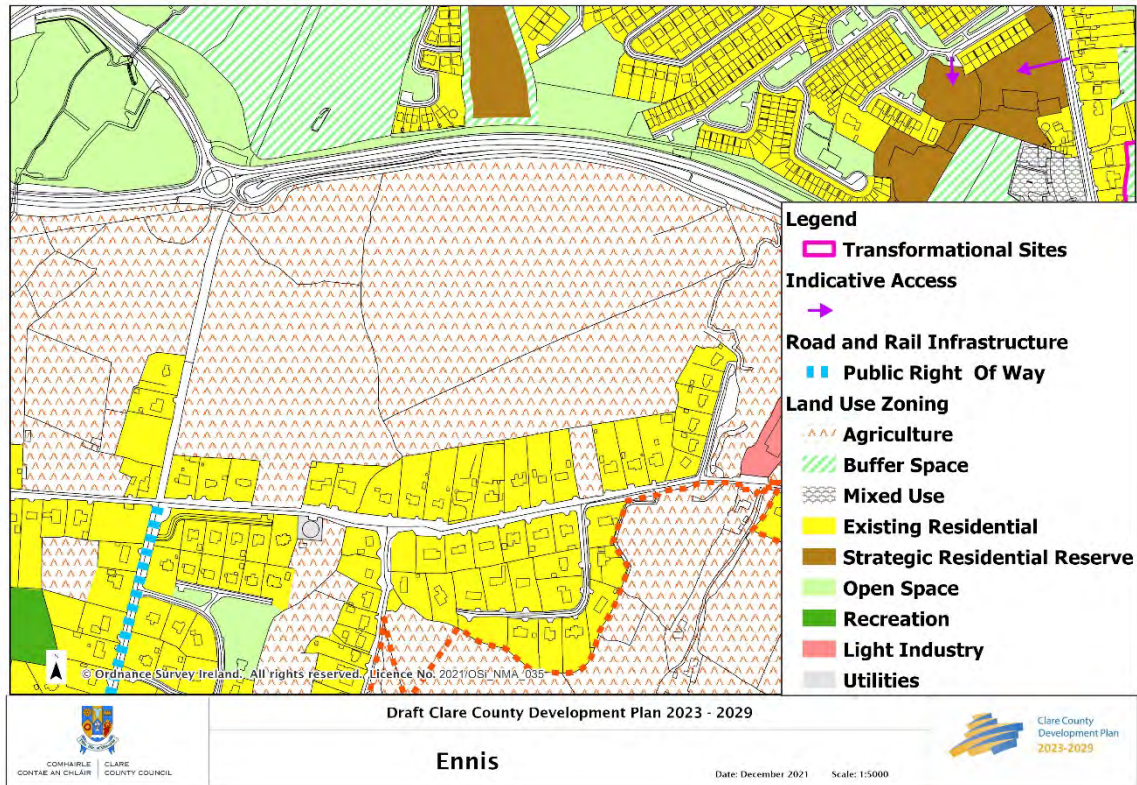




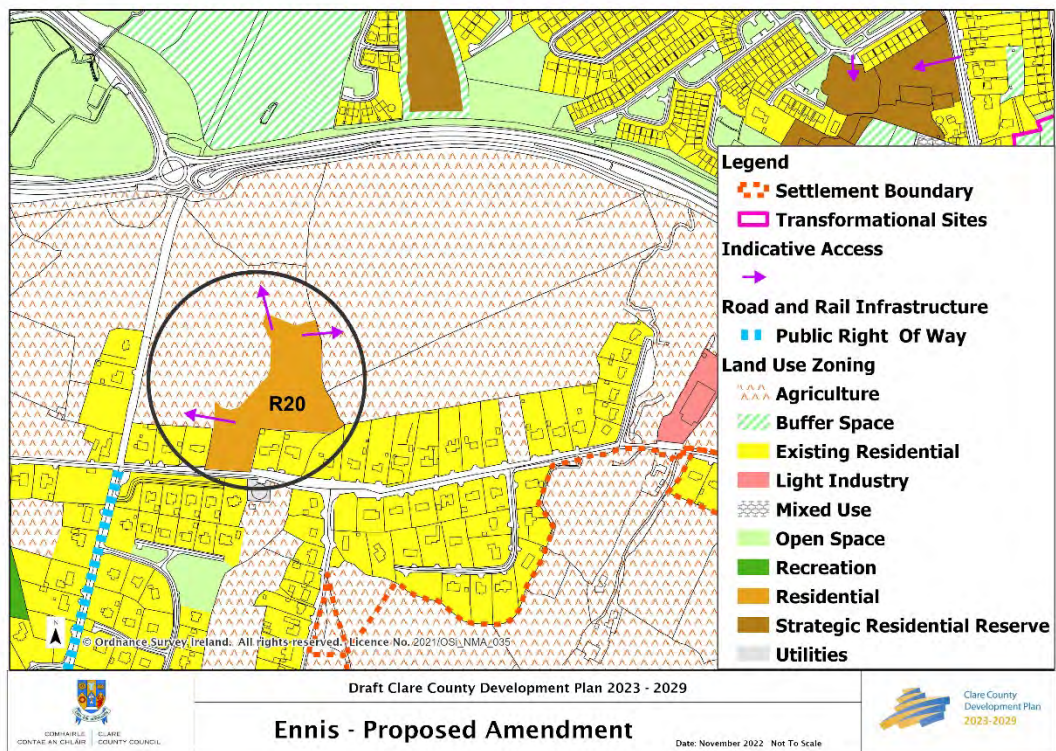
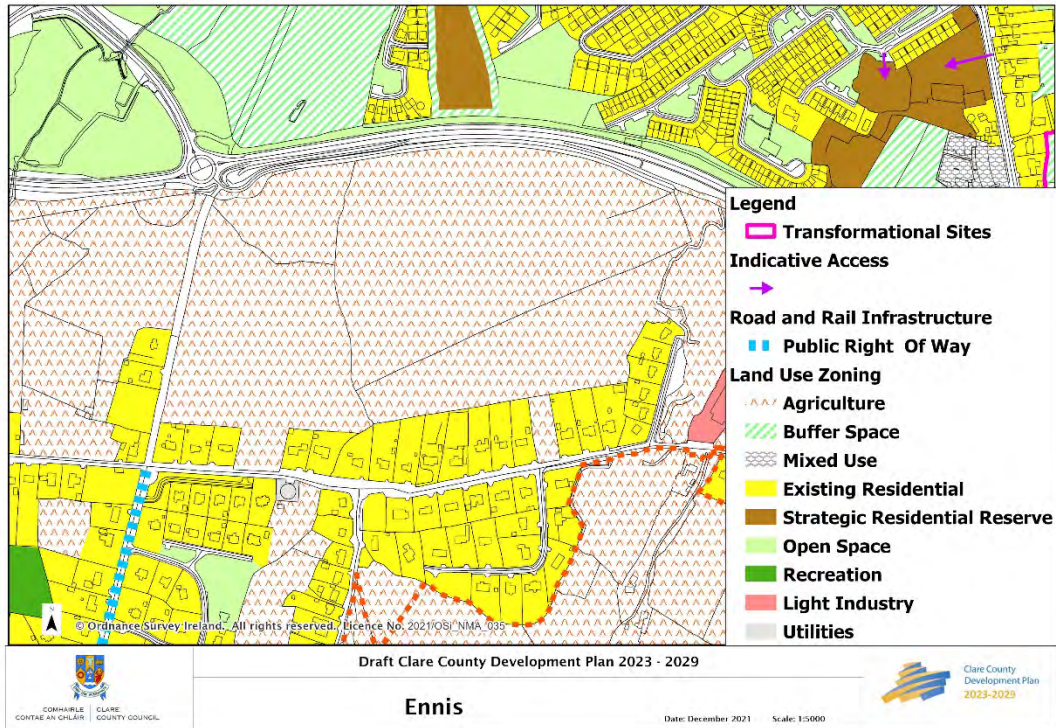




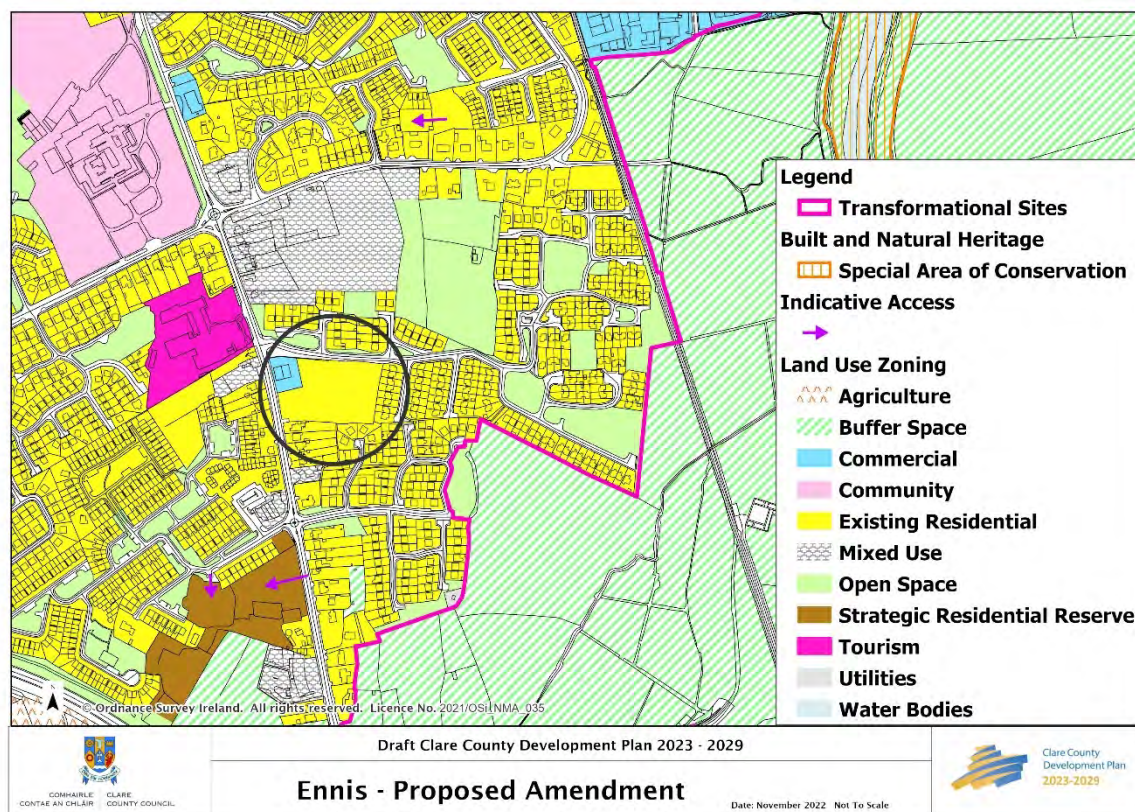
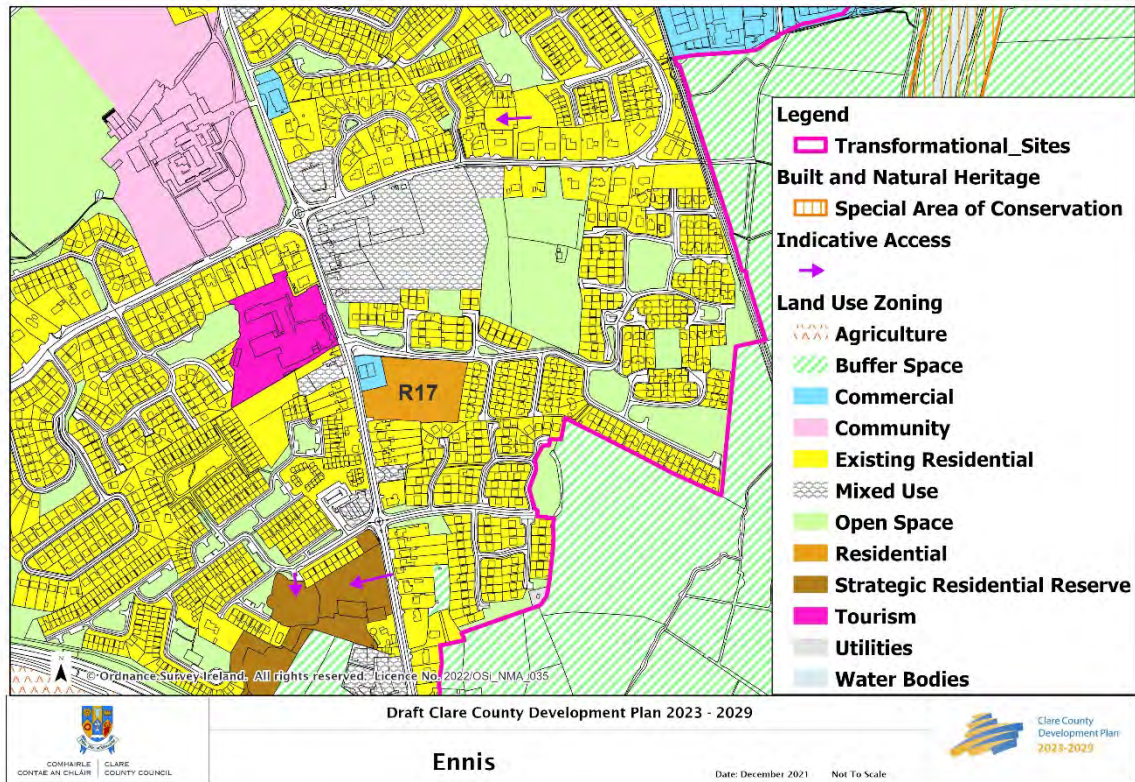














## 2.10 Ballycorey/Ballymaley Neighbourhood

### 2.10.1 New Housing in the Ballycorey/Ballymaley Neighbourhood

Residential land has been zoned in the Ballycorey/Ballymaley neighbourhood on an infill site adjacent to existing residential development.

#### LDR4 Gort Road, Ballymaley

This site is situated to the southeast of Ballyallia Lake and would be suitable for a low density housing scheme of detached dwellings. Any development application shall be accompanied by a full bat survey, particularly in relation to the presence of Lesser Horseshoe bats usage of the site, and a full light spill modelling study to demonstrate that the chosen lighting design would not create any increase in ambient light levels beyond the perimeter of the development footprint. Development proposals must not propose removal of woody vegetation and must address how linkages across the landscape can be maintained. Any development proposals shall provide for connection to the public sewer. A Construction Environmental Management Plan (CEMP) shall be provided as part of any planning application for development, detailing how surfacewater run-off, especially in relation to the release of silt and other pollutants, will be controlled during construction.

Development proposals must be accompanied by an Ecological Impact Assessment and/or a Natura Impact Statement, should the Council determine that an appropriate assessment is required given its proximity to Ballyallia Lake SAC and the Lower River Shannon SAC.

The design and layout of any development proposals shall ensure future development adequately addresses the regional road (R458), having regard to the established character of dwellings in the immediate vicinity. Linkages shall also be provided to the Ballyalla Road (L4162-50).

#### LDR14 Gort Road, Ballymaley

This site is located along the Gort Road between Lough Girroga and Ballyallia Lake (SAC & SPA). Given the connectivity of this site to Lough Girroga within the context of its groundwater vulnerability, and the wider Ballyallia SAC/SPA, any future development proposals shall include;

- a) A Construction Environmental Management Plan (CEMP) detailing how surface water run-off, especially in relation to the release of silt and other pollutants, will be controlled during construction shall form part of any development proposals for this site. Surface water run-off during operation shall be treated via a combination of appropriate SuDS (i.e. green roofs, permeable paving, petrol interceptor, silt trap) prior to discharge to any surface water features. There should be no infiltration of surface water to the network from this site.

- b) Where a hydrogeological assessment is deemed appropriate, it shall contain a definitive conclusion as to whether the proposed development will interfere with water quality or hydrology.
- c) Measures to remove any risk of ground water contamination shall be incorporated into development proposals such as providing low-carbon housing served by renewable energy sources. Where proposals need to be served by domestic oil tanks, these should be regulated with a requirement to ensure they are located in sheltered areas out of direct sunlight (reducing risk of cracking caused by exposure to direct sunlight) and shall be bunded and/or double skinned to reduce the risk of leakage and potential contamination of the water supply.

### **2.10.2 Commercial Lands in Ballycorey/Ballymaley**

#### **Site COM2 Ballymaley West**

This site is situated to the southwest of the existing Ballymaley Business Park. The site is developed in part. Any future development proposals for the remainder of the site must continue the high quality design and layout to reflect the prominent location of the site on the main approach road to the Town from the north (R458). The western boundary of the site lies within Flood Zone A and, as such, a Flood Risk Assessment must accompany any planning application in respect of this site.

Having regard to the nature of the surrounding area and the existing uses on the site, it is important that a comprehensive approach to the development of the remainder of the site is taken, so as to avoid incremental/incompatible uses within the site.

This site is located less than 1km from a known bat roost. For this reason the vegetation around the perimeter of the site shall be retained and a buffer zone identified to protect this vegetation. Any future planning application shall be accompanied by a light spill modelling study to demonstrate that lighting design does not create any increase in ambient light levels beyond the perimeter of the development footprint.

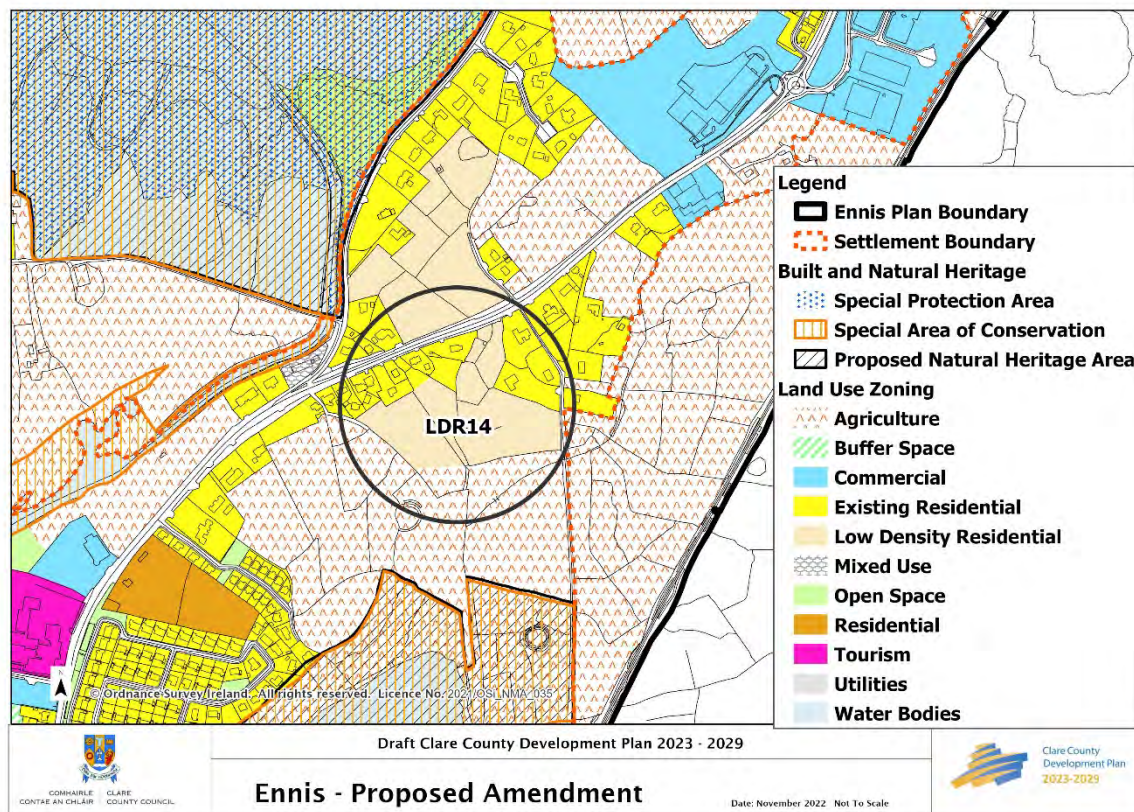
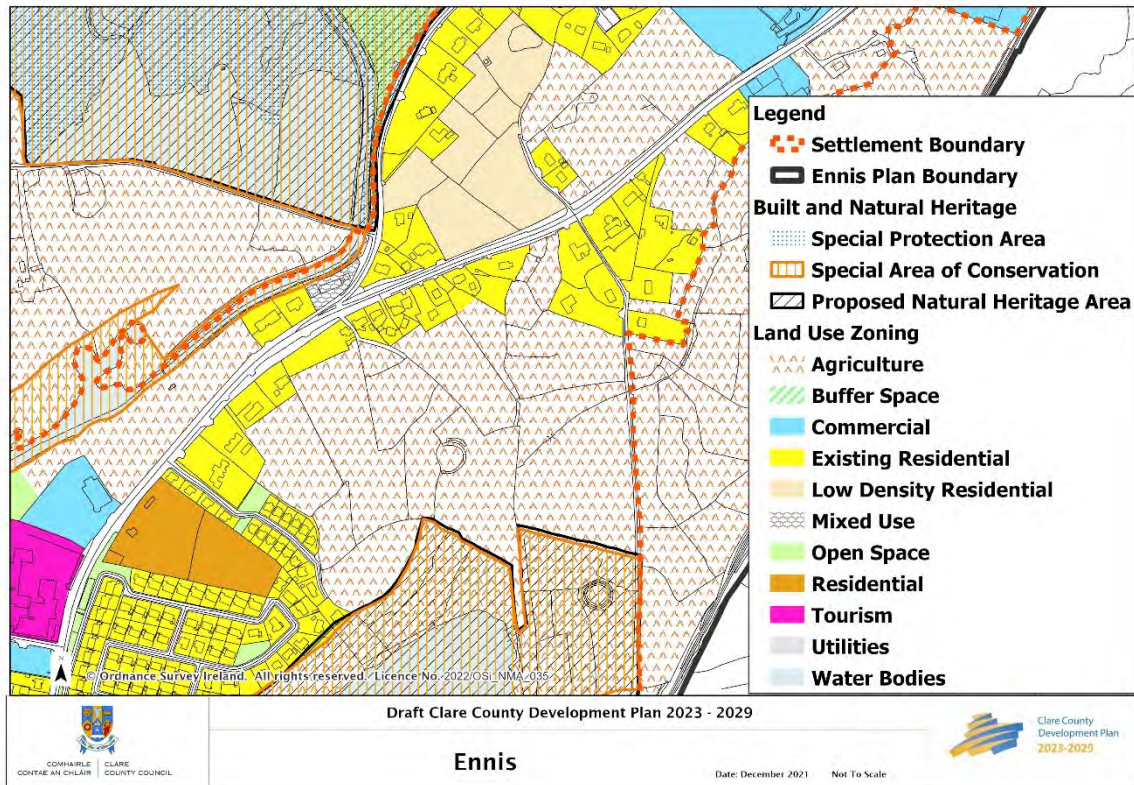
All development proposals must include details of how surface water will be controlled during both construction and operation to allow the local authority to screen the proposals under Article 6(3) of the EU Habitats Directive. Only proposals that can clearly demonstrate that they will not adversely affect the cSAC (Ballyallia Lake) will be permitted.

### **2.10.3 Ballyallia Lake Amenity**

Clare County Council in partnership with Barefield Tidy Towns produced the Ballyallia Lake Amenity Enhancement Plan. The overall aim of the Plan is to protect, promote and enhance Ballyallia Lake and the surrounding areas which are an invaluable space for the local

community and to protect the sensitive wildlife that live and visit the lake area. The Plan identifies opportunities to strengthen the connection to Ennis Town Centre through the Green infrastructure Network in the area and identifies a number of opportunities to enhance and revitalise this area as an active amenity area which includes proposals for a potential pavilion which will provide changing facilities, toilets and visitor information, looped walks, adventure play areas and a community orchard. The Council supports the implementation of Ballyallia Lake Amenity Enhancement Plan.





## 2.11 Woodstock Neighbourhood

### 2.11.1 New Housing in Woodstock Neighbourhood

This neighbourhood is somewhat removed from the main body of the Town/Town centre. ~~No additional large areas of land are identified here for residential development.~~ There are two residential areas identified (LDR6 & LDR15), ~~Any~~ and other future residential development in this neighbourhood will focus on consolidation of the existing pattern of development by the development of infill sites.

#### LDR 6 – Shanaway Road

Any future development associated with this low density zoning objective shall seek to retain the existing mature trees and hedgerows within the site and integrate them into the overall design. A sufficient distance should be incorporated into the design and layout of any residential development to allow for future growth of such features.

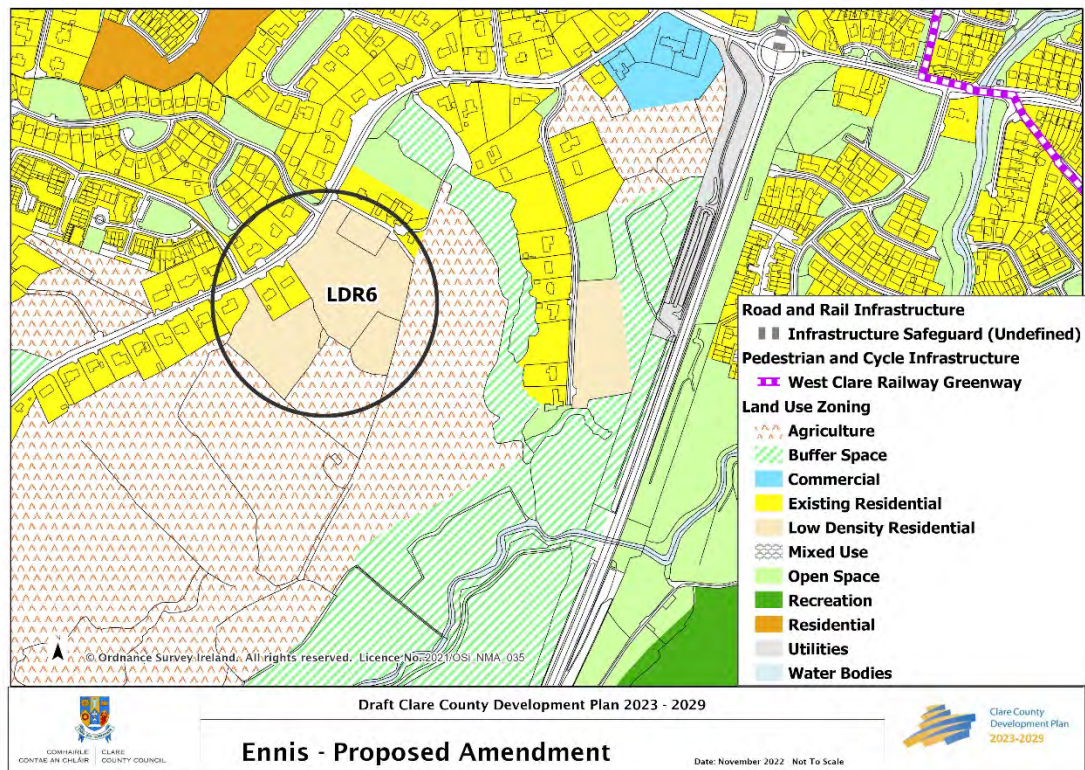
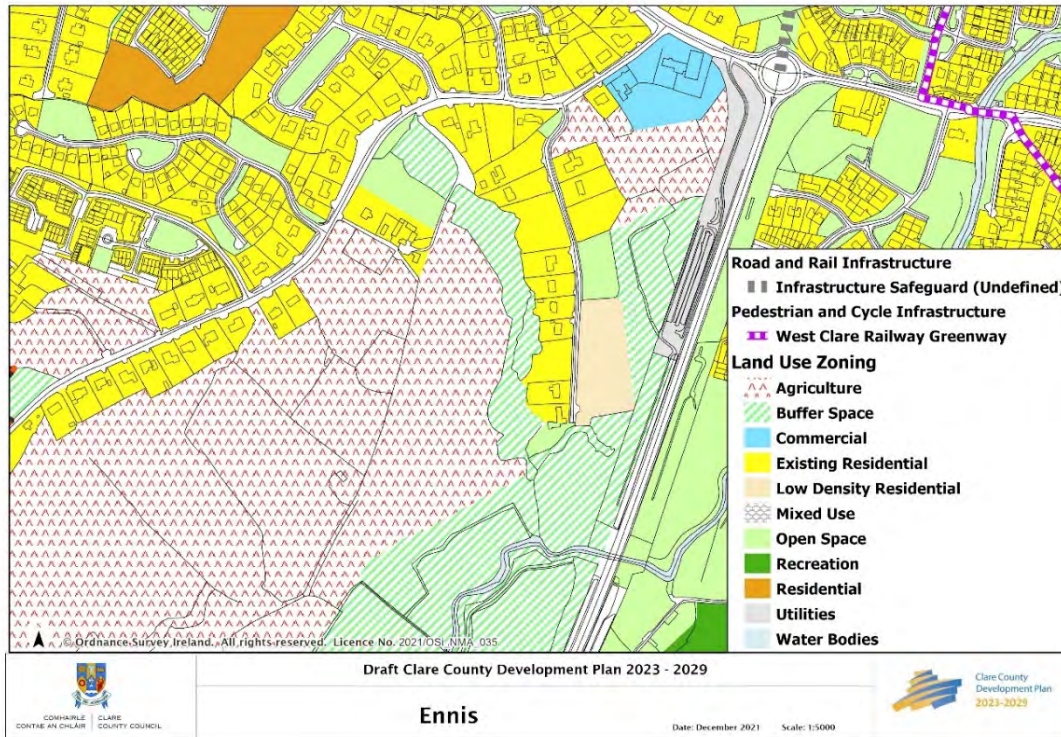
The LDR6 lands are within 2.5km for the Pouladatig Cave SAC. Any development application shall be accompanied by a full bat survey by a suitable qualified ecologist, with particular focus on Lesser horseshoe bats usage of the site and adjacent lands. A full light spill modelling study to demonstrate that the chosen lighting design shall not create any increase in ambient light levels beyond the perimeter of the development footprint shall also form part of any development proposal for this site.

Development applications shall not propose the removal of woody vegetation around the perimeter of the site and shall address how linkages across the landscape can be maintained. A full landscaping plan shall be developed and informed by a suitably qualified bat ecologist that shall identify areas in which landscaping can improve habitats and habitat connectivity for lesser horseshoe bats.

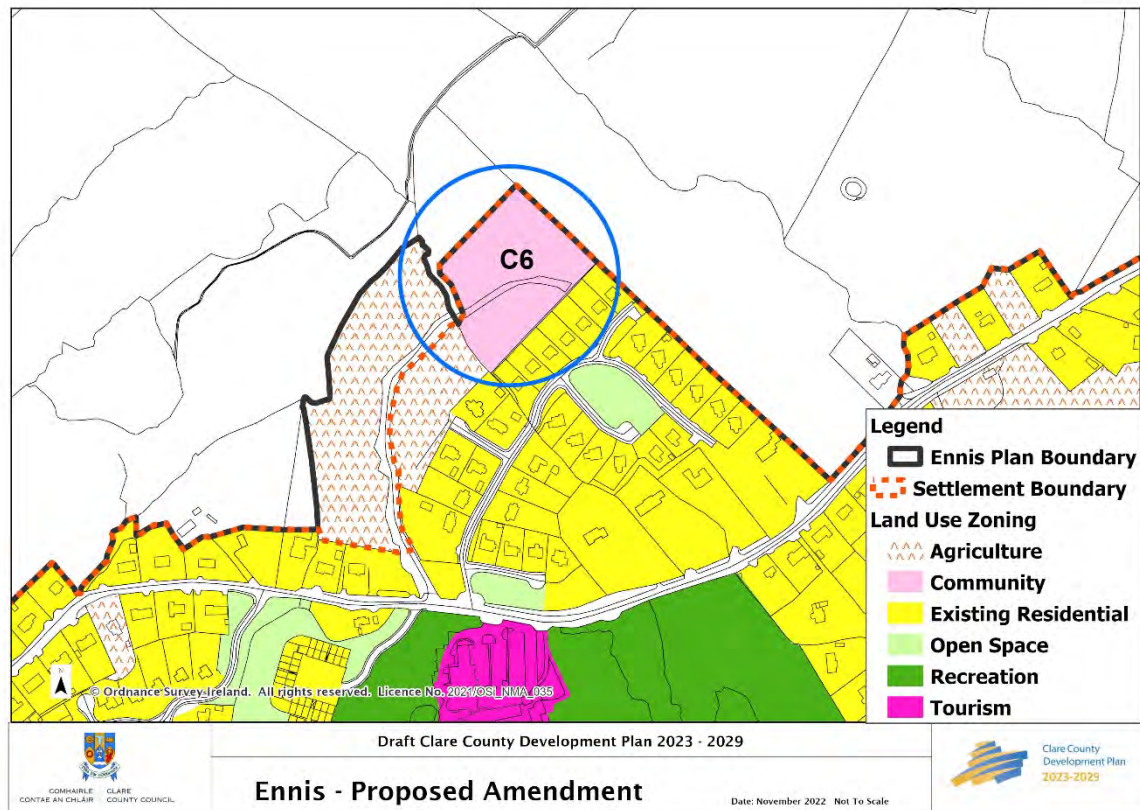
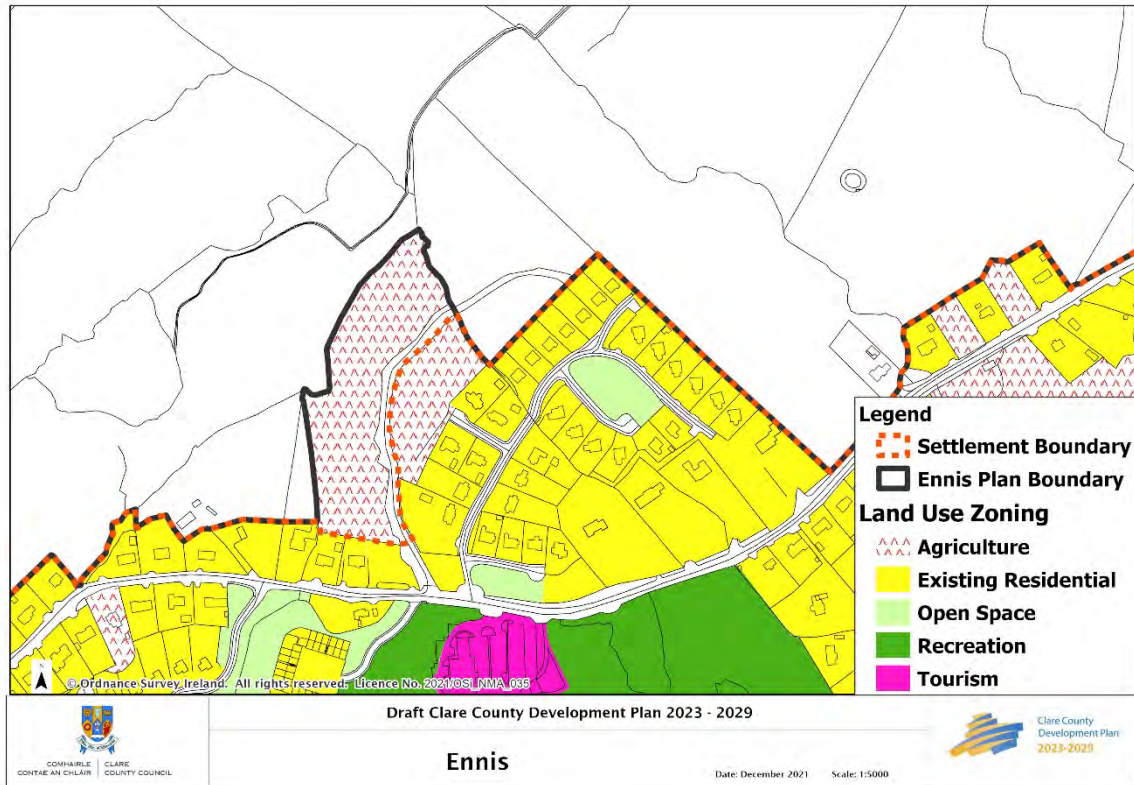
Any development proposals shall ensure that there is no significant increase in artificial light intensity adjacent to a named roost or along commuting routes within 2.5km of the roost and no significant loss within 2.5km of a qualifying roost during construction and operation.

Development proposals shall have regard to the mitigation for water quality as set out in Volume10a Natura Impact Report as it relates to LDR6.

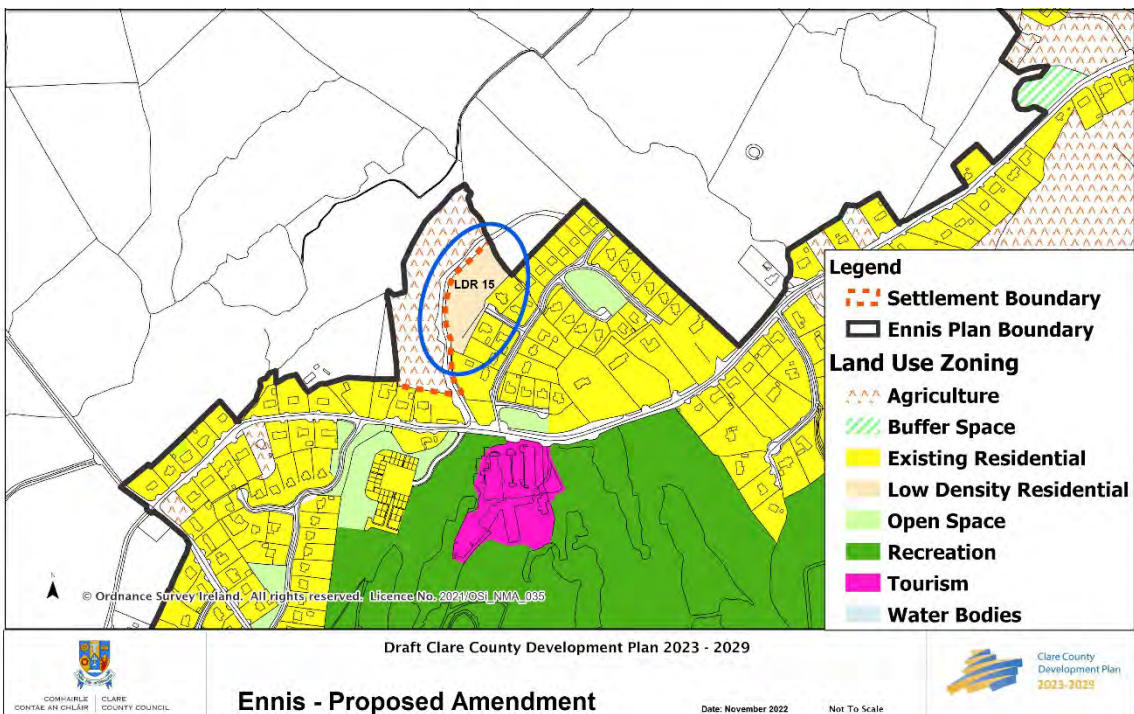
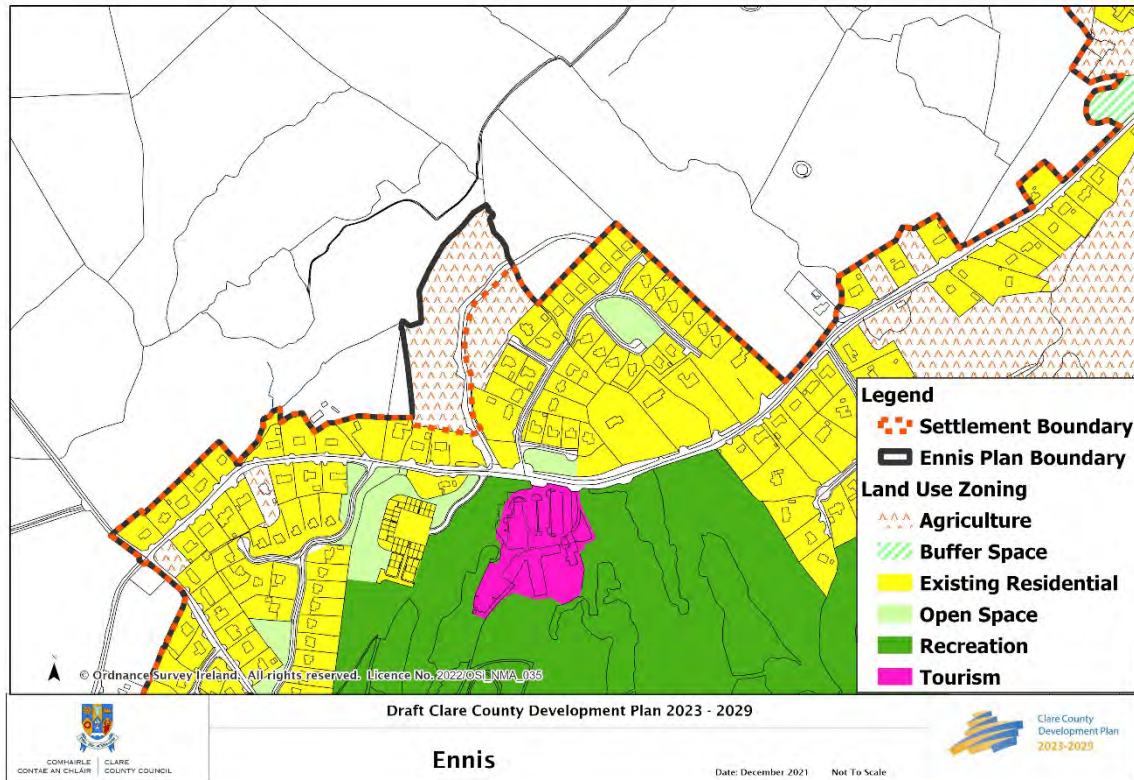












## 2.12 Clarecastle Village

Clarecastle village, due to its location in close proximity to Ennis, has become an important residential and employment centre in the Plan area. Clarecastle has a strong village core and it offers a wide range of services and amenities to local residents including a church, credit union, school, retail outlets, petrol station, licensed premises, a day care centre and childcare facilities. There are also extensive sports facilities in the village and heritage assets such as a historic pier and a number of protected structures. The monastic archaeology sites at Killone and Clareabbey are also within easy reach. A key priority will be to retain and expand these facilities in the village to ensure a high level of service for local residents and to attract more visitors to the area.

Key to underpinning Clarecastle's future growth will be the delivery of planned upgrades to the wastewater services infrastructure.

### 2.12.1 Priorities for Clarecastle

The Council will be guided by the following strategic aims:

- To encourage the use of vacant and under-utilised brownfield properties in the village core for appropriate uses;
- To promote the development of sustainable tourism products in the area, in particular the quay and associated river estuary amenity;
- To enhance connectivity between residential areas and community areas;
- To harness recreational opportunities presented by the development of green infrastructure, especially along the River Fergus linking Clarecastle to Ennis;
- To support and encourage the enhancement of the physical environment including cycle ways, cycle trail head facilities, walkways and the quayside area;
- To prepare a masterplan for the Roche (Ireland) site which seeks to guide and facilitate the redevelopment of the site; and
- ~~To support any assessment of the Clarecastle Barrage during the lifetime of the Plan.~~
- To carry out an assessment of the mid-20<sup>th</sup> Century Clarecastle, Coastal Flood Defence Barrage during the lifetime of the Plan subject to available funding. The assessment should consider its suitability and effectiveness into the future in terms of climate adaptation and its ability to deal with Climate Change, predicted rising sea levels and a greater frequency of storms and higher rainfall patterns.

Further details in relation to the future development of Clarecastle village will be set out in the forthcoming Ennis and Environs Local Area Plan. Site briefs for lands that have been identified for future development are set out below.



### 2.12.2 New Housing in Clarecastle

Clarecastle has witnessed significant housing development in recent years. The settlement strategy is generally to encourage development to take place in the core of the village by opening up access to previously undeveloped lands and permitting redevelopment of brownfield sites and to ensure adequate services for the existing and target population. A masterplan for the Roche (Ireland) site will be prepared during the life time of this Plan to guide the redevelopment of this brownfield site such that any future development is complementary to the village. Residential and low density residential lands are provided adjacent to existing houses and employment activity. There is also a focus on providing access to the river to enhance the role of the waterway in the village and linking the village with the amenity provided by Clare Abbey in terms of recreational routes.

#### R3 Abbey View

This site is located opposite the national school in Clarecastle. A Flood Risk Assessment in accordance with 'The Planning System and Flood Risk Management - Guidelines for Planning Authorities' (DoEHLG/OPW 2009) must be submitted as part of any planning application made in relation to this site. The Flood Risk Assessment must be prepared having regard to the information set out in Volume 10(c) Strategic Flood Risk Assessment of this Plan.

The existing trees and hedgerows on the perimeter of the site must be retained and a buffer zone identified to protect this vegetation. Development proposals must demonstrate, via a light spill modelling study, that there will be no increase in ambient light levels beyond the perimeter of the development footprint.

Development proposals must also include details of how surface water will be controlled during construction and operation to allow the Local Authority to screen the proposals under Article 6(3) of the Habitats Directive. Only proposals that can clearly demonstrate that they will not adversely affect the Lower River Shannon SAC will be permitted.

#### LDR10 Greggaunahilla

This site sits adjacent to a large new residential area, pedestrian and cycle connectivity between this site and the existing residential development to the north and to the village core is essential. The layout of site LDR10 shall incorporate a pedestrian /cycle link between this site and the park to the north.

The scrub area on this site is a potential foraging area for Lesser Horseshoe bats. Future development proposals must be informed by a series of Bat Surveys to record the known use of the scrub and fields by Lesser Horseshoe bats. The surveys must include Light-Level Surveys. Proposals to mitigate any negative impacts that the proposed development may have on the bat population, prepared by a qualified ecologist, will be required. Proposals for

the on-going monitoring of the bat population, and contingency measures if unforeseen impacts arise, must also be submitted.

Development proposals on this site must include details of how surfacewater will be controlled during construction and operation, to allow the Local Authority to screen the proposals under Article 6(3) of the Habitats Directive. Only proposals that can clearly demonstrate that they will not adversely affect the Lower River Shannon SAC will be permitted.

### **LDR1 Killadysert Road**

This site is identified for a low density residential development. Access shall be via the existing residential area, Abbeylawn, to the south. The layout shall incorporate a pedestrian/cycle link between this site and the existing residential development to the north (St. Joseph's Terrace).

The existing trees and hedgerow surrounding the site shall be retained. A buffer zone to protect this vegetation shall be incorporated into any future development proposals for this site. Development proposals must also demonstrate, through a Light Spill Modelling Study, that lighting within the development will not increase the ambient light levels beyond the perimeter of the development footprint.

### **SR6 Ennis Road, Clarecastle**

Should these lands be brought forward development proposals must be in accordance with CDP19.2, and the description of Strategic Residential Reserve thereunder. The site is within 3km of Newhall and Edenvale Complex SAC and development proposals shall include mitigation for bats, water quality and Special Conservation Interest Birds, as set out in Volume 10a Natura Impact Report as it relates to SR6. (NIR mitigation 2,3 and 4a)

## **2.12.3 Town Centre Lands in Clarecastle**

### **MU4 Cois Fearghas, Clarecastle**

This site is zoned Mixed Use to allow for a broad range of potential uses. The partially constructed development on the ~~right~~ west bank, immediately upstream of the R456 bridge, is located within Flood Zone A within the tidal and fluvial flood zone and is behind earthen embankments. It shall be a requirement of any future development on this site that less vulnerable uses be located on basement/lower ground floors, and more vulnerable uses such as apartments on higher levels. If the existing partially constructed development is demolished then only water compatible uses will be permitted. The redevelopment of this site will be appraised in line with the recommendations set out in the Strategic Flood Risk Assessment in Volume 10(c) of this Plan.

The portion of this site that has already been developed is visually prominent from the River Fergus itself, from lands across the River and from the southern approach road to the Village. Sensitive and careful design in relation to the design and landscaping of the Open Space and Buffer Space areas will be required to ensure the integration of new development into the riverside setting.

Any new development proposals on this site must include details of how surfacewater will be controlled during construction and operation to allow the Local Authority to screen the proposals under Article 6(3) of the Habitats Directive. Only proposals that can clearly demonstrate that they will not adversely affect the Lower River Shannon SAC will be permitted. A Site Survey to check the integrity of the existing flood protection berm on site must be carried out to verify any drainage paths to the River.

#### **2.12.4 Industrial Lands in Clarecastle**

##### **OP19 Industrial Plant and Lands at Clarecastle**

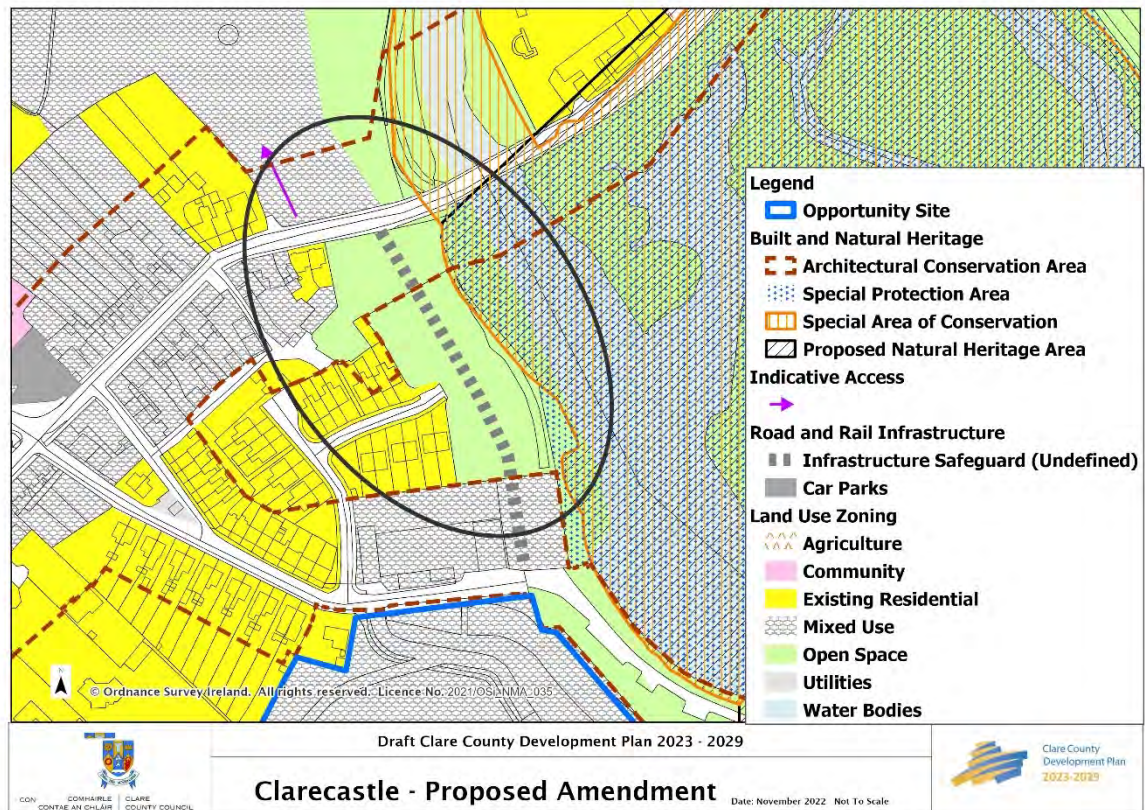
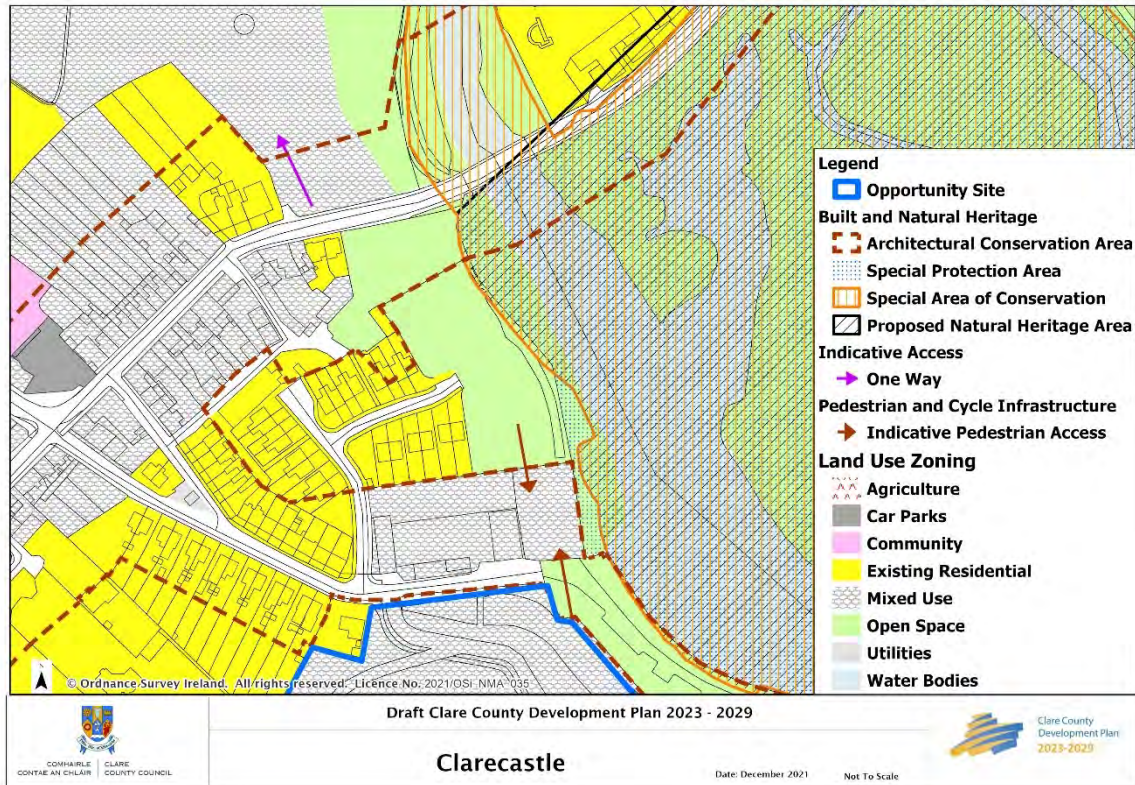
This site is located to the southeast of the Village Centre and is the former SEVESO Roche (Ireland) site due for remediation. The site is now identified as an Opportunity Site (OP 19) and a Masterplan for the site will be prepared during the life time of this Plan which supports the redevelopment of this site to ensure it remains a key employment site in the Plan area and continues to play a strong role in the social and economic life of the area.

#### **2.12.5 Clarecastle Quayside**

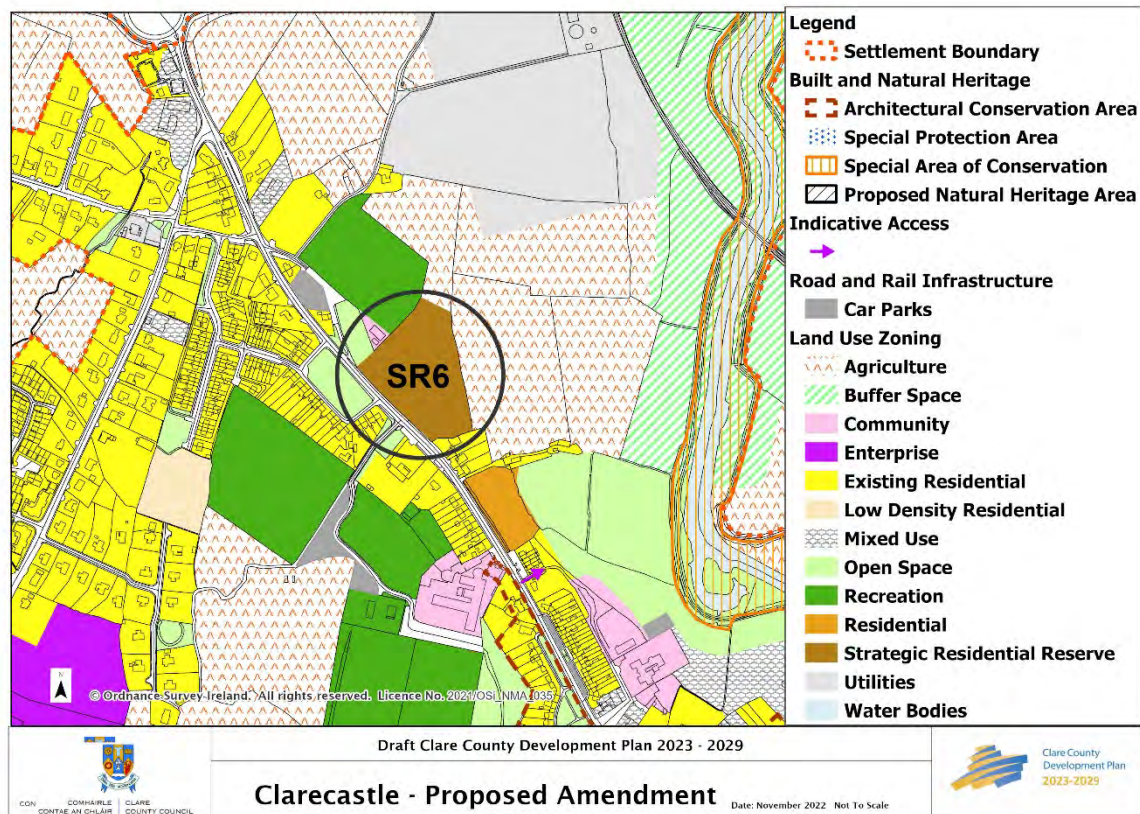
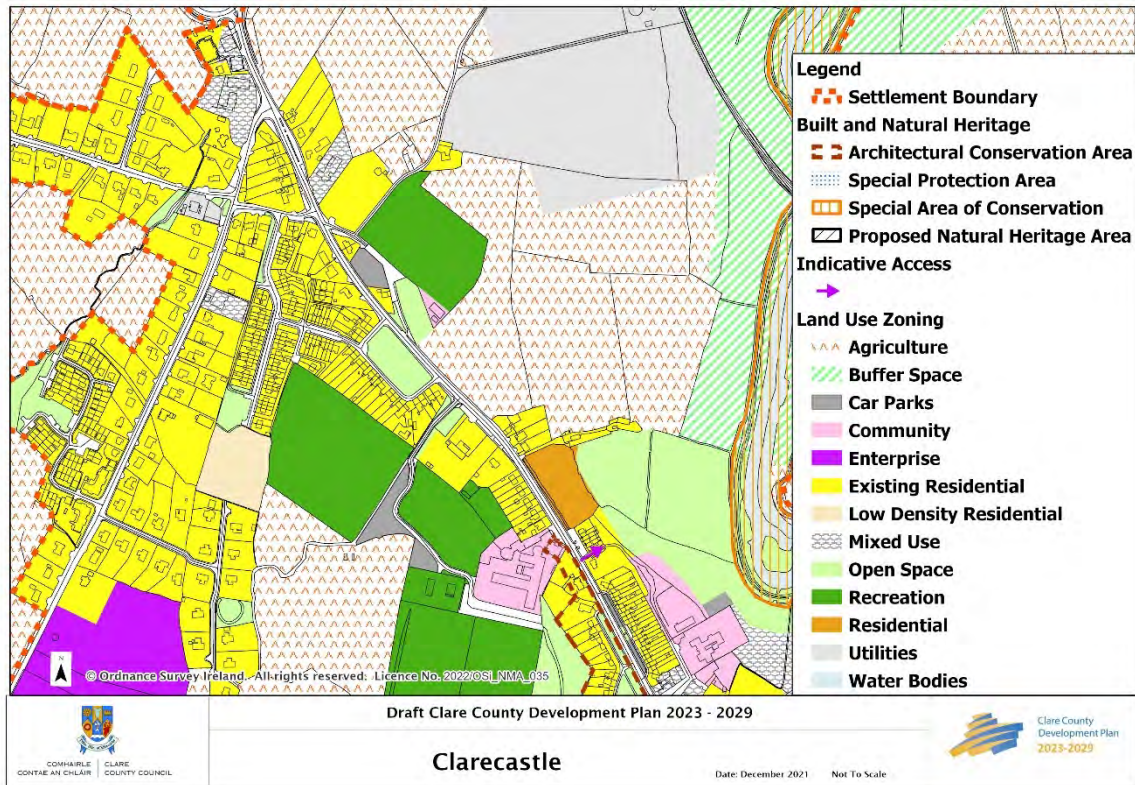
Clare County Council acknowledges the historic, recreational and amenity value of Clarecastle Quay. The maintenance and enhancement of the Quay is important to the local cultural identity and has potential tourism, recreational and economic benefit. The potential for the redevelopment of this 200 year old Quay presents opportunities to enhance the marine, leisure, economic and tourism development of the area and has been recognised in the Strategic Integrated Framework Plan (SIFP) for the Shannon Estuary.

It is also envisaged that Clarecastle Quay will play a key role in blue/green infrastructure development in the Plan area through the provision of a trail head for riverside walking and cycling facilities. Any proposals for the quayside shall demonstrate that there will be no negative impact on European Sites, architectural heritage and the status of designated bathing waters.

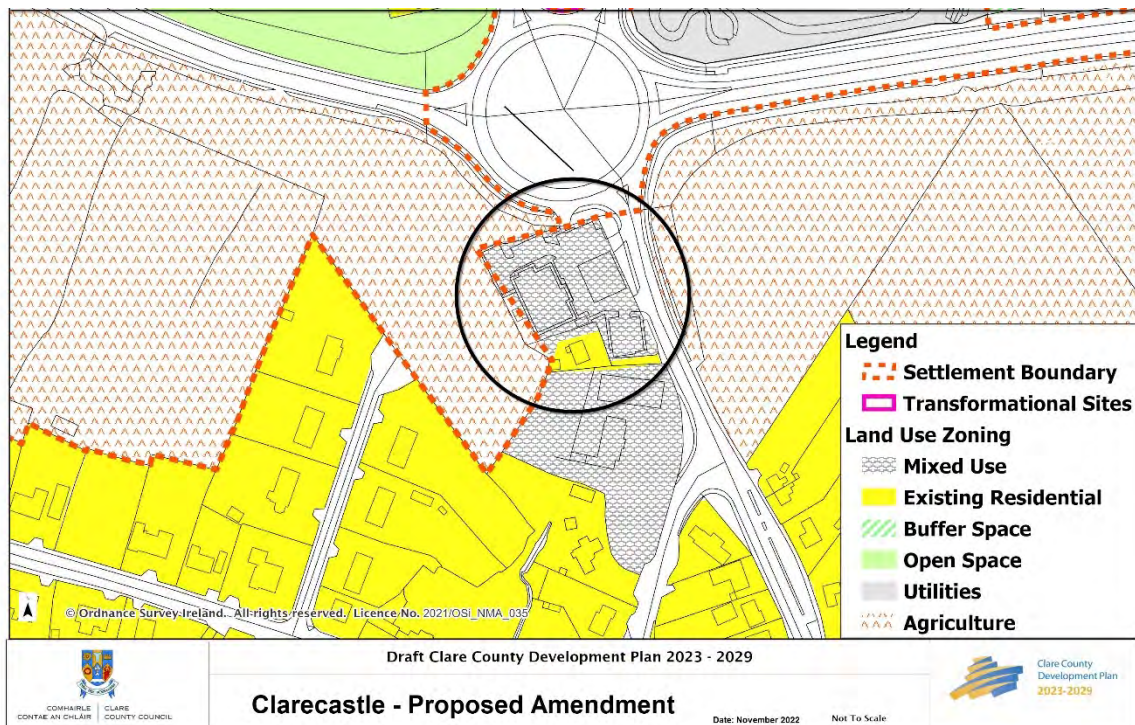
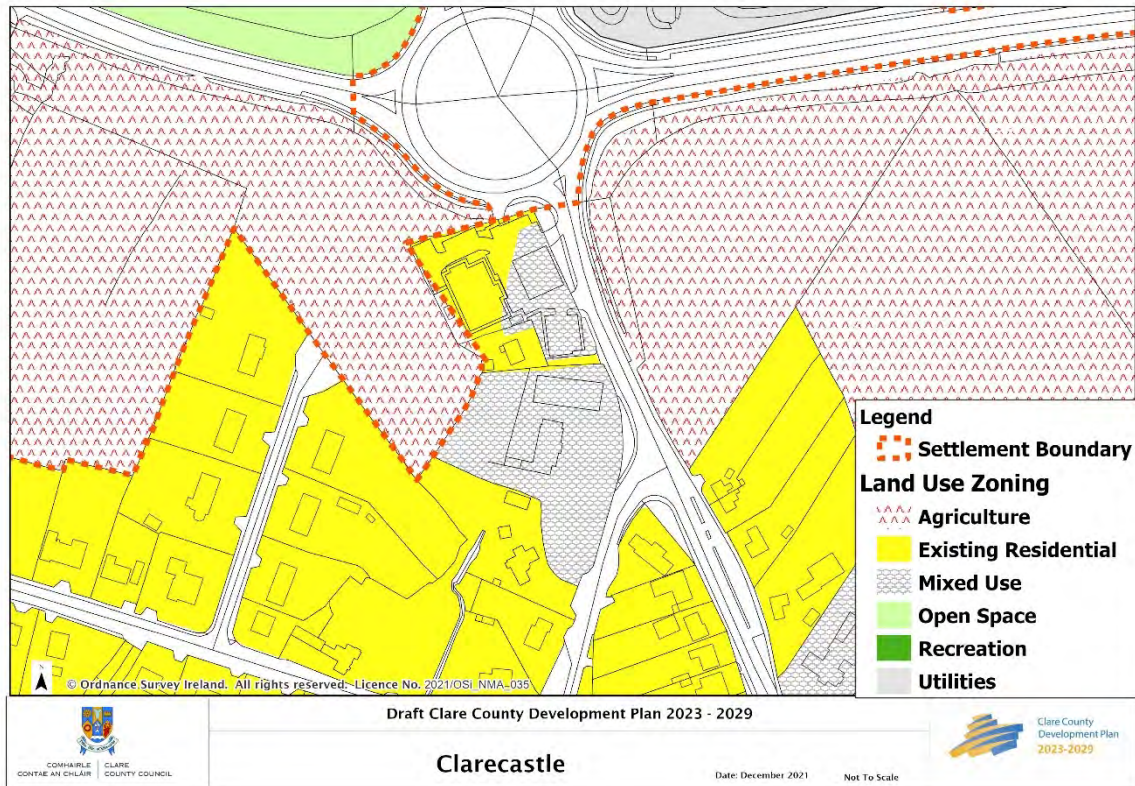














## 2.13 Other Locations

### 2.13.1 Beechpark Area

#### ENT1 Beechpark, Ennis

This site is designated for enterprise development. The site is strategically located to the east of the junction of the N85 with the R474. Subject to the site being serviced, there is potential to accommodate a low-carbon, campus-style Enterprise Park in a unique mature sylvan setting. Proposals for this site should adopt sustainable practices in terms of design, construction, materials and operation. The application of renewable energy methods, such as solar panels, bio-mass heating systems etc will be encouraged. Such proposals must be sensitively integrated into the overall development.

This site is quite elevated and a Landscape Impact Assessment and Ecological Assessment to include an assessment of potential for lowland hay meadow to occur on site must be carried out to inform a detailed Landscape Management Plan submitted as part of any planning application which utilises, as far as possible, existing landscaping features such as hedgerows and trees and includes proposals for the protection of the national monument on the site (CL0033-114001 & CL0033-114002). The trees to the north of the site shall be retained and managed to ensure their longevity wherever possible. The woody vegetation on the perimeter of the site must also be retained. Future development proposals must also demonstrate, through a Light Spill Modelling Study, that there will be no increase in ambient light levels beyond the perimeter of the development footprint.

This site slopes steeply towards the Claureen River which is located to the north of the site. Development proposals must include details of how surfacewater will be controlled during construction and operation to allow the Local Authority to screen the proposals under Article 6(3) of the Habitats Directive. Only proposals that clearly demonstrate that they will not adversely affect the cSAC will be permitted.

Development proposals for this site must be accompanied by a Transport and Traffic Assessment undertaken in accordance with NRA/TII Traffic and Transport Assessment Guidelines (2014). This must also include an assessment of the cumulative impact of traffic/transport generated by planned development in the area on significant junctions in the vicinity.

#### TOU2 Beechpark

This site has the potential to be developed for tourism uses such as an activity park with zip wire/lining, nature trails, looped walks, paint balling, education and leisure uses etc. This site is readily accessible from the N85 and is characterised by dense and extensive planting of mature specimen trees. These trees, along with the woody vegetation on the site perimeter, must be retained as part of future development proposals.

All future planning applications for this site must be accompanied by a full Bat Survey and a detailed Tree Survey. Only unsafe trees can be removed and, should this occur, these shall be replaced with understorey planting to enhance bat habitats. All development of existing buildings on the site and tree conservations works will require a Bat, Red Squirrel and Barn Owl Survey in advance, to ensure that they do not contain important sites for bats, other mammals or birds.

The Local Authority will screen all future development proposals under Article 6(3) of the Habitats Directive. Only proposals that clearly demonstrate that they will not adversely affect the cSAC (Lower River Shannon) or the habitats or commuting routes of Lesser Horseshoe bats will be permitted.

Development proposals must also demonstrate, through a Light Spill Modelling Study, that there will be no increase in ambient light levels beyond the perimeter of the development footprint.

Development proposals for this site must be accompanied by a Transport and Traffic Assessment undertaken in accordance with NRA/TII Traffic and Transport Assessment Guidelines (2014). This must also include an assessment of the cumulative impact of traffic/transport generated by planned development in the area on significant junctions in the vicinity.

### **2.13.2 Ballaghafadda Area (Killadysert Road), Clarecastle**

#### **ENT2 Killadysert Road, Clarecastle**

This site is zoned for Enterprise development. The subject site is located along the R473, approximately 1km from the N85 intersection with convenient access to both the M18 and Ennis Town Centre, as well as the larger industries located in Clarecastle and Shannon.

The surrounding area comprises primarily low density residential dwellings in a rural setting and, as such, the development of enterprise units at this site must have regard to the amenities of existing dwellings.

The focus of development on this site should be on small workshops, craft industries and starter businesses. Having regard to the residential nature of the surrounding environment, live-work units, with the residential use being ancillary to their primary use as enterprise units, will also be considered. Other ancillary facilities such as childcare facilities will be considered on this site, particularly having regard to the location of the site immediately adjacent to lands that have been zoned for light industry development. Heavy industry uses will not be permitted on this site.

Any requirements associated with the existing agricultural use can be accommodated on these lands, subject to planning consent if required, until such time as it is proposed to develop the land in line with the Enterprise zoning.

Proposals for development must include the provision of a footpath, cycle lane (and associated road widening if required) and public lighting to connect with the existing network in the adjoining Clarecastle village.

Future development proposals may be required to conduct an Archaeological Survey due to the location of a number of Recorded Monuments in the vicinity of the site. Any proposals for development on this site will have to be informed by a series of Bat Surveys to assess the use of the woodlands, fields and structures by Lesser Horseshoe bats. All Bat Surveys must include light level surveys. Proposals to mitigate any negative impacts that the proposed development may have on the bat population, prepared by a qualified ecologist, will be required. Proposals for the on-going monitoring of the bat population, and contingency measures if unforeseen impacts arise, must also be submitted.

Hedgerows and treelines on the site, particularly the woody vegetation on the site perimeter, should be retained wherever possible and any habitat loss must be offset by additional landscape planting to ensure connectivity across the landscape. The small area of cut-away bog in the southeast of the site shall also be retained. All future planning applications must demonstrate, through a Light Spill Modeling Study, that there will be no increase in ambient light beyond the perimeter of the development footprint.

All development proposals must include details of how surfacewater will be controlled during construction and operation to allow the Planning Authority to screen the proposal under Article 6(3) of the EU Habitats Directive. Only proposals that can clearly demonstrate that they will not adversely affect the cSAC/SPA will be permitted.

Development proposals for this site must be accompanied by a Transport and Traffic Assessment undertaken in accordance with NRA/TII Traffic and Transport Assessment Guidelines (2014). This must also include an assessment of the cumulative impact of traffic/transport generated by planned development in the area on significant junctions in the vicinity.

### **LI1 Killadysert Road, Clarecastle**

This site is zoned for Light Industrial uses. It is located along the R473 approximately 1km from the N85 intersection with convenient access to both the M18 and Ennis Town Centre, as well as the larger industries located in Clarecastle and Shannon.

The surrounding area comprises primarily of low density residential dwellings in a rural setting, thus any future development of the site for light industrial uses shall have regard to the amenities of these existing dwellings. While trade and/or retail showrooms which are



ancillary to manufacturing, fitting and trade-type industries may be considered, retailing and retail warehousing will not be acceptable on this site. In addition, heavy industrial developments are not considered appropriate.

Proposals for development must include the provision of footpath, cycle lane (and associated road widening if required) and public lighting to connect with the existing network in the adjoining Clarecastle village.

Having regard to the nature of the area in which the site is located, it is important that a comprehensive approach to the development of the site is adopted, so as to avoid incremental/incompatible uses within the site. Therefore the Planning Authority shall require a Masterplan for the entire site to be prepared (by the owners/applicants) and submitted with or in advance of a planning application. The Masterplan shall address the phasing of development to ensure that the scheme is realised in a sustainable manner. Development of lands identified for Phase 1 will be required in advance of, or in conjunction with, lands identified for Phase 2. The Masterplan shall also incorporate the following elements:

- Design and site layout rationale;
- A detailed Landscaping Plan utilising, as far as possible, existing landscaping features;
- Consideration of the future/existing development of adjacent areas;
- Measures to prevent significant negative effects on adjacent land use zonings;
- Detailed Traffic Management Plan;
- An Infrastructural Services Plan;
- A Drainage Impact Assessment;
- Archaeological Assessment;
- Light Spill Modelling; and
- A Flood Risk Assessment.

Due to the location of a number of Recorded Monuments on the site, an archaeological assessment of the site shall be required as part of any development proposals. All development proposals must include details of how surfacewater will be controlled during construction and operation to allow the local authority to screen the proposal under Article 6(3) of the EU Habitats Directive. Only proposals that can clearly demonstrate that they will not adversely affect the cSAC/SPA will be permitted.

Hedgerows and treelines, including woody vegetation on the perimeter of the site, shall be retained on the site wherever possible and a suitable buffer zone put in place to ensure their protection. Future development proposals shall demonstrate, through a Light Spill Modelling Study, that there will be no increase in ambient light levels beyond the perimeter of the development footprint.

Development proposals for this site must be accompanied by a Transport and Traffic Assessment undertaken in accordance with NRA/TII Traffic and Transport Assessment Guidelines (2014). This must also include an assessment of the cumulative impact of traffic/transport generated by planned development in the area on significant junctions in the vicinity.

#### C4 & TOU1 Ballaghafadda West, Clarecastle

This site directly adjoins the Killadysert Road (R473) to the east and has excellent connections to the surrounding area and the wider region via the local, regional and national road network. The site presents an opportunity for community and tourism development which complements its location directly adjacent to Ballybeg Lough. Suitable uses on this site could include tourism uses, ~~burial ground, or other~~ and community-based developments. ~~A Masterplan for these sites will be prepared during the life time of this Plan which seeks to guide the appropriate development of these lands which will be complementary to the village of Clarecastle.~~

The Ballaghafadda Amenity and Recreation Plan has been developed to guide the appropriate development of these lands, which will be complementary to the village of Clarecastle. The Ballaghafadda Amenity and Recreation Plan sets out a vision to enhance the sites natural beauty, enrich its ecological value and to encourage engagement with the landscape, lough and its surroundings. Activities on the site may include walking, cycling, wildlife watching, natural play, and low impact water sports, such as swimming, rowing and kayaking with supporting onsite facilities for outdoor recreation, community and tourism requirements as appropriate to the site. There is also the potential to enhance and create new linkages with Clarecastle village, Ballybeg Woods and Killone Lough to this site.

The site is located along a proposed cycle route as identified on Map I7 (Volume 2 of this Plan). Proposals for development must include the provision of a footpath, cycle lane (and associated road widening if required, depending on the scale of the development proposed) and public lighting to connect with the existing network in the adjoining Clarecastle village. Future development on this site must be connected to a public wastewater treatment facility with adequate capacity to accommodate the proposed development.

Development proposals for this site must be accompanied by a Transport and Traffic Assessment undertaken in accordance with NRA/TII Traffic and Transport Assessment Guidelines (2014). This must demonstrate that safe access to the site can be achieved and also include an assessment of the cumulative impact of traffic/transport generated by planned development in the area on significant junctions in the vicinity.

The site is located adjacent to Ballybeg Lough which flows into Clareabbey Stream and ultimately joins the River Fergus, which is part of the Lower River Shannon SAC. A buffer will be required to protect the Lough from any impacts from future development and on-going operation of the development on the site. The extent of the buffer required must be

informed by an ecological assessment of the site. Development proposals must also be accompanied by a Surfacewater Management Plan which incorporates Sustainable Urban Drainage Systems. A Hydrogeological Assessment may be necessary and, if required, it must be clearly demonstrated that the development will not interfere with water quality or hydrology of the Lower River Shannon cSAC, River Shannon and River Fergus pSPA, Ballyallia Lake SAC and Ballyallia Lough SPA.

Development proposals will be assessed in terms of the potential use of Ballybeg Lough by Special Conservation Interest bird species. This assessment must demonstrate that no potential indirect disturbance will occur as a consequence of the proposed development.

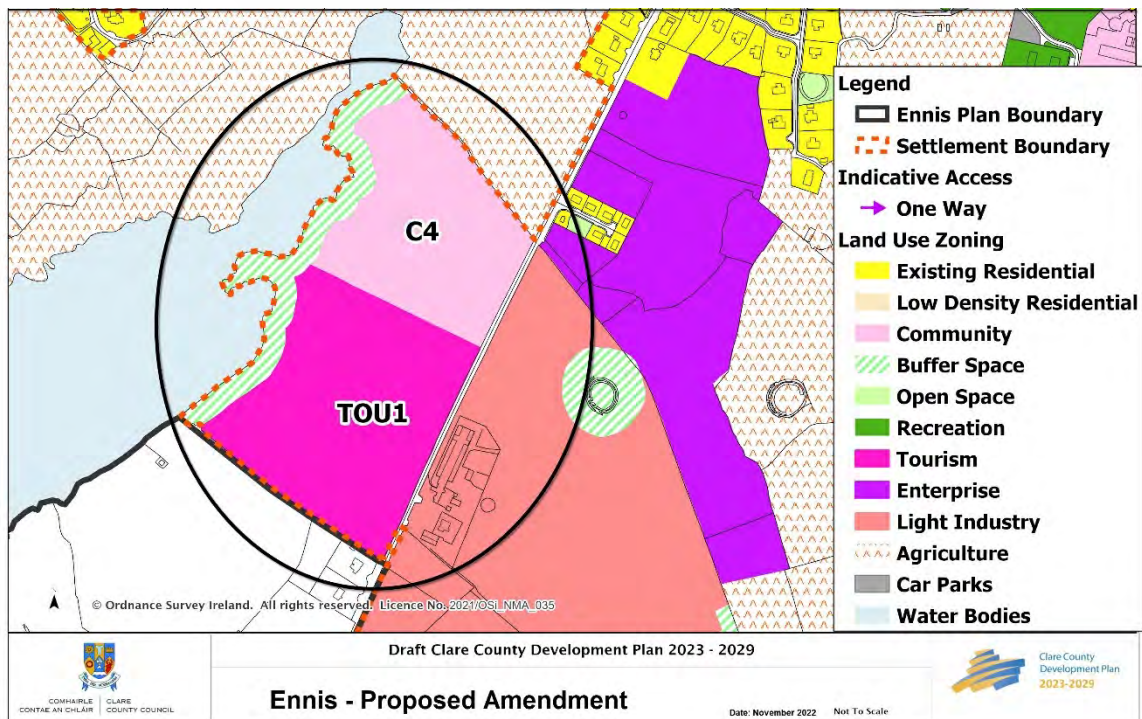
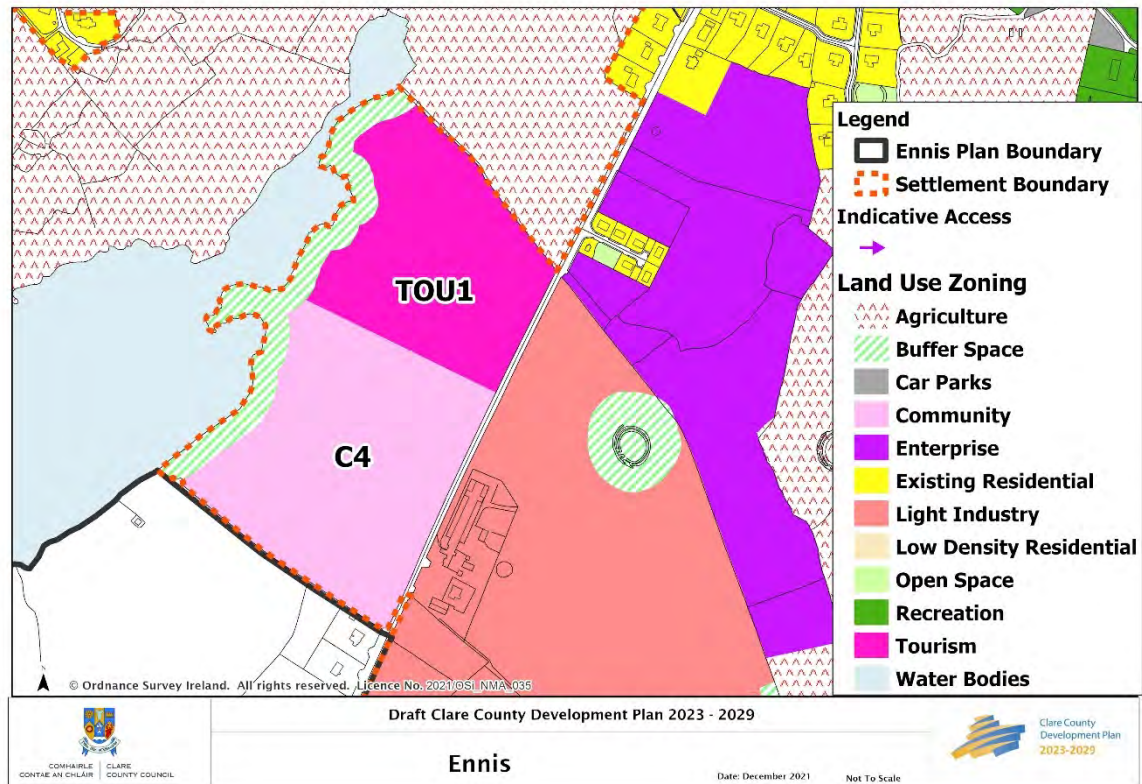
This site is also located within 1km of a known Lesser Horseshoe bat roost (Edenvale/Newhall complex). Therefore the Ecological Assessment must also inform a Landscape Management Plan, making provision for the retention of important features such as hedgerows and trees on the perimeter of the site. Development proposals must be accompanied by a full Bat Survey, particularly in relation to the presence of Lesser Horseshoe bats on the site, and a full Light Spill Modelling Study to demonstrate that the chosen lighting design would not create any increase in ambient light levels beyond the perimeter of the development footprint. Development applications must not propose the removal of woody vegetation around the perimeter of the site and must address how linkages across the landscape can be maintained. *Consideration of rewilding of parts of the site to re-establish native woodland and grass species will be encouraged.*

There are several archaeological monuments in the vicinity of this site and an Archaeological Assessment may be required as part of future development proposals.

~~A small corner of the site is located in Flood Zones A and B where any proposals must be for water-compatible uses and must be accompanied by a Flood Risk Assessment.~~

*The northern corner of Community zoning C4 lies within Flood Zone A/B where only water compatible uses will be permitted. Tourism zoning YOU1 has a small area of Flood Zone A/B in the northwest corner of the site where only water compatible uses are permitted. A site-specific Flood Risk Assessment, in line with the recommendation of Section 5 of the Strategic Flood Risk Assessment, Volume 10c, will be required for any future development of these sites.*





### 2.13.3 Cahircalla Beg/Ballybeg

#### Sites in Ballybeg

No additional residential lands are identified in Ballybeg, and any future development in this area will relate to redevelopment of existing sites or the development of infill sites.

### 2.13.4 Kilbreckan (Doora) Area

#### COM7 Kilbreckan (Doora) at Junction 12 of the M18

At the time of writing a planning permission for a service station for this site is on appeal to An Bord Pleanála. Should future applications be made on site regard will be given to the following.

This site is identified for the provision of an 'off line' service station and associated uses including restaurant/café, drive 'thru', restrooms, parking, and other facilities to serve those using the M18 Motorway network. No uses that would conflict with the intended primary role of the national route catering for strategic inter-urban and inter-regional traffic will be permitted on the site. Access to the site shall be from the Doora Road to the south. COM7 is not currently served by the public sewer network, therefore satisfactory proposals for the collection and treatment of waste/effluent arising from the activities on the site must be included in any proposals for development. Landscaping proposals will be required to enhance the setting of future developments.

There are a number of known Lesser Horseshoe bat roosts in close proximity to this site, therefore trees and hedgerows on the perimeter of the site must be retained and enhanced as part of future development proposals. Future development proposals should be accompanied and informed by results of Bat Surveys and Light Spill Modelling Studies to demonstrate that lighting design will not increase ambient light levels beyond the perimeter of the development footprint and therefore will not affect bat species.

#### ER3 Kilbreckan

The site is infill in nature with a lake and river located 270m to the Northeast and with connectivity to the Lower River Shannon cSAC and SPA. Any development proposal shall include mitigation to protect water quality during construction and operation as set out in Volume 10a Natura Impact Report as it relates to ER3. (NIR mitigation 3 and 4a).

### 2.13.5 Ballaghboy (Doora)

#### REC1 Ballaghboy

The further development of REC1 to the south shall not include any non-permeable surfaces, or any ancillary development such as dressing rooms. Any car parking shall be

constructed using permeable surfaces. This is having regard to the identified Flood Zone A which applies to this site and to ensure the protection of residential properties in the surrounding area from any potential displacement in terms of flood waters from the development of these lands.

### 2.13.5 Toureen Area

#### ENT3 Toureen

Project Ireland 2040 - National Planning Framework sets out the strategic importance of data centres in Ireland's Enterprise Strategy. Having regard to the Government Statement on The Role of Data Centres in Ireland, which in particular recommends having a plan-led approach to data centres, this 55ha site has been identified and zoned as Enterprise (45ha) and Buffer (10ha) with a specific use for a Data Centre Campus due to:

- Its proximity to the electricity sub-station;
- Its proximity to the M18 motorway and adjoining regional road network;
- The location of the site relative to the Gas Pipeline;
- The availability of Dark Fibre; and
- The proximity of the site to Shannon International Airport and Ennis Town.

This site is zoned to accommodate a Data Centre campus which consists of one or more than one structure, used primarily for the storage, management and dissemination of data and the provision of associated power electricity connections and energy generating infrastructure.

### 2.13.6 Recreation Areas

#### Ballybeg Woods and Active Ennis Lee's Road Sports and Amenity Park

The hedgerow and scrub areas together with the many mature trees on these sites provide potential foraging areas for the Lesser Horseshoe bat given the proximity to designated bat roosts and European Sites for the species. Future development proposals must be informed by a series of Bat Surveys to record the known use of these habitats and features by Lesser Horseshoe bats and ensure that there is no loss of potential foraging/breeding or resting areas used by Lesser Horseshoe bats. The surveys must include light-level surveys. Any habitat loss must be offset by additional landscape planting to ensure connectivity across the landscape. All design proposals, including lighting, must be informed by the results of the Bat Survey. Proposals to mitigate any negative impacts that the proposed development may have on the bat population, prepared by a qualified ecologist, will be required. Proposals for the on-going monitoring of the bat population, and contingency measures if unforeseen impacts arise, must also be submitted.



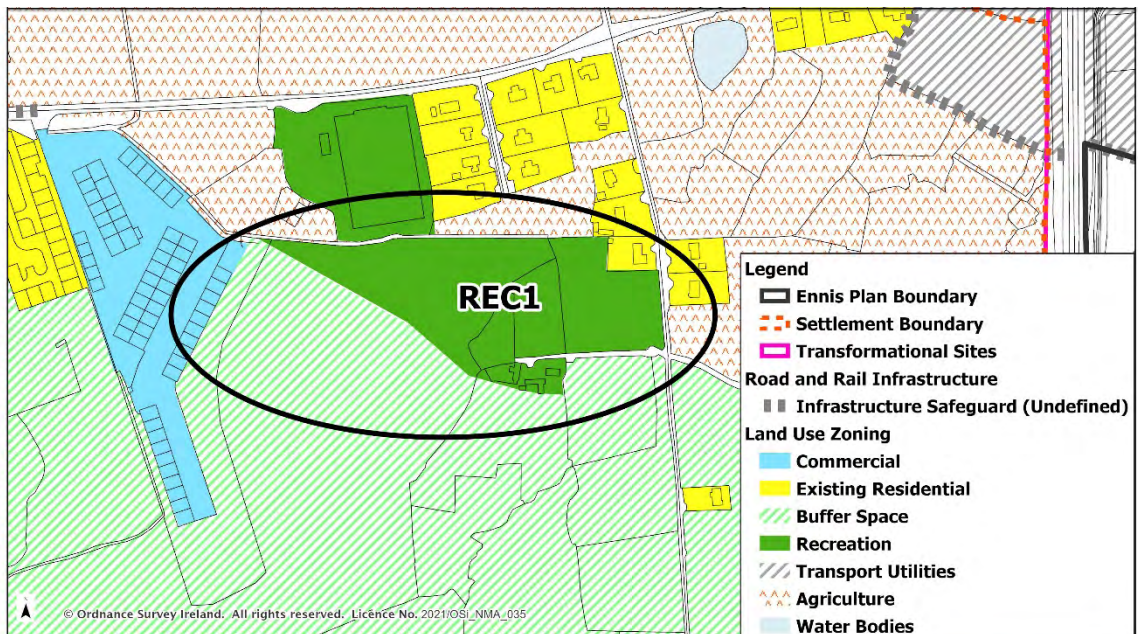
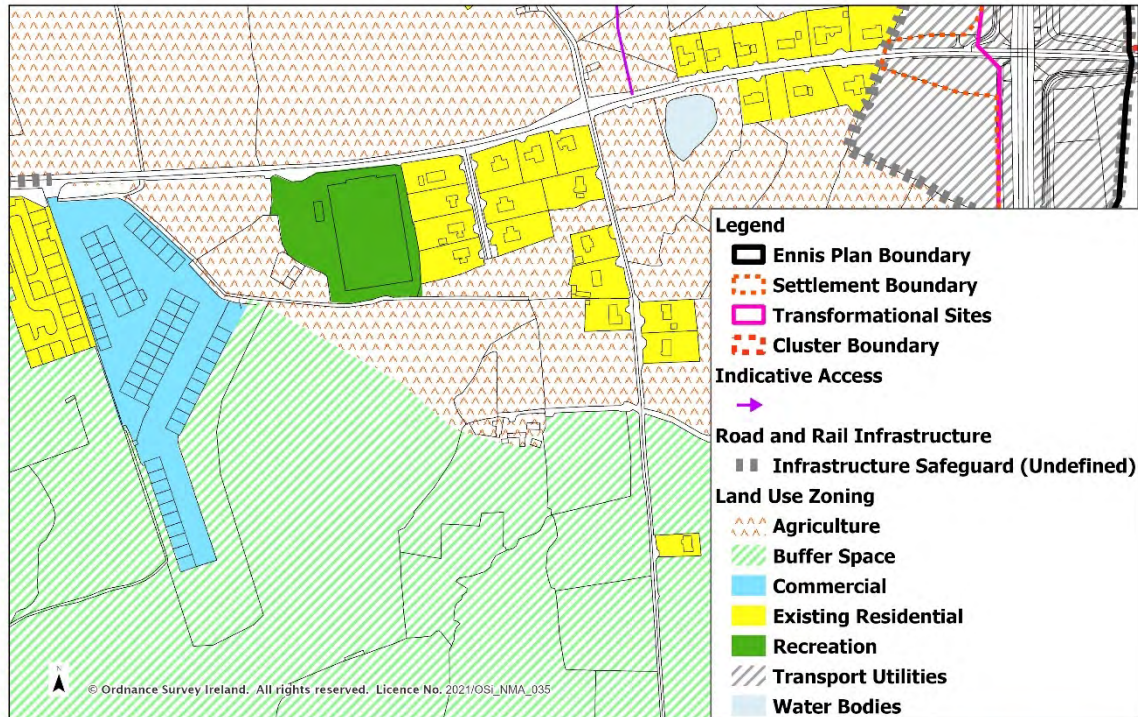
### 2.13.7 Newhall Area

Newhall house is located within the Newhall Edenvale Complex SAC which is designated for the presence of Lesser horseshoe bats together with Caves Not Open to the public. This is one of the most important SAC sites for this species in the county with NPWS undertaking regular counts on both the winter and summer roosts located within the SAC boundary. Any proposed changes to Newhall House must be accompanied by a full Bat Survey, particularly in relation to the presence of Lesser horseshoe bats on the site, and a full Light Spill Modelling Study to demonstrate that the chosen lighting design would not create any increase in ambient light levels beyond the perimeter of the development footprint or within the SAC. Development applications must not propose the removal of woody vegetation around the perimeter of the site and must address how linkages across the landscape can be maintained. The hedgerow and scrub areas together with the many mature trees within this site (SAC) provide vital foraging areas for the Lesser horseshoe bat. Future development proposals for any internal change of use must be informed by a Bat Survey and assessment undertaken by a suitably qualified ecologist to ensure that there is no loss of foraging/breeding/roosting or resting areas used by the Qualifying Interest Feature of this SAC (Lesser horseshoe bats). All design proposals, including lighting, must be informed by a suitably qualified ecologist with extensive experience in this field including any changes to the lighting. In line with the Conservation Objectives for the site there must be no significant increase in artificial light intensity adjacent to the roosts or along commuting routes within 2.5km of the roost.

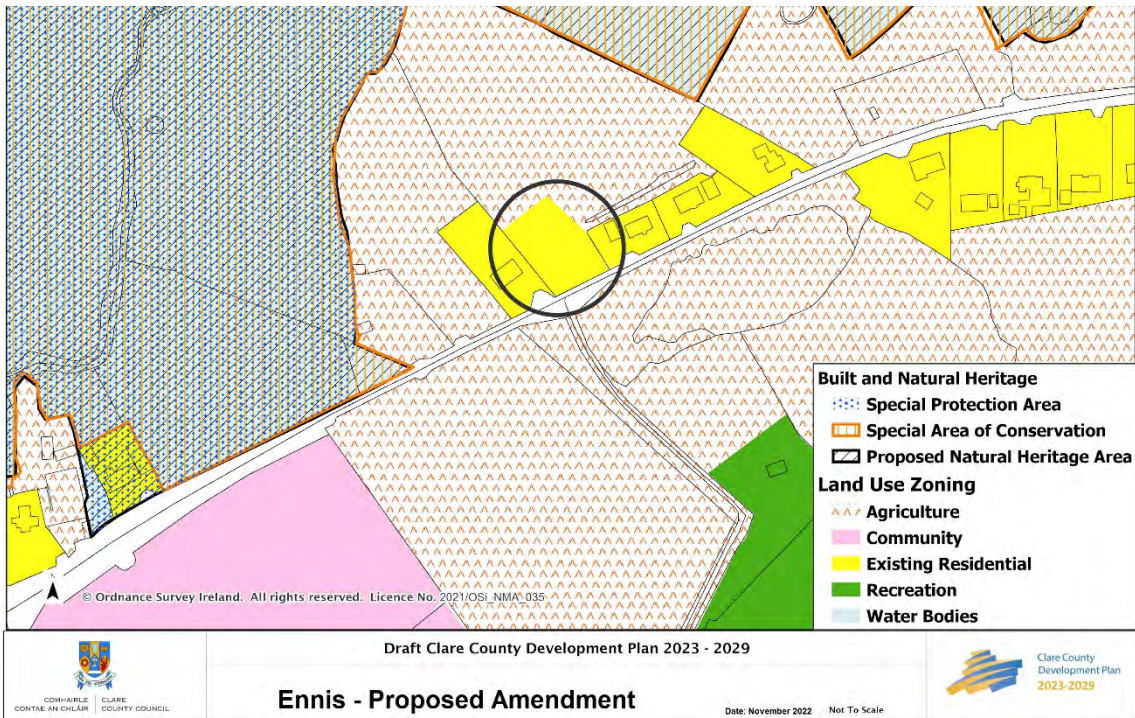
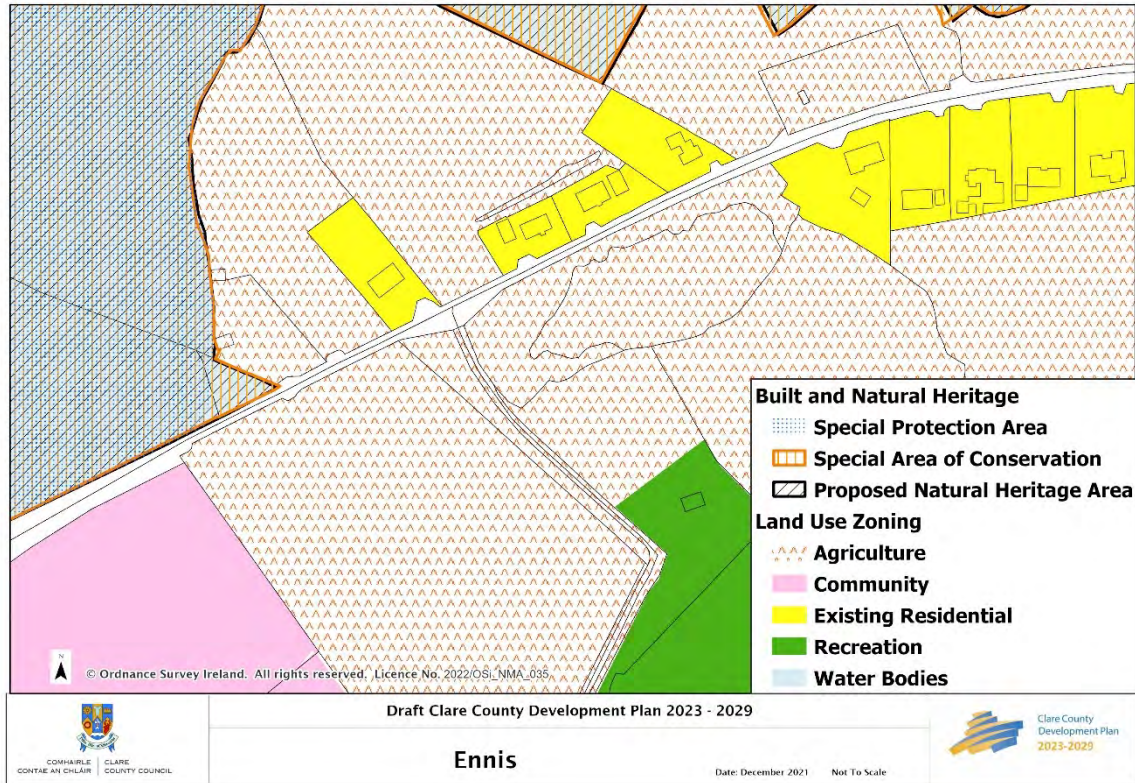
### 2.13.8 Drumcliff Area

#### ER4 Drumcliffe

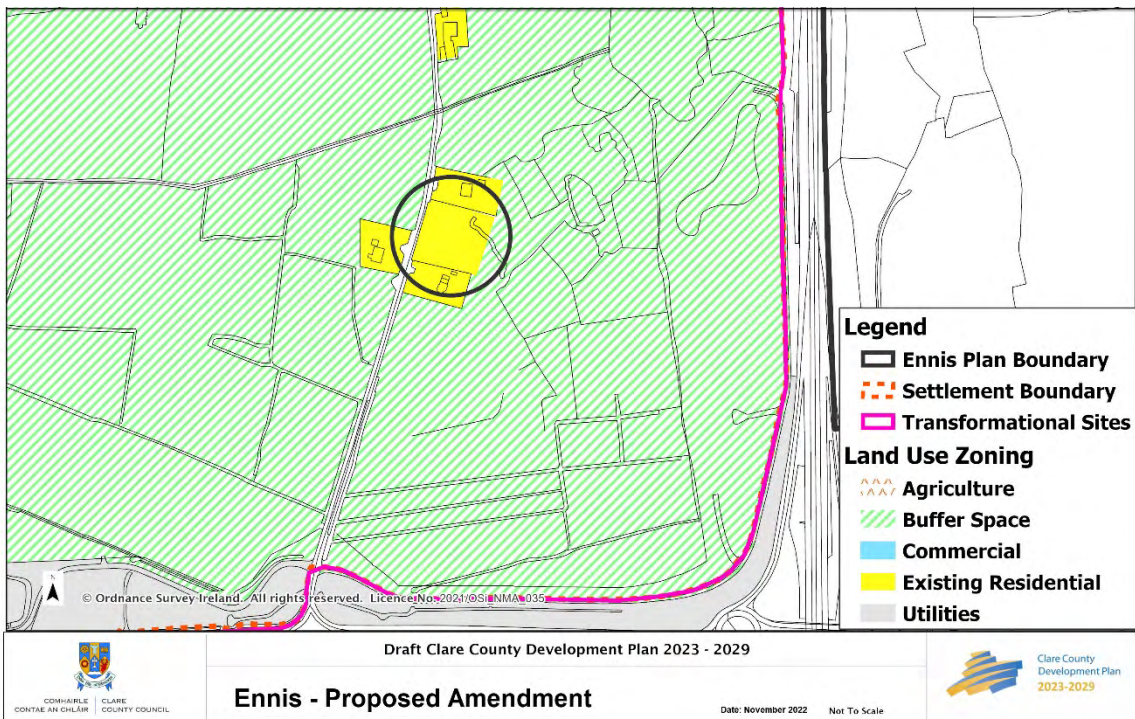
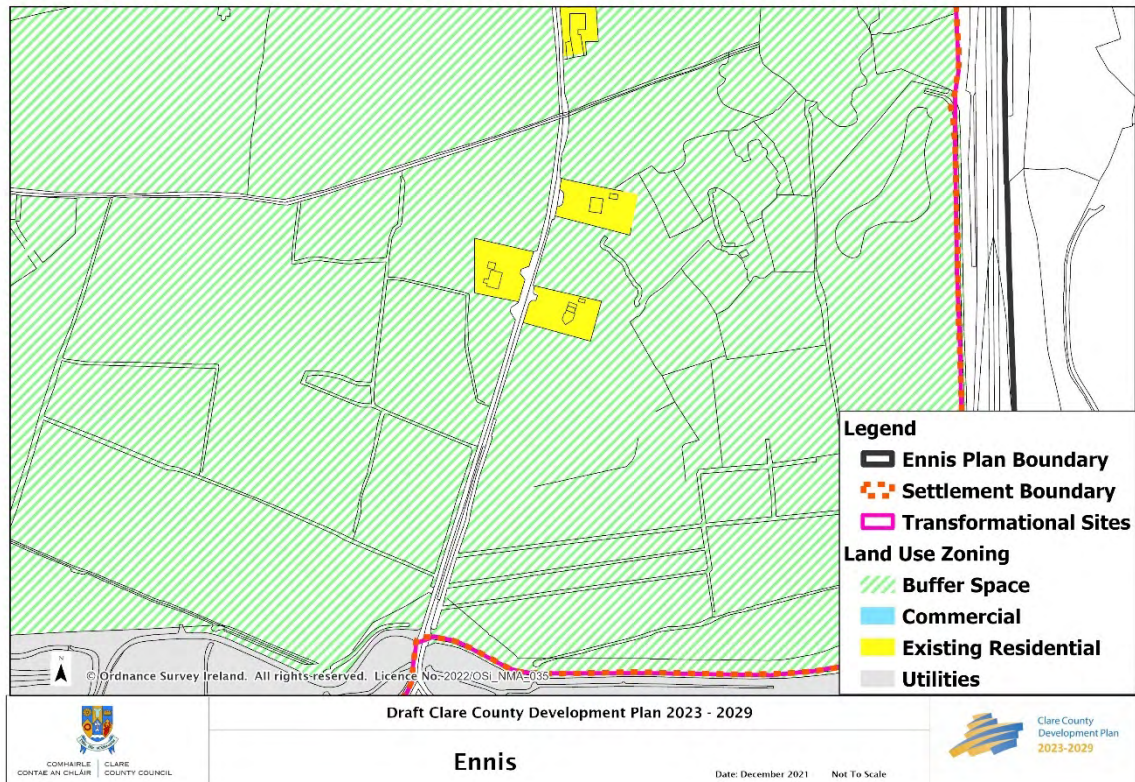
This is an infill site 125m to the southwest of Ballyallia Lough SPA and 90m to Ballyallia Lake SAC. Any proposed development on this site shall include mitigation to protect water quality during construction and operation, and to prevent disturbance of potential supporting habitat for Special Conservation Interest birds as set out in Volume 10a Natura Impact Report as it relates to ER4. (NIR Mitigation 2,3 and 4a).



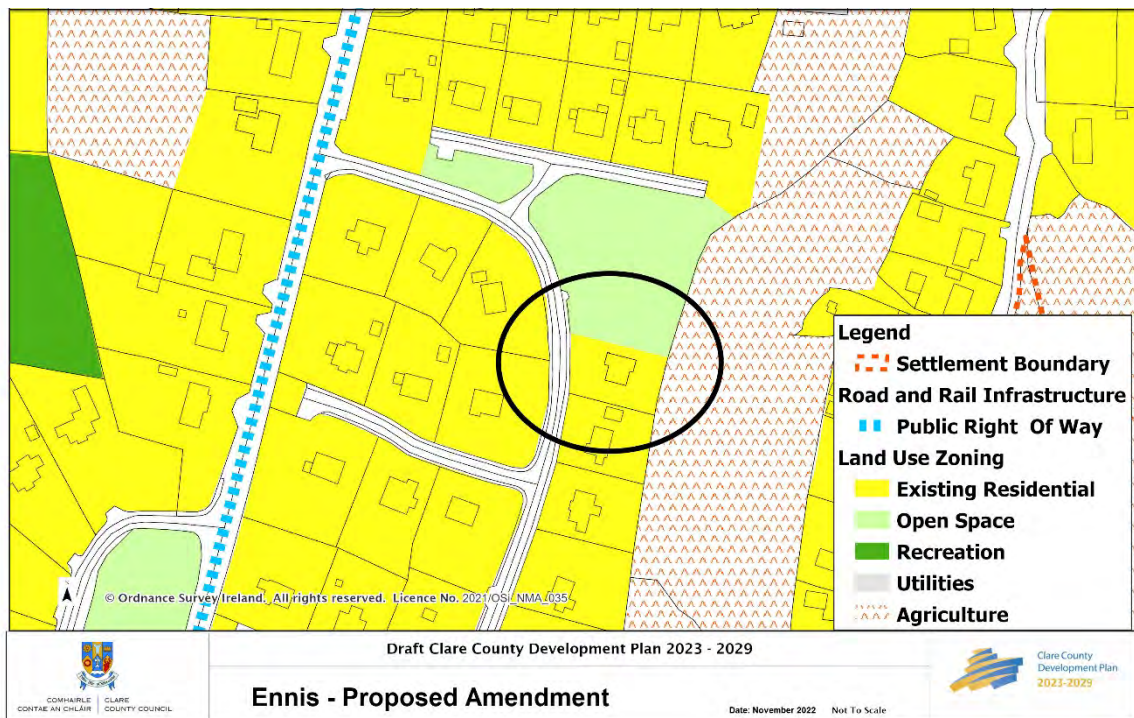
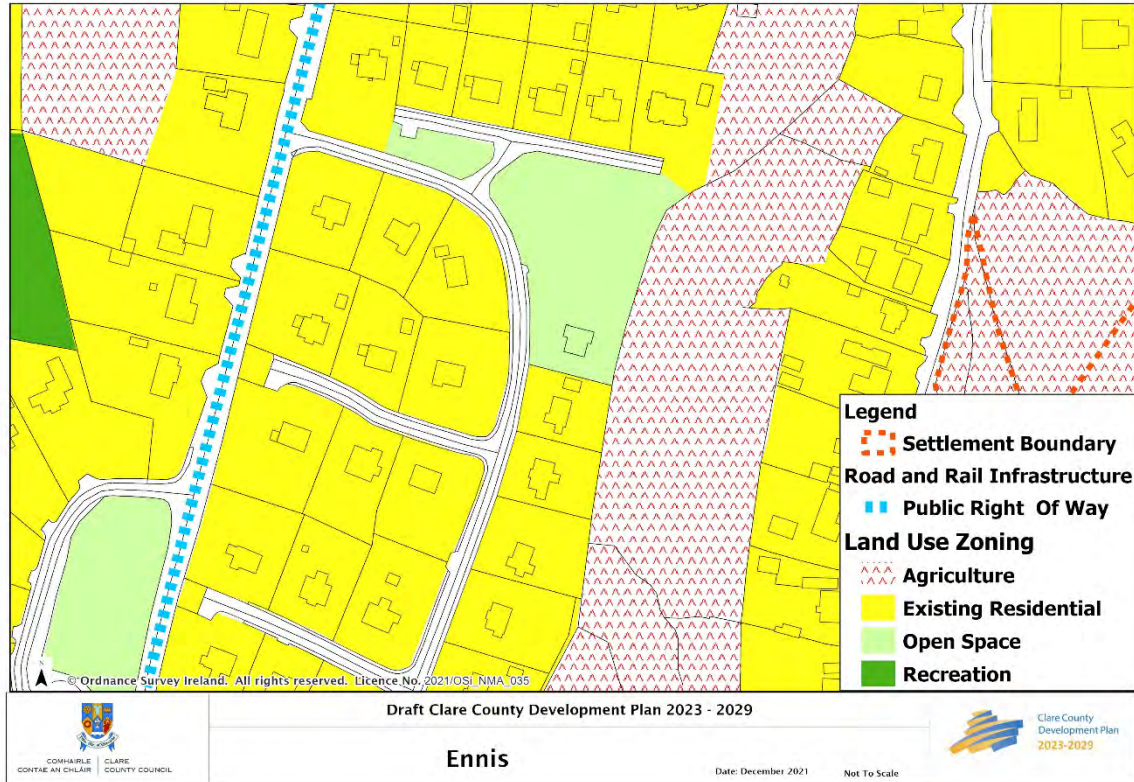












## 2.14 Technical Guidance – Transformational and Opportunity Sites

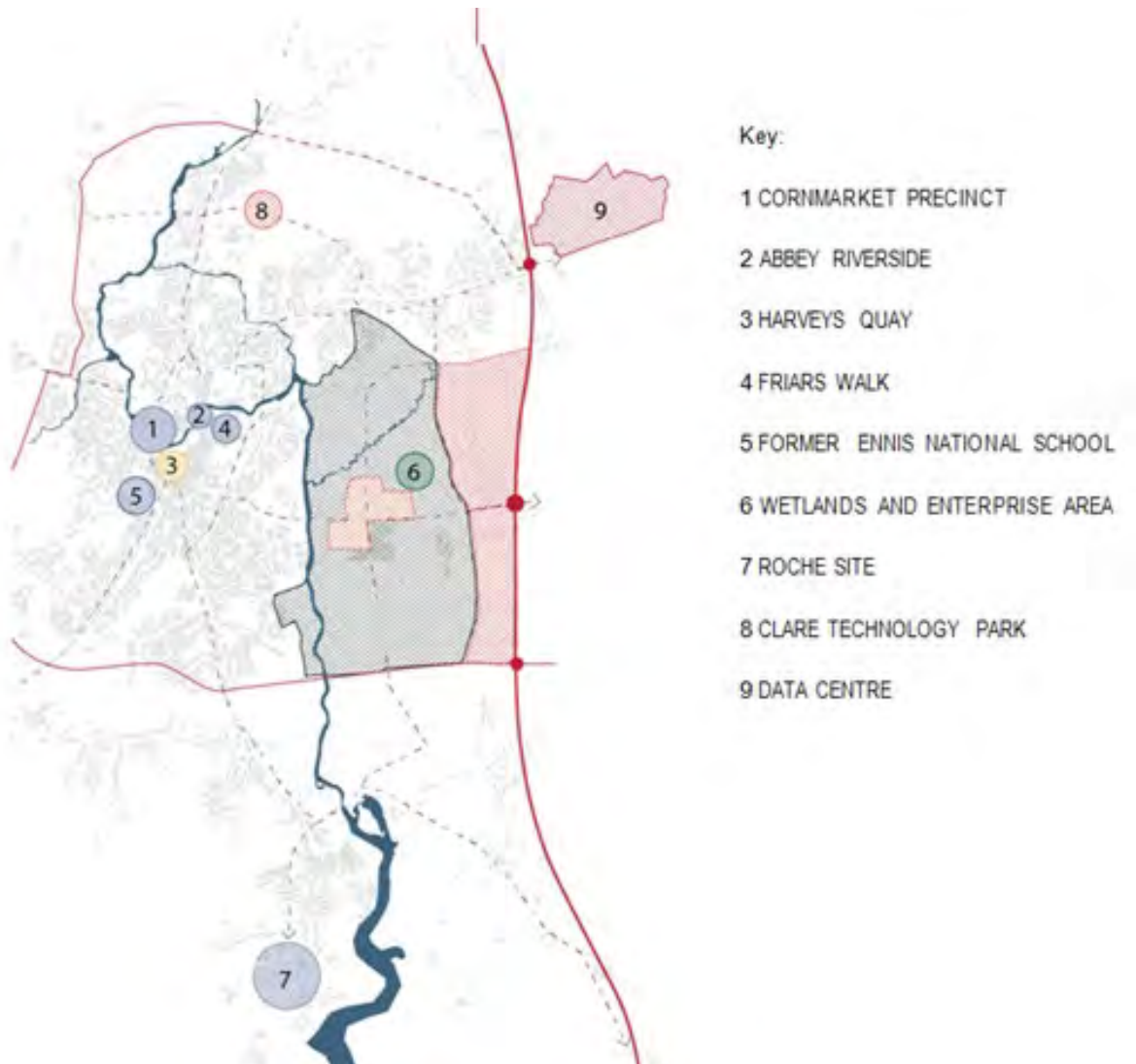
A detailed Flood Risk Assessment has been carried out for the Ennis and Clarecastle areas and is contained within the Strategic Flood Risk Assessment in Volume 10(c) of this Plan. Information in relation to individual sites that fall within the Ennis settlement area should be read in conjunction with the relevant section of the Strategic Flood Risk Assessment.

Ennis 2040 contains 9 Transformational Sites as below. This Plan also contains 19 Opportunity Sites in Ennis and its Environs. In some instances, these sites overlap and in other instances they are standalone sites.

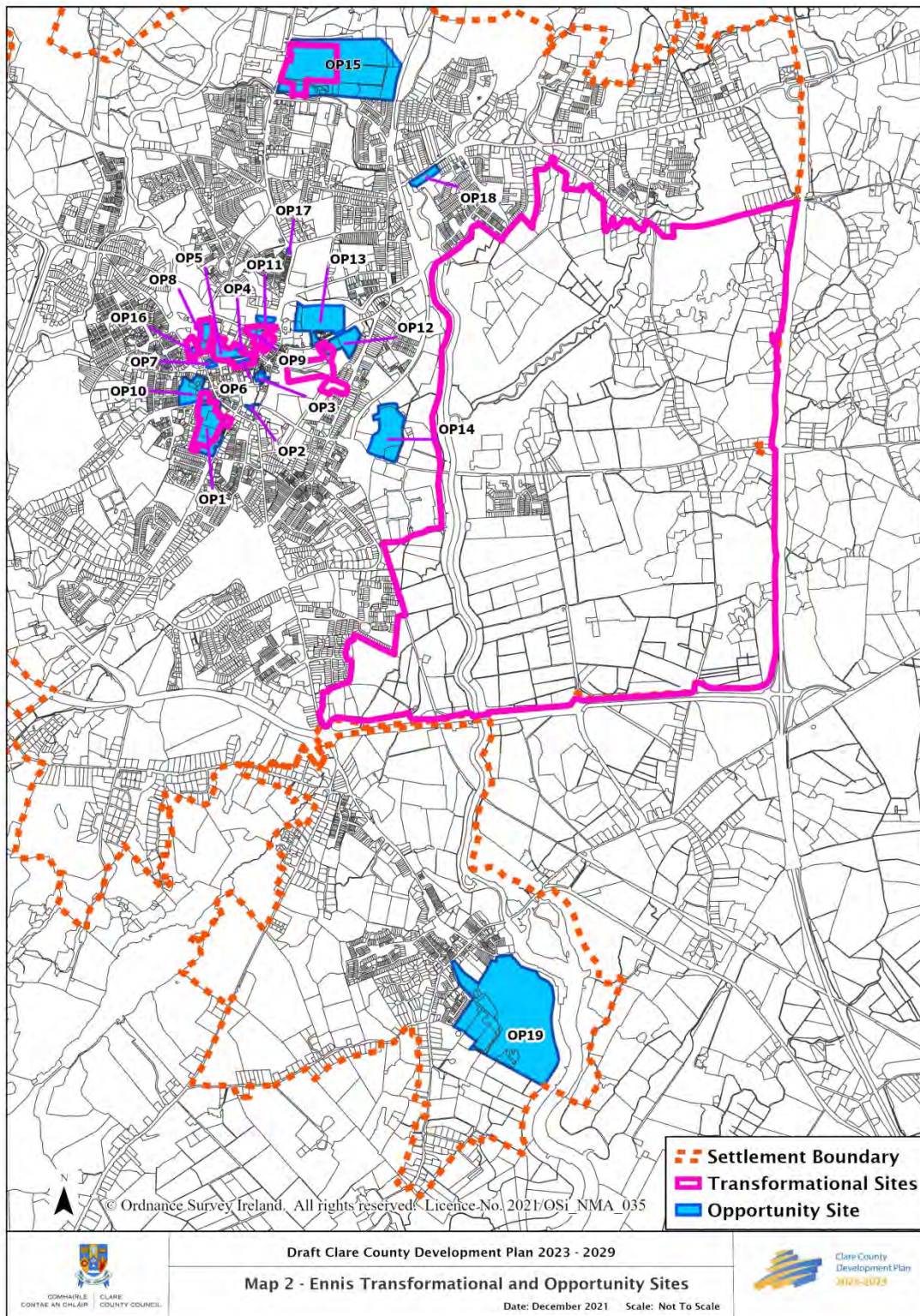
Any planning application for a Data Centre within County Clare shall be accompanied by a Climate Impact Assessment to ensure that any impact that such a facility may have on the achievement of Climate Change targets, in terms of emissions and energy demand, is appropriately addressed.



## Map 1 - Ennis Transformational Sites

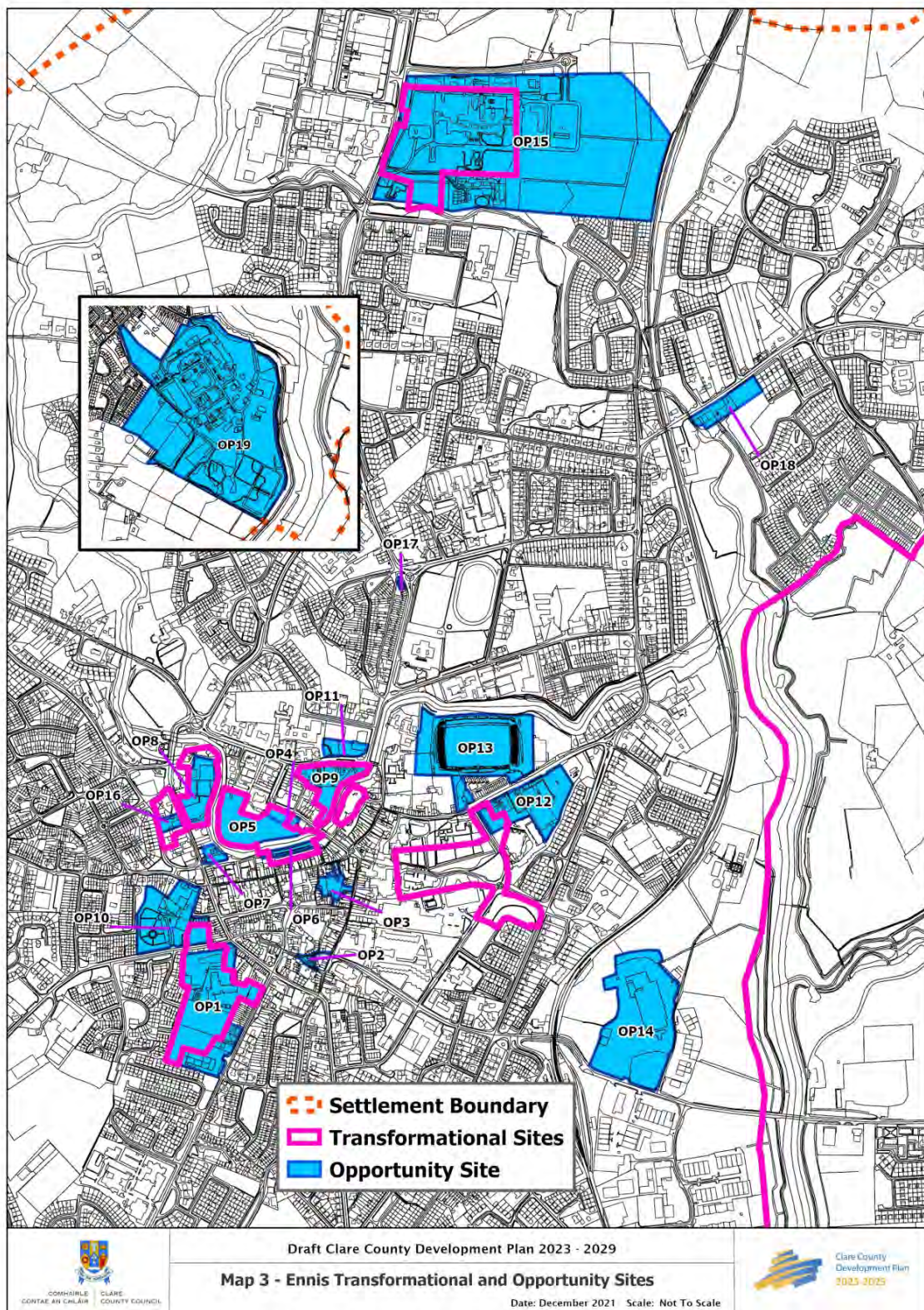


## Map 2 - Ennis Transformational and Opportunity Sites





### Map 3 Ennis Transformational and Opportunity Sites





**TS1 - Cornmarket Precinct**

Including:

OS8- Waterville House and adjoining site, Mill Road/Cornmarket Street, and  
OS16 – Former Western Garages and adjoining Old Cornstore

The strategy for the Cornmarket Precinct Transformational Site (TS1) is to create a vibrant mixed use area that both supports the Town's economy and enriches the range of amenities available to residents and visitors. The area along the River Fergus could support uses such as a hotel/conference centre, new retail, residential, commercial and mixed use space within a riparian setting.

Development proposals should seek to transform the Cornmarket area by encouraging the redevelopment of key strategic sites which are currently underutilised, while retaining existing built form elements that contribute to the unique character of the area. A new building form should be created along the River Front, influenced by mill buildings and the traditional pitched roofs in the area. Key features of development should include the following:

- Mixed use buildings with predominately residential uses above ground floor on both sides of the R458;
- Ground floors primarily consist of retails and/or commercial uses to activate the street;
- A Hotel and Conference Centre to focus business activity in a new commercial hub overlooking the River Fergus with a highly landscaped Riverside Park with appropriate street furniture to be located between the hotel and river;
- Pedestrian connection from the Riverside Park along the River Fergus toward the Town Centre and across the River; and
- Heights to range up to 7 storeys adjacent to the River, with lesser heights to address the R458.

TS1 sets the overall long-term strategy for these lands which include OP8 and OP16 Opportunity Sites. Greater detail is provided on the opportunity sites below.

**OP8 Waterville House RPS 812 and adjoining site, Mill Road/Cornmarket Street**

This opportunity site is zoned Mixed Use and offers the unique potential for the redevelopment of the Ennis Lawn Tennis and Badminton Club grounds, subject to the Club wishing to relocate to another suitable location. This Opportunity Site also relates to adjoining lands to the south which include Waterville House (RPS 812) and the adjacent premises. There is an opportunity for new developments to capitalise on the location of the site directly adjacent to the River Fergus and the route of the West Clare Railway Greenway. The site has the potential to accommodate a range of uses including offices, hotel/guest accommodation and other uses normally associated with the Town Centre.

The redevelopment of this site offers opportunities to create new pedestrian linkages between Cornmarket Street and the Riverside Walk, thereby increasing footfall and bringing vitality to the area. New developments on the site will be required to provide dual frontage to both the River Fergus and Mill Road/Cornmarket Street. Waterville House, which is located on the site, is a Protected Structure and development proposals must incorporate the sympathetic reuse of this important building. The site is also located in an Architectural Conservation Area and development proposals must generally complement the built heritage of the surrounding area. Existing tree lines on the perimeter of the site shall be retained and a Tree Survey will be required to demonstrate that only unsafe trees are removed, particularly in the grounds surrounding the protected structure. Existing trees must be integrated into a Landscaping Plan for the site and any development proposal shall demonstrate enhancement of ecological corridors.

Having regard to the location of OP8 in close proximity to the River Fergus and within Flood Zone A and B, a Flood Risk Assessment will be required as part of any planning application made in relation to this site. A Construction Method Statement will also be required detailing how surface water run-off, especially in relation to release of silt to the River Fergus, will be controlled during construction. Furthermore, drainage plans for surface water run-off during operation must also be submitted, ensuring run-off is treated via appropriate SuDS (petrol interceptor, silt trap, grease trap etc.) prior to discharge to any surface water features.

This site is located in close proximity to the Lower River Shannon SAC. Future development proposals on this site shall be subject to Screening for Appropriate Assessment and a Natura Impact Statement will be required, should the Council determine that an Appropriate Assessment is required. A full Bat Survey of any buildings proposed for demolition will be required, particularly in relation to Lesser Horseshoe bats. Furthermore, due to the proximity of the site to the river corridor, future development proposals must demonstrate, through a Light Spill Modelling Study, that there will be no negative impacts on bat habitats or commuting corridors.

### **OP16 Former Western Garages and adjoining Old Cornstore**

Opportunity exists to redevelop this site for a mix of uses such as commercial or retail activity, offices, crèche, cookery school etc. This site is zoned Mixed Use and such uses would capitalise on the location of the site in close proximity to the Town Centre.

The site is situated between Cornmarket Street and Considine Terrace. This dual aspect presents an opportunity to incorporate pedestrian linkages from Considine Terrace to Cornmarket Street through the site into future development proposals. This pedestrian link will then connect onwards to the riverside walk at the River Fergus via Opportunity Site OS8 (Waterville House and adjoining site).



The redevelopment of this site must include the sensitive restoration, reuse and adaptation of the Corn Store building, which is a protected structure.

Development proposals on this site must be progressed in full compliance with the requirements of the Habitats Directive. A full Bat Survey of the site, including the protected structures, must be carried out, particularly in relation to Lesser Horseshoe bats.

Proposals for the redevelopment of this site must incorporate Sustainable Urban Drainage Systems and plans for surfacewater run-off must be submitted, ensuring that run-off is treated via appropriate SuDS (petrol interceptor, silt trap etc.) prior to discharge to any surfacewater features. Future development proposals must also be accompanied by a Flood Risk Assessment, prepared having regard to the information set out in Volume 10(c) of this Plan.

### **TS2 – Abbey Riverside**

Including:

OP9 Riverside site, Harmony Row and Bank Place

The Abbey Riverside Strategy comprises a number of elements which when combined will support greater economic activity in the Town Centre, a more diverse employment base and improved amenity. The showcasing of the River Fergus will improve and upgrade the public realm offer in the Town Centre and enhance green infrastructure. The provision of much needed residential accommodation in the Town Centre alongside potential for a community centre and public plaza would help support the creation of a new community in the area. The revitalised area will link through to Harmony Row.

This Abbey Riverside transformational site is spread over both banks of the River Fergus and is a key component of the overall approach to showcasing the river. The proposal includes the creation of an improved riparian walk on the west side of the River, complemented by an open space area on the east side of the bank. Buildings will be orientated to maximise views to the River from the surrounding area. Key features of the project are as follows:

- Residential development with public open spaces overlooking the River Fergus;
- Residential heights to fall from up to 4 storeys down to 2 storeys adjacent to the river;
- Feature balconies / communal open roof space to provide amenity and overlooking of the Riverside Park;
- Extended riverside walkway to provide pedestrian links to the Town Centre;
- Commercial/retail mixed use centre to the south east of the River, with some provision for parking;
- Mixed use residential development with retail/cafe uses on ground floor; and
- Design of the community centre (2-3 storeys in height) to be provided to the southwest of the open space to be carefully considered as it will help to define and frame the space.

TS2 sets the overall long term strategy for these lands which includes OP9 Opportunity Site. Greater detail is provided on the opportunity site below.

### **OP9 Riverside Site, Harmony Row and Bank Place**

This site presents a major opportunity to provide a flagship waterfront development of outstanding design and quality to diversify and strengthen the mix of activities in the town centre. The site is located in the heart of the Town with excellent links to the prime shopping streets. It is zoned for Mixed Use and Open Space uses. The site extends from Harmony Row southwards along the River Fergus to Bank Place and incorporates the site currently occupied by the library. OP9 provides an opportunity to create pedestrian links from Harmony Row to Bank Place and also presents an opportunity to create a riverside amenity space in the Town Centre. Due to the visually prominent location of the site, a design statement in accordance with Chapter 18 of Volume 1 of this Plan shall be required as part of any future planning application.

This site can accommodate mixed use, civic, commercial and business/office developments in addition to riverside amenity space and flood defence uses. The former Presbyterian Church (library) RPS 728 is a Protected Structure and the site is located in an Architectural Conservation Area. The Protected Structure must be carefully integrated into future development proposals and any new development taking place on the site must complement the built heritage of the area.

There is potential to provide additional carparking to serve traffic accessing the Town from the north and west on this site. Carparking provision on OP9 must be accessible from Harmony Row.

The site is located adjacent to the Lower River Shannon SAC and future developments must be in compliance with the requirements of the Habitats Directive and demonstrate enhancement of ecological corridors. An Otter Survey will be required to confirm the presence/absence of otter holts in the riparian vegetation along the riverbank, and a 10m habitat buffer zone along the riverbank should be included as part of any future development proposals. Development proposals must be accompanied by a Landscaping Plan that ensures the retention of riparian vegetation and riparian trees. A detailed Tree Survey will be required to demonstrate that only unsafe trees are removed.

A full Bat Survey of any buildings proposed for demolition will also be required, particularly in relation to Lesser Horseshoe bats. Due to the proximity of the site to the river corridor, future development proposals must demonstrate, through a Light Spill Modelling Study, that there will be no negative impacts on bat habitats or commuting corridors.

Having regard to the location of the site adjacent to the River Fergus and in Flood Zones A and B, a Flood Risk Assessment will be required as part of any planning application made on OP9. A Construction Method Statement will also be required detailing how surface water

run-off, especially in relation to the release of silt to the River Fergus, will be controlled during construction. Furthermore, drainage plans for surfacewater run-off during operation must also be submitted, ensuring run-off is treated via appropriate SuDS (petrol interceptor, silt trap, grease trap etc.) prior to discharge to any surface water features.

### TS3 – Harvey’s Quay & Post Office Field

Including:

OP4 Analogue Building adjoining Infill Site, Bank Place

OP5 The Post Office Field

**The strategy for this Transformational Site seeks to create a new riverside park and mixed riverside quarter all connected by a much improved legible and exposed promenade. All development** in this area will be required to maximise their relationship to the river, open up access and showcase its amenity qualities. This will allow for the showing of the River Fergus and will facilitate access to natural spaces and features, while enhancing biodiversity. The project should also allow for appropriate new commercial development on Harveys Quay overlooking the river front.

The overriding feature of this project is to open up the Post Office field for recreational use which would enhance permeability connection and access to green/blue infrastructure in the context of the consolidation of the wider built environment. This would not only enhance the public realm but also the quality of life of residents and users of the Town. The on-going public realm projects currently underway in the Town Centre on High Street, Parnell Street and the regeneration of the Lane and Bow-Ways in the Medieval Core ties into this area, and thus this is the next logical area for public realm enhancements radiating out from the Town Core. It is an objective of the Council to make the Town Centre a more attractive and appealing space, by improving the public realm and the green infrastructure network, this is further achievable on this site which is adjacent to OP7 identified for the development of a high-quality trail head for the West Clare Railway Greenway. The creation of raised boardwalks and pedestrian bridges over the River Fergus would link these sites. The Council will pursue all avenues of funding, and work with all relevant stakeholders, to implement proposals for the management, enhancement, renewal and regeneration of the public realm in association with an improvement in pedestrian and cycling accessibility.

### OP4 Analogue Building and adjoining Infill Site, Bank Place

This site comprises the existing Analogue Building, adjoining yard and outbuilding and is located adjacent to the Post Office on Bank Place. The site is zoned Mixed Use. It benefits from significant footfall generated by the daily business of the Post Office, banks and other offices in the surrounding area.

The site can accommodate a range of commercial, mixed use or civic uses and it is essential that future developments on OP4 incorporate high quality, dual-frontage design that creates a lively frontage to the Post Office Field (OP5), the River Fergus and Bank Place.



Ideally development proposals should create riverside terraces and a boardwalk fronting onto the open space and the River Fergus. It is important to ensure that a physical and visual link is maintained between Bank Place and the Post Office Field.

OP4 is located within an Architectural Conservation Area and there are also a number of Protected Structures in the immediate vicinity. The built heritage of the surrounding area and the existing streetscapes on Bank Place and Bindon Street must be important considerations in the preparation of development proposals for this site.

The adjacent Post Office Field has high biodiversity value, providing a valuable habitat for a variety of birds, insects, bats and otters. Future development proposals must enhance ecological corridors and be accompanied by an ecological assessment. The infill site (OP4) is in close proximity to the River Fergus which is a Special Area of Conservation, therefore development proposals on this site shall be subject to Screening For Appropriate Assessment by the Council and a Natura Impact Statement submitted, should the Council determine that an Appropriate Assessment is required. A full Bat Survey of any buildings proposed for demolition will be required, particularly in relation to Lesser Horseshoe bats. Due to the location of the site and the nearby river corridor, future development proposals must demonstrate, through a Light Spill Modelling Study, that there will be no negative impacts on bat habitats or commuting corridors.

This site is located in Flood Zone A and therefore a Flood Risk Assessment, prepared having regard to the information set out in Volume 10(c) of this Plan, will be required to accompany and support any future development proposals. A Construction Method Statement will be required detailing how surfacewater run-off, especially in relation to the release of silt to the River Fergus, will be controlled during construction. Furthermore, drainage plans for surfacewater run-off during operation must also be submitted, ensuring run-off is treated via appropriate SuDS (petrol interceptor, silt trap, grease trap etc.) prior to discharge to any surfacewater features.

Development proposals for this site must ensure that the biodiversity value of the adjacent Post Office Field and its potential development, as outlined in OP5 below, is not compromised and is, where possible, enhanced.

### **OP5 The Post Office Field**

The Post Office field is a significant natural open space asset located adjacent to the historic Town Centre in a broad meander of the River Fergus. The low-lying ground, extending to around 1.6ha, is a natural floodplain for the River Fergus, helping to naturally ease the effects of seasonal flooding in the Town. Whilst strategically located in the Town, access to the field is limited and the height of the river wall, constructed as part of flood relief works, has partially restricted visual and functional links to it from the surrounding Town Centre. As part of a Green Infrastructure Plan, the Council will, subject to available funds, seek to sensitively enhance the Post Office field and improve pedestrian/cycle access to it, through

the provision of a continuous elevated boardwalk from Bank Place, around the site linking Bindon Street to Parnell Street and Mill Road, with viewing platforms for pedestrians and cyclists. The boardwalk would allow excellent uninterrupted views to the River, the floodplain and its ecology in all seasons. Other forms of built development will not be permitted on this site. A new pedestrian footbridge linking the boardwalk to the Parnell Street Carpark area would also increase accessibility in the area. Proposals must be informed by a comprehensive Ecological Survey and Landscape Management Plan.

Protecting and managing the natural qualities of the Post Office Field and safeguarding its flood relief function will be the paramount consideration in the future development of this site. The flood plain may be enhanced from an ecological perspective by the creation of shallow ponds to encourage both wetland plant diversity and wading bird habitats. Retention of existing riverside trees and the addition of small areas of alder on the higher ground would further reinforce habitat diversity. Development proposals must retain an undisturbed 10m otter habitat buffer zone on the riverbank. The site directly adjoins the Lower River Shannon SAC and future development proposals must be progressed in full compliance with the requirements of the Habitats Directive.

The redevelopment of the adjoining site on Bank Place (Analogue Building and adjoining infill site OP4) will also enliven this area, whilst providing maximum opportunities for both physical and visual connectivity to the Post Office Field.

### **OP6 Riverside, Parnell Street Carpark**

This site is zoned Mixed Use and is a key location in the centre of Ennis. Recent flood defence works, while essential to withstanding and accommodating the impacts of climate change, have reduced the visual connection between this space and the River Fergus and the Post Office Field. The width of the footpath, the height of the river wall and the extent of the area occupied by the taxi rank currently combine to detract from the enjoyment of the space, particularly for children.

The aim for this Opportunity Site is to harness the potential offered by the river setting to provide a unique amenity space in the heart of the Town Centre which is easily accessible through the myriad of laneways leading to the river and is also accessible from Bank Place and the river walk. This will encourage greater use of the area by people enjoying the river views, bird watching or cycling to the nearby trail head of the West Clare Greenway (OP7). A new pedestrian bridge across the River Fergus linked to the proposed elevated boardwalk in the Post Office Field and onwards to Bank Place will also greatly contribute to the accessibility and amenities of the area.

It is necessary to improve universal access to OP6 and also to liaise with relevant stakeholders in terms of identifying suitable alternative locations for the taxi ranks in the Town in order to progress this proposal.

The site adjoins the Lower River Shannon SAC and any future developments in this area must be in full compliance with the requirements of the Habitats Directive. A Flood Risk Assessment shall also be submitted as part of any planning application made in relation to this site, having regard to the location of the site on Flood Zones A and B. Due to the proximity of the site to the river corridor, future development proposals must demonstrate, through a Light Spill Modelling Study, that there will be no negative impacts on bat habitats or commuting corridors.

#### TS 4- Friars Walk

Including:

OP12 Francis Street and the Causeway

This Friar's Walk Transformational Site (TS4) seeks to substantially intensify, a strategic ~~underutilised town centre land bank site located along Francis Street as well as the surrounding area along with~~ A key objective of the site is to support ~~supporting~~ the delivery of car parking and a public plaza. A multi-storey car park would provide for travel to the Town Centre, alongside a new bus shelter to promote and provide for public transport infrastructure. A proposed new mixed use district would reinforce a connection to Glór and the new County Library, while also delivering high quality housing of a typology that will respond to the needs of the Town in the future.

New residential development will provide an urban edge to the junction, while a multi-storey car park and bus shelter would provide for increased public transport usage, helping Ennis to become a more sustainable community.

Any development within the Friars Walk Transformational Site must have regard to the location of The Poor Clare Monastery which has been an integral part of the Ennis Town community since 1958. Any development within the Transformational Site must respect the proximity of the monastery and the use of the grounds within that monastery in supporting The Poor Clare orders' monastic way of life.

A small portion of OP12 is included in TS4.

#### OP12 Francis Street and The Causeway

This site occupies a visually prominent location at the junction of Francis Street with the Causeway and includes two office buildings and the Ennis Shopping Centre complex and associated carpark. It marks the start of the Inner Relief Road from Francis Street to Clare Road. The site is zoned Mixed Use and can accommodate a range of uses including commercial, office, residential, hospitality or cultural uses.

The redevelopment of this site must build on the strong design precedent set by the adjacent Glór theatre. The development of this site will unlock the full potential of Francis Street, acting as a catalyst for the reinvention and reimaging of nearby sites. Given the



prominence of the site, high quality architectural design is essential and development proposals must be accompanied by a Design Statement in accordance with Chapter 18, Volume 1 of this Plan. New development on this site must provide a pedestrian link to Glór and create active frontage to both the Causeway and Francis Street and must be designed to prevent overlooking of the Poor Clare's Convent.

Historical use on the site requires that a Contamination Survey be undertaken as part of any future development proposals and a Waste Management Plan prepared as appropriate.

The site is located in Flood Zone A and therefore a Flood Risk Assessment must be carried out in relation to future development proposals on this site.

All future developments taking place on this site must be carried out in full compliance with the requirements of the Habitats Directive. Drainage plans for surface water run-off during operation must be submitted, ensuring that run-off is treated via appropriate Sustainable Urban Drainage Systems.

#### **TS5 – Former Ennis National School**

The Former Ennis National School site strategy seeks to provide additional residential uses as well as improving the health and wellbeing of the population, through the provision of recreational facilities and a sports/health centre to add a focal point to the area. Predominately residential in nature, the Former National School Site aims to provide a range of residential types to facilitate the changing needs of future residents in the Town. Having regard to its location largely within the defined Town Centre Area, the site is capable of containing an element of Town Centre uses in terms of commercial and retail development as appropriate.

Active public open space and local retail services will also be provided to support the new neighbourhood concept with local services easily accessible by active travel.

#### **OP1 Former Ennis National School and Adjoining Site, Kilrush Road**

This significant brownfield site is in a strategic location directly adjoining the Town Centre, ideally positioned to accommodate residential development and the need for additional convenience and non-bulky comparison goods floor space. The site, the majority of which is zoned Mixed Use, has the potential to transform and revitalise the western side of the Town and to provide strong pedestrian linkages to the market area and the existing Town Centre. The development of the site would contribute significantly to the enhancement of the retail experience in Ennis.

The primary use of this site shall be for residential development convenience and non-bulky comparison retail development, with secondary town-centre type uses permissible.

Development proposals on the site must incorporate a high standard of design, layout and landscaping.

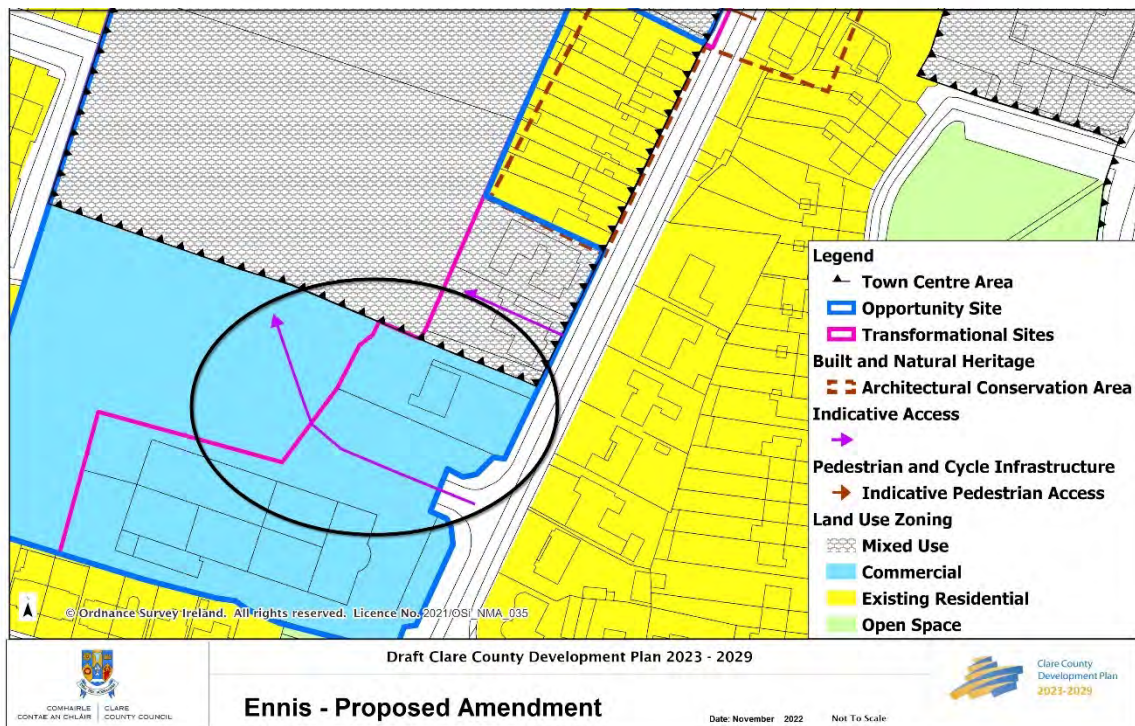
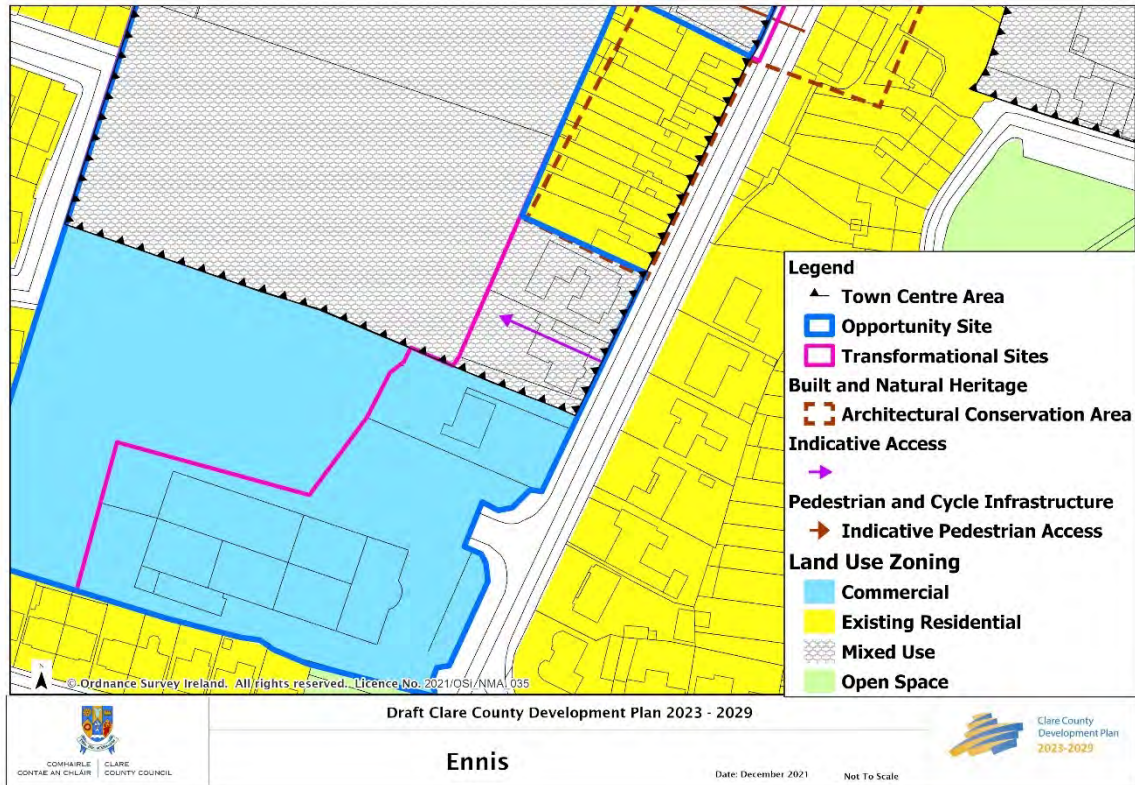
Ease of movement between the Transformational/Opportunity Site and the Town Centre is critical to its successful visual and functional integration into the urban pattern of development. Upgrade of the public realm and key junctions to prioritise pedestrian and cycle access will provide safe and convenient connection between the historic town core and new development sites. It is essential that a Traffic and Transport Impact Assessment accompanies development proposals for this site. Pedestrian crossing points must be provided on the Kilrush Road, Drumbiggle Road and at any other locations recommended in the Traffic and Transport Impact Assessment. Pedestrian access to the site from Carmody Street and Carmody Street Business Park must also be provided. A key element of the future development of this site shall be the provision of a link road from the Kilrush Road to Drumbiggle Road to improve permeability and accessibility in the area.

Parking on this site can serve both the Town Centre and the new development. Any public parking spaces removed from Carmody Street, the Kilrush Road or Drumbiggle Road to accommodate the redevelopment of OP1 shall be replaced through provision on this site.

Development proposals on this site shall be subject to Screening For Appropriate Assessment by the competent authority and a Natura Impact Statement submitted should it be determined that an appropriate assessment is required. A full Bat Survey of any buildings proposed for demolition will be required, particularly in relation to Lesser Horseshoe bats. Any existing tree lines along the boundary of the site must be surveyed and integrated into a Landscape Plan for the overall site.

The northern part of this site lies within an Archaeology Zone, therefore site investigations will be required prior to development. A Contaminated Land Assessment may also be required.

The site is predominantly within Flood Zone C, but is shown partially within the CFRAM Study modelled extents of Flood Zone A and B. The flooding across the site appears to be related to overland flows arising from the open channel section of the Cloghleagh Stream. Depths are shallow and the flow paths will be readily influenced by water movement around buildings. Any development masterplan should include a site specific flood risk assessment, which is likely to reduce the extent of the mapped flooding as this is based on an undefended scenario. It will be possible to manage any remaining flood risk through site layout (both horizontal and vertical use of space) and finished floor levels. See Volume 10(c) of this Plan for further details.





## TS6 – Wetlands and Enterprise Area

The Wetland and Enterprise Area offers the potential in the medium to long term to accommodate the economic activities required to grow Ennis as a location for significant employment. Additionally, its proximity to the train station will allow for a mixed use approach incorporating new neighbourhood centres and the adjacency with the Town Centre will encourage workers to travel to the Core Area during weekdays. The location adjacent to the River Fergus, along with the natural wetlands in the area, will enable the creation of new nature walks and parkland to support the new economic and residential development in the area.

Lands zoned as 'Enterprise' as well as the wider wetlands Transformational Site at Gaurus should be master planned within the lifetime of this Plan to identify the potential of the wetlands and the zoned enterprise lands to incorporate various enterprise uses as well as uses suitable for the wider wetlands site including amenity facilities such as a forest park, river walkway, cycle paths etc. Funding opportunities will be sought to deliver elements of this strategy subject to Environmental constraints.



### TS7 – Former Roche (Ireland) site

Including:

OP9

This site is located to the southeast of the village centre of Clarecastle and is the former SEVESO Roche (Ireland) site due for remediation. A site of scale, like the Roche site can be a significant asset but also a challenge in terms of deciding on use, scale, phasing and infrastructural investment. The Roche site at Clarecastle has long been an important economic asset but advancements and changes in the market place now mean that there is a need for the area to be re-imagined with new development solutions for the lands. The site is also identified as an Opportunity Site OP19 and a Masterplan will be prepared for the site during the life time of this Plan. The Masterplan will seek that the site:

- Takes full advantage of the existing site use (e.g. infrastructure);
- Have a clear employment focus and be attractive to National Agencies due to its scale;
- Have a new ‘front door’ to the Town and a ‘front room’ to the River Fergus;
- Provide linkages into and around Clarecastle and along the River Fergus; and
- Maximise the potential for diversity of use.

### TS8 – Clare Technology Park

Including:

OP15 Clare Technology Park and Our Ladies Hospital

This Transformational site contains Clare Technology Park. The established employment uses not only signifies a particular economic activity but also generates a set of skills within the workforce which respond to the needs of particular enterprises. Maintaining the jobs for these workers are important and opportunities for expansion at established locations should be encouraged. The strategy for the site is to:

- Have a clear employment focus;
- Introduce additional uses where appropriate; and
- Enhance connectivity of the site within the wider Town by providing and/or facilitating the completion of road infrastructure between the Gort Road (R351) and the Tulla Road (R351). This road infrastructure shall also be designed to cater for cyclists.

### OP15 Clare Technology Park and Our Ladies Hospital

This Opportunity Site has been zoned for Enterprise and Mixed Use development and is considered to be particularly suitable for businesses engaging in green technology/renewable technology. The use of part of the site identified as Mixed Use for medical/hospital, residential, neighbourhood retailing educational, community and any other appropriate type of uses are also supported. The provision of ‘walk to’ support facilities such as canteen, restaurant, crèche, which are integrated with employment units,

will be encouraged on the site. These support facilities should be of a nature and scale to serve the needs of employees and residents in the area.

Future phases of development must be accessed via Phase 1 of the Northern Inner Relief Road. Depending on the level of traffic that will be generated by future developments within the Opportunity Site, a junction upgrade may be required on the Gort Road to facilitate traffic using the new Inner Relief Road to the east and the Gort Road Business Park to the west. The future completion of the Northern Inner Relief Road, linking the Gort Road to the Tulla Road via Oakleigh Wood will greatly enhance the accessibility of this Opportunity Site. Pedestrian and cycle connectivity with neighbouring areas and the Town Centre must be integrated into a Traffic Management Plan to accompany any development proposals.

All developments taking place on this site in the future must be carried out in full compliance with the requirements of the Habitats Directive. The site has an attractive setting with many mature trees. Any development proposals for the site will be required to undertake a full Bat Survey of buildings and surrounding mature trees, particularly in relation to Lesser Horseshoe bats. Landscaping Plans must also be submitted that ensure the retention of the existing riparian area and riparian vegetation along the river bank, retention of existing treelines on the perimeter of the site, retention of the woodland on the southern and north eastern section of the site and focus on the establishment of linear vegetation features. The Fergus Minor River adjoins the southern boundary of the site. An otter survey confirming the presence/absence of otter holts in the riparian vegetation along the riverbank will be required as part of any future development proposals and a 10m habitat buffer zone shall be preserved along the riverbank. Future development proposals must demonstrate, through a Light Spill Modelling Study, that there will be no negative impacts on habitats of protected species.

The southern boundary of the site is located in Flood Zones A and B and development proposals for this site must be accompanied by a Flood Risk Assessment which will ensure that only water-compatible uses are developed in these areas. ~~Finished floor levels of new buildings must be set above the 1 in 100 level plus freeboard of 300mm plus an additional allowance for the potential impacts of climate change.~~ A Construction Method Statement will also be required to accompany any development proposals detailing how surface water run-off will be controlled during construction, particularly in relation to the release of silt/contaminants to nearby cSACs. Drainage Plans for surface water run-off during operation must also be submitted. Plans must include the treatment of run-off via appropriate SuDS (petrol interceptor, silt trap etc.) prior to discharge to any surface water feature.

The site is partially located within an Architectural Conservation Area and future development proposals must complement the built heritage of the area.



The site is located adjacent to the Limerick/Galway railway line. The Council will require that adequate site area is retained in proximity to the railway line for the future provision of a rail stop should such a project become viable beyond the Plan period.

#### TS9- Data Centre – Toureen

Project Ireland 2040 – National Planning Framework sets out the strategic importance of data centres in Ireland's Enterprise Strategy. The zoning on site (ENT3) offers great potential in the short to medium term and can accommodate the economic activities required to grow Ennis as a location for significant employment.

The zoning on the site would provide for a data centre campus arrangement that can allow for future growth and the delivery of premises that may need to differ from normal commercial developments due to the changing nature of IT and data centre services.

Development proposals for this site shall include the following:

- A Traffic Management Plan for the construction and operation phase of development;
- Any proposed development shall adopt sustainable practice in terms of building design, materials, construction and operation;
- A Hydrological Assessment to determine the effects of the development on groundwater's and groundwater quality shall be submitted with development proposals for the site;
- At the southern boundary of the site is a mesotrophic lake, which will require protection through the provision of a buffer incorporating the dense clump of trees to the west of the lake and shall be included in an overall Landscape Management Plan for the site.
- A Construction and Environmental Management Plan shall be submitted as part of development proposals on site. This shall include a Flood Risk Assessment, a Surface Water Management Plan for the construction and operation phase of the development, a Pollution Prevention Plan and shall incorporate principles of Sustainable Urban Drainage Systems. During the construction phase of developments on site where applicable all relevant best practice guidelines shall be adhered to;
- An Air Quality Impact Assessment with reference to potential impacts on European Sites and the surrounding area within the zone of influence of the proposed development shall be submitted, this shall inform an Appropriate Assessment Screening report and/or Natura Impact Report;
- A Climate Impact Assessment which addresses the impacts of both the energy requirements and the heat generated from the facility in terms of our Climate Change Targets as outlined in CAP 2021.

- The hedgerows and scrub area on this site provide a potential foraging and commuting area for wildlife including Lesser Horseshoe bats. Future development proposals must be informed by a series of Bat Surveys to record the known usage of the site by in particular Lesser Horseshoe bats and ensure that there is no net loss of supporting habitat. The surveys must include a full Light Spill Modelling Study. Any habitat loss must be offset by additional landscape planting to ensure connectivity across the landscape;
- Impacts of development of the site on conservation interest bird species of surrounding SPA's and breeding birds should be avoided, through protection and retention of breeding bird habitat in accordance with the Wildlife Acts. Development proposals for the site shall be accompanied by bird surveys (to include a winter bird survey) to assess the use of the site by bird species and where disturbance and/or displacement are predicted appropriate mitigation measures shall be identified. Hedgerow and treeline pruning or removal shall be conducted outside the breeding bird season (March 01<sup>st</sup> through August 31<sup>st</sup>);
- An Ecological Impact Assessment (designed by an appropriately qualified landscape architect and ecologist) and a Habitat Survey shall form part of development proposals for the site;
- A Landscape and Biodiversity Management plan shall be submitted to provide landscape, visual and environmental screening and enhancement measures through planting and design;
- An Invasive Species Survey and Management plan (if required) shall accompany development proposals for the site;
- Development proposals shall also include an Otter Use Survey of the site, and where disturbance and/or displacement are predicted appropriate mitigation measures shall be identified;
- A buffer will be required to be provided with regard to the location of a National Monument (CL- 034-007) on site; and
- Adequate wastewater treatment and disposal measures shall accompany development proposals for this site to ensure that there is no impact to water quality in the area.

## Standalone Opportunity Sites

### OP2 Barrack Square and Old Barrack Street

This area has a strong 'sense of place' and has already developed into an attractive urban space, the ambience of the external seating areas associated with surrounding businesses complemented by a south-facing orientation and street trees which soften and define the space. As a result of the compact, intimate and attractive nature of the Square, it has begun to develop into a 'café quarter' in the heart of the Town Centre. The planned public realm works in this area will greatly enhance the overall ambience and reinforce the existing character.

The outdoor seating areas associated with existing cafés in the OP2 area are currently restricted by the layout and extent of carparking and the number of vehicles passing through the Square. The aim is to create a high quality civic space, based on the principles of universal design, where people meet, relax and enjoy the ambiance. The proposal seeks to build on the existing strengths by extending the paved areas in order to rebalance the area in favour of the pedestrian. Traffic flows and parking in the area must be assessed in detail and reoriented as necessary as part of these proposals.

Future development proposals for this area must ensure that access to Westby Lane and private properties in the vicinity is retained. This area forms part of an Architectural Conservation Area and there are a number of Protected Structures in the surrounding area. Future development proposals must complement the rich built heritage of the area.

### **OP3 Ennis Community Centre/Lysaght's Carpark and former Moran's Premises**

Significant potential exists to regenerate the Chapel Lane area of the Market, through the redevelopment of the Ennis Community Centre site and enhancement of the public realm in Lysaght's Carpark. Re-development of this key Town Centre site would result in a more attractive urban space, resulting in increased vitality of the area. The rejuvenation or redevelopment of this site is a key objective for the Town Centre within the lifetime of this Plan.

The Ennis Community Centre site contains a protected structure (RPS. no.771), which is a disused church. The protection and integration of this building into any development proposal offers considerable potential to create a unique offering on site.

The redevelopment of this brownfield site can accommodate the following uses, residential, office, retail, commercial, community and service industry uses. The site can accommodate a 3 or 4 storey building incorporating a very high standard of design and which has regard to the amenities of the adjoining sites. Development of this site would be supported through the creation of a new pedestrian link onto O'Connell Street and the redevelopment of Lysaght's car park. Any development proposals for the Community Centre site and Lysaght's car park shall be accompanied by archaeology surveys and asbestos surveys.

Potential uses that would be acceptable in Lysaght's car park should it be subject to re-development include:

- Civic and Community spaces including a children's playground; and
- Outdoor areas associated with the uses of the surrounding properties

The buildings around the carpark area have excellent development potential. Given the central location of the site and the connectivity to the surrounding street/lane network, opportunities exist for a range of commercial or civic uses in this space. Vehicular access to the site is currently problematic, with access limited to a single lane on which there is



restricted visibility. The management of vehicular access to the area must be addressed in future development proposals for this site. A reduction in the number of cars accessing the area and the removal of car parking would enhance the appearance of the space, making it more accessible to pedestrians, supporting regeneration of units around the perimeter of the car park and providing an opportunity for civic uses. The achievement of a pedestrian access from Lysaght's car park area onto O'Connell Street would greatly enhance this site, offering greater connectivity within this historic and traditional retail area.

There is potential to redevelop this Opportunity Site to capitalise on its Town Centre location and its connectivity to a number of nearby streets. Clare County Council is committed to seeking funding opportunities and to work with landowners and various stakeholders to facilitate the re-development of this Town Centre Opportunity Site within the lifetime of the Plan.

The built heritage of the surrounding area must be a key consideration in the preparation of development proposals for OP3. The entire area is located in an Architectural Conservation Area and there are a number of protected structures both within the site and in the immediate vicinity, including the Moran's premises itself (RPS 774) and the disused church (RPS771). This Opportunity Site is also located in an Archaeology Zone and site investigations will be required prior to any sub-surface works.

Future development proposals in this area must be accompanied by a Flood Risk Assessment, which has regard to the information set out in Volume 10(c) of this Plan.

### **OP7 West Clare Railway Greenway Trail Head, Woodquay**

This site is zoned Mixed Use and is identified for the development of a high quality trail head for the West Clare Railway Greenway. It is conveniently located in close proximity to the Town Centre, accommodation providers and parking facilities. Trail head facilities can include bike hire, repair and accessories shops, information centre, locker room/shower/changing facilities, restaurant/café facilities etc.

OP7 is located within an Architectural Conservation Area and development proposals must complement the built heritage of the area. Due to the location of the area, directly adjoining the River Fergus and in Flood Zones A and B, a Flood Risk Assessment shall be required as part of any planning application made in relation to this site. A Construction Method Statement will also be required detailing how surface water run-off, especially in relation to the release of silt to the River Fergus, will be controlled during construction. Drainage plans for surface water run-off during operation must also be submitted, ensuring run-off is treated via appropriate SuDS (petrol interceptor, silt trap, grease trap etc.) prior to discharge to any surface water features.

This site is located adjacent to the River Fergus which forms part of the Lower River Shannon SAC. Therefore, future development proposals on this site shall be subject to

Screening for Appropriate Assessment by the competent authority and a Natura Impact Statement will be required, should it be determined that an Appropriate Assessment is required. Due to the proximity of the site to the river corridor, future development proposals must demonstrate, through a Light Spill Modelling Study, that there will be no negative impacts on bat habitats or commuting corridors.

### **OP10 Waterpark House and Áras Uí Chocláin, Drumbiggle**

This opportunity site comprises Waterpark House (former Ennis Town Council offices), the Buttermarket, associated grounds and Áras Uí Chocláin. Simms Lane separates Waterpark and the Buttermarket from Áras Uí Chocláin. This Opportunity Site is zoned Mixed Use and there is excellent potential to develop strong pedestrian links from Waterpark, via Buttermarket Street to Summerhill and the Town Centre. The redevelopment of this site in conjunction with the former Ennis National School and adjoining lands (OP1) presents an opportunity to regenerate the west side of Ennis, with OP1 providing new retail uses and this site accommodating complementary office and commercial uses.

The Buttermarket building (RPS 837) on the site is a Protected Structure and there are also a number of specimen trees located in the grounds of Waterpark House. These features must be retained and incorporated into future development proposals on the site. The specimen trees must be integrated into an overall Landscape Management Plan for the site. OP10 is located in an Architectural Conservation Area and future development proposals must complement the built heritage of the area.

Áras Uí Chocláin also has strong links with OP1 and may, in the longer term, be suitable for commercial development. In the event that this site is developed for commercial or mixed use activity, frontage to Simm's Lane, Buttermarket Street and Drumbiggle Road will be required.

OP10 is located in Flood Zones A, B and C, therefore a Flood Risk Assessment shall be submitted as part of any planning application made in relation to this site. Drainage plans for surface water run-off during operation must be submitted, ensuring that run-off is treated via appropriate Sustainable Urban Drainage Systems.

Development proposals on these sites must be in full compliance with the requirements of the Habitats Directive and a Bat Survey of the site, including inspections of buildings and Protected Structures, will be required, particularly in relation to Lesser Horseshoe bats.

### **OP11 Coláiste Muire Grounds, Harmony Row**

This site is positioned at a principal gateway to the Town. This site is considered suitable for the provision of parking which is convenient to the Town Centre with excellent pedestrian linkage to Abbey Street and O' Connell Square via Club Bridge and the pedestrian bridge at the Rowan Tree Hostel. There is existing parking on part of this site which is currently used

by staff at the school. However, potential exists for the development of shared/additional parking facilities which could be made available for public use, subject to the agreement of the school. The zoning of this site as Mixed Use, which may accommodate carparking, does not restrict the future use of the lands for educational purposes.

The site is located in Flood Zones A and B and a Flood Risk Assessment shall be required as part of any planning application made on this site. A Construction Method Statement will be required detailing how surface water run-off will be controlled during construction and drainage plans for long-term surface water disposal shall also be submitted.

Development on this site must be carried out in full compliance with the requirements of the Habitats Directive. Due to the proximity of the site to the River Fergus, which forms part of the Lower River Shannon SAC, it will be necessary for future development proposals to demonstrate that any on-site development will not lead to an increase in the ambient light levels beyond the perimeter of the development footprint (demonstrated via a Light Spill Modelling Study). Existing treelines on the perimeter of the site must be retained as part of a Landscape Management Plan.

### **OP13 Cusack Park, Francis Street**

It is recognised that significant redevelopment and/or expansion of Cusack Park cannot take place at the current location due to the physical limitations of the site. In this regard a new stadium site, equally convenient to the Town Centre, may be sought during the lifetime of this Plan, in which case the development of the Francis Street site may be a possibility. This site is zoned for Mixed Use development and Open Space uses. This zoning will facilitate the redevelopment of these lands in the event that the GAA stadium relocates during the lifetime of this Plan but will not in any way inhibit the continued use and/or the upgrade of the current stadium, subject to normal planning requirements.

The redevelopment of this site would strengthen and complement the shopping core by providing facilities such as a hotel with state-of-the-art conference facilities or high quality office space, complemented by a riverside amenity space and the necessary carparking facilities to serve the new development. This, in conjunction with the redevelopment of OP12 Francis Street/The Causeway, has the potential to transform the eastern side of the Town Centre, ensuring its future viability.

The site offers excellent opportunities for the creation of new pedestrian linkages to the north across the River Fergus, and towards other areas in the Town Centre. Possible linkages include:

- Footbridge and pedestrian linkages between Francis Street and Community-zoned lands on New Road, subject to the outcome of a feasibility study;
- To Club Bridge via the Friary/The Cloister;



- To Francis Street via the grounds of the Queen's Hotel and/or via Stammer Park (Protected Structure); and
- To the retail site to the east.

It is not envisaged that this site will be developed for large-scale retail development having regard to the extent of retail development lands already provided within the Plan area.

The site adjoins the Lower River Shannon SAC and, as such, future developments must be carried out in compliance with the requirements of the Habitats Directive. A Landscaping Plan that ensures the retention of the existing riparian area and riparian vegetation along the riverbank, and the retention of the woodland on the western side of the site, must be submitted as part of any development proposals on this site. An Otter Survey confirming the presence/absence of otter holts along the riverbank will also be required and a 10m habitat buffer zone must be retained along the riverbank. It will be necessary for future development proposals to demonstrate that the lighting design in the development will not lead to an increase in the ambient light levels beyond the perimeter of the development footprint (demonstrated via a light spill modelling study).

The site is adjacent to an Architectural Conservation Area and future development proposals must complement the built heritage of the area. The site is located in Flood Zones A and B and proposals for the redevelopment of the site must be supported by a Flood Risk Assessment. A Construction Method Statement detailing how surface water run-off will be controlled during construction will be required. The statement must particularly address the issue of release of silt to the River Fergus and drainage plans for surface water run-off during operation must also be submitted, ensuring run-off is treated via appropriate SuDS (petrol interceptor, silt trap etc.) prior to discharge to any surface water features.

Due to historical use on a neighbouring site, a Site Contamination Survey must be undertaken as part of future development proposals.

#### **OP14 Clare Marts, Quin Road**

This Opportunity Site on the edge of the Town Centre has been zoned for Mixed Use development and, given its location, is particularly suited to facilitate the relocation of Cusack Park should the need for a new stadium arise during the lifetime of this Plan. Adequate lands have been zoned to also accommodate the necessary car, coach and bicycle parking on the site, the development of which will require the use of permeable surface given its location within an area of flood risk.

This site boasts excellent links to the train and bus station which will reduce reliance on private car usage. The redevelopment of this site will bring about further improvements in linkages to the Town Centre by the provision of the link road from Quin Road to Clonroad More, with further onward linkage at Friar's Walk to the Town Centre. For further

information on this link road see Section 2.15 Technical Guidance – Infrastructural Development.

The future development of this site will be dependent upon the relocation of the existing Mart and the Council will support the appropriate relocation of the Mart facility. The site is located in Flood Zone A, B and C and a Flood Risk Assessment will be required to support any future development proposals at this location. The Flood Risk Assessment must be prepared having regard to the information set out in Volume 10(c) of this Plan. A Construction Method Statement will be required as part of any planning application detailing how surface water run-off, especially in relation to release of silt to the River Fergus, will be controlled during construction on the site. Furthermore, Drainage Plans for surface run-off during operation must also be submitted ensuring run-off is treated via appropriate SuDS (petrol interceptor, silt trap) prior to discharge to any surface water features.

Any new developments taking place on this site must be in full compliance with the requirements of the Habitats Directive. Future development proposals must demonstrate, through a Light Spill Modelling Study, that there will be no negative impacts on habitats of protected species. A Landscaping Plan must also be submitted with any future development proposals, ensuring the retention of existing treelines on the perimeter of the site and focusing on the establishment of linear vegetation features.

#### **OP17 The Fairways, Kelly's Corner**

This building is at a visually prominent gateway junction to the Town. The site is zoned for mixed use development and the development of an attractive landmark building on this edge-of-centre site is highly desirable. The site has the capacity to accommodate a landmark 2-3 storey building which takes into account its location at Kelly's corner roundabout, its rear frontage to Marion Avenue Lane and the requirement to visually bookend Steele's Terrace, which is an Architectural Conservation Area.

The site is not considered suitable for retail development having regard to the proximity of the Neighbourhood Centre at Lifford and existing shops in the vicinity. However, the site represents a significant opportunity for the development of a landmark building in a visually prominent location.

#### **OP18 Commercial Buildings, Tulla Road & UT1**

This Opportunity Site is located on the Tulla Road (R352) in the Roslevan neighbourhood and is zoned for commercial use. There are a number of existing uses on the site including a petrol station and forecourt with ancillary shop and car wash, as well as a number of smaller retail/commercial units. The existing retail and commercial developments on the site have been developed in a piecemeal manner and as such, issues relating to traffic management and points of entry/exit to the site have not been developed in a co-ordinated manner.

~~Future development proposals must be accompanied by a Masterplan for the overall redevelopment of the site.~~

This site has the capacity to be redeveloped for high quality, mixed/commercial development of a limited scale, providing a landmark building on the site. As the site is partially located within an area identified as being at risk of flooding, the site is not considered appropriate for more vulnerable uses. A Traffic Management Plan will be required to accompany any future planning application and must address issues such as management of site access and egress for pedestrians, vehicles and cyclists. Adequate analysis for fuel delivery vehicles should be incorporated into the plan.

The Fergus Minor River marks the western boundary of the site and, as such, there is an opportunity to provide pedestrian access from the Tulla Road to the River Fergus to accommodate access to possible future riverside walkways. All development proposals must be progressed in full compliance with the requirements of the Habitats Directive. Future development proposals must demonstrate, through a Light Spill Modelling Study, that there will be no negative impacts on the habitats of protected species.

A Flood Risk Assessment must also accompany any development proposals for the site, having regard to the location of the site on Flood Zones A and B. The Flood Risk Assessment must be prepared having regard to the Strategic Flood Risk Assessment in Volume 10(c) of this Plan. Due to the proximity of the site to the Fergus Minor River, a Construction Method Statement will be required detailing how surface water run-off will be controlled during construction, especially in relation to the release of silt to the adjoining river, which is connected to the Lower River Shannon SAC. Drainage plans must also be submitted in relation to surface water run-off during operation, ensuring that run-off is treated via appropriate SuDS (petrol interceptor, silt traps etc.) prior to discharge to any surface water features.

A Contaminated Land Study/Assessment will also be required to ensure that future development proposals will not have a negative impact on the amenities of the surrounding area.

#### **UT1- Rear of OP18**

The development of this site should predominately be constructed in a permeable manner. It should use vegetated swales and ditches a Sustainable Urban Drainage system to accept and diffuse runoff from the site. It should be designed to attenuate and infiltrate runoff volume from the surface car park. The design of the swale should have the capacity to cope with a once in 10-30 year rain event.



## 2.15 Technical Guidance – Infrastructure Development

### Infrastructure Safeguard – Gort Road (R458) to Tulla Road (R352)

A section of this infrastructure safeguard bounding the Clare Technology Park is already in place. The section proposed as far as the railway line is bounded to the north by Flood Zone B (Lough Girroga) which is part of the Ballyallia Lough SAC, a proposed NHA and wetland. A Surface Water Management Plan must be prepared to ensure that there is no negative impact on the adjacent SAC during construction of the road along this section.

A Traffic Management Plan will be required to ensure safe connectivity within the existing residential area and to the Roslevan neighbourhood centre and potential new school. The completion of the link road must also include cycle lanes, pedestrian footpaths and crossings.

### Infrastructure Safeguard – Lahinch Road (N85) to Drumcliff Road (L4182)

Proposals for the development of this new link road must have regard to the fact that the lands are located within the Drumcliff Inner Protection Zone. A Surface Water Management Plan will be required for the construction of a road at this location.

### Infrastructure Safeguard – Drumcliff Road (L4182) to Gort Road (R458)

An indicative infrastructure safeguard has been identified for the future development of a link road connecting Drumcliff Road to the Gort Road. The indicative route will cross the Lower River Shannon cSAC, a wetland area which includes wet grassland equivalent Annex I habitat and lies within Flood Zone A. In order to rule out any significant adverse effects on the cSAC, the detailed design will have to ensure that it avoids any loss of qualifying interest habitat and maintain a 10m buffer zone on each bank to protect otter habitat. There is an area of oak/ash/hazel woodland located east of the Drumcliff Road, where the indicative infrastructure safeguard starts. Appropriate habitat and ecological surveys will be required to determine the optimum design and crossing point for the proposed route. The design of any public lighting will also have to ensure that light spill is controlled in the river corridor.

A Construction Method Statement will also be required to demonstrate how surface water will be managed during construction and operation in relation to the Lower River Shannon cSAC.

### Infrastructure Safeguard – Clon Road (R871) to Quin Road (R469)

This infrastructure safeguard passes from the Quin Road through the current Mart Site (OP14), over the railway line, then connecting through to Clon Road. The section of the safeguard east of the railway line lies within Flood Zone A and a Flood Risk Assessment will

be required as part of proposals to develop this link road. The proposed link must ensure the integration of pedestrian and cycle facilities, thereby promoting pedestrian permeability and allowing for ease of access to the services and facilities on the Quin Road and to the Town Centre.

#### **Infrastructure Safeguard – Skehanagh Roundabout (N85) to Quin Road (R469)**

This safeguard would provide an alternative access to the businesses located on the Quin Road for heavy goods traffic, the current Mart Site (OP14) and to the Town Centre. It would potentially reduce the volume of traffic currently travelling from the M18 (junction 12) along the N85 and then through the town along the Limerick Road and in towards the Town Centre.

This safeguard runs its entire length through a flood plain (Flood Zone A) which provides a critical flood storage function to the area and future development proposals must be the subject of a Flood Risk Assessment.

There are extensive and varied habitats located along the proposed route with the potential for indirect impacts on the Lower River Shannon cSAC if construction affects drainage of the flood plain. Consequently, all future development proposals must be accompanied by an Ecological Assessment which will be used to inform Screening For Appropriate Assessment by the Council and a Natura Impact Statement should the Council determine that an appropriate assessment is required.

**Note:** Ennis land use zoning map is enclosed in the pocket sleeve at the end of this Volume.

## Section 3

### Small Villages

- Barefield
- **Doora**
- Kilnamona
- Toonagh



## Barefield

### Location and Context

Barefield is situated on the R458, 8km north of Ennis. Nearby, Ballyallia Lake teems with bird life in the winter and in the summer is a popular recreation spot for picnics, walks, kayaking and canoeing. Dromore Woods lies to the north of the village. The village has a church, a primary school, a community centre, pre-school facilities, pitch, two public houses, a new cafe and a social services centre which accommodates the Clare Crusaders children's clinic. Its proximity to Ennis, the M18 motorway, and the surrounding countryside makes it an attractive place to live. To date, development has mainly occurred in a linear fashion along the R458 with ribbon development along the local road to the west of the settlement.

Barefield is ideally located in close proximity to Ennis and with direct access to the M18 motorway. The village has a large primary school serving a wide catchment area and is an attractive place to live and provides an attractive alternative to one-off rural housing. Barefield recently received funding under the Town and Village Renewal Scheme to provide a cycle/footpath to link both ends of the village, traffic calming, an uncontrolled pedestrian crossing, drainage and landscaping. This will enhance the village public realm and promote active travel within the village. **The C13 bus service is provided by TFI Local Link Limerick Clare every Saturday serving the village twice a day to Ennis, Crusheen, Ballyallia Lake and Ballinruan.**

The goal of the settlement plan for Barefield is to consolidate the village core, retain and, where possible, increase the range of services and provide an increased level of public amenity. The strategy for Barefield, is to provide for small scale well designed residential, mixed use and community development which will have regard to the character of the settlement. A key priority is to retain community and social facilities within the village and to encourage further service provision.

Water is supplied to Barefield from the Ennis Public Water Supply which is adequate to meet future needs.

There is limited wastewater infrastructure in the village and wastewater is pumped to Ennis for treatment. It serves the school and a limited number of properties in the village, and currently does not extend beyond the school. The majority of properties in the village are served by individual septic tanks and it is anticipated that this situation will continue for the Plan period and any future residential development, commercial or employment generating development will require private wastewater treatment systems 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.

~~The village is not currently served by public transport, however securing a bus service will be encouraged in any future active and sustainable travel plans.~~

## General Objectives

- To promote the consolidation of the existing village through brownfield reuse/redevelopment and compact growth; and
- To ensure future growth is incremental and small scale in nature, and is relative and appropriate to the function, scale, size and character of the village.

## Employment and Enterprise

The proximity of the M18 motorway and the location of Barefield within a short commuting distance of Ennis and Shannon together with a school and local services make this an attractive place to live. In order to promote economic development, land for Mixed Use zoning has been identified in the village centre which allows for a range of commercial and employment uses to be accommodated.

## 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, 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.

The delivery of any new development in Barefield will be encouraged by adopting a combined approach of sequential compact growth and the re-use and redevelopment of any vacant or derelict sites and buildings within the village.

The areas identified for village growth allow for the sustainable compact growth of the settlement, 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 development is highly dependent on the suitability of the land to accommodate on-site treatment systems.

It is important that any new development is sympathetic in its design to the village setting. The broadleaved trees and hedgerows associated with areas identified for growth should be retained as part of any future development to provide foraging and commuting routes for all bat species given the location of the settlement within an important area for bats and also its proximity to the Dromore Woods SAC.

## VGA 1 South of the Primary School

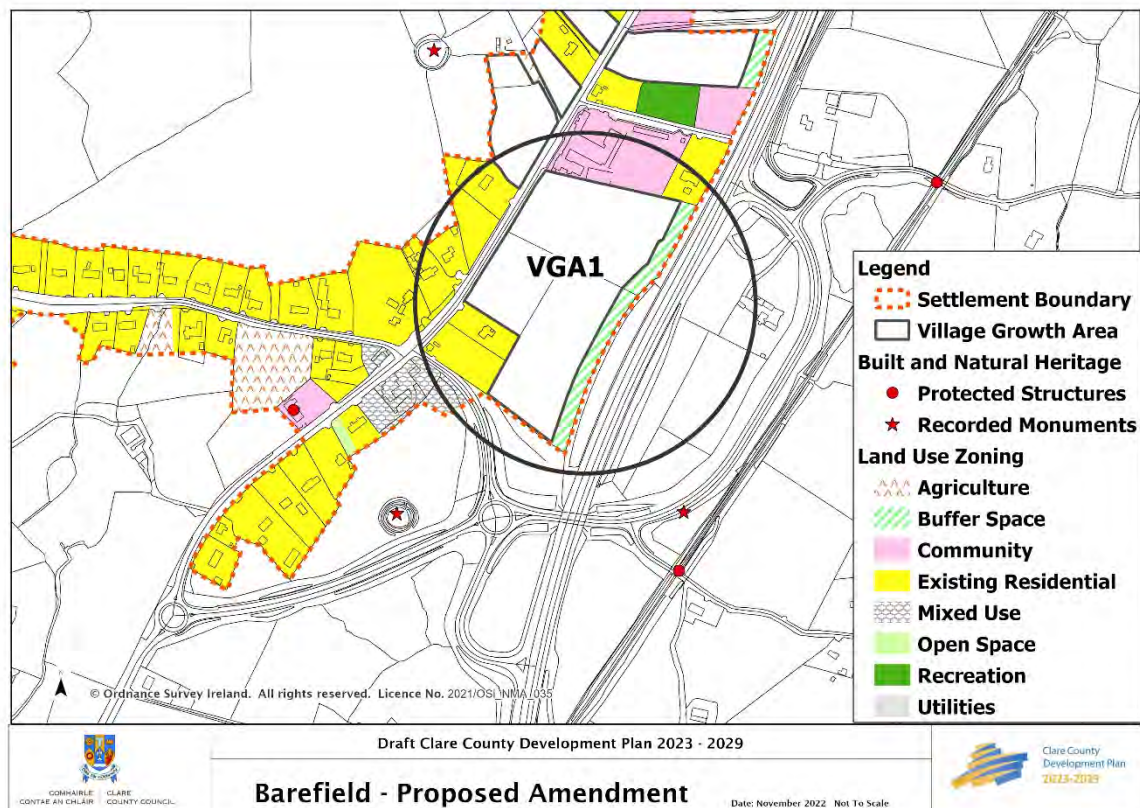
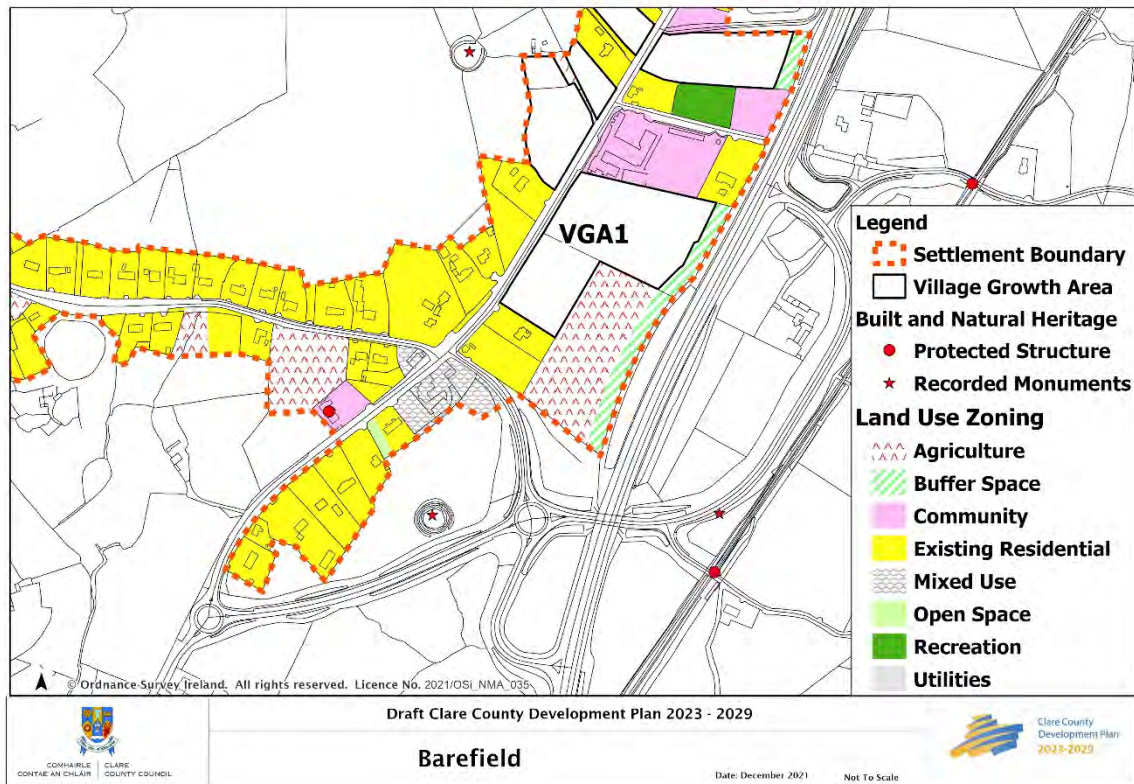
This elevated site in a central location in the village, situated adjacent to the school, would require development to be of a high standard of layout and design. ~~A buffer running along the M18 to protect the future amenity of development is required. The buffer shall be designed having regard to the Clare Noise Action Plan 2018 and associated Strategic Noise Maps as prepared by Transport Infrastructure Ireland.~~ The broadleaved trees and hedgerows associated with this land parcel should be retained as part of any future development to provide foraging and commuting routes for all bat species given the location of the settlement within a high quality landscape bat area and also having regard to the proximity to the Dromore Woods SAC. The Buffer Zone BU1 should be retained and incorporated as part of any future development of these lands to ensure protection of the residential amenity from noise associated with the adjacent M18 motorway.

## Place Making and Amenity

This settlement extends along the R458, the former national route to Galway. It intersects with the Ruan road and the slip road giving access to the motorway at a staggered junction. As each branch of the settlement has a different character, it lacks unity. Given the lower levels of traffic along the R458 since the opening of the M18 there is now an opportunity to enhance the public realm of the village, provide traffic calming and provision for safe pedestrian and cycle connectivity within the village and to the school/community centre in particular. The possibility of narrowing the carriageway could be examined and this may allow for space to allocate to footpaths/cycle ways to serve safe access to the school. This could be combined with a number of points of enclosure formed by planting two opposing rows of suitable trees. Around the school these areas could be combined with crossing areas.

The staggered junction in the centre of the village would benefit from a scheme design to better manage conflicting circulation patterns around vehicles crossing the road and visiting the facilities in the area. Any such design scheme should consider incorporating a suitably sized focal point to identify the Clare Crusaders clinic reflecting its significance to the wider community. Such a landmark would also serve as a fulcrum point for the settlement and improve village identity.





## Doora

### Introduction and Context.

Doora is a small village located to the east of Ennis and 1.4km east of the M18, Junction 12. The village formally known as the Noughaval Cluster, is an attractive settlement largely based around two local roads. The settlement pattern is divided into two distinct areas, this plan relates to the main area of the village, comprising of a linear group of dwellings, located close to a Church and a local pub. The second area is removed from the village core and contains a national school, community hall and preschool.

Growth in the village will be carefully monitored and managed. The goal is to ensure that Doora maintains its existing population levels and services and that future growth is incremental and small scale in nature, relative and appropriate to its scale, size and character.

#### General Objectives

- To promote small-scale development in the village in order to maintain and increase the population in the local community and to support the existing services available to the community in the village and the surrounding area;
- To ensure that existing population levels and services are maintained and to encourage new residents to the village;
- To ensure that future growth in Doora is incremental and small scale in nature, relative and appropriate to the scale, size and character of the existing village; and · To facilitate the provision of infrastructure to allow for future growth in the village.

### Employment and Enterprise

Agriculture remains an important part of the local economy in the smaller settlements near Ennis. In order to support economic development, the Council will facilitate and encourage farm enterprise in Doora. The Council will also support home based economic activity where feasible. Suitably scaled and appropriate commercial or employment generating development will be encouraged.

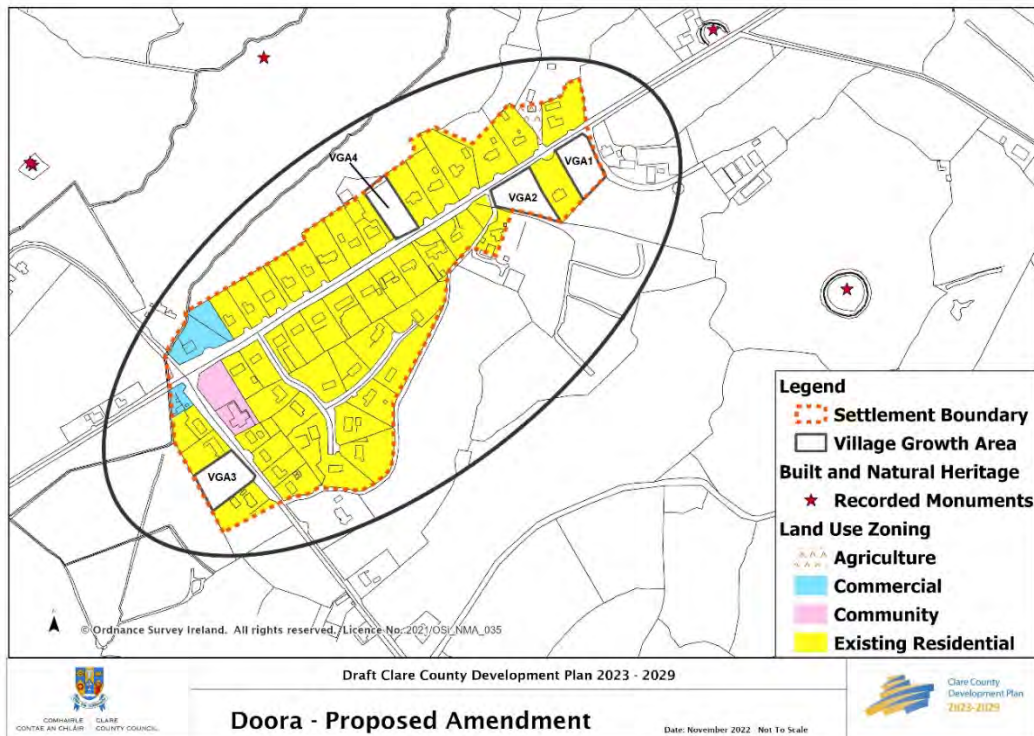
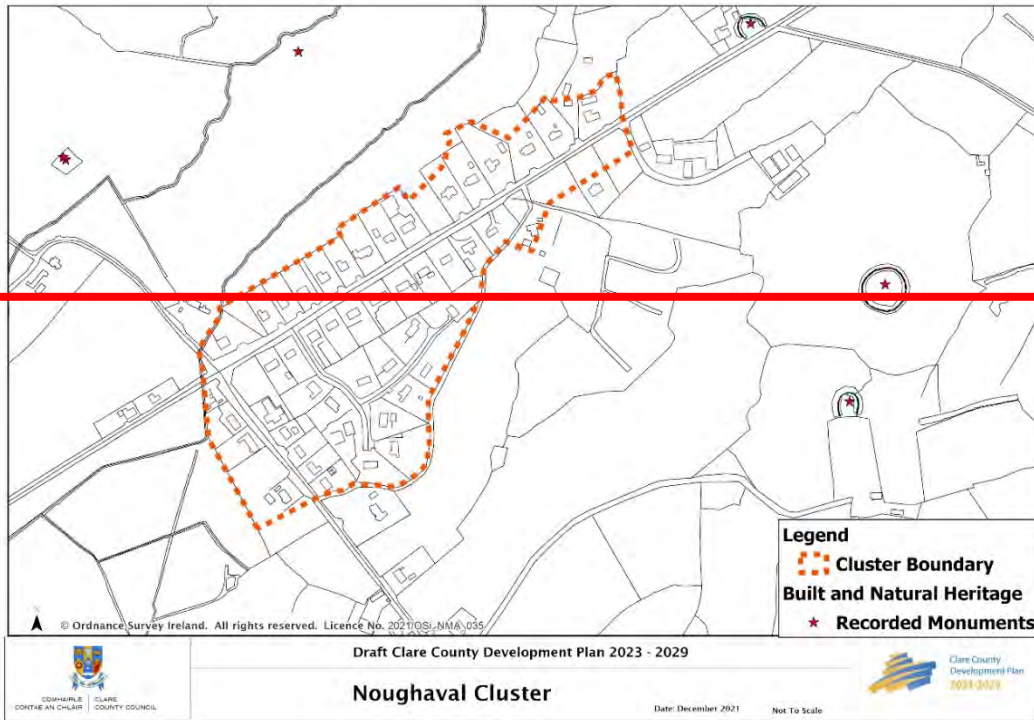
### Strategy for Growth and Sustainable Communities

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, 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. The beauty of the surrounding countryside and proximity of Doora to Ennis makes it an attractive place to live.

In order to ensure that Doora maintains existing population levels and services, a number of sites are identified to allow for village growth.

The delivery of any new development in Doora will be encouraged by adopting a combined approach of sequential compact growth and the re-use and redevelopment of vacant or derelict sites and buildings within the village. The areas identified for village growth allow for the sustainable compact growth of settlements, providing opportunities for small scale cluster type housing, as well as for other uses appropriate to the function, size and scale of the settlement. Any development is highly dependent on the suitability of the land to accommodate on-site treatment plants.





## Kilnamona

**No proposed Amendments to text or settlement plan**

## Toonagh

**No proposed Amendments to text or settlement plan**

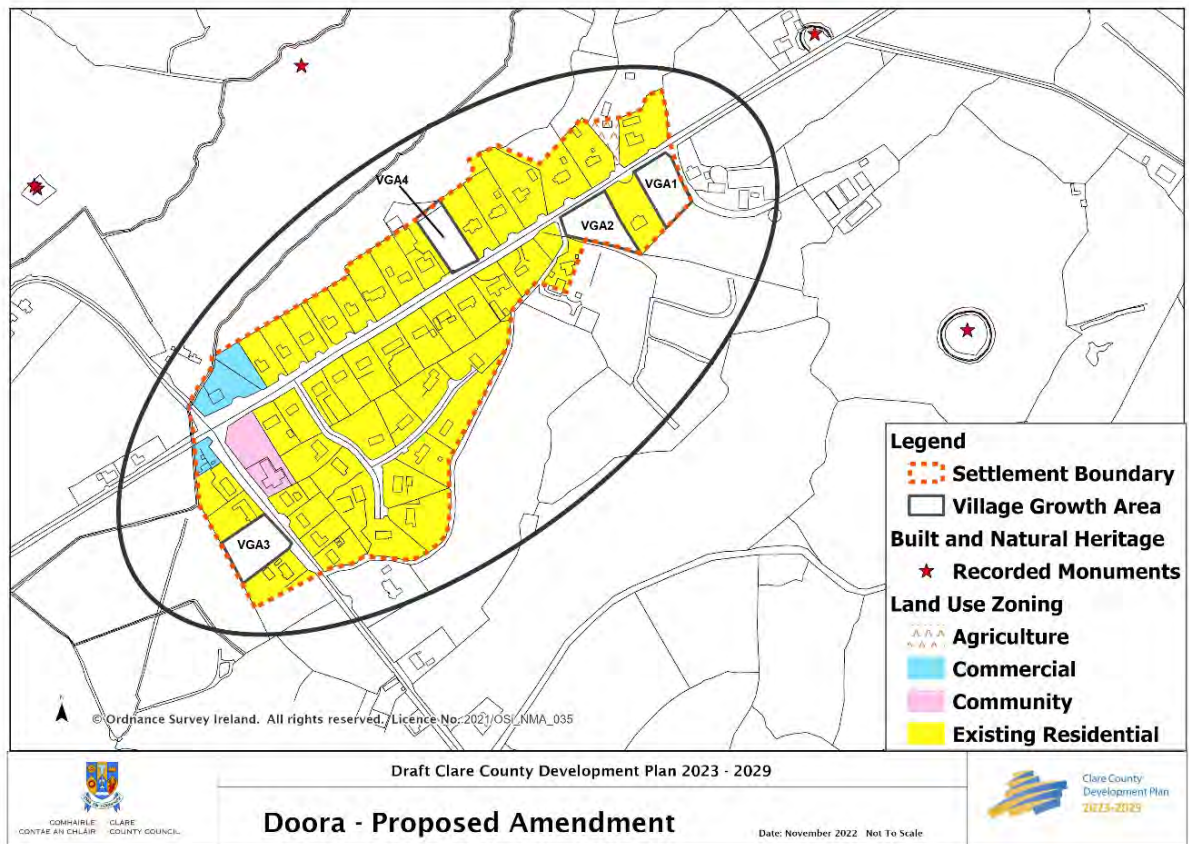
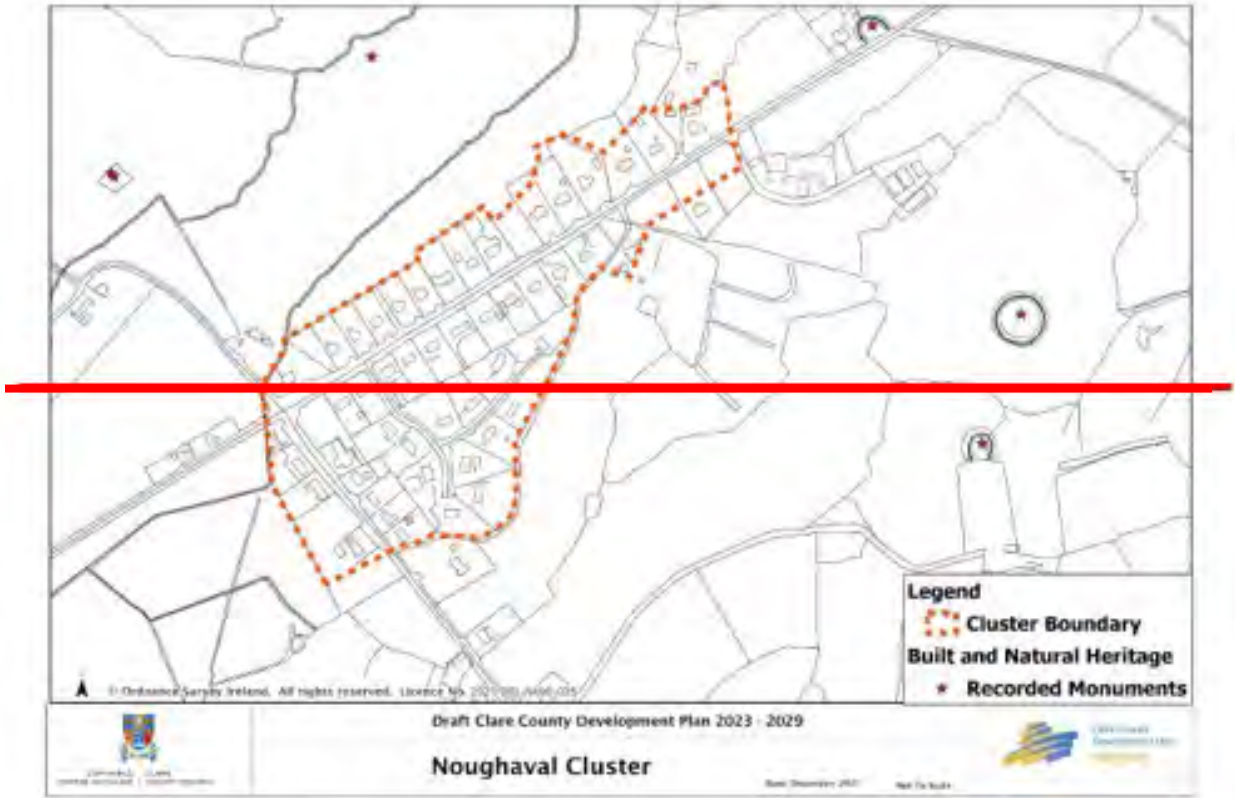




## Section 4

### Clusters

- |                            |   |
|----------------------------|---|
| • Ballaghboy No 1          | – No amendments proposed                                |
| • Ballaghboy No. 2         | - No amendments proposed                                |
| • Ballyduff                | - No amendments proposed                                |
| • Ballyhannon North        | - No amendments proposed                                |
| • Ballyhannon South No.1   | - No amendments proposed                                |
| • Ballyhannon South No. 2  | - No amendments proposed                                |
| • Ballymacahill            | - No amendments proposed                                |
| • Ballyvonnavaun /Deerpark | - No amendments proposed                                |
| • Barloughra               | - No amendments proposed                                |
| • Barntick                 | - No amendments proposed                                |
| • Bearnafunshin/ Ballyogan | - No amendments proposed                                |
| • Buncraggy                | - No amendments proposed                                |
| • Drumeen                  | - No amendments proposed                                |
| • Killow/Knockanimana      | - No amendments proposed                                |
| • Manusmore                | - No amendments proposed                                |
| • Noughaval                | - <u>Amendments proposed</u> - see small villages Doora |
| • Spancil Hill             | - No amendments proposed                                |



## Appendix 1

### Serviced Land Assessment



## Introduction

This is the Serviced Land Assessment (SLA) prepared to support the Draft 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 categorises each as either Tier 1 or Tier 2 in accordance with the Appendix 3 of 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 land 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 draft 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 the relevant Volume 3’s. 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>
<b>Key Town</b> Ennis
<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)
<b>Service Towns</b> Ennistymon/Lahinch, Kilrush/Cappa, Scarriff/Tuamgraney
<b>Small Towns</b> Kilkee, Killaloe, Lisdoonvarna, Miltown Malbay, Newmarket-on-Fergus, Tulla
<b>Large Villages</b> <b>Tier 1</b> Ballyvaughan, Clarecastle, Corofin, Crusheen, Doonbeg, Feakle, Inagh, Kilkishen, Mountshannon, Mullagh, Quilty, Quin, Whitegate, Liscannor, Kilfenora and Killimer

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
<b>1</b>	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.
<b>2</b>	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.
<b>0</b>	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
<b>Compact Growth</b>	Proximity of the site to the town / village centre and services
<b>Public Transport</b>	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.
<b>Co-ordinated Development</b>	That the development of the land will contribute to or complete the strategic development of the wider area.

Each site is addressed in turn in the assessment as below.



Settlements	Ref	Area(ha)	Roads	Footpath	Water Supply	Wastewater	Compact Growth	Public Transport	Co-Ordinated Development
<b>Ennis</b>	<b>R1</b>	2.00	1	1	1	1	✓	✓	✓
-	<b>R2</b>	14.92	1	1	2	1	✓	✓	✓
-	<b>R3</b>	0.79	1	1	1	1	✓	✓	✓
-	<b>R4</b>	2.17	1	1	1	1	✓	✓	✓
-	<b>R5</b>	0.43	1	1	1	1	✓	✓	✓
-	<b>R6</b>	0.53	1	1	2	1	✓	✓	✓
-	<b>R7</b>	0.58	1	1	1	1	✓	✓	✓
-	<b>R8</b>	0.67	-	-	1	1	✓	✓	✓
-	<b>R9</b>	2.29	1	1	2	2	✓	✓	✓
-	<b>R10</b>	3.15	2	2	2	2	✓	✓	✓
-	<b>R11</b>	0.68	2	2	1	1	✓	✓	✓
-	<b>R12</b>	3.62	1	1	1	1	✓	✓	✓
-	<b>R13</b>	12.81	2	2	2	2	✓	✓	✓
-	<b>R14</b>	0.95	1	1	2	1	✓	✓	✓
-	<b>R15</b>	6.01	1	1	2	2	✓	✓	✓
-	<b>R16</b>	1.60	2	2	1	2	✓	✓	✓
-	<b>R17</b>	1.20	1	1	1	1	✓	✓	✓
-	<b>R18</b>	1.63	1	1	1	2	✓	✓	✓
-	<b>R19</b>	1.30	1	1	1	2	✓	✓	✓
-	<b>R20</b>	0.42	1	1	1	1	✓	✓	✓
-	-	<b>\$7.78</b>	-	-	-	-	-	-	-

Settlements	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development
Ennis	LDR1	1.01	1	1	1	2	✓	✓	✓
-	LDR2	2.33	2	2	2	2	✓	✓	✓
-	LDR3	1.97	1	1	2	1	✓	✓	✓
-	LDR4	3.96	1	1	1	1	✓	✓	✓
-	LDR5	1.28	1	1	1	1	✓	✓	✓
-	LDR6	0.77	1	1	1	2	✓	✓	✓
-	LDR7	10.12	2	2	1	2	✓	✓	✓
-	LDR8	0.94	1	1	1	1	✓	✓	✓
-	LDR9	1.02	1	1	1	2	✓	✓	✓
-	LDR10	6.54	1	1	1	2	✓	✓	✓
-	LDR11	2.67	2	2	2	1	✓	✓	✓
-	-	32.60	-	-	-	-	-	-	-

Settlements		Ref	Area(ha)	Roads	Footpath	Water Supply		Waste Water	Compact Growth	Public Transport	Co-Ordinated Development		Tier1	Tier2
Ennis		R1	2.00	1	1	1	1	1	✓	✓	✓	✓	✓	
		R2	14.92	1	1	2	2	1	✓	✓	✓	✓		✓
		R3	0.79	1	1	1	1	1	✓	✓	✓	✓	✓	
		R4	2.17	1	1	1	1	1	✓	✓	✓	✓	✓	
		R5	2.33	1	1	1	1	1	✓	✓	✓	✓	✓	
		R6	0.53	1	1	2	2	1	✓	✓	✓	✓		✓
		R7	0.58	1	1	1	1	1	✓	✓	✓	✓	✓	
		R8	0.67	1	1	1	1	1	✓	✓	✓	✓	✓	
		R9	4.83	1	1	2	2	2	✓	✓	✓	✓		✓
		R10	3.15	2	2	2	2	2	✓	✓	✓	✓		✓
		R11	0.68	2	2	1	1	1	✓	✓	✓	✓		✓
		R12	2.92	2	2	2	2	2	✓	✓	✓	✓		✓
		R13	7.54	2	2	2	2	2	✓	✓	✓	✓		✓
		R14	0.95	1	1	2	2	1	✓	✓	✓	✓		✓
		R15	0.07	1	1	1	1	1	✓	✓	✓	✓	✓	
		R16	1.17	2	2	1	1	1	✓	✓	✓	✓		✓
		R17	4.38	1	2	1	1	2		✓	✓	✓		✓
		R18	1.63	1	1	1	1	2	✓	✓	✓	✓		✓
		R19	1.08	1	1	1	1	2	✓	✓	✓	✓		✓
		R20	1.77	1	1	1	1	2		✓	✓	✓		✓



R21	2.31	2	2	1	1	1	✓	✓	✓	✓	✓
R22	0.53	1	2	1	2	✓	✓	✓	✓	✓	✓
R23	1.95	1	1	1	2	✓	✓	✓	✓	✓	✓
	<b>58.97</b>										

Settlements	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier1	Tier2
<b>Ennis</b>	LDR1	1.01	1	1	1	2	✓	✓	✓		✓
	LDR2	1.57	2	2	2	2	✓	✓	✓		✓
	LDR3	1.20	1	1	2	1	✓	✓	✓		✓
	LDR4	3.96	1	1	1	1		✓	✓	✓	
	LDR5	1.28	1	1	1	1	✓	✓	✓	✓	
	LDR6	3.22	1	1	1	1	✓	✓	✓	✓	
	LDR7	10.12	2	2	1	2	✓	✓	✓		✓
	LDR8	0.94	1	1	1	1	✓	✓	✓	✓	
	LDR9	1.02	1	1	1	2	✓	✓	✓		✓
	LDR10	6.54	1	1	1	2	✓	✓	✓		✓
	LDR11	2.67	2	2	2	1		✓	✓		✓
	LDR12	1.37	1	2	1	1	✓	✓	✓		✓
	LDR13	1.59	1	1	1	1	✓	✓	✓	✓	
	LDR14	3.43	1	2	1	1		✓	✓		✓
	LDR15	0.80	2	2	2	2	✓	✓	✓		✓
		<b>40.71</b>									

Settlements	Ref	Area(ha)	Roads	Water				Compact Growth	Public Transport	Co-Ordinated Development	Tier1	Tier2
				Footpath	Supply	Water	Waste Water					
Ennis	SR1	2.44	2	2	2	2	2	✓	✓	✓		✓
	SR2	5.69	2	2	2	2	2	✓	✓	✓		✓
	SR3	2.36	1	1	2	2	2	✓	✓	✓		✓
	SR4	2.14	1	1	2	2	1	✓	✓	✓		✓
	SR5	5.82	1	1	2	2	1	✓	✓	✓		✓
	SR6	2.09	1	1	1	1	1	✓	✓	✓	✓	
	SR7	1.01	1	1	1	1	1	✓	✓	✓	✓	
	SR8	2.07	1	1	1	1	2	✓	✓	✓		✓
	SR9	2.43	1	1	1	1	1	✓	✓	✓	✓	
	SR10	1.04	1	1	1	1	1	✓	✓	✓	✓	
	SR11	1.65	2	2	2	2	2	✓	✓	✓		✓
		<b>28.74</b>										







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