



Draft Clare County Development Plan 2023–2029

Volume 3c Killaloe Municipal District Settlement Plans

Proposed Amendments

28th November 2022



COMHAIRLE CONTAE AN CHLÁIR
CLARE COUNTY COUNCIL



Clare County Development Plan 2023-2029

Volume 3(c) Killaloe Municipal District Area Settlements

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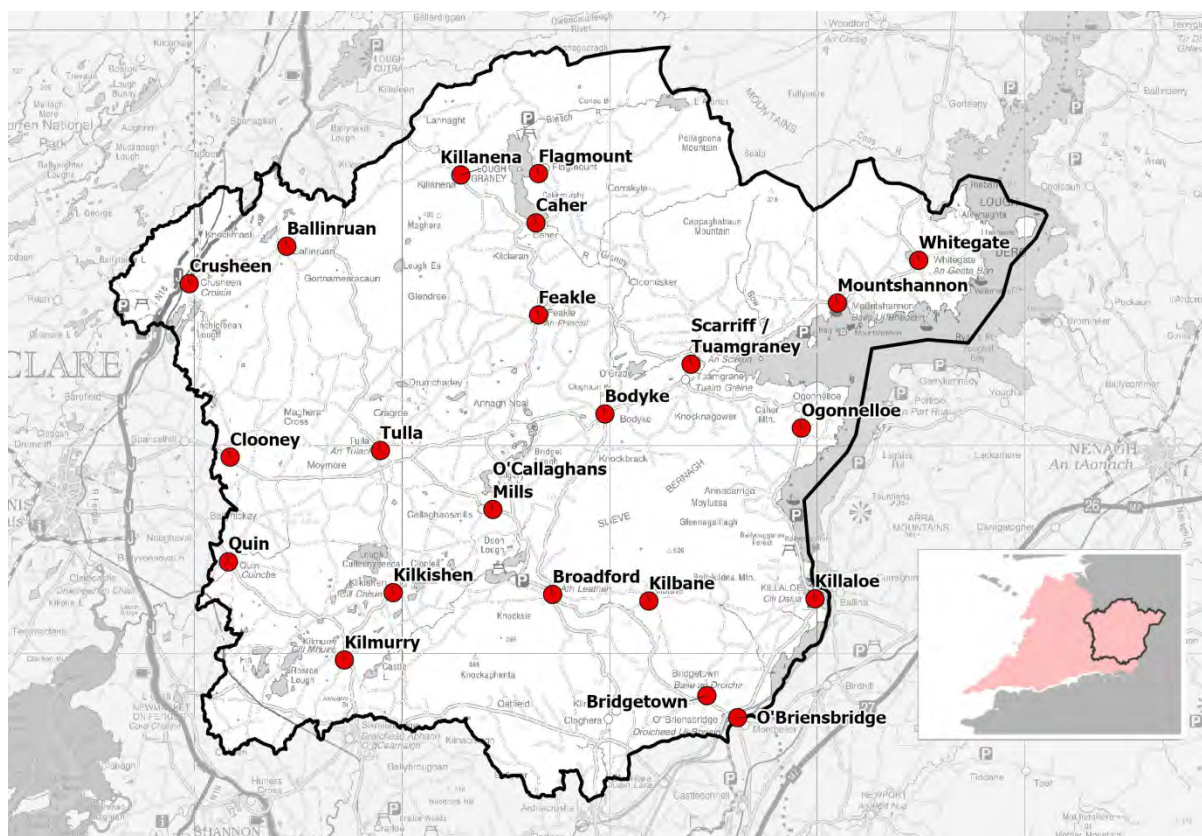
Proposed Amendments to Volume 3 of the Draft Clare County Development Plan 2023-2029

This document sets out the proposed amendments, including material alterations, to Volume 3(c) Killaloe 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 strike through 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.

Introduction and Context

Volume 3c of the Draft Clare County Development Plan 2023-2029 includes the written statements and maps for the settlements and clusters (maps only) within the Municipal District of Killaloe and should be read in conjunction with Volume 1 (Written Statement) and Volume 10 (Environmental Appraisal) of the Draft Clare County Development Plan 2023-2029.

Figure 1. Killaloe Municipal District Settlements



Killaloe Municipal District

The Killaloe Municipal District covers an extensive area in the southeast, and east of County Clare. The Municipal District has a population of 20,108 (CSO 2016) persons and incorporates the County's boundary with the River Shannon and Lough Derg from O'Briensbridge in the southeast to the Galway border in the northwest. The Municipal District also extends westward to include the lakelands of East Clare and the Slieve Aughty and Slieve Bernagh areas. It therefore incorporates an extensive and varied landscape, topography and demographic.

Killaloe is the largest town in the Municipal District and occupies an important location on Lough Derg, acting as a 'Gateway to East Clare' and providing essential services to both local residents and visitors to the area. Given the town's setting on Lough Derg and convenient access from the national motorway network, tourism is a central element of the local economy. The accessibility of Killaloe and East Clare will be greatly improved by the completion of the Killaloe bypass during the life of this plan.

To the south are the villages of O'Briensbridge and Bridgetown, while to the west the villages of Kilkishen and Kilmurry are home to a commuting population in the economic corridor stretching from Ennis to Shannon and the environs of Limerick.

In the more peripheral areas to the north of the Killaloe Municipal District, tourism, agriculture and forestry are the cornerstones of the local economy. These areas have a dispersed population and rural towns and villages play an important role as social centres and service providers. Enhancing the economy in this part of the Municipal District is a key challenge for the plan period but extensive opportunities exist to expand the tourism industry based on local assets such as the Lough Derg Blue-Way, hill-walking, fishing and watersport. Waterways Ireland has developed a Lough Derg Blueway canoe trail with services at Killaloe, Ballycuggaran, Scarriff Harbour, Mountshannon Harbour and Dromaan Harbour and this has raised the profile of the attractions in this area located within Irelands Hidden Heartlands. The planned Inis Cealtra Visitor Centre will further enhance the tourism product in this area. There are also significant opportunities for agricultural diversification and rural enterprise development.

Despite the peripherality of some areas, the Killaloe Municipal District has strong linkages to the surrounding county and region. The national and regional road network traverses the Municipal District and provides important connectivity to the wider area.

Zoned Lands within the Killaloe Municipal District Area Settlements.

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

Killaloe Municipal District								
Settlement	Res.Ha. Zoned	LDR.Ha. Zoned	SR.Ha. Zoned	Commercial Ha. Zoned	Enterprise Ha. Zoned	Light Industry Ha. Zoned	Industry Ha. Zoned	Mixed Use Ha. Zoned
Service Town								
Scarriiff/Tuamgraney	6.08	0.00	10.08	1.85	13.85	6.64	14.85	14.33
Small Towns								
Killaloe	14.08	0.00	3.63	2.56	3.98	1.31	0.00	7.57
Tulla	7.87	0.00	5.96	0.65	3.52	0.00	0.00	9.73
Large Villages								
Crusheen	4.29	0.00	5.96	0.13	0.00	0.00	0.00	5.60
Feakle	2.09	0.00	1.63	2.02	1.78	0.00	0.00	4.20
Kilkishen	2.82	0.00	1.91	0.00	3.75	0.00	0.00	5.44
Mountshannon	1.73	0.00	2.36	0.31	0.74	0.00	0.00	4.90
Quin	5.21	0.00	6.80	0.26	0.00	0.00	0.00	2.32
Whitegate	1.42	0.00	2.50	0.11	0.00	0.00	0.00	4.19
Small Villages								
Ballinruan	N/A	N/A	N/A	0.11	0.00	0.00	0.00	0.00
Bodyke	N/A	N/A	N/A	0.35	0.00	0.00	0.00	0.00
Broadford	1.91	9.19	0.00	0.00	0.00	0.00	0.00	2.50
Caher	N/A	N/A	N/A	0.00	0.00	0.00	0.00	0.42
Clooney	N/A	N/A	N/A	0.20	0.00	0.00	0.00	0.00
Flagmount	N/A	N/A	N/A	0.29	0.00	0.00	0.00	0.00
kilbane	N/A	N/A	N/A	0.19	0.00	0.00	0.00	0.00
killanena	N/A	N/A	N/A	1.01	0.00	0.00	0.00	0.00
Kilmurry	N/A	N/A	N/A	0.63	0.00	0.00	0.00	0.45
O'Briensbridge and Bridgetown	N/A	N/A	N/A	0.00	0.00	0.00	0.00	1.81
O'Callaghan's Mills	N/A	N/A	N/A	0.46	1.03	0.00	0.00	0.88
Ogonnelloe	N/A	N/A	N/A	0.00	0.00	0.00	0.00	0.00
Total in M.D.	47.48	9.19	40.84	11.14	28.65	7.95	14.85	64.34

Environmental Appraisal

The Appropriate Assessment, 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(i) 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 C2
SFRA	Volume 10c

Section 1

Service Towns

- **Scarriff / Tuamgraney**

Scarriff/Tuamgraney

Location and Context

Scarriff/Tuamgraney is identified as a Service Town in the settlement hierarchy of this plan with a population of 805 (CSO 2016) people. Scarriff and Tuamgraney are also identified as Linked Settlements that are physically linked by the bridge across the Scarriff River. Their complementary nature provides opportunities to expand on the range of services that they provide to their communities and the surrounding rural area. Both settlements have expanded in recent years, to the extent that the two have now almost merged however, both continue to retain their own strong identity.

These settlements are located in attractive surroundings in northeast Clare, close to the shores of Lough Derg. Both are served by a good quality road network, with links to Ennis, Portumna and the midlands and also to Killaloe and Limerick City.

Scarriff possesses a range of administrative, service, social and community facilities which serve to enhance the attractive traditional character of the town. There is sufficient capacity for the target population in the public waste water treatment system. Water is supplied from the Scarriff Public Water Supply fed from a groundwater source.

Tuamgraney, with its monastic origins, is a historic village which has expanded considerably in a linear fashion towards Scarriff. The core of the village is marked by an attractive area of open space at the junction of the R352 (Ennis to Portumna road) and the R463 (Tuamgraney to Killaloe road). The village is one of the main employment centres in the area. The former Finsa site located at the northern end of the village, is identified as an opportunity site for employment and enterprise purposes. There are also a number of smaller businesses located in the Tuamgraney Business Park at the southern edge of the village. The village has a limited range of retail facilities, with the exception of a convenience store/filling station, with a wider retail offer in Scarriff meeting additional local needs. Within the village of Tuamgraney, there is a national school, a community college, an equestrian centre, churches, craft enterprises, GAA facilities, pubs, restaurant and visitor accommodation.

Scarriff/Tuamgraney is recognised as one of the main service centres in East Clare. The opportunity exists to allow these complementary settlements to expand to improve the range of services available to residents of both settlements and to visitors to the area. This Plan proposes that significant service provision will continue to be directed towards the more established town centre of Scarriff, while Tuamgraney will be encouraged to complement this role with the provision of supporting services such as visitor accommodation, in addition to building on its tourism potential arising from its monastic heritage and attractive nature.

Scarriff/Tuamgraney are served by a wide range of commercial, retail, community, education and amenity services and, whilst there is considerable focus on Ennis and Limerick city in the region, enhancement of the employment and retail offer of Scarriff/Tuamgraney would help to strengthen the settlements as one of the main service providers in the east of the County.

Lough Derg Special Protection Area (SPA) is located less than 1.5km east of the settlements linked to the villages via the River Graney. Future development in the settlements must ensure there are no adverse effects on the Special Conservation Interests of the SPA or on the site integrity, or the integrity of any other European sites as a result of the proposed development.

The entire settlement of Scarriff-Tuamgraney is located within the Shannon – Graney/Scarriff River catchment which has been identified by the National Parks and Wildlife Service (NPWS) as a “Catchment with previous records of Margaritifera, but current status unknown” with respect to the presence of Freshwater Pearl Mussels this catchment historically had records of mussels but its status is currently unknown. Therefore, any proposed development must take into consideration the potential effects on this species and its habitat and protect water quality during construction and operation.

General Objectives –Scarriff and Tuamgraney

- To ensure that serviced linked settlements of Scarriff/Tuamgraney is a driver of growth and prosperity for their catchment, by consolidating their administrative, retail and service bases, protecting and enhancing their distinctive town centre characteristics and natural landscape settings, and maximising their role for sub-regional growth.
- To promote consolidation through brownfield reuse/redevelopment and to address vacancy and the under utilisation of the existing building stock whilst also promoting compact growth to support existing services and encourage the development of new services, whilst retaining the existing character;
- To promote the development of residential lands to provide an appropriate mix of housing types and densities, together with complementary land uses such as community facilities and public transport facilities to serve the current and future residential population of Scarriff/Tuamgraney.
- To deliver up to 30% of all new homes targeted for Scarriff/Tuamgraney within the existing built-up footprint.
- To make provision for amenity, leisure and tourism-related developments to contribute to the tourism product, based on the network of loughs, harbours, walkways and the Shannon Blueway in Scarriff/Tuamgraney and the wider area;

- To encourage the redevelopment and reuse of the former Finsa site in Tuamgraney for employment and enterprise opportunities;
- To encourage employment-generating development in Tuamgraney, focusing industrial and commercial activities on suitably zoned lands;
- To design and implement additional active travel measures for Scarriff/Tuamgraney.

Employment and Enterprise

Tourism in Scarriff/Tuamgraney

Scarriff/Tuamgraney has an important role to play as a service centre for tourism and in this respect would benefit from the development/provision of visitor accommodation. The Located in Ireland's Hidden Heartlands, one of the key assets is Scarriff Harbour situated on Lough Derg. Its setting and location on the lake offers significant tourism opportunities presented by the Lough Derg Blueway. The development of Inis Cealtra (Holy Island) as a flagship sustainable tourist attraction for the area, along with tourism offering and potential of zoned tourism lands in Tuamgraney, all have the potential to capitalise on increased visitor numbers around Lough Derg, and the proposed Shannon Greenway. Scarriff/Tuamgraney is now linked to Killaloe by an off road recreational route and the proposed Shannon Greenway will run from Limerick all the way to Scarriff with potential to continue further towards Galway. The Scarriff Harbour Festival, which takes place during the August Bank Holiday weekend each year, is supported by Waterways Ireland and has a cross-border theme. It is now established as an important date in the festival calendar and attracts a significant number of visitors to the town each year.

TOU1

Tuamgraney has a unique heritage and the village is a former monastic settlement founded by St Cronan. The 10th century church that bears his name is the oldest church in continuous use in Ireland and Britain. The church has a strong association with Brian Boru and served as a heritage centre from 1991 to 2014. In recognition of its potential to develop as a visitor attraction the site and adjacent lands are zoned for tourism (TOU1). Given the importance of TOU1 for bat species, trees and hedgerows must be retained and maintained throughout the site.

TOU2

Tuamgraney is home to the novelist Edna O'Brien who was born in Drewsbrough House (RPS 091) – now a Protected Structure. The house and adjacent lands are zoned for tourism (TOU2) with potential for development that links with its literary connection and/or accommodation. Any development at TOU2 must be cognisant of the adjacent special historic or architectural character of the settlement and the surrounding rural nature of both Scarriff and Tuamgraney.

TOU3

Tuamgraney/Scariff would benefit from the provision of a hotel, and land has been is zoned (TOU3) for tourism purposes. The site could accommodate a mixture of tourism accommodation including a campervan park. Any development of TOU3 shall provide for an access through the site to facilitate the development of AG3 into the future.

Retail Development in Scariff

The town provides a range of local services meeting the day to day needs of its catchment population. It has a good range of small scale convenience provision supported by a range of services. However, the centre has a limited range of comparison shopping outlets which results in retail leakage to other settlements in the area (e.g. Killaloe, Ennis and Limerick City). The following are the objectives for retail development in Scariff:

- To support the town as an important centre for the provision of convenience goods and retail services;
- To encourage the provision (where not already provided) of good quality convenience outlets capable of supporting a main food shopping trip in the town centre;
- To support the provision of non-bulky goods outlets in the town centre where these are aimed at meeting the needs of the local catchment population.

Opportunity Sites in Scariff

OP1 Former Clare Lakelands Hotel and Adjacent Lands

This site comprises the former Clare Lakelands Hotel (Scariff Court Hotel), which is currently vacant, and some adjacent properties in separate ownership. The site offers the potential for refurbishment of the existing hotel and expansion of other town centre uses or, alternatively, a redevelopment of the site that harnesses its prime location in the town centre with frontage on Mountshannon Road, Main Street and Jones Road.

OP2 Former Astor Cinema

The site/building comprises the former Astor cinema which is now vacant. The building has a rich history and heritage and has potential to be used for community and cultural purposes given its size and location within the town centre.

OP3 Mixed Use Lands at Church Street

This mixed use site has an open boundary to Church Street which is flanked by currently unoccupied houses. The sizeable gardens to the rear of the houses and the central open site combine to create potential for a significant infill site, suitable for a mix of uses including new residential development. Such development would ideally have a mix of house types including 'step-down' type units.

Housing and Sustainable Communities

Scariff

In addition to compliance with the policies and objectives of Volume 1 of this Plan, specific objectives apply to the following sites:

R4 East of the Church, Scariff

These lands have been identified as being suitable for housing due to their close proximity to the town centre and to many of the services available in the area contributing to the compact growth of the settlements.

Tuamgraney

R1 Lands to the southeast of the road to Reddan's Quay, Tuamgraney

This is a large site located in close proximity to the village core in Tuamgraney. The design and layout of any future development on these lands must reflect the traditional character and scale of the existing village. R1 covers an extensive area and it is preferable that the lands be developed as a series of smaller developments in a phased manner. Standards of both public and private open space associated with development must reflect the rural village character. Improvement works to the junction with the R352 may be required as part of any development on the site. The existing hedgerow and treelines should be retained along all site field boundaries to protect the biodiversity and feeding/foraging routes for all bat species.

R2 To the east of Dun Carraig/Creche

The development of R2 shall take vehicular access from the Dun Carraig development and the design and layout shall appropriately address the main road.

R3 North East of the Secondary School.

The development of R3 shall provide for future access to the remaining agricultural zoned lands to enable future development should it ever be required.

Strategic Residential Reserve (SRR)

Acknowledging that not all lands within the settlement boundary of Scariff/Tuamgreaney will be required for development to 2028, lands which comprise infill or contiguous sites or have a planning history for residential use and can form part of the long-term sequential expansion of the settlement-are zoned SRR. Consideration may be given to the development of some

SRR lands before the end of the plan period, in line with provisions set out for *Strategic Residential Reserve in Section 19.4 of Volume 1*.

Industrial and Commercial Development in Tuamgraney

OP4 (IND3) Former Finsa Site/Opportunity Site

This is the site of a former chipboard factory, which closed in 2012. A further 8.8 acres of land which directly adjoins the western boundary of the Finsa site has also been zoned for industrial use and is a significant brownfield site.

The site represents a significant development opportunity and has the potential to support a new use or a range of new uses in the future. Given the former use of the site and the significant biomass resource (forestry) in the East Clare/South Galway area there may be an opportunity for renewable energy related development. **The site is ideally placed to assist in the green economy and facilitate a Green Energy Park.** However its future use should not be limited to this and all employment generating proposals compatible with its location will be considered.

Any redevelopment of this site will require that buildings are located in Flood Risk Zone C. Open space, carparking, and other water compatible uses are to be located within Flood Risk Zone A. A site specific Strategic Flood Risk Assessment shall be carried out to determine finished floor levels of any new development.

Any development or redevelopment of the site shall provide a riparian buffer along the Scarriff River in accordance with guidance set out by Inland Fisheries Ireland in “Planning for Watercourses in the Urban Environment” Any development proposal should be accompanied by a screening for appropriate assessment and/or Natura Impact Statement as required. See also the Natura Impact Report for further relevant mitigation measures and recommendations at site and project level.

IND1, IND2 and Lands Zoned for Enterprise Use

Provision for the extension of the existing Tuamgraney Business Park has been made with a view to providing further employment opportunities. Lands have been zoned for enterprise, commercial and industrial activities, encompassing existing businesses and additional lands for expansion. The space available is suitable for a range of incubator, light industry and enterprise developments, in accordance with the character of the area, to provide a good quality sustainable working environment with high environmental standards being applied throughout.

Transport, Active Travel and Connectivity

Scarriff/Tuamgraney is ~~serviced by both the Local Link Service to Ennis and Bus Eireann Service to Limerick.~~ served by the C1, C2 & C10 Bus Services to Ennis, Killaloe and Shannon (provided

by TFI Local Link Limerick Clare) and by a Bus Eireann Service to Limerick. ~~This is a~~ These are valuable bus services for the town which provides an alternative to the private car and aids and encourages a modal shift towards more sustainable modes of transport.

Provision and enhancement of biodiversity along walking and cycling routes, would promote active recreation and sustainable travel in the village and its environs. There is an opportunity to develop walking, cycle and recreational routes from the town along the East Clare Way linking to the Shannon Blueway at Scarriff Harbour. The creation of a linear park on OS2 would also enhance the amenities of the town.

Recent completion on Scarriff Main Street of new ~~foothpaths~~ footpaths and surfaces have enhanced the town. A pedestrian crossing is planned for Connaught Road, ~~while~~ which together with improved pedestrian connectivity within the town will greatly improve the public realm. The creation of a dedicated car park would further enhance the public realm of the Main Street.

Any proposed development on zoned land will be required to demonstrate how it contributes to enhanced permeability and connectivity within and around the town, to schools and other ~~esential~~ essential services and amenities.

It is an objective:

- To support the ~~delivery~~ delivery of a public car park for Scarriff.

Place Making and Regeneration in Scarriff and Tuamgraney

Townscape Improvements

There is a need to examine access to the Finsa site and to enhance access to Scarriff Harbour in order to signal Scarriff/Tuamgraney as a waterside location. It is an objective of the Council to develop and implement an enhancement scheme at this location subject to available funding.

It is an objective to work with the owners of vacant, underutilised and derelict sites/buildings to identify new uses. The Council will use its powers as necessary under the Derelict Sites Act 1991 and Housing and Urban Regeneration Act 2015, in this regard.

Approaches to Scarriff town centre from Feakle, Connacht Road, Mountshannon and the R352 to the east are all part of the public realm of Scarriff along with the central areas of Main Street, Church Street and the Market Square. Entry points at the New Bridge on the Connacht Road and Little Bridge on the Feakle Road, together with the Mountshanon and Tuamgraney entries are all gateways where the sense of place can be enhanced by appropriate master planning. In addition to the entry points, Scarriff Market Square has potential for public realm enhancement which would improve the overall town environment. New

enterprises/development accommodated on the R352 road must act to consolidate the existing activity on Main Street by providing effective through-circulation links to the Main Street. The town edge to the R352 road needs to be consolidated using appropriate defining elements. Consideration should also be given to naming this section of road.

Both towns are included in the 'Survey of Trees in Towns and Villages of County Clare', which was undertaken to highlight, and raise awareness of, the value of trees and hedgerows and to show how they can contribute to place-making. This survey should be taken into account when preparing public or private development proposals.

In Tuamgraney, the public realm would be enhanced by the introduction of traffic calming around the historic core, by forming gateways on the Killaloe and Bodyke approaches and on the shared gateway with Scarriff, including access to the harbour. Public realm enhancements and improved connectivity on the link between Tuamgraney and Scarriff should also be explored.

The Council will work with the Scarriff Town Team and other community groups for the betterment of place making, public realm and quality of life in Scarriff/Tuamgraney.

OS1 Tuamgraney Harbour (HAR2)

This open space is designated as such to allow for the seasonal changes in water levels in the Scarriff River.

OS2 Riverside Area

This area is reserved for the future recreational development of the area, in particular, the creation of a linear park/walkway along the river between the two existing harbours. This would provide the opportunity for a looped walk with improved fishing access and would be an important amenity for locals and visitors alike.

OS3 Scarriff Harbour Approach

These green riverside lands form an attractive amenity leading to Scarriff Harbour. It is also desirable to improve pedestrian connectivity to the harbour while retaining the natural open character.

HAR1 and HAR2 Scarriff Harbour and Tuamgraney (Reddan's) Quay

Scarriff and Tuamgraney harbours are linked to Lough Derg by the Scarriff River. Both are attractive harbours with berths alongside the navigational channel. Scarriff Harbour, the dock area of which is a Protected Structure (RPS 227), has been expanded significantly in recent years. The development and promotion of these facilities for the benefit of the wider

community will be encouraged. Scarriff Harbour is home to Waterways Ireland's regional headquarters.

Consequently, HAR1 and HAR2 are reserved for harbour and land-based amenities to facilitate development of water-based tourism and leisure areas. It is important that any development proposals for small-scale water-based commercial activity support the tourism and leisure potential of the harbours.

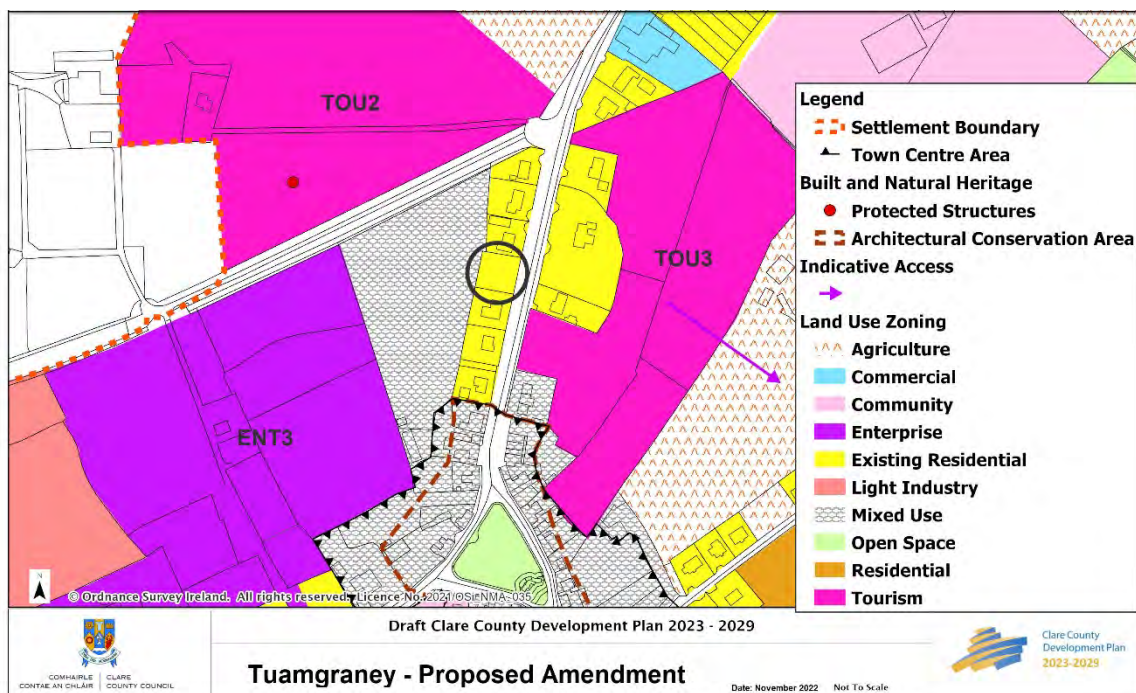
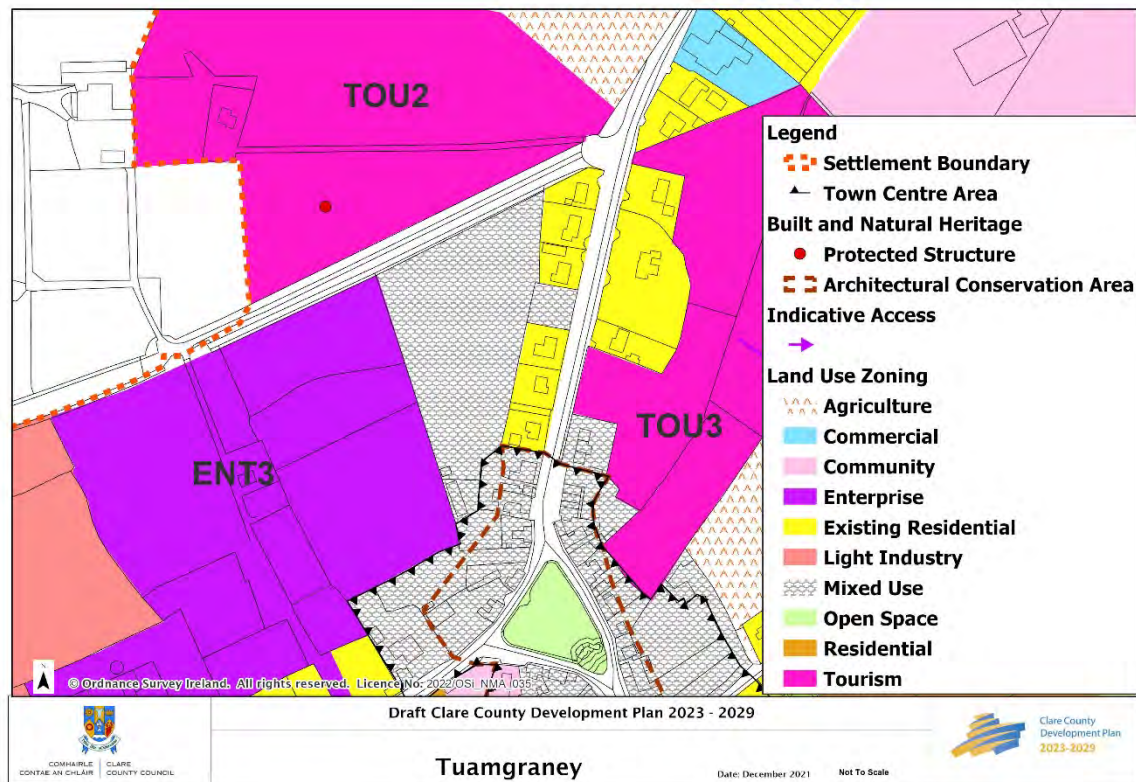
Furthermore, it is an objective of this Plan to provide a looped walkway from Reddan's Quay northwest along the River Graney.

Architectural Conservation Area (ACA)

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

Flooding and Flood Risk

A Strategic Flood Risk Assessment was carried out as part of the preparation of this Plan. The SFRA in Volume 10(c) of this Plan advises that there is some encroachment of Flood Zone A and B into the industrial lands and across existing buildings. Section 5.28 of the Planning System and Flood Risk Management [Guidelines](#) shall apply here.



Section 2

Small Towns

- Killaloe
- Tulla

Killaloe

Introduction and Context

Killaloe was home to the legendary Brian Boru, the High King of Ireland from 1002 to 1014 and is a former capital of Ireland. Remaining important as a market town, Killaloe has enjoyed an upsurge in prosperity, beginning early in the 19th century with the development of commercial traffic on the Shannon Waterway.

Killaloe is physically linked by the historic bridge across the Shannon at the southern-most tip of Lough Derg to the settlement of Ballina in County Tipperary. The settlements have a complementary nature and recognising this will allow the expansion of services available to residents of both settlements.

Today the towns continue to act as a service and retail centre for the surrounding hinterland in East Clare and North Tipperary. Killaloe plays a strong cultural, retail and community role in the region. Killaloe also has a strong educational function with a major new expansion of St. Anne's Community College completed in 2019. Under the patronage of Limerick Clare Educational Training Board (LCETB), the school caters for in excess of 570 post-primary students

The town has significant appeal for development because of its proximity to Limerick and its location on one of the few crossings over the River Shannon. Killaloe and Ballina have experienced significant pressure for development in recent years. However, in recent times infrastructure deficiencies have constrained development in both towns.

Water is supplied from the Killaloe Public Water Supply which is fed from a groundwater source. At the time of preparing this Plan, Irish Water was investigating the possibility of connecting Killaloe to the Newport Water treatment Plant in Tipperary via Ballina to ensure security of supply.

Wastewater from Killaloe is treated in Ballina and the existing wastewater treatment plant is currently operating at hydraulic capacity and cannot accommodate any further significant development. The planned upgrade of the Ballina WWTP is scheduled for completion in 2024 as set out in the Irish Water Capital Investment Programme. Until such time as the upgrade has been undertaken any future residential development is constrained.

Killaloe and Ballina suffer from significant traffic congestion on the old bridge. A new Shannon river crossing, Killaloe by-pass and upgrade of the R494 was approved by An Bord Pleanála in 2012 to alleviate this problem. Advance works have now started on the project and the main construction period is expected to take 3 years to complete. This Plan provides an Infrastructure Safeguard for the approved route of both the by-pass and the new river crossing. Completion of this project will transform Killaloe and Ballina by reducing travel time,

improving the flow of traffic, reducing noise and pollution, improving environmental quality and providing opportunities for enhanced access.

The infrastructure and traffic management upgrades will provide be considerable scope for future development in both settlements to meet the needs of current and future residents. Such development will include residential, community and employment-generating uses to ensure the sustained future growth of the linked settlements. The By-pass also presents an opportunity to revitalise and reconnect the towns by re-imagining public spaces and connecting key landmarks with a strong focus on the pedestrian and cycle environment. In light of this Clare County Council along with Tipperary County Council commissioned a Killaloe-Ballina Town Enhancement and Mobility Plan. This is a non-statutory planning document providing a comprehensive coordinated guidance to improve transportation and mobility management as well as to stimulate the sustainable and enhanced public realm for both Killaloe and Ballina.

Killaloe and Ballina have been designated as a Heritage Town, a status which is bestowed on towns across Ireland that exhibit unique heritage resources. These towns have a strong physical heritage and will be developed as being representative of the heritage of Ireland. Killaloe and Ballina boast a magnificent arched bridge across the River Shannon which joins the two towns. Today the towns share a visitor centre, a Romanesque cathedral and a church although much of the historic streetscape is in Killaloe. The historic importance of the settlements and their surviving features and attractive location at the southern end of Lough Derg are major visitor attractions.

Clarisford Park is a top class community and sports facility located on the banks of the River Shannon. The park consists of a sports hall, dressing rooms, playing fields, sand-based all-weather facilities, training paddocks, running trails and a community park. Clarisford Park is an excellent example of the positive impact of sports and recreation on the community of Killaloe and Ballina. The Clarisford project is an excellent example of how health and well-being can be promoted, developed and integrated within a community with the support of Clare County Council, funding bodies and other local organisations. The project is also an appropriate vehicle for initiatives such as 'Healthy Killaloe Ballina' which is promoted by a range of public and private stakeholders.

General Objectives

- To ensure that Killaloe continues to act as an important local service centre that maintains a sustainable community, a good quality environment, providing public transport to key centres and a high quality of life for those who live in the town and its hinterland;
- To promote the consolidation of the town through brownfield reuse/redevelopment and to address vacancy and the under utilisation of the existing building stock, while also promoting compact growth within the identified land use zoning to support existing services and encourage the development of new services, whilst retaining its existing character and its historic core area;

- To provide zoning that will facilitate the sustainable expansion of the existing town centre and promote the development of residential lands which will provide an appropriate mix of housing types and densities, together with complementary land uses such as community facilities and public transport facilities which will serve the current and future resident population of Killaloe;
- To deliver up to 30% of all new homes targeted for Killaloe within its existing built-up footprint;
- To promote Killaloe as a gateway to County Clare for traffic approaching from the east;
- To promote the development of the commercial, tourism and retail sector in the town;
- To promote enterprise and employment-generating development in order to increase the sources of employment in the town;
- To ensure that future growth is balanced and sustainable and is relative and appropriate to the scale, size and character of the existing town;
- To secure the provision and completion of a Shannon Bridge crossing and the Killaloe western relief road;
- To work in coordination with Tipperary County Council to progress the development of Killaloe and Ballina as linked settlements;
- To promote the healthy activity profile of both towns;
- To support the implementation of the Killaloe-Ballina Town Enhancement & Mobility Plan and improve the overall public realm, pedestrian facilities and linkages in the settlement especially between the schools and the town centre.

Employment and Enterprise

Completion of the new Shannon Bridge crossing and western by-pass will signal a new era for Killaloe, transforming it and renewing interest in its economic potential as an excellent place to locate business. The river crossing and relief road will place Killaloe at the geographical centre of the Mid West region and offer businesses better connectivity to the wider region and country. Killaloe is well recognised as a highly desirable place to live and the opportunity now exists to build on this reputation and extend it to business and enterprise.

Killaloe has a number of quality cafes and high-end ladies fashion shops. There is an opportunity to build on this reputation by continuing to offer a diverse retail mix.

Tourism

Killaloe's economic base will continue to be strongly associated with tourism activity arising from its location on Lough Derg, its recreation facilities at Clarisford Park, nearby Ballycuggeran Woods, Moylussa and Two-Mile-Gate. In order to support tourism the following sites are identified:

TOU2 Clarisford/Killestry Tourism Site

This site has been identified for tourism development having regard to its strategic location adjoining the town of Killaloe and its proximity to the River Shannon and Lough Derg. The zoning recognises the potential of these lands to accommodate development that will significantly contribute to the tourism industry at both a local and regional scale.

Part of the site is identified as being within Flood Zone A/B. Development within Flood Zone A/B shall be retained for open space or other water compatible uses. A site specific Flood Risk Assessment will be required as part of development proposals for the site. The development of holiday homes / short stay accommodation will not be permitted on the areas identified as being within Flood Zone A/B.

Proposals for development on the site must meet the following criteria:

- Development proposals for lands at TOU2 must include a masterplan for the entire site showing linkages to neighbouring developments and the surrounding area, proposed service provision and access routes to the site. The masterplan shall incorporate a habitat and species survey and an ecological assessment. These will inform the screening for appropriate assessment together with the Natura Impact Statement, should it be determined that an appropriate assessment is required;
- Development proposals must make provision for safe vehicular and pedestrian access to the site. Permanent and/or temporary access shall be addressed as part of a masterplan for the overall TOU2 site. Temporary access to TOU2 via unzoned lands may be considered in advance of the Killaloe bypass;
- The lands zoned TOU2 are adjacent to the Lower River Shannon cSAC (Site Code 2165). Given the extent of ~~the area zoned for 'Tourism'~~ zoning at Killestry, it is imperative that there are no significant impacts on the adjacent ecologically sensitive shoreline, adjoining the Lower River Shannon cSAC (Site Code 2165);
- Nutrient loading, siltation or any negative impacts on water quality must be avoided as these can have potential negative impacts on the aquatic ecosystems, e.g. fish habitat;
- A sufficient buffer zone shall be put in place between any proposed development on TOU2 and the European site;

- A sufficient buffer zone shall be put in place between any proposed development on TOU2 and the Ballyteigue River together with Moys bay and small stream;
- Trees and hedgerows must be retained and maintained throughout the site where possible as these act as wildlife corridors;
- The hydrology of the site and subsequent potential impact on the adjacent cSAC must be taken into account at all times and this must be demonstrated as part of any planning application;
- Ground disturbance to the adjacent cSAC must be avoided;
- Due regard must be had to the flight paths of bats in relation to the retention of trees. The migration paths and habitats of mammals, birds and fish along the Lower River Shannon must not be disrupted. Any future developments must not lead to the further spread of invasive species (Rhododendron and Japanese Knotweed) at this site;
- Proposals for development on the site must demonstrate that suitable services and infrastructure, particularly relating to water supply and wastewater infrastructure, can be provided to serve the proposed development.

~~Compliance with these measures will not presume in favour of development on this site.~~

TOU5 Canalside

~~This open space, which is associated with Abbey House, a Protected Structure (RPS 439), spans the area between the canal and the approach into Killaloe on the R463. The boundary to the road forms a visually strong edge consisting of a stone wall overhung with mature trees. Given the setting and character of the site, it may have potential for appropriate tourism uses.~~

TOU6 Ballyvalley

A masterplan shall be prepared for the site showing linkages to neighbouring developments and the surrounding area, services and roads access.

Part of this site is identified as being within Flood Zone A/B. Development within Flood Zone A/B shall be retained for open space or other water compatible uses. A site specific Flood Risk Assessment will be required at development application stage. The development of holiday homes/short stay accommodation will not be permitted at this site.

Due to the location of the site adjoining a proposed Natural Heritage Area and upstream from the Lower River Shannon SAC, all proposals for development on the site must initially be subject to a habitat and species survey followed by an ecological impact assessment. Nutrient loading, siltation or any negative impacts on water quality must be avoided as these can have

potential negative impacts on the water quality and on the aquatic ecosystems, e.g. fish habitat. Encroachment must be avoided by establishing a riparian buffer zone. Habitat fragmentation and/or loss must be avoided and trees and hedgerows must be retained and maintained throughout the site as these act as wildlife corridors. Full account must be had to the flight paths of bats in relation to the retention of trees. The migration paths and habitats of mammals, birds and fish along the Lower River Shannon must not be disrupted. Any future development must not lead to the further spread of invasive species (Rhododendron and Japanese Knotweed) at this site and will need to provide, as part of the overall site masterplan, a work programme for the safe removal and eradication of Japanese knotweed on this site. A scenic route runs along the entire western boundary of the site. The ecological assessment will inform the screening for appropriate assessment and the appropriate assessment itself where necessary. These assessments must consider the cumulative and in-combination environmental and ecological impacts of the proposed development on the wider area. Furthermore any development proposals on this site must adhere to the requirements of the Water Framework Directive and the Shannon River Basin District Management Plan or any future National River Basin Management Plan.

Due to the location of the site in close proximity to the historic site of Brian Boru's fort, an archaeological assessment of the site must be submitted as part of any development proposal for the site.

Retail Objectives

Killaloe provides a range of local services meeting the day to day needs of its catchment population. Killaloe also benefits from its tourist and visitor attractions, which allows it to support a wider range of comparison goods than would be justified by its local catchment population. The traditional provision along Main Street/Church Street has been supplemented by the development of the Convent Hill Shopping Centre to the rear of properties fronting the south side of Main Street.

In accordance with the provisions of the Retail Strategy, the following are the objectives for retail development in Killaloe:

- To support the town as an important centre for the provision of convenience goods and retail services;
- To support the provision of non-bulky and bulky comparison goods outlets in the town centre where these are aimed at meeting the needs of the local catchment populations.

Enterprise (ENT1) West of Town Centre

There are a number of small industrial units located within Killaloe, providing employment and services to the surrounding community. Clare County Council encourages the retention of the existing industrial units within the town to promote local employment. It is recognised that some of these units may need to be upgraded during the lifetime of this Plan.

Opportunity Sites

OP1 Bane Field and Tobermurragh Park

Clare County Council obtained Part 8 permission for the development of Bane Field and Tobermurragh as a new urban park environment by redesigning Tobermurragh Park and Bane Field as complementary halves of the one place, informed by its industrial, cultural and natural heritage, while enhancing its gateway location at the edge of Killaloe and exploiting its elevated position overlooking and adjacent to Lough Derg. The project design was informed by the Masterplan for Tobermurragh and Bane Field. To date works have been carried out in an effort to eliminate invasive species on site in preparation for further work on the project.

OP1 includes the wider area i.e. the dry-dock area, the former Steamboat Quay building to the north and the Pier Head area adjacent to the Lough. Although in varying ownerships, the design for Bane Field and Tobermurragh includes these areas. This will complement the designation of Killaloe and Ballina as a Heritage Town. The historic importance of the settlements, their surviving features and their attractive location are a major visitor attraction.

OP2 Site at Bridge Junction

The site, facing onto Killaloe Bridge is located at a prominent position at the entry point to Killaloe and County Clare from the east. In light of its prominent location at the entrance to this Heritage Town, the site could also cater for a public realm feature or civic space signalling the entry to Killaloe, from the bridge. A high quality design of any proposal is required to reflect its prominent gateway location.

OP3 Existing Petrol Filling Station and Adjacent Site (zoned Mixed Use)

Although the petrol filling station is currently in operation, this site is considered an opportunity site as it has a very prominent corner and gateway location on the northern approach to town and its development as a mixed use site could complement the existing tourism and recreational uses nearby.

Housing and Sustainable Communities

Killaloe is long recognised as a very attractive place to live, rich in natural beauty and amenity, and all within commuting distance of Ennis and Limerick. In order to make adequate provision for housing, lands have been identified within the town of Killaloe as being suitable for residential use. There is limited scope for further residential development within the town until such time as the planned upgrade of the wastewater treatment plant serving the area is completed by Irish Water. Proposals to upgrade the Ballina WWTP are planned by Irish Water scheduled for completion in 2024.

In addition to compliance with the policies and objectives in Volume 1 of this Plan, specific objectives apply to the following lands:

R1 Shantraud

This is a large site on the edge of the settlement. The site is well-located to accommodate the future expansion of the town, being in close proximity to the town centre and all of its associated services. Access to the lands shall be from both the north and the south of the site. Future development on the lands shall be contingent upon the provision of the Killaloe western relief road, the upgrade of the roadway adjoining the northern boundary of the site and the provision of footpaths to link the development to the existing footpath network in the town.

R2 Harbour Village

This is an undeveloped portion of land within a larger, partially developed, site. Development of this site shall have regard to the existing nature of development in the vicinity and shall incorporate a high quality of design. Part of the site is identified as being within Flood Zone A/B. Development within Flood Zone A/B shall be retained for open space or other water compatible uses. A site specific Flood Risk Assessment will be required

Any further development proposals must:

- Be connected to the public Wastewater Treatment Plant with adequate capacity for foul water during operation;
- Be accompanied by a Construction Environmental Management Plan (CEMP) detailing how surface water run-off, especially in relation to release of silt and other pollutants, will be controlled during construction. The CEMP must ensure that all surface water run-off during operation is 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;
- Be accompanied by an Ecological Impact Assessment and screening for appropriate assessment and/or Natura Impact Statement, as required. The assessments should be informed by detailed ecological surveys and should address but not be limited to the following: habitat survey, usage of the area by otter for breeding/resting/foraging, an assessment of the potential impact of the proposed development on the Lower River Shannon SAC Qualifying Interest fish species (at various stages of their lifecycle) including spawning/breeding/migration habitat, occurrence of SPA Special Conservation Interest species in the vicinity of the proposed development site;
- Include 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 particularly in relation to Special Conservation Interest birds and otter.

R3 North West of Clarisford

Any future planning application associated with this site will be required to undertake an ecological assessment outlining the habitat types present together with a hydrological assessment indicating the surface water flows across the site.

R4 Hill Road

This is a small site within the settlement. The site is well-located to accommodate the future expansion of the town, being in close proximity to the town centre and all of its associated services.

R5 North of the Limerick Road

This site is located to the north of the Limerick Road in the town and is in close proximity to the secondary school and primary school. The land is steeply elevated over the adjoining public road and therefore vehicular access from the adjoining road the R463 may be restricted however pedestrian linkages must be achieved on either sides of the site. Footpaths shall be provided to link development to the existing footpath network in the area, including connectivity with the school.

R6 Lands at Clarisford/Moys Townland.

This site has been identified for residential development having regard to its strategic location adjoining the town of Killaloe. The zoning recognises the potential of these lands to accommodate development that will significantly contribute to the delivery of residential development within the town.

Part of the site is identified as being within Flood Zone A/B. Development within Flood Zone A/B shall be retained for open space or other water compatible uses. A site specific Flood Risk Assessment will be required as part of the development proposals for the site.

Proposals for development on the site must meet the following criteria:

- Development proposals for lands at R6 must include a masterplan for the entire site showing linkages to neighbouring developments and the surrounding area, proposed service provision and access routes to the site. The masterplan shall incorporate a habitat and species survey and an ecological assessment. These will inform the screening for appropriate assessment together with a Natura Impact Statement, should it be determined that an appropriate assessment is required;
- Development proposals must make provision for safe vehicular and pedestrian access to the site. Permanent and/or temporary access shall be addressed as part of a masterplan

for the overall R6 site. Temporary access to R6 via unzoned lands may be considered in advance of the Killaloe bypass;

- The lands zoned R6 are adjacent to the Lower River Shannon cSAC (Site Code 2165). Given the extent of zoning at Killestry, it is imperative that there are no significant impacts on the adjacent ecologically sensitive shoreline adjoining the Lower River Shannon cSAC (Site Code 2165);
- Nutrient loading, siltation or any negative impacts on water quality must be avoided as these can have potential negative impacts on the aquatic ecosystems, e.g. fish habitat;
- A sufficient buffer zone shall be put in place between any proposed development on R6 and the European-designated site;
- Trees and hedgerows must be retained and maintained throughout the site where possible as these act as wildlife corridors;
- The hydrology of the site and subsequent potential impact on the adjacent cSAC must be taken into account at all times and this must be demonstrated as part of any planning application;
- Ground disturbance to the adjacent cSAC must be avoided;
- Due regard must be had to the flight path of bats in relation to the retention of trees. The migration paths and habitats of mammals, birds and fish along the Lower River Shannon must not be disrupted. Any future developments must not lead to the further spread of invasive species (Rhododendron and Japanese Knotweed) at this site;

Proposals for development on the site must demonstrate that suitable services and infrastructure, particularly relating to water supply and wastewater infrastructure, can be provided to serve the proposed development.

Strategic Residential Reserve (SRR)

Acknowledging that not all lands within the settlement boundary of Killaloe will be required for development to 2028, lands which comprise infill or contiguous sites or have a planning history for residential use and can form part of the long-term sequential expansion of the settlement are zoned SRR. Consideration may be given to the development of some SRR lands before the end of the plan period, in line with provisions set out for *Strategic Residential Reserve* in Section 19.4 of Volume 1.

AG1 Shantraud

These lands have been zoned for agricultural purposes to facilitate the potential for the development of allotments for the people of Killaloe.

C15 South of the GAA field (REC2)

This land is zoned for community use and would facilitate a new primary school site. The potential school access to these lands may also facilitate access to R5 lands to the south.

Transportation, Active Travel and Connectivity

The Killaloe is serviced by public transport with a regular Bus Eireann Service to Limerick and a ~~Local Link~~ TFI Local Link Limerick Clare C2 service from Scarriff to Killaloe, Monday to Friday. Given the high level of out-commuting experienced in Killaloe, walking should be promoted as part of linked trips with public transport. The pedestrian environment around bus stops should be improved in tandem with land use proposals that consolidate the town centre and strengthen its sense of place and function.

Ballycuggeran amenity area (a blueflag beach), University of Limerick Adventure Centre and Ballycuggeran Wood which includes looped walks and access to Moylussa, the highest point in County Clare, are all located close by. These amenities are now directly linked to Killaloe and to Scarriff by a recreational amenity path providing easy access and connectivity to the wealth of blue/green infrastructure in the vicinity.

The completion of the Killaloe bypass during the life of the plan will provide opportunities within the town for enhancement to the public realm, promotion of active travel and enhanced access. Located at the heart of Killaloe and within the conservation area of the town, Royal Parade is characterised by St Flannan's Cathedral along with commercial and office buildings. This is a key street and highly dominated by vehicular traffic and parked cars. With the planned Killaloe by-pass, it is expected to see reduced levels of traffic in the street, providing an opportunity to reconfigure the streetscape and enhance the pedestrian experience to create a more pedestrian friendly and vibrant environment.

Car parking is identified and proposed for part of the Deanery site, with connectivity to Royal Parade and St John's Lane. A new car park would facilitate much of the public realm enhancement work that the bypass and new river crossing will allow for.

UT5 The Deanery

The site is identified for a public car park to facilitate off street parking and in turn allow for public realm enhancements in its vicinity. The site is immediately south of the Architectural Conservation Area with the Deanery, a Protected Structure to the west. The site is highly visible on approach to the town from the south and the design and layout of any proposal shall be of high quality and respect and enhance the setting. Proposal should include the

provision of a rain garden both to soften hard edges and enhance biodiversity and have a particular focus on the natural environment, in its design and layout.

Place Making and Regeneration

Killaloe-Ballina Town Enhancement & Mobility Plan highlights public realm schemes/projects that would enhance Killaloe and build on its strengths by enhancing existing public spaces within the historic core, particularly The Green area located at the top of Main Street and the triangular space at the top of Cross Street. Enhancements are also needed at the gateway junction of New Road and the Tuamgraney Road (R463).

The realisation of the Tobermurragh and Bane Field park will significantly enhance and regenerate these sites and bring them into active use while also promoting and enhancing the biodiversity and the blue/green infrastructure in the area. Pedestrian links from the town to these parks need to be enhanced with the underused but historic Ailliebhaun path being a priority. The overgrown embankment below this path has potential, if properly landscaped, to be a spectacular edge to the riverside approach into the town.

Pedestrian connectivity from the newly developed retail areas on Convent Lane back to Main Street is vital to help regenerate the street. Carrig's Lane will perform a useful function in this regard, as will the achievement of direct access from the supermarket carpark through to Main Street. Infill development providing accessible 'downsize' type homes on Main Street will be promoted.

REC1 Moys/Clarisford Recreation Area

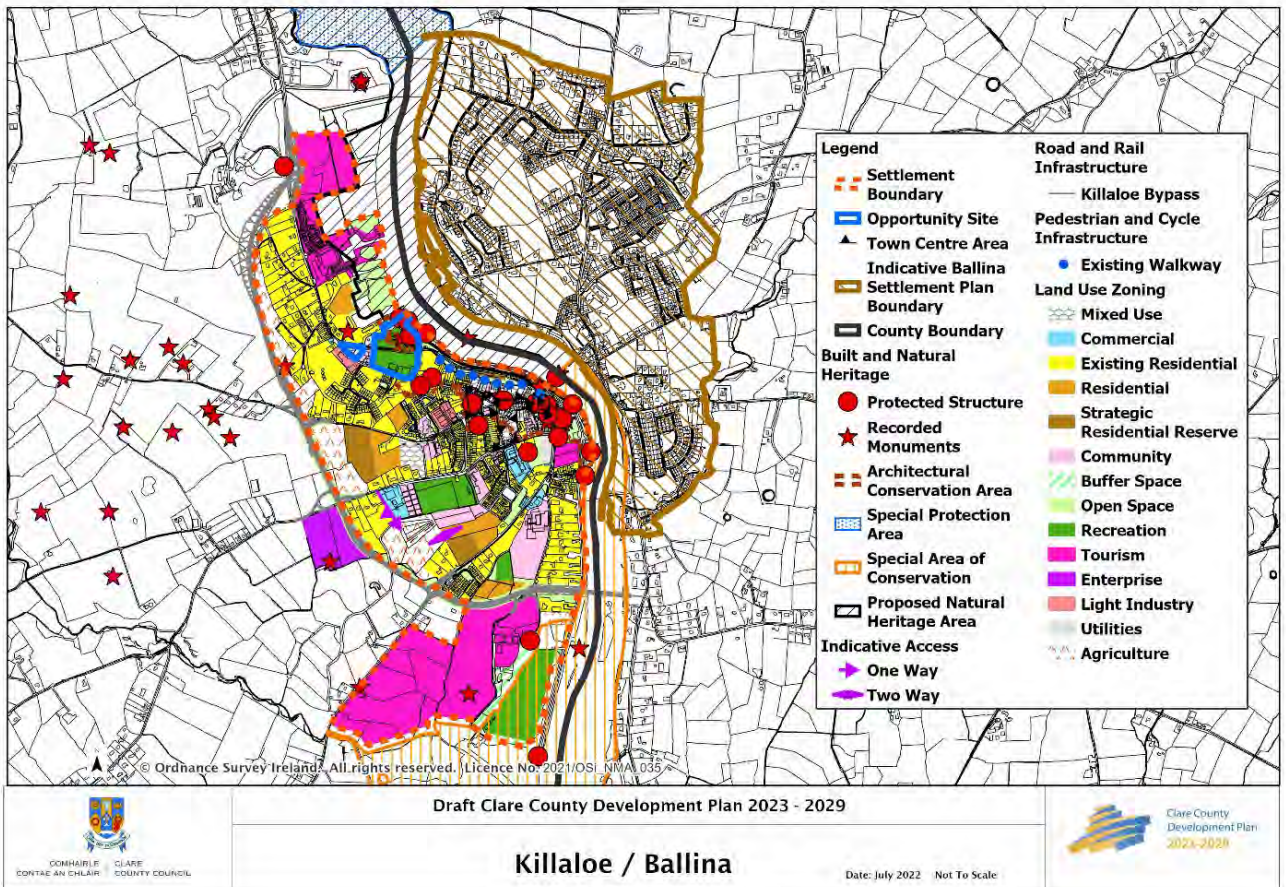
This attractive area has now been developed as an intergenerational community sports facility including hall, dressing rooms, playing pitches, all weather pitches, training areas, running trail and parkland. The development took into consideration its location within the Lower River Shannon SAC and in accordance with ecological criteria.

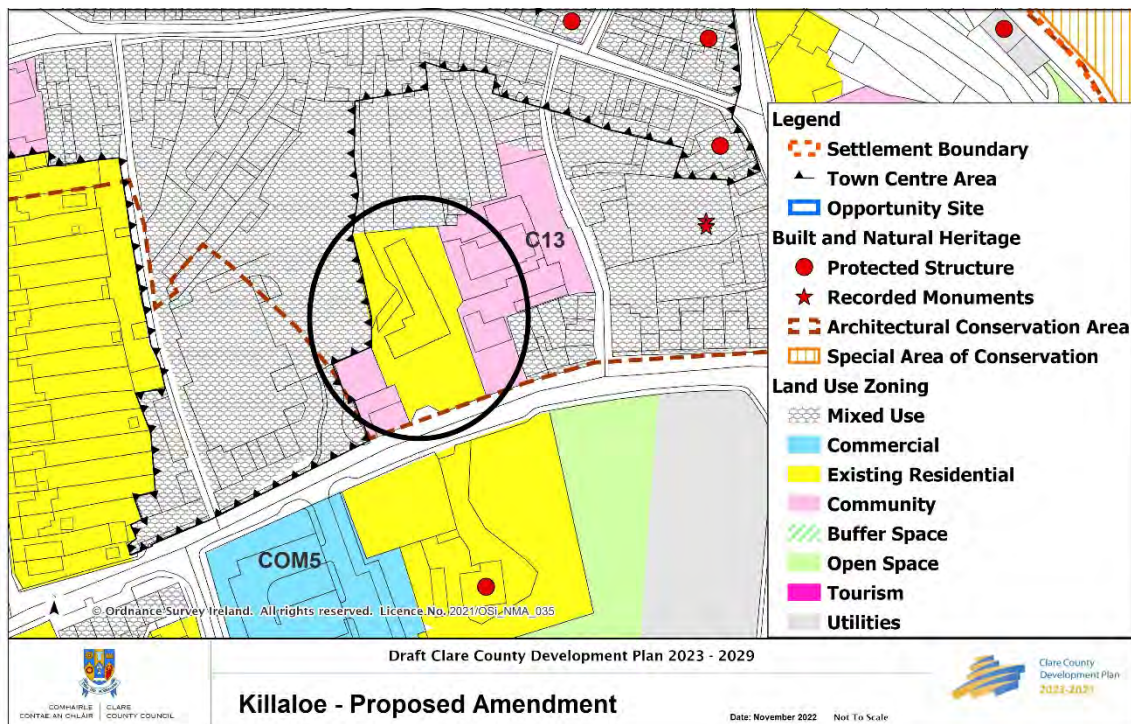
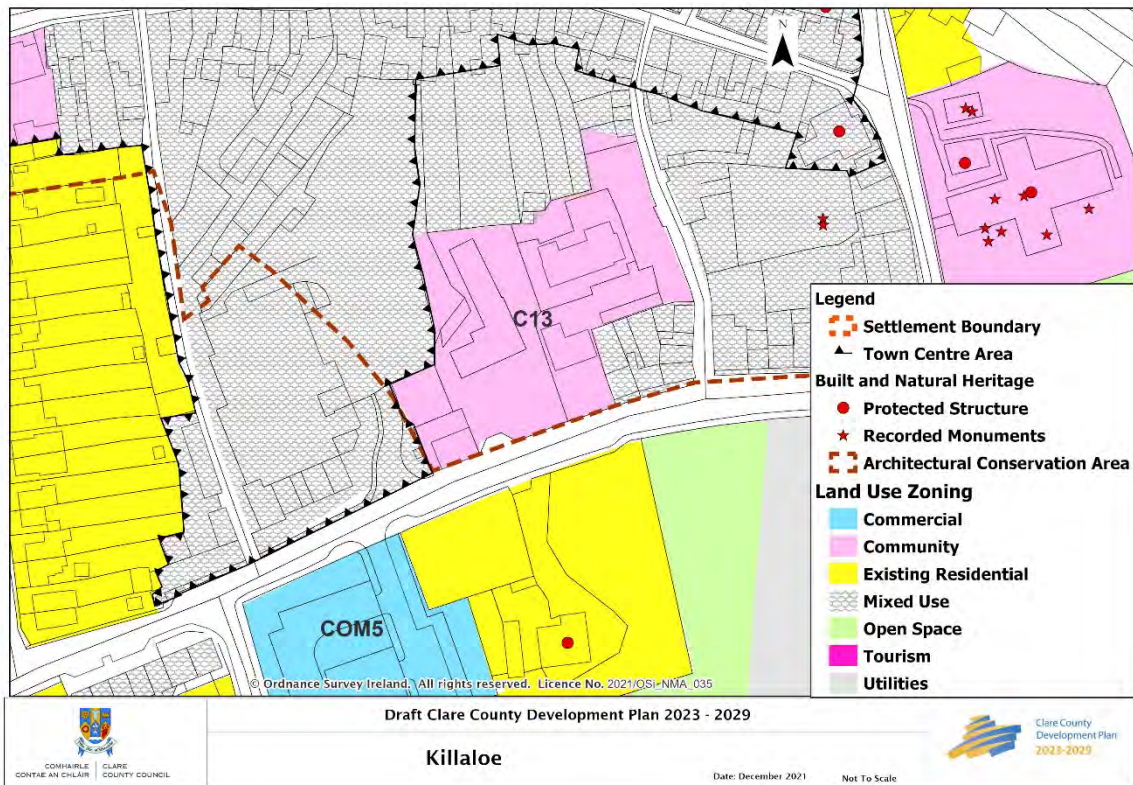
Architectural Conservation Area (ACA)

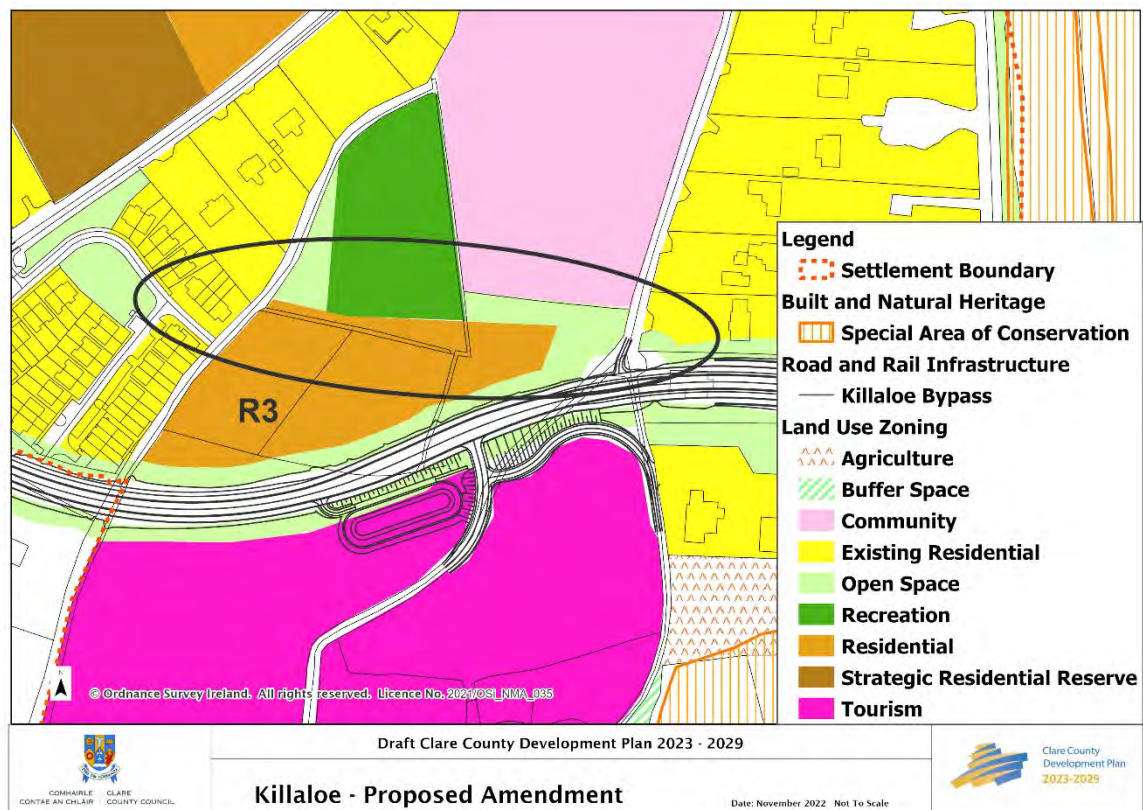
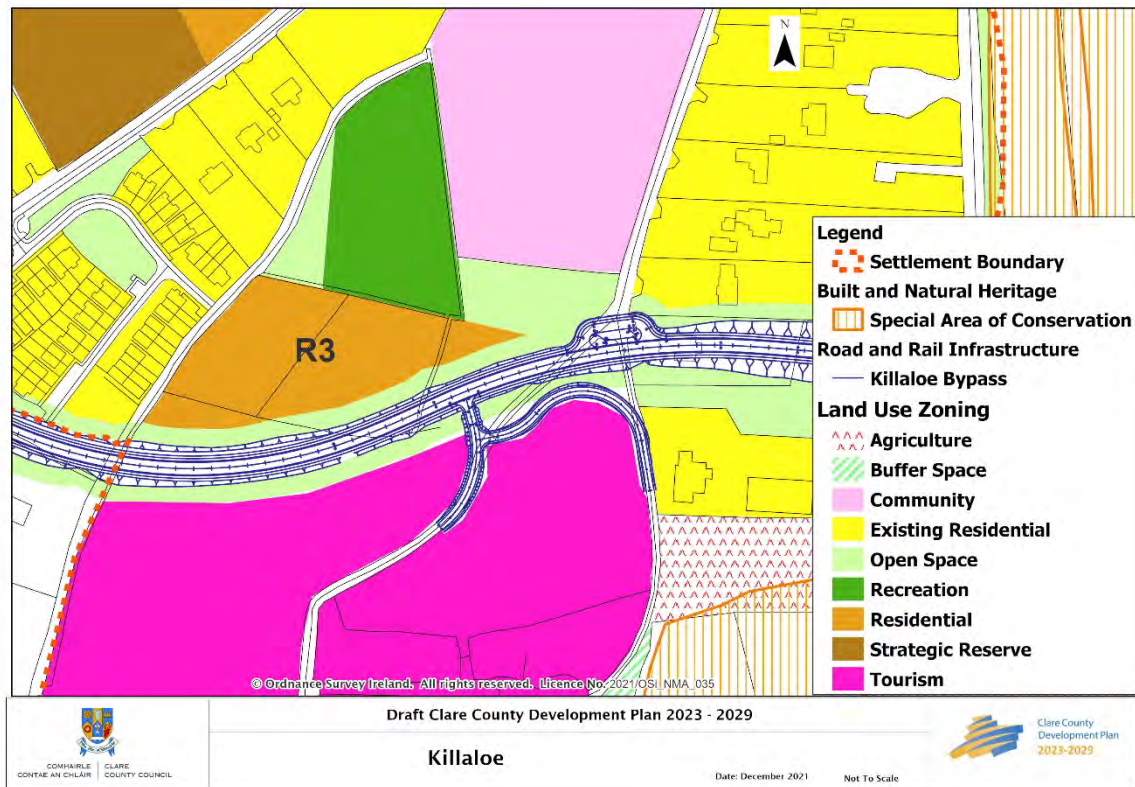
The centre of the town of Killaloe has been designated as an Architectural Conservation Area (ACA). ACAs are places, areas, groups of structures or a townscape which are of special interest or contribute to the appreciation of a protected structure. The aim is to retain the overall special historic or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

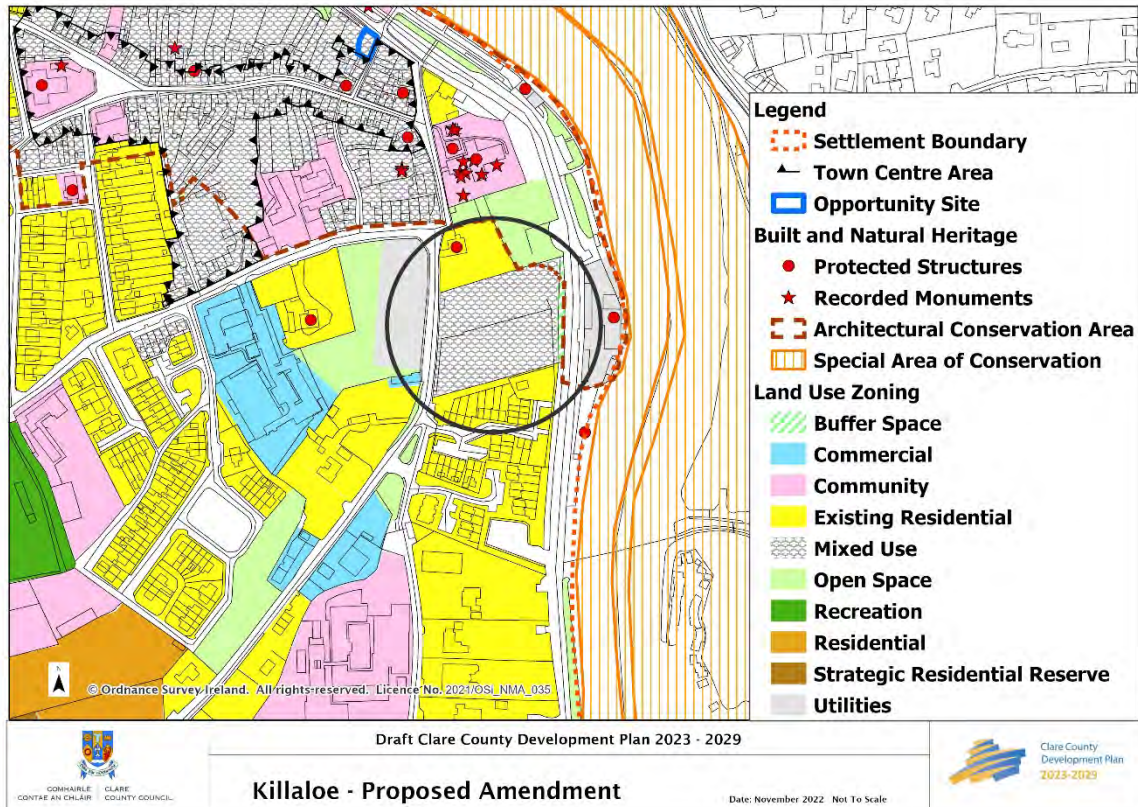
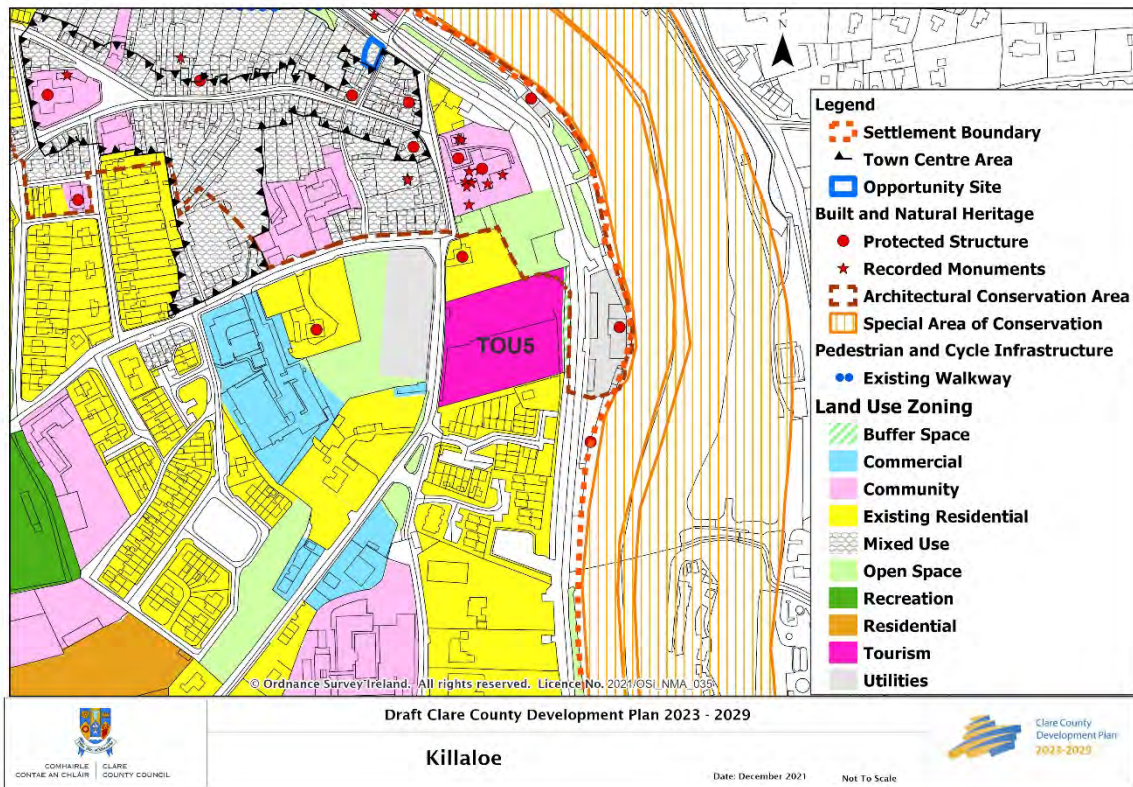
Flooding and Flood Risk

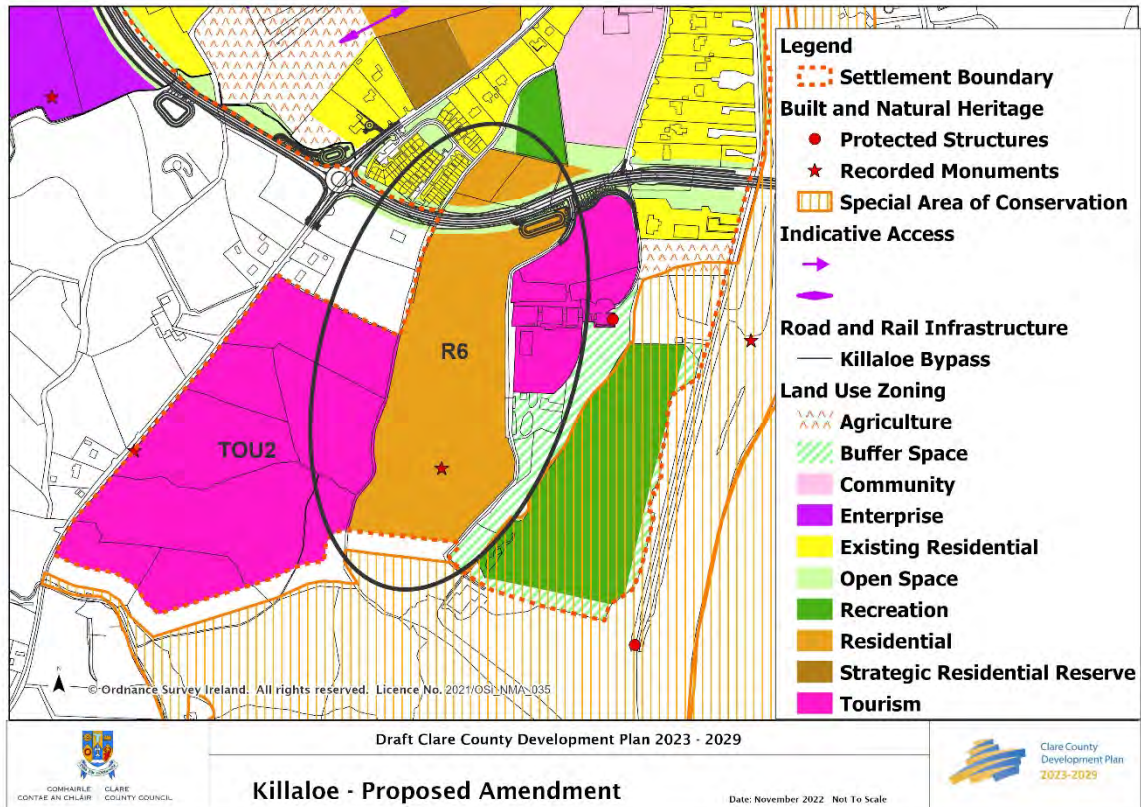
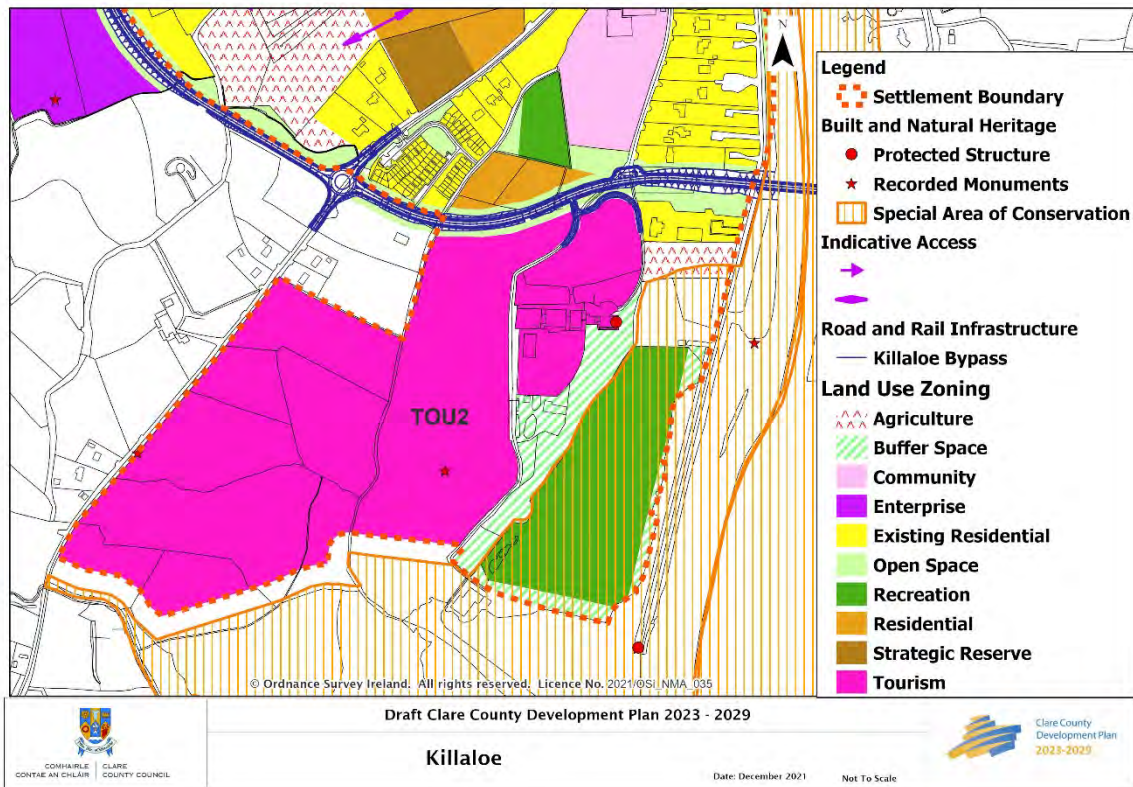
A Strategic Flood Risk Assessment was carried out as part of the preparation of this Plan. The SFRA in Volume 10(c) of this Plan advises that existing development at flood risk can be addressed through development management and in accordance with Section 5.28 of "The Planning System and Flood Risk Management Guidelines for Planning Authorities" (2009).











Tulla

Location and Context

Tulla is located within an extensive low drumlin landscape area. Tulla has an attractive town centre, built into a steep hill and lined with business and residential properties.

Tulla has a proud music tradition, as home of the internationally renowned Tulla Céilí Band. Tulla Comhaltas has also been active over the decades in carrying on the cultural tradition. Their valuable work in establishing the Cnoc na Gaoithe Cultural Centre in the former convent, a Protected Structure (RPS 120), effectively promotes the musical heritage of the area and the historic built fabric of the town.

Tulla is a significant service centre in the area, offering a range of retail, commercial and community facilities and the town has the potential to expand these services for the benefit of residents both in the town and in the wider rural hinterland. St. Joseph's Secondary School serves both the town and significant wider catchment area. There has been significant development in Tulla in recent years, and a number of residential sites have the benefit of planning permission. Tulla has a high rate of vacancy within the established fabric of the town. The future strategy for Tulla is to promote the consolidation of the existing town through brownfield reuse/redevelopment, addressing vacancy and the under utilisation of the existing building stock. Whilst also identifying greenfield areas to provide for new housing and associated facilities. This approach aims to regenerate and ensure vibrancy in the town by providing a broad choice of housing options for the diverse needs of the town's population profile.

The town is served by Shannon/Sixmilebridge Regional Water Supply. In the event of any shortfall or outages the Broadford Public Water Supply may be used to supplement supply. The existing wastewater treatment plant has capacity available to service the needs of future population target.

General Objectives

- To ensure that Tulla continues to act as an important local service centre that maintains a sustainable community, a good quality environment, providing public transport to key centres and providing a high quality of life for those who live in the town and its hinterland.
- To promote the consolidation of the town through brownfield reuse/redevelopment and to address vacancy and the under utilisation of the existing building stock while also

promoting compact growth to support existing services and encourage the development of new services, whilst retaining its existing character;

- To promote the development of residential lands to provide an appropriate mix of housing types and densities, together with complementary land uses such as community facilities and public transport facilities, to serve the current and future residential population of Tulla.
- To deliver up to 30% of all new homes targeted for Tulla within the existing built-up footprint.
- To maintain a sustainable community and to help ensure environmental quality;
- To ensure that future growth is compact, balanced, sustainable and is relative and appropriate to the scale, size and character of the existing town;
- To promote the development of the commercial and retail sector in the town. New development of this type shall be located in the centre of the town and the redevelopment of existing unused or derelict structures for retail and commercial purposes, in particular will be encouraged.

Employment and Enterprise

MU1 North of Main Street

These lands are located in close proximity to the centre of the town and can facilitate a mixture of uses associated with the expansion of the town centre. Development on the site must reflect the streetscape, integrity, scale and character of the rural settlement and the location of the site adjacent to the Architectural Conservation Area.

All existing trees and hedgerows on the site shall be retained where possible, particularly along the eastern boundary of the site. Any proposals for development may include the provision of a suitably integrated bring-bank facility on the site, subject to satisfactory access arrangements.

Opportunity Sites

OP1 Opposite Tulla Pipe Band Hall

This site links Tulla's historic core to the Hill of Tulla. A mixed use development needs to respect existing buildings and edges while accommodating viable uses which can regenerate the town centre.

Housing and Sustainable Communities

There has been significant interest in residential development in Tulla in recent years, and this is testament to its attractiveness as a place to live, go to school and work. Tulla offers a traditional rural town life with the associated advantages of services and shops within walking distance of the housing areas. The Court House building has become a focal point for many community activities including drama, yoga, farmers market, and traditional music concerts. In order to enhance residential amenity, specific objectives apply to the following lands:

R1 Northwest of Town Centre

This site has the benefit of an existing planning permission for housing. Any new or further development proposals within R1 must retain and protect the Recorded Monument located along the northern boundary. A buffer zone must be provided around the enclosure to ensure its long term protection.

R2 North of the Former St. Joseph's School

This site is well located in relation to the town centre for the provision of housing. Development proposals must provide for vehicular access to the Mixed Use lands which are located to the rear of the Main Street as well as pedestrian linkages to the existing Main Street. The portion of the pedestrian/cycle link passing through R2 shall be integrated into the scheme design, availing of footpaths and lighting, and shall be overlooked by houses for passive surveillance in any new development. The scheme shall observe and demonstrate the principles of design incorporated into the Sustainable Residential Development in Urban Areas and the Urban Design Manual.

R3 Lands at Ashler

These lands are located to the southeast of the town centre in Tulla. Development on these lands will be highly visible and will mark the entrance to the town, therefore a high standard of design and layout will be required of any future development proposals on the lands. The development of OS4 as a riverside amenity area shall be incorporated into future development proposals on the site and shall be provided by the developer of R3 lands. Houses constructed on R3 must address, but not necessarily be parallel to, both the public road and the open space at OS4.

The Riparian Woodland habitat (WN5), located just outside but directly adjacent to R3 and connected to OS2 and OS4, requires careful consideration in terms of potential negative effects from any future development at R3. A full ecological assessment of the habitat area shall accompany any planning application.

Strategic Residential Reserve (SRR)

Acknowledging that not all lands within the settlement boundary of Tulla will be required

to 2028, lands which comprise infill or contiguous sites or have a planning history for residential use and can form part of the long-term sequential expansion of the settlement are zoned SRR. Consideration may be given to the development of some SRR lands before the end of the plan period, in line with provisions set out for *Strategic Residential Reserve* in Section 19.4 of Volume 1 of this plan.

AG1 Loughaun South

These lands are located adjacent to the R352 at the southern side of the town and have been zoned for agricultural purposes.

Development proposals shall include mitigation for water quality (construction/operation), invasives and Special Conservation Interest Birds and habitats, in line with NIR Mitigation 2, 3, 4a & 4b set out in Appendix C of Volume 10a of the Plan.

Transport, Active Travel and Connectivity

Bus Eireann provides two services which stop in Tulla, ~~a~~ Route 346 Limerick- Tulla- Scarriff- Whitegate ~~route~~ and a Route 348 Scarriff- Flagmount-Feakle- Tulla- Ennis ~~route~~. There are also three TFI Local Link Limerick Clare services which stop in Tulla, the C1 route, the C4 route and the C11 route. ~~This is a~~ These are valuable bus services for the town which provides an alternative to the private car and aids and encourages a modal shift towards more sustainable modes of transport.

Provision and enhancement of biodiversity along such things as walking and cycling routes would promote active recreation and sustainable travel in the village and its environs. There is an opportunity to develop walks, cycles and recreational routes from the town along the East Clare Way.

Within the life of the plan it is an objective to prepare an Active Travel Plan for Tulla. Plans are currently in place to create improved pedestrian connectivity in the town. The project comprises three separate elements involving both new and existing footpaths and the replacement of end-of-life footpaths within the town. Subject to landowner agreement, the provision of a new footpath to connect Tulla Town to Tulla Athletics grounds will also be provided, which is a well-utilised facility.

Any proposed development on zoned lands identified in the plan will be required to demonstrate how it contributes to enhanced permeability and connectivity within and around the town, to schools and other essential services and amenities.

Place Making and Regeneration

The historic core of Tulla is a well contained space with the dramatic vantage point of the Hill of Tulla directly accessible from Main Street. The street widens at the library to form a triangular space which leads back up to the Hill of Tulla. While the former Fair Green is the largest open space in Tulla, there are other spaces on Main Street which could claim a higher civic profile, setting off two historic buildings in the process. The space outside the Courthouse combined with that outside Minogue's Pub is the main hub of activity in Tulla. The space has great potential for enhancement as a civic space but this will require prior study of traffic circulation patterns in the town core and current usage of the space. This enhancement would contribute to the development of a vibrant and attractive streetscape. Pedestrian links to any future areas of carparking should be examined. Sustainable use of vacant or underutilised buildings is important for the public realm of Tulla. The repurposing or adaptive reuse of vacant buildings could further activate and consolidate the town core and would promote town centre living. Development of walking and cycling routes would promote active recreation in the town and its environs.

There is the potential to create a new link from the historic town core to the new developments to the west of the town, which could reactivate a historic passageway. At the outer areas, the junctions to the main road (R352) would benefit from a suitable gateway feature to signal the approach to the town. It is important that the boundaries to the approach roads are crisply designed, with the footpath defining the road edge without the need for setbacks or grass margins.



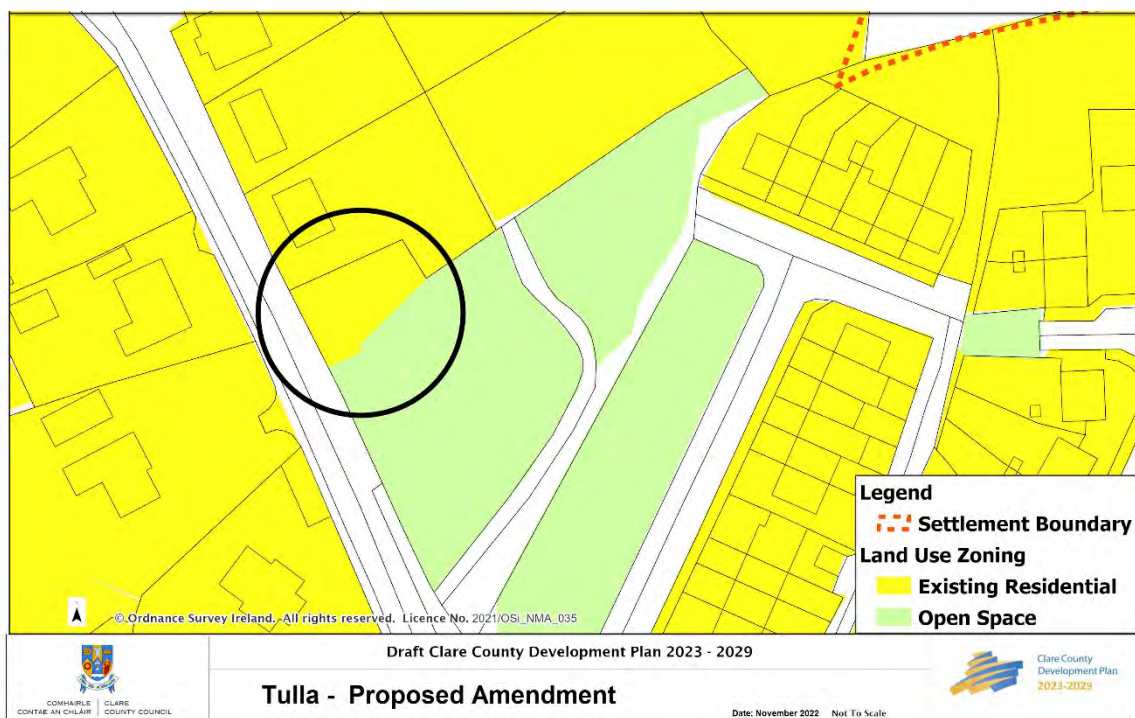
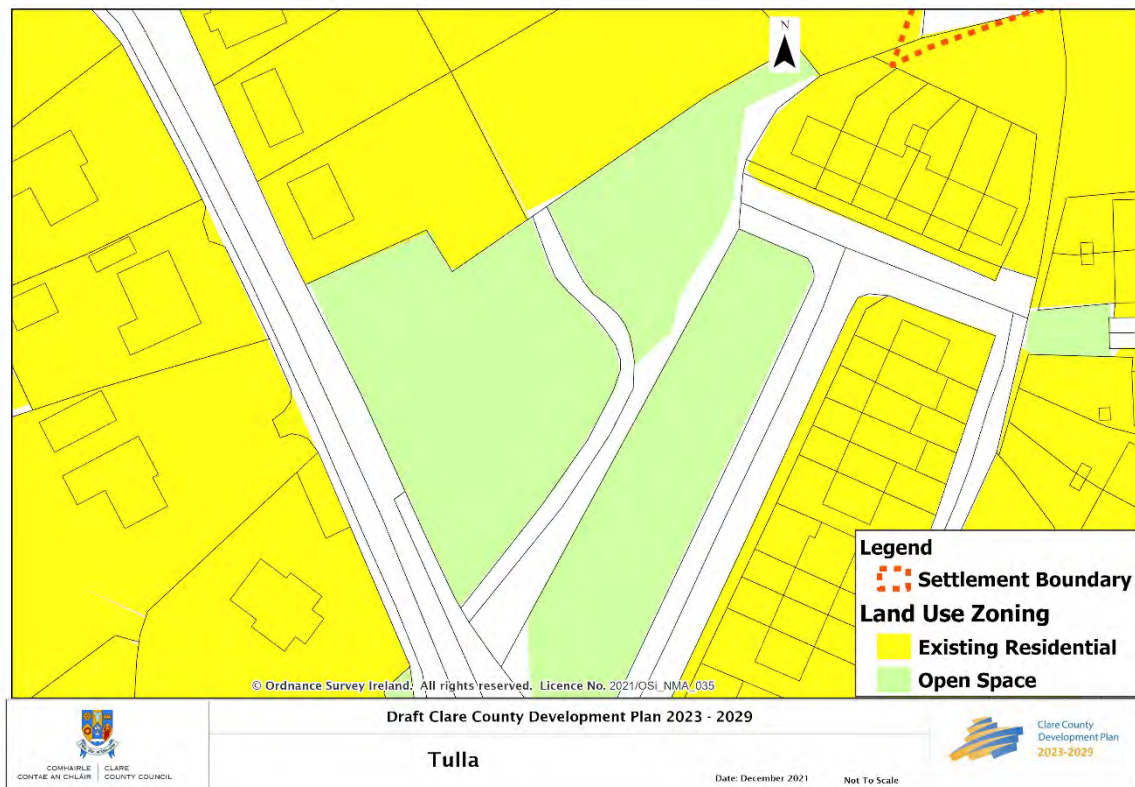
Outline proposed framework for potential public realm development

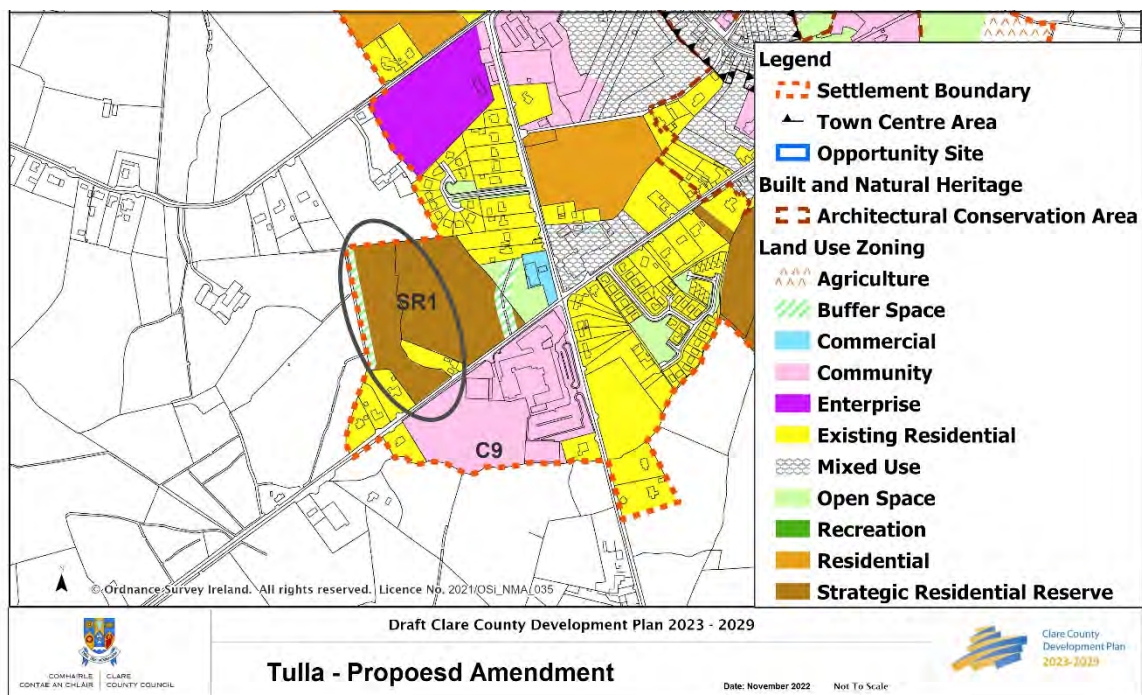
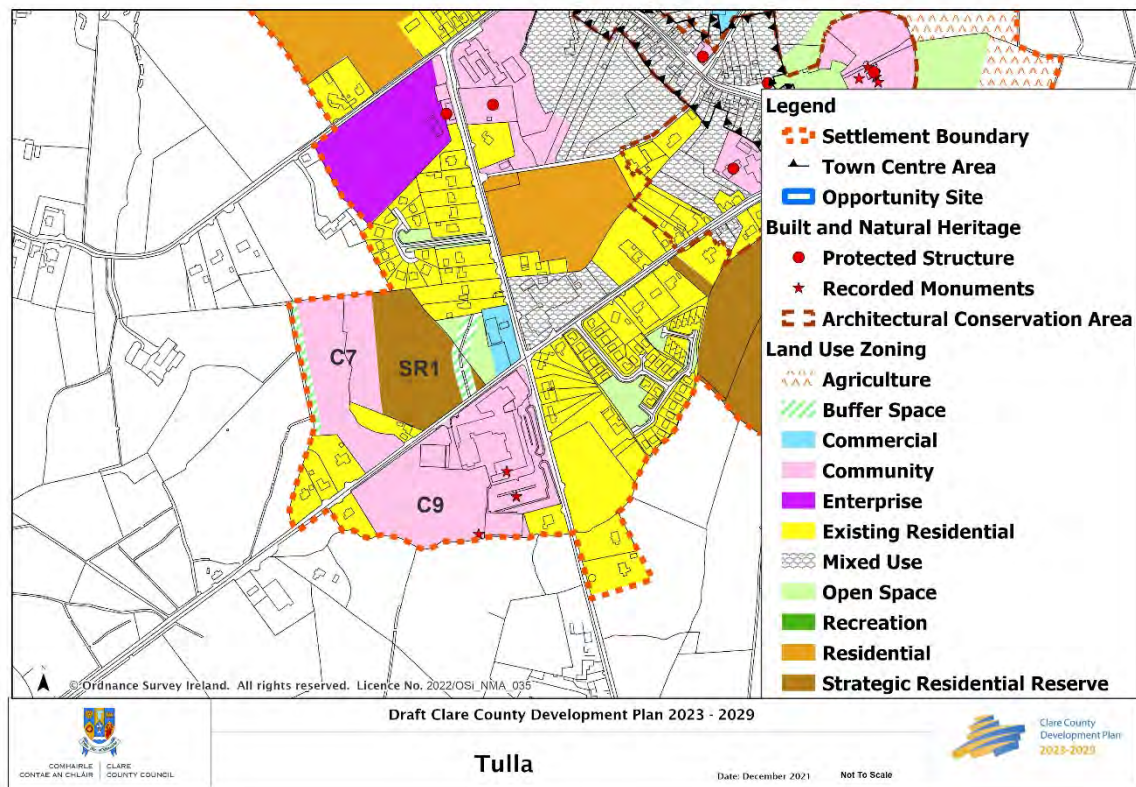
OS1 and OS3 West and East of the Cemetery

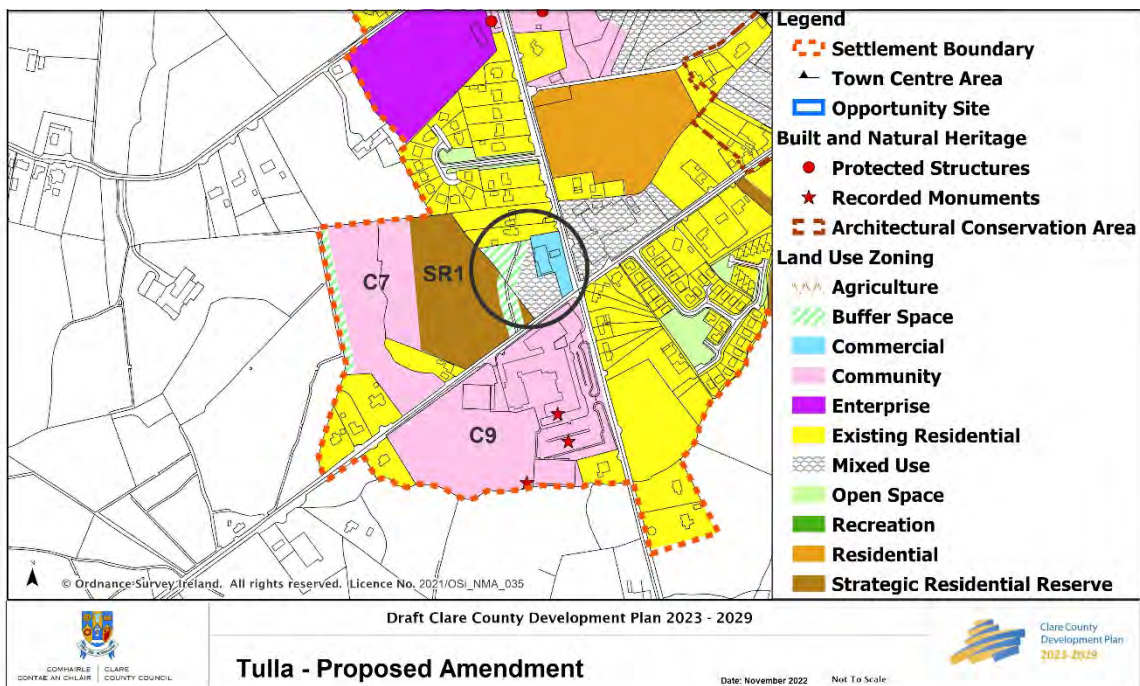
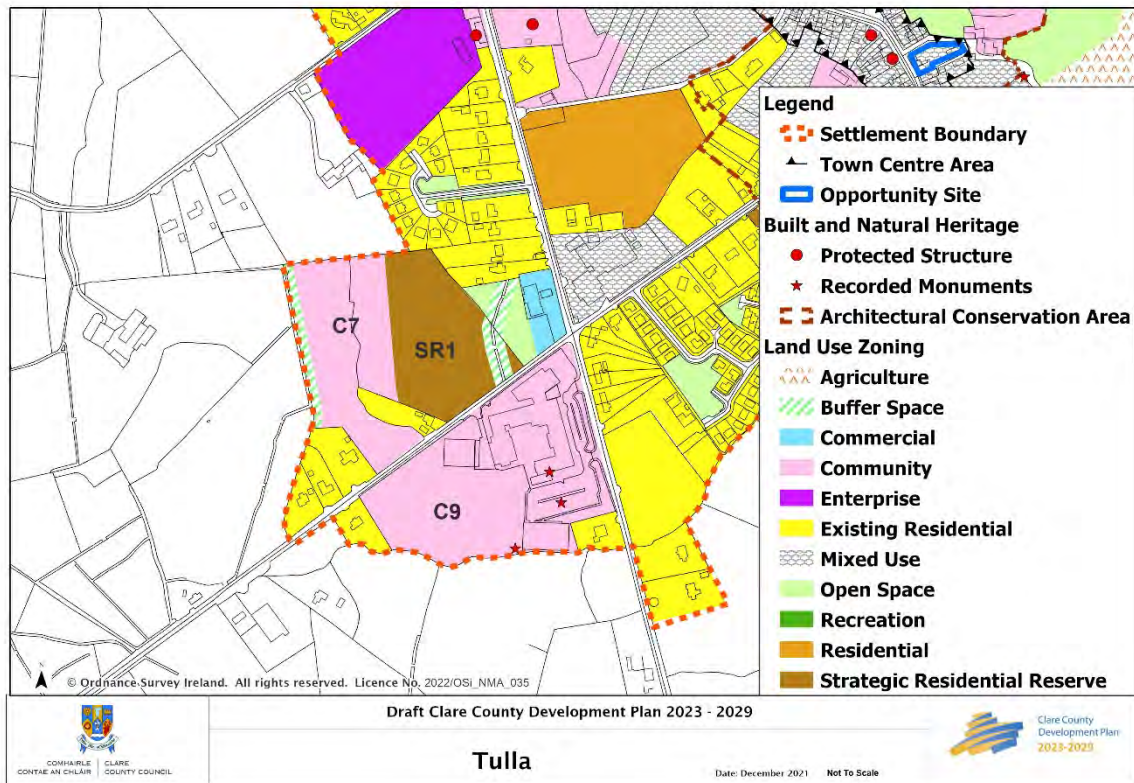
These areas of open space greatly contribute to the setting of the historic site of St. Mochulla's Church and Tulla Church, also the location of Tulla cemetery. In the interest of the amenities of both the town and the local community, these sites shall be conserved for open space and amenity purposes.

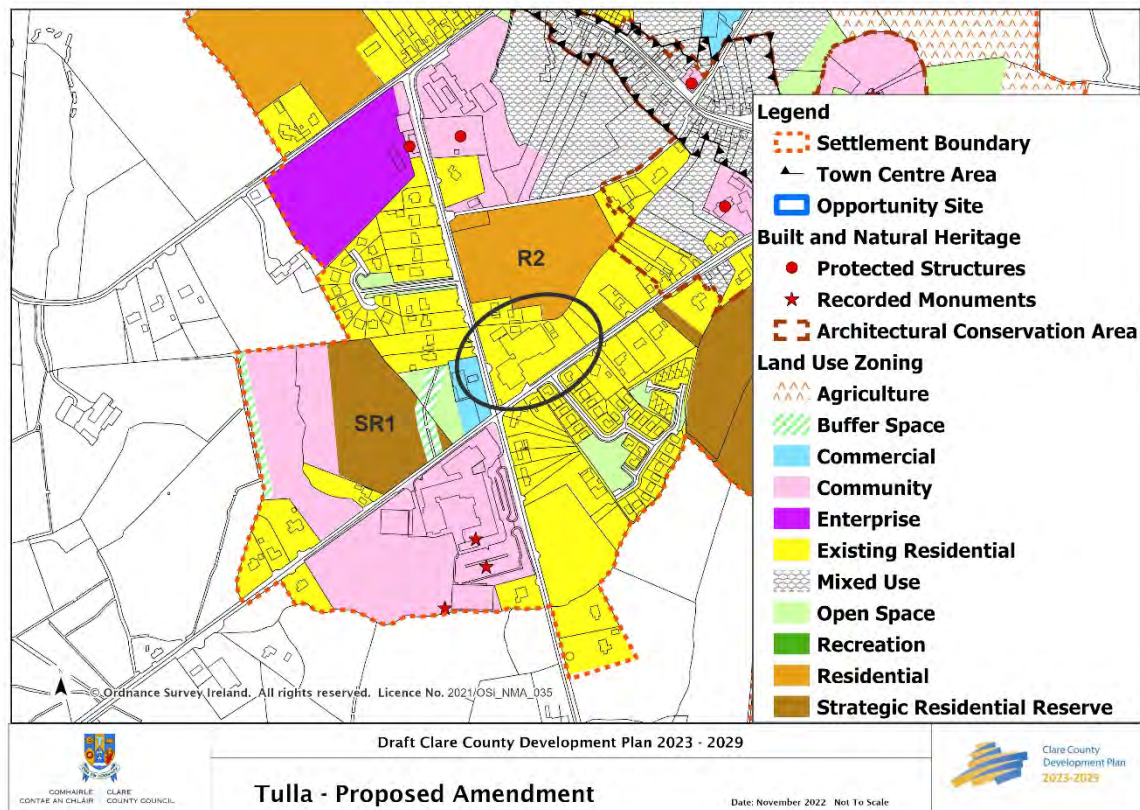
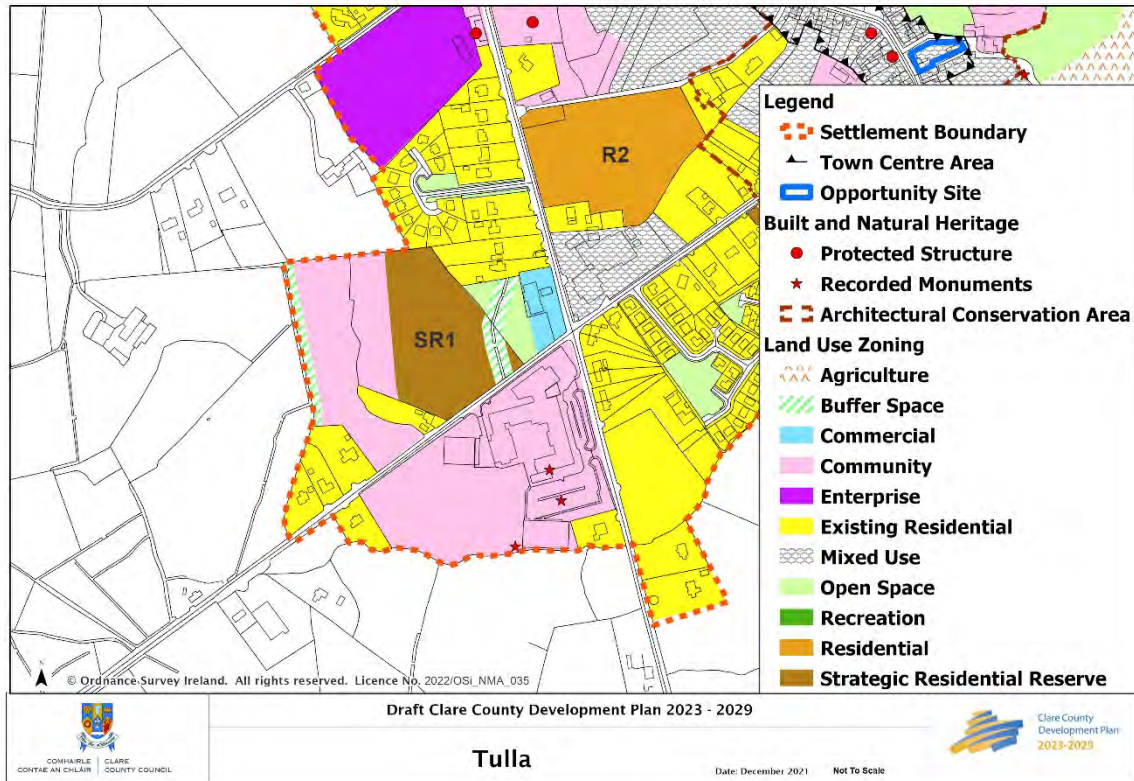
Architectural Conservation Area (ACA)

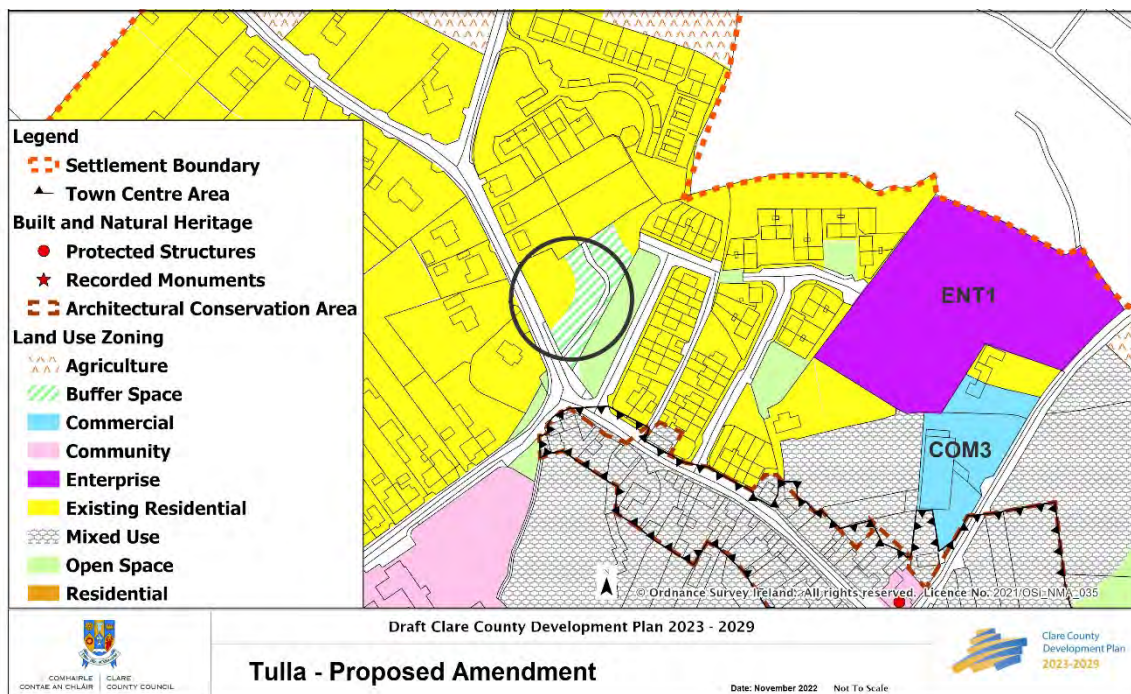
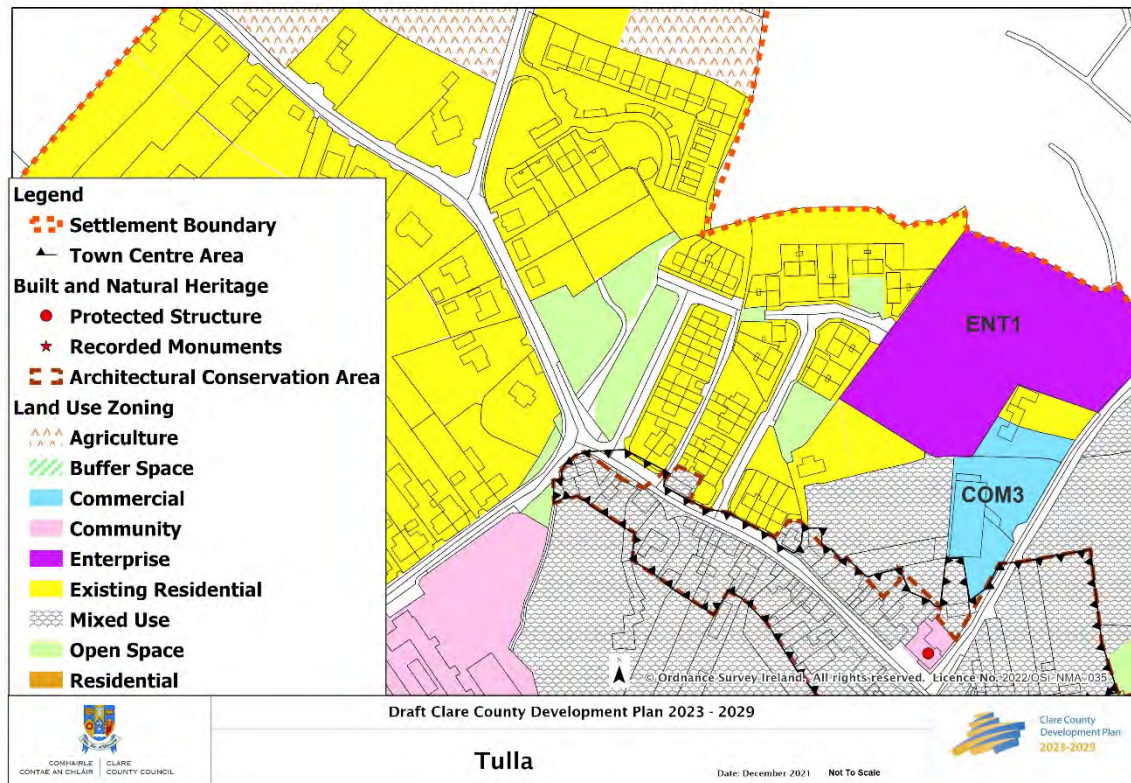
The centre of the town has been designated as an Architectural Conservation Area (ACA). ACAs are places, areas, groups of structures or a townscape which are of special interest or contribute to the appreciation of a protected structure. The aim is to retain the overall special historic or architectural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

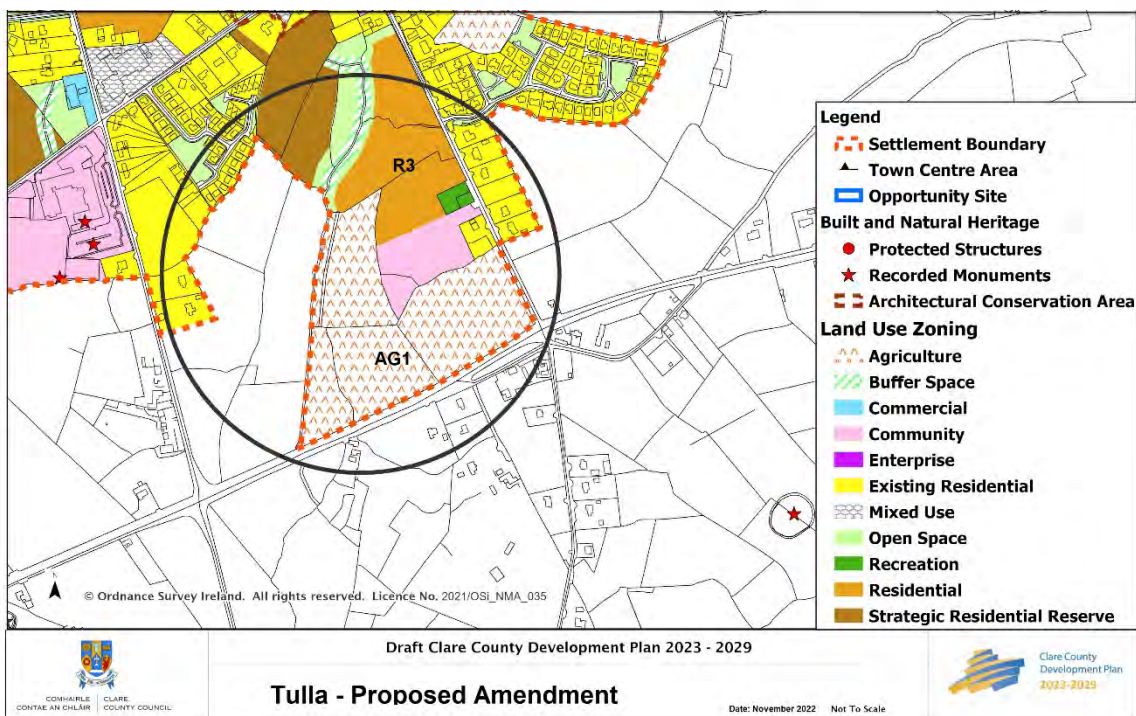
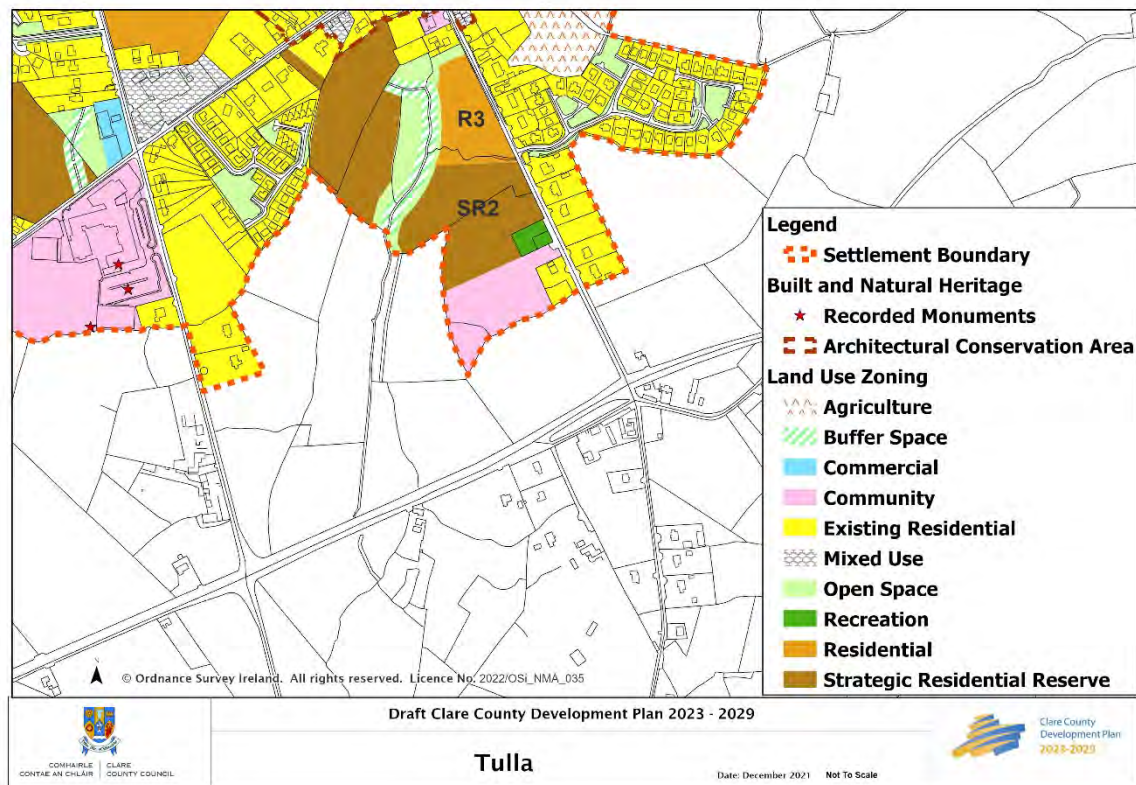












Section 3

Large Villages

- Crusheen
- Feakle
- Kilkishen
- Mountshannon
- Quin
- Whitegate

Crusheen

Location and Context

Crusheen is situated 12km north of Ennis on the R458 Ennis to Gort road. The village is also accessible directly from Junction 15 on the M18. There are many natural, historic and pre-historic features in the environs of Crusheen and the Mid Clare Way passes to the northwest of the village.

The western side of the village is located adjacent to the Ennis-Athenry railway line, which has been reinstated to provide for a passenger rail service between Galway and Limerick (the Western Rail Corridor). Crusheen, due to its location between Ennis and Galway, acts as a commuter village for both. The strategy for Crusheen will be to provide for small scale, well-designed residential, commercial and community developments which have regard to the character of the village itself. A key priority will be to retain community and social facilities within the village and to encourage indigenous enterprises and service provision.

Crusheen is connected to the Ennis Public Water Supply. The public wastewater treatment system has sufficient capacity to accommodate the population target.

Any future development should be subject to the requirements of the Habitats Directive given the proximity of the village to the Dromore Woods and Loughs SAC. Development proposals shall address the potential impact on the Qualifying Interest Feature of this site. See also the Natura Impact Report for further relevant mitigation measures and recommendations at site and project level.

General Objectives

- To promote the consolidation of the existing village through brownfield reuse/redevelopment and compact growth within zoned lands to support existing services and encourage the development of new services, whilst retaining its existing character;
- To ensure that future growth is balanced and sustainable and is relative and appropriate to the scale, size and character of the existing village;
- To support and facilitate the expansion of the village centre by encouraging infill, redevelopment of derelict, obsolete, brownfield and greenfield sites that will contribute to the creation of an identifiable village centre;

- To support and facilitate the re-opening of the Crusheen train station by safeguarding lands along the route of the railway to accommodate the necessary infrastructure to facilitate a train stop in Crusheen;
- To further enhance the public realm within the village.

Employment and Enterprise

- In order to promote economic development it is an objective to cater for enterprise and economic development in Crusheen by zoning lands for mixed use.

Housing and Sustainable Communities

A number of sites are identified for housing development in the village.

R1 North of Crusheen GAA pitch

This land is suitable for residential development and shall provide for future access to the adjacent Strategic Residential Reserve to the west. Pedestrian access to Mixed Use lands(MU2), the village centre (Main Street) and the playground shall be provided for as an integrated element in the design and layout of any proposed housing development in order to ensure safe pedestrian and cycle permeability and connectivity.

Mixed Use (MU1), Transport Utilities (T1) and Community Lands on the North side of Village, West of the R458

These sites are centrally located to the village. Having removed the heavy through traffic with the M18 bypass of Crusheen, an opportunity now exists to define the village core. The zoning on the mixed use element of this site shall accommodate mixed use development, providing for retail, commercial and office uses. This site currently has the benefit of a live planning permission, and its development will consolidate and enhance the services of the settlement.

Should a new planning permission be submitted on this site of alterations sought to the live permission, the Planning Authority will seek to establish a strong streetscape element as part of any development proposal, which shall be supported by a masterplan for the overall site. In this regard, retail uses will be encouraged to front onto the main road. The provision of a public village amenity area shall be an integral element to the overall development of this site. Residential development can be accommodated on the area zoned as mixed use however the quantum of units shall be appropriate and not the predominant element to the overall scale of a mixed use scheme.

The strip of land running parallel to the railway line identified as 'utilities' is reserved for any future development proposals associated with the re-opening of the train station in Crusheen. Vehicular access to MU1 shall provide for the separation between traffic associated with the

railway and retail access and the requirement for safe vehicular and pedestrian access to any residential development. Access to lands to the north and the lands zoned mixed use shall be provided for by an identified 'indicative access route' off the old N18 road (R458). Other additional vehicular access to the overall site may be permitted subject to traffic safety considerations.

R2 Ballinruan Road

This site is located between the Ballinruan Road to the north and an existing residential area and the school to the south. A large part of this site has the benefit of a live planning permission. Any future development proposals shall include investigation of drainage ditches across the site given the potential connectivity to Dromore Woods and Loughs SAC. Development proposals must provide safe cycle pedestrian linkage through the site from north to south, which shall be an integral part of the scheme and shall be overlooked by houses in any new development.

Strategic Residential Reserve (SRR)

Acknowledging that not all lands within the settlement boundary of Tulla will be required for development to 2028, lands which comprise infill or contiguous sites or have a planning history for residential use and can form part of the long-term sequential expansion of the settlement are zoned SRR. Consideration may be given to the development of some SRR lands before the end of the plan period, in line with provisions set out for *Strategic Residential Reserve in Section 19.4 of Volume 1*.

Transport, Active Travel and Connectivity

Bus Eireann provides an hourly service to/from Crusheen on the Galway to Limerick route. This is a valuable bus service for the village which provides an alternative to the private car. TFI Local Link Limerick Clare provides a twice a day Saturday service through its C13 route connecting to Barefield, Ballyallia and Ennis. Crusheen sits on the Limerick to Galway rail line, the railway station is currently closed and the Council fully supports and encourages the re-opening of the station. This Plan includes a safeguard around the railway station to ensure adequate land is protected for it. The Council will work with the relevant stakeholders to lobby for the reopening of the rail station.

Upgrades to and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the village and its re-opening environs and link to the Mid Clare Way which passes to the northwest of the village.

Any proposed development on zoned lands identified in the plan will be required to demonstrate how they contribute to enhanced permeability and connectivity within the

village, to the village core, the national school, playground and other community facilities which would provide greater sustainable transport options.

Place Making and Regeneration

The general place making objectives for Crusheen are as per those set out in Chapter 18, Volume 1 of this Plan. The principal access to Crusheen is now via a roundabout adjacent to the M18 and the R458. Along with the railway bridge this forms the principal gateway to the settlement and improvements are needed in order to form a coherent scheme, removing unnecessary clutter and, in time, providing a suitable focal point on the roundabout. Within the settlement the task is to combine traffic calming and place making along the old main road.

The village core would benefit from an improved pedestrian environment to the front of the shop/petrol station which coherently links the north of the village to the rest of the village.

Feakle

Location and Context

Feakle is an attractive village set against the background of the Slieve Aughty Mountains, situated in a region of loughs, rivers, mountains, moorland and deep sheltered valleys. The village has two distinctive service centres. The larger area to the west comprises the Main Street which houses a variety of services and the majority of the residential development in the settlement, and the smaller area to the east comprises the local Post Office, cemetery, a public house and a small amount of residential development.

The settlement has retained its character, with a long linear Main Street comprising both residential and commercial uses located off the R468 regional road. A community playground has been provided at Gortavrulla.

The village hosts the Feakle International Festival of Traditional Irish Music and significant potential exists to further develop the tourism industry in the area.

Feakle has its own public water supply and treatment plant and wastewater treatment plant which has sufficient capacity to cater for the target population.

The entire settlement of Feakle is located within the Shannon – Graney/Scarriff River catchment which has been identified by the National Parks and Wildlife Service (NPWS) as a “Catchment with previous records of *Margaritifera*, but current status unknown” with respect to the presence of Freshwater Pearl Mussels this catchment historically had records of mussels but its status is currently unknown. Therefore, any proposed development will need to take into consideration the potential effects on this species and its habitat.

The village is adjoining the Slieve Aughty Mountains SPA, and it is therefore essential that no development is permitted that will negatively impact on the integrity of the SPA. Any plan or project with the potential to impact on the integrity of the SPA should be subject to the requirements of the Habitats Directive.

General Objectives

- To promote the consolidation of the existing village through brownfield reuse/redevelopment and compact growth within the appropriate land use zoning to support existing services and encourage the development of new services, whilst retaining its existing character;
- To ensure that existing population levels and services are maintained;

- To encourage expansion of the village amenities and services in order to create a vibrant village to serve the existing and future population and those residing in the wider rural hinterland;
- To ensure that future growth is balanced and sustainable and is relative and appropriate to the function, scale, size and character of the existing village;
- To encourage the development of visitor accommodation and tourism amenities in Feakle in order to establish the village as a base for visitors exploring the area;
- To support the development of commercial and retail services in the village.

Enterprise and Employment

There is considerable potential for tourism development based on traditional music and hill walking in the nearby Slieve Aughty Mountains.

In order to promote economic development, mixed use zoning and commercial zoning are identified for the settlement. In addition, a site for enterprise has been provided which must take full account of the integrity, scale and character of the settlement and the streetscape.

The existing DigiClare Hub located in the commercial zoning (COM 3) supports rural social enterprises and the wider community by providing flexible, affordable hot desks, video conferencing and printing facilities, all supported by high-speed broadband. The initiative greatly enhances the attractiveness of the village and supports remote working, rural business and networking.

Housing and Sustainable Communities

The strategy for the village is to promote the consolidation of the existing village through brownfield reuse/redevelopment and compact growth within the appropriate land use zoning. The recent development of Local Authority housing has added vibrancy to the village and enhanced permeability between the Main Street, the school, play ground and this residential area. Two parcels of land are identified for future residential development including:

Strategic Residential Reserve (SRR)

Acknowledging that not all lands within the settlement boundary of Mountshannon will be required for development to 2028, lands which comprise infill or contiguous sites or have a planning history for residential use and can form part of the long-term sequential expansion of the settlement-are zoned SRR. Consideration may be given to the development of some

SRR lands before the end of the plan period, in line with provisions set out for *Strategic Residential Reserve in Section 19.4 of Volume 1*.

R1 and R2 North of the Owenwillin River

This site lies directly adjacent to, and south of, the village centre and extends to the southern edge of the village, bounded by the river.

R3 East of the National School

Of particular importance is the natural stone wall that runs along the western boundary of this site. This feature shall be retained as part of any future development on these lands. In addition, provision for pedestrian connectivity with the school and the Main Street must be provided as part of any development on lands R1 R2 and R3.

Transport, Active Travel and Connectivity

Feakle is served by ~~Clare Bus with a three times a day weekday service from Feakle to Ennis.~~ TFI Local Link Limerick Clare by the following routes; C1 Feakle-Scarriff-Tulla-Ennis (Monday to Friday), C4 Feakle-Ennis (Monday to Friday), C7 Feakle-Gort on Fridays, C9 Feakle-Ennis on Thursdays and C11 Feakle-Ennis on a Saturday. This service provides a valuable alternative to the private car and encourages a modal shift to a more sustainable transport option.

Upgrades to and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the village and its environs. There is an opportunity to develop walks, cycle and recreational routes from the village along the East Clare Way and the Slieve Aughty Mountains.

Any proposed development on zoned lands identified in the plan will be required to demonstrate how they contribute to enhanced permeability and connectivity within the village, to the village core and the national school.

Place Making and Regeneration

A specific place making objective for Feakle relates to the formation of effective gateways into the village from the main road to Scarriff (R468). Approaching from the west, the first junction has a gateway of sorts which needs improvement. The second junction, which leads into the centre of the town, is confusing with the branch leading into town appearing as the most minor of the four roads. Approaching from the east traffic passes through three junctions, all of which present the road into the village as the minor option. At the final junction on this approach, the gable of the small cottage could perhaps have a suitably

designed mural as a 'Welcome to Feakle' feature which would aid way finding. General place making objectives are as per those set out in Chapter 18, Volume 1 of this Plan.

OS1 Eastern End of Feakle (Adjacent to AG2)

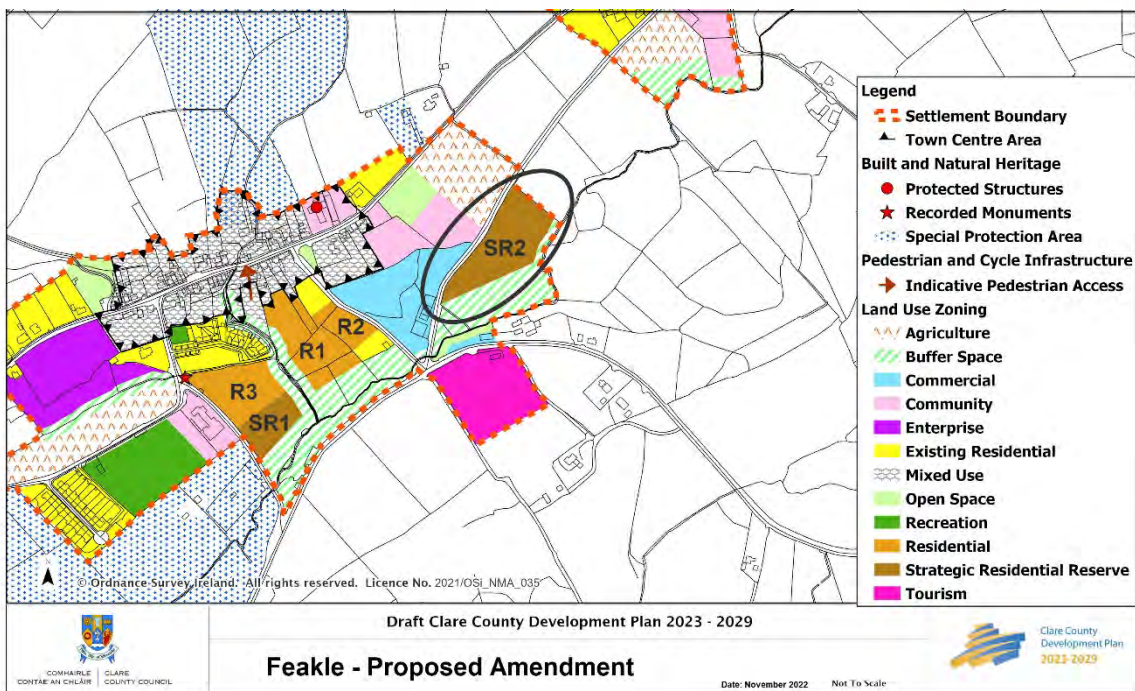
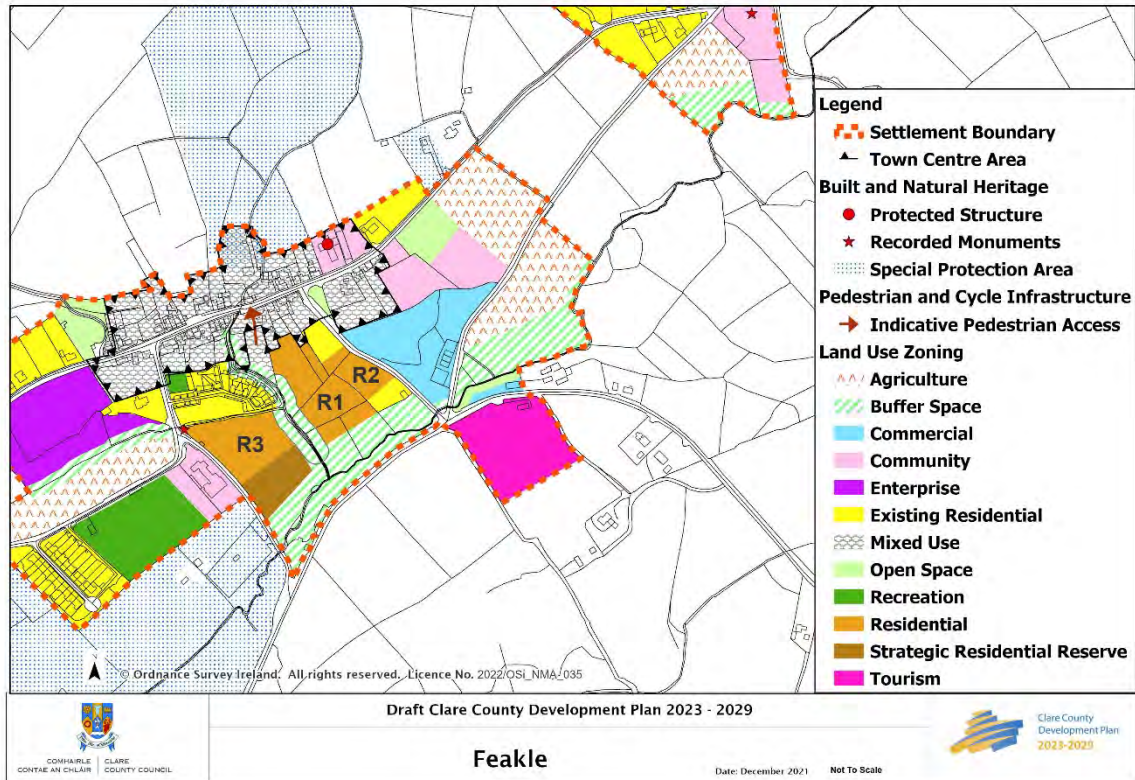
This area would be suitable for the development of a village amenity/park area which through community involvement could be planted and enhanced to promote biodiversity for the community of Feakle. This could provide valuable educational benefits through engagement and participation of pupils of the school in its development and on-going care and maintenance.

REC1 adjacent to the new Cúirt a Mhuilinn estate

A community playground has been provided at this location.

Flooding and Flood Risk

The ~~A Strategic Flood Risk Assessment was carried out as part of the preparation of this Plan.~~
~~The SFRA~~ in Volume 10(c) of this Plan advises that the area running along by the river is located within Flood Zones A/B. A buffer is provided at this location.



Kilkishen

Location and Context

Kilkishen is a picturesque large village which has retained its traditional rural character. It is located on a busy regional road (R462) and the village has developed in a linear manner along the roadside. Kilkishen has a highly attractive setting, being situated amongst the lakes and countryside of East Clare. Furthermore, the village itself is maintained to a high standard by the local community.

A number of new residential developments have been constructed in the village in recent years and the majority of new development has taken place on lands to the rear of the main street. These developments have integrated well with the unique character of the village. The sensitive redevelopment of the former Church of Ireland building (RPS 125) as a cultural and community venue contributes significantly to the social life of the village and enhances greatly the appearance of the village centre. Other community development projects include walks developed along Knockanuarha nearby, known locally as the Twelve O’Clock Hills.

The village is served by a number of shops, public houses and other small businesses. There is also a national school, community hall, GAA grounds and church to serve the local community. Cullaun Lake is home to a sailing club and is situated north west of the village.

Kilkishen is connected to the Shannon/Sixmilebridge Regional Water Supply and as such is subject to the constraints of that scheme. Kilkishen is served by a public wastewater treatment plant (WWTP) which has the capacity to cater for the target population.

General Objectives

- To promote the consolidation of the existing village through brownfield reuse/redevelopment and compact growth within the identified land use zoning to support existing services and encourage the development of new services, whilst retaining its existing character;
- To ensure that existing population levels and services are maintained;
- To ensure that future growth is balanced and sustainable and is relative and appropriate to the scale, size and character of the existing village;
- To make provision for developments that will establish Kilkishen as a visitor base for exploring the surrounding network of loughs and walkways;

- To encourage further retail and commercial development. The redevelopment of existing unused or derelict structures for retail or commercial purposes will be particularly encouraged.

Employment and Enterprise

The success of the 12 O’Clock walking trails presents an opportunity for Kilkishen to capitalise on increased passing trade and visitors’ day tripping to the area by encouraging visitors to stop awhile, making Kilkishen a destination in its own right. The village is ideally placed to offer hospitality in the form of accommodation, restaurants and cafes.

Kilkishen is conveniently located within a short commuter distance of Shannon, Limerick and Ennis. However, in order to encourage economic development within the settlement itself the following site is identified for enterprise uses:

ENT1 Lands opposite the GAA Grounds

Any future development at ENT1 must take full account of the presence of the mature woodland together with the proximity to the Derrymore River. A green buffer of 10m is provided along the boundary with the river to provide protection.

Housing and Sustainable Communities

The strategy for the village is to promote the consolidation of the existing village through brownfield reuse/redevelopment and compact growth within the appropriate land use zoning.

On all land zoned for residential purposes in the village, development proposals must provide for the retention of existing trees and hedgerows and take full account of the rural landscape and visual amenity, village character and streetscape setting to ensure that there are no significant negative effects on the biodiversity or landscape of the surrounding area. In addition to compliance with the policies and objectives of this Plan, specific objectives apply in relation to the following lands:

R1 – To the south of Cluain Na Laoi

These lands, when developed, must be physically linked (vehicular access) to the existing housing development to the south and to the L-7008 to the east of the site.

R2 – An Grianán, on the R462

The development of these lands commenced over a decade ago but works remain unfinished. On site remains the legacy of the incomplete works with two unfinished dwellings in poor condition which are on the Derelict Sites Register. The site also includes an old forge building

abutting the footpath which is a Protected Structure. The development of this site would eliminate the legacy issues on site and improve the visual approach to the village. The site ties into the village core and has the potential for a residential scheme which provides an appropriate mix of housing type and density. Within the housing type mix, independent or supported living units would be appropriate closest to the village. Any scheme for this area must also take account of the Protected Structure on the site.

Strategic Residential Reserve (SRR)

Acknowledging that not all lands within the settlement boundary of Tulla will be required for development to 2028, lands which comprise infill or contiguous sites or have a planning history for residential use and can form part of the long-term sequential expansion of the settlement are zoned SRR. Consideration may be given to the development of some SRR lands before the end of the plan period, in line with provisions set out for *Strategic Residential Reserve in Section 19.4 of Volume 1*.

MU2 Main Street

Western side of MU2

Any development proposals on these lands will provide for future access to the agriculture lands to the east which would allow for any future development of SR2 lands.

North-eastern side of MU2 at the junction of Main Street and Teeronea

This site is in a prime location on the main street within the village centre. Any future development proposals will have regard to its overall context and to the established uses in its immediate vicinity and along the Main Street in determining the most appropriate mix of uses on the site.

Transport, Active Travel and Connectivity

Kilkishen is served by ~~Clare Bus with a weekday service on the Feakle to Ennis route however services in the village are not as frequent as other villages along the route.~~ three TFI Local Link Limerick Clare services. The C1 runs from Feakle to Ennis via Scarriff and Tulla Monday to Saturday. The C3 runs from Ennis to Feakle via Kilkishen Monday to Friday and the C9 Feakle-Kilkishen-Quin-Ennis runs every Thursday. The village is also serviced by Bus Eireann on the Limerick to Tulla route via Sixmilebridge. These services provide a valuable alternative to the private car and encourages a modal shift to a more sustainable transport option.

Upgrades to and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the village and its environs. There is an opportunity to develop walks, cycles and recreational routes from the village to the 12 O'Clock Hills and the lakes in the area.

Any proposed development on zoned lands identified in the plan will be required to demonstrate how they contribute to enhanced permeability and connectivity within the village, to the village core and the national school and playground.

Place Making and Regeneration

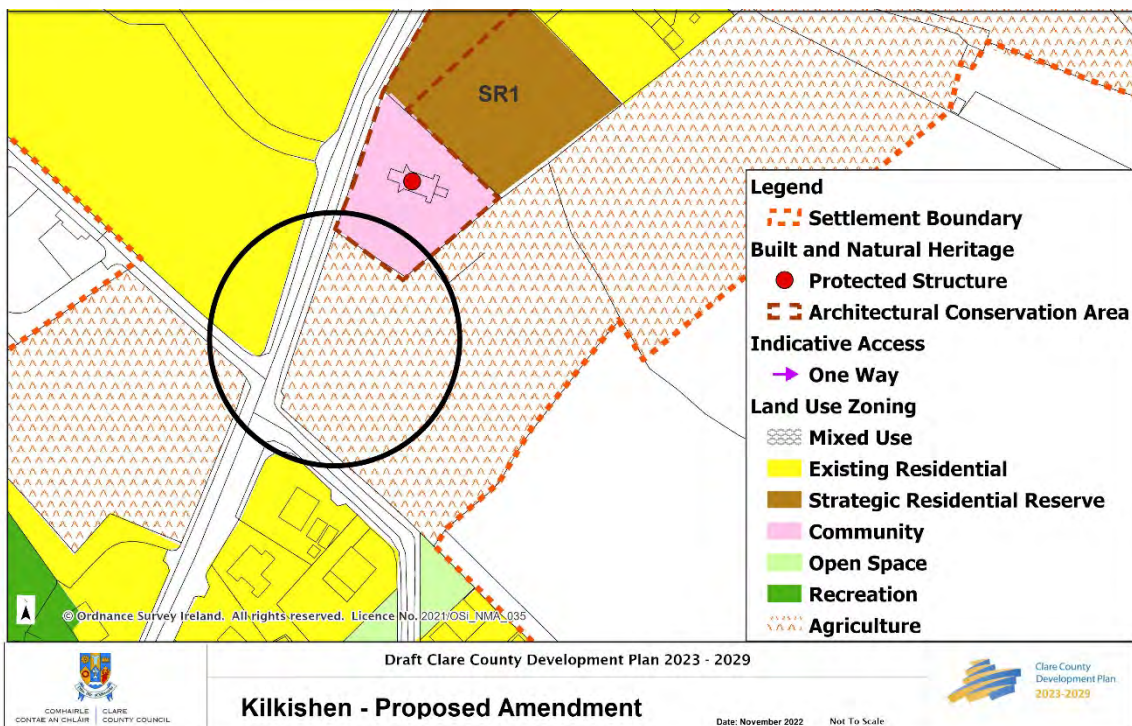
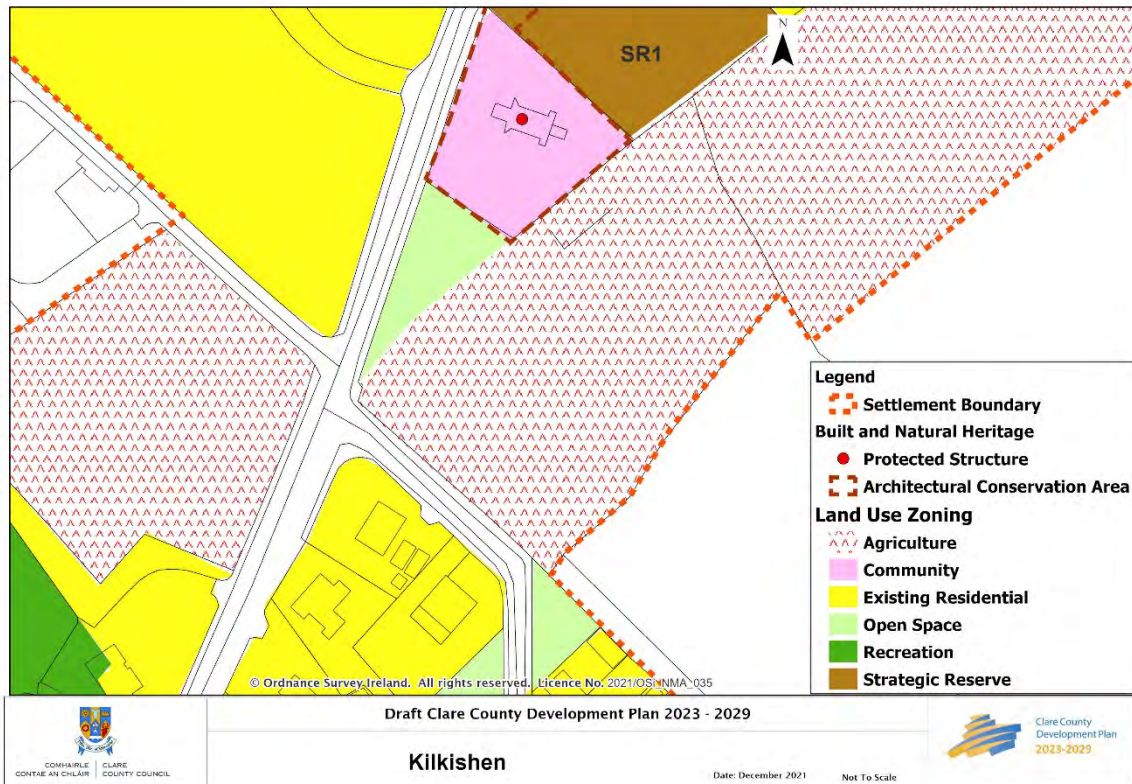
Kilkishen has a strong and attractive 'Sense of Place' to which the recent improvements along Main Street have contributed significantly. Almost all spaces are well defined. The core area is defined by buildings and the other boundaries of the village are defined by stone walls. It is important that new areas for development retain the existing or maintain the high standard of boundary treatment with footpaths set on the road edge without setbacks. Tree planting could further define these edges. This is particularly the case on the green areas of the Cluain na Laoi housing scheme on the northern approach, which is visible from Main Street. Well chosen trees here would significantly benefit place making.

OS1 South of Main Street

These lands are located to the rear of the buildings along Main Street in the village. The site is accessible from both Main Street and from the mixed use lands on all other sides. The site is suitable for the provision of a village park.

Architectural Conservation Area (ACA)

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



Mountshannon

Location and Context

Mountshannon is situated on the picturesque shores of Lough Derg and dates back to 1742 when Alexander Woods, a linen manufacturer, was contracted to build fourteen workers cottages, a place of worship and a school. It is an attractive linear village nestled in the foot of the Slieve Aughty Mountains. It is a highly scenic area with spectacular views over the surrounding landscape which provides habitat to a range of species recognised for their high ecological value. Mountshannon has a long pedigree in the Tidy Towns competition and is a former National Tidy Towns winner.

Located within Irelands Hidden Heartlands, Mountshannon has a conveniently-located harbour on the shores of Lough Derg which offers opportunities for many activities including water sports such as canoeing and wind surfing and is a trail head on the Lough Derg Blueway with trail signage, a canoe storage facility, and a service block.

The successful introduction of the White Tail Eagle to Lough Derg has brought with it an influx of bird watchers and visitors alike to the seasonal bird information and viewing point facilities at the harbour. The local community plays a vital role in the seasonal management of this facility. Other activities in the area include hill walking and cycling.

Inis Cealtra (Holy Island), one of the most famous monastic sites in Ireland, is located at the mouth of Scarriff Bay on Lough Derg, and is accessible from Mountshannon Pier. Its attractions include a round tower, the ruins of six churches, a holy well, and unique graveyard. The island is in full public ownership following the acquisition in 2015 of 41 acres by Clare County Council.

Mountshannon experienced quite considerable growth during the economic boom years, mainly from holiday home and other tourist-related development. The large amount of tourism development and tourist accommodation in Mountshannon results in the village becoming seasonally busy. Mountshannon recorded a 33.7% dwelling vacancy rate in the 2016 census, the majority of which is accounted for by holiday homes, and when discounting holiday homes the vacancy rate is reduced considerably to 12.4%.

The existing services in the village include a public house, church, school, garage and a range of other commercial activities.

The village is served by a public water supply and a public wastewater treatment facility both of which have sufficient capacity to cater for the target population.

General Objectives

- To promote the consolidation of the existing villages through brownfield reuse/redevelopment and compact growth within the identified land use zoning to support existing services, whilst retaining its existing character;
- To ensure that existing permanent population levels and services are maintained and expanded;
- To ensure that future growth is balanced and sustainable and is relative and appropriate to the function, scale, size and character of the existing village;
- To allow for settlement growth that provides permanent homes for the local population;
- To encourage a sustainable tourism industry based on the amenities of Lough Derg and Inis Cealtra (Holy Island) and the White Tailed Eagle;
- To ensure the appropriate zoning of land within the village to provide for the development of the Inis Cealtra visitor experience.
- To encourage further retail, tourism and commercial development;
- To encourage developments that will provide services for both visitors to the area and the local population in order to generate year-round activity and employment in the area;
- To support new enterprises, particularly those of a craft/tourism type, on the enterprise zoned lands.

Economic Development

Mountshannon, situated on the picturesque shores of Lough Derg, offers a high quality rural environment in which to live and do business. One of the key assets of the village is its setting and location on the lake, which offers significant tourist opportunities, in particular the Lough Derg Blueway and the development of the Inis Cealtra Visitor Experience and Visitor Centre. While it is recognised that tourism activity contributes significantly to the economy of Mountshannon, in order to diversify the economic base, land is zoned for enterprise purposes in the centre of the village. Mixed Use zoning in the centre of the village also allows for a range of uses and services to support economic activity and a vibrant village centre.

Tourism

Inis Cealtra (Holy Island)

The island is now in full public ownership and presents an opportunity to create a flagship sustainable tourist attraction in the East Clare/Lough Derg area. The 'Inis Celatra Visitor Management and Sustainable Tourism Development Plan', prepared by Clare County Council, is to ensure the long term conservation of this significant historical and cultural site, while expanding its attractiveness as a sustainable tourist destination.

The Inis Cealtra Visitor Experience is a collaborative project involving Clare County Council, Ireland's Hidden Heartlands (Fáilte Ireland), Waterways Ireland, the Office of Public Works (OPW), National Monuments Service and National Parks and Wildlife Service.

The visitor experience will include a visitor centre within the village of Mountshannon which makes use of the previously vacant Rectory(TOU 3) building a Protected Structure, which looks out to Lough Derg. The visitor centre will introduce Inis Cealtra to a wider audience, with the opportunity to also visit the island by boat. This will provide a major new tourist attraction in the village which complements and enhances the visitor offering of Irelands Hidden Heartlands. It will further raise the profile of East Clare as an attractive visitor destination and complement the success of the Lough Derg Blueway

Tourism Objectives

The tourism objectives, for Mountshannon, are:

- To work with relevant stakeholders to support the implementation the 'Inis Cealtra' Visitor Management and Sustainable Tourism Development Plan for Inis Cealtra (Holy Island) including the development of a visitor centre in the village and associated facilities;
- To support and promote the trail head on the Lough Derg Blueway and the provision of associated infrastructure and facilities at Mountshannon;
- To consolidate the existing village, support the tourism industry in the area and encourage the development and enhancement of a range of amenities and services for both permanent residents in the village and surrounding hinterland as well as visitors to the area.

UT1

UT1 is land zoned as utilities and would facilitate the provision of a car park/bus park to serve the Inis Cealtra Visitor Experience. Access should be provided for in a location which

minimises the flow of traffic through/along the Main Street of the village. Any such development and areas of car parking must ensure pedestrian permeability and connectivity with the village core and the Inis Cealtra Visitor Centre.

Housing and Sustainable Communities

The strategy for Mountshannon is to promote the consolidation of the existing village through brownfield reuse/redevelopment and compact growth within the appropriate land use zoning. In addition to compliance with the policies and objectives in Volume 1 of this Plan, specific objectives apply to the following lands:

R1 Lands to the north of the R352

This site is located to the north of Main Street and is in close proximity to the majority of the services in the village. There are a number of mature broadleaf trees on the site that shall be retained and incorporated into any development proposals. Dwellings constructed shall be for permanent occupancy only.

Strategic Residential Reserve (SRR)

Acknowledging that not all lands within the settlement boundary of Mountshannon will be required for development to 2028, lands which comprise infill or contiguous sites or have a planning history for residential use and can form part of the long-term sequential expansion of the settlement—are zoned SRR. Consideration may be given to the development of some SRR lands before the end of the plan period, in line with provisions set out for *Strategic Residential Reserve in Section 19.4 of Volume 1*.

Transport, Active Travel and Connectivity

Bus Eireann provides a Saturday Service from Limerick to Mountshannon and the expansion of the bus service would greatly support the tourism product in the area and would provide a valuable alternative to the private car for local residents, encouraging a modal shift to a more sustainable transport option. *TFI Local Link Limerick Clare provide two bus services from Mountshannon, the C1 Scarriff-Whitegate on Saturdays and the C2 Scarriff-Whitegate (Monday to Fridays).*

Upgrades to and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the village and its environs. There is an opportunity to develop walks, cycles and recreational routes from the village along the East Clare Way.

Any proposed development on zoned lands identified in the plan will be required to demonstrate how they contribute to enhanced permeability and connectivity within the village, to the village core, local services, amenities and the national school as appropriate.

Place Making and Regeneration

Mountshannon has a strong and attractive sense of place in its various distinctive areas. Sustainable use of vacant or underutilised buildings is important for the public realm of the village. The repurposing or adaptive reuse of vacant buildings would further activate and consolidate the town core and would promote town centre living.

The lakefront area affords views from land to water which need to be protected from unnecessary obstructions, structures or clutter. Where structures or objects are required they must be carefully screened to ensure that there will be no negative visual impact or depreciation of the lakeside views.

HAR1 Mountshannon Harbour

HAR1 incorporates the existing marina area and associated facilities and adjoining carpark area. Development compatible with the existing use of the lands and associated lakeshore for marina/harbour/recreational uses will be favourably considered in this area subject to appropriate design and environmental criteria.

Any development within the Harbour will require a habitat and species survey and an ecological assessment which will inform the screening for appropriate assessment. Any development must take full account of the integrity, scale and character of the rural landscape, rural settlement, and visual amenity (both to and from the harbour area). Any development must adhere to the requirements of the Water Framework Directive and the Shannon International River Basin Management Plan.

Architectural Conservation Area (ACA)

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

Flooding and Flood Risk

A Strategic Flood Risk Assessment was carried out as part of the preparation of this Plan. The SFRA in Volume 10(c) of this Plan advises that **development within areas of existing development at flood risk can be addressed through development management which include vulnerable uses and are located within Flood Zones A/B shall be in accordance with Section 5.28 of The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009.**

Quin

Location and Context

Quin is an 18th century village located on the River Rine, dominated by the large and picturesque ruin of the 14th century Franciscan Abbey. The village sits within an area characterised by scattered woodlands, drumlins and fields bounded by mature shelterbelts and stonewalls.

Quin functions as both a rural village and commuter village for the surrounding towns, namely Ennis, Shannon and Limerick. Quin also has an important tourism function. The village has an attractive main street consisting of pubs, shops and residences, and is designated as an Architectural Conservation Area. The entrance to the village from the northwest (Ennis Road) is important to the character and visual impact of the whole settlement and, in particular, the Abbey. Views from along this route need to be protected.

The village is rich in heritage and tourism is a growth industry centred on the Abbey and surrounding natural, archaeological and architectural heritage, including St. Finghin's Church (RPS 136), nearby Knappogue Castle (RPS 286), Craggaunowen Castle (RPS 271) & Historical Park, Dromoland Castle Hotel (RPS 278), riding stables and fine examples of period country houses.

The village has a number of services and facilities including shops, public houses, community hall, national school, church, playground and HSE consulting rooms.

The bridge (RPS 218) in the centre of the village is a Protected Structure. Upgrade works in the vicinity of the bridge, including road marking, signage and provision of a footpath have formalised the 'give way' system allowing for a better flow of traffic. The provision of off-street parking would further enhance the village core and reduce congestion.

Quin is connected to the Shannon/Sixmilebridge Public Water Supply and as such is subject to any constraint on this scheme. The wastewater treatment plant has undergone a recent upgrade and has sufficient capacity for future growth.

3.3.2 General Objectives

- To protect the existing quality and character of the village, including the designated Architectural Conservation Area;

- To consolidate new development on infill and backland sites to the west and south of the village, ensuring that such development is of a quality and standard that assists in maintaining and enhancing the existing village amenity and character;
- To encourage the provision of further off-street parking provision in the village and to undertake a review of current on-street parking and cycle provision within the area and, where necessary, introduce parking control measures;
- To provide traffic calming measures on approach roads to the village, providing clear boundary/gateway definition with the use of highly visible road markings, materials and associated signage. All traffic management and signage measures within the village shall be sensitive to its existing character;

Employment and Enterprise

Quin is well positioned to harness the commercial potential afforded to it by its proximity to many nearby tourist attractions referred to above and the attractions of the village itself. There is potential for Quin to offer high quality visitor accommodation for those wishing to explore the area. In order to promote economic development, the centre of the village is zoned Mixed Use to allow for a broad range of commercial, social and employment uses.

- It is an objective to continue to promote tourism within the village whilst being sensitive to its existing character and environment.

Commercial Zoning adjoining OS4

The site is zoned to facilitate existing or future commercial development. It is not envisaged that development will be permitted on the carpark of this site having regard to environmental sensitivities associated with Poulmagordon Cave SAC and NHA.

Housing and Sustainable Communities

Over recent years, while Quin has accommodated residential growth, the village has managed to retain its original layout and character. Future residential growth must be of a scale appropriate to the status of the settlement as a large village. In addition, it shall also consolidate the existing built form, be of appropriate density, high quality and sensitive to the existing village character. Future challenges centre on access opportunities, traffic congestion along the Main Street, road safety and ensuring that the traditional character of the village continues to be retained.

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

housing shall also ensure that provision is made for pedestrian/cycle connectivity with the village centre.

Given the presence of four Lesser Horseshoe Bat Roosts surrounding the village of Quin, coupled with the Poulmagordan Cave SAC (a Lesser Horseshoe bat SAC), all residential developments within and surrounding Quin village should adhere to 'Bats in Buildings- Guidance Notes for: Planners, Engineers, Architects and Developers' (Bat Conservation Ireland, 2010) and specifically with respect to lighting in the village, all lighting should be designed in accordance with the Bat Conservation Trust - Bats and artificial lighting in the UK Guidance Note 08/2018;

Any development application should 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 removal of woody vegetation around the perimeter of sites and must address how linkages across the landscape can be maintained.

There shall be no significant increase in artificial light intensity adjacent to named roosts or along commuting routes within 2.5km of those roosts. Lesser horseshoe bats are very sensitive to light pollution and will avoid brightly lit areas. Inappropriate lighting around roosts may cause abandonment; lighting along commuting routes may cause preferred foraging areas to be abandoned, thus increasing energetic costs for bats (Schofield, 2008). Linear features constitute hedgerows, treelines and stone walls;

The existing tree line, hedgerow and mature trees located within the vicinity of the Residential areas to the west of the village should be retained as suitable foraging and commuting habitats for bats.

New road infrastructure will be required to provide access to some of the lands zoned for residential development in Quin. Any proposed development on R2 shall facilitate a new road connecting R2, to Strategic Reserve lands to the north. The road shall be progressed as part of the development of the lands and shall be designed in accordance with the Design Manual for Urban Roads and Streets.

R1 Quingardens

This site is located within easy walking distance of the village core and open space area OS3. It is bounded by mature hedgerows with existing houses to the west and east. A small stream forms the western boundary of the site which must be dealt with appropriately as part of any scheme. Any piping of the stream must ensure that no backup of waters occurs to the north of the subject site.

Due to evidence of pluvial flooding on the site, any planning application must be accompanied by a Stage 3 detailed Flood Risk Assessment. A hydrogeological assessment may also be

necessary to ensure that any proposed development will not interfere with water quality or hydrology of the Lower River Shannon SAC and River Shannon and River Fergus Estuaries SPA.

Access to the lands shall be from the east. Layout and design of the units on this site shall ensure that the residential amenities of existing adjacent houses at the northwest boundary are protected.

Any future development application 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 removal of woody vegetation around the perimeter of the site and must address how linkages across the landscape can be maintained.

R2 Western Edge of the Village

This is a visually sensitive gateway site located at the southwest entrance to the village and, as such, the design and layout of future residential development on these lands must create an attractive approach to the village and reflect the rural character of the area. Development of the site is strictly conditional on achieving a safe road access, as the road has poor horizontal and vertical alignment in the vicinity of the site. Layout and design shall ensure that the residential amenities of existing adjacent houses are protected.

The layout of future development on these lands shall provide for future access to the Strategic Residential Reserve lands to the north. It is important that any such access does not have a negative impact on the amenities of the private open space associated with existing houses in the area.

R3 Northwest of Maigh Dara

This site is located behind Maigh Dara housing development and has an existing permission for a residential scheme, accessed via the existing Maigh Dara estate. Any changes to or future proposals on these lands shall ensure that the residential amenities of existing dwellings at the eastern boundary are protected. Proposals for development on this site shall include a detailed assessment of the capacity of the existing entrance to the Maigh Dara estate to accommodate additional traffic movements and proposals for upgrade to the entrance, if deemed necessary.

Strategic Residential Reserve (SRR)

Acknowledging that not all lands within the settlement boundary of Mountshannon will be required for development to 2028, lands which comprise infill or contiguous sites or have a

planning history for residential use and can form part of the long-term sequential expansion of the settlement are zoned SRR. Consideration may be given to the development of some SRR lands before the end of the plan period, in line with provisions set out for *Strategic Residential Reserve in Section 19.4 of Volume 1*.

SR4 – Rine/Feaghquin

Should these lands be brought forward in accordance with CDP19.2, Zoning of Lands and the description of Strategic Residential Reserve thereunder, the mature trees to the rear of the existing residential areas at Feaghquin should be retained and incorporated into any future development of the site in the interest of both residential amenity and biodiversity.

Development proposals shall include mitigation for bats, water quality and Special Conservation Interest Birds and habitats, in line with NIR Mitigation 2, 3 & 4a set out in Appendix C to Volume 10a of the Plan.

Any development proposals for the site must be accompanied by a Site-Specific Flood Risk Assessment.

Place Making and Regeneration

Quin has a very distinctive and appealing sense of place. The Abbey is the dominant landmark and focal point. Its tranquil setting is protected by the open space which surrounds it and which is critical to maintain the visual power of the Abbey ruins. The core of the village also combines an open feel with sufficient buildings to define the central areas. Owing to the volume of visitors to Quin Abbey (RPS 249) there is a traffic calming issue which needs to be addressed around the Abbey Tavern and the church entrance. This needs to be handled sensitively, as with the bridge crossing, by using sympathetic materials. In the areas of new housing, care needs to be taken to maintain definition at road edges for safety and to keep an appropriate sense of scale.

In addition to the foregoing it is an objective:

- To retain open and unobstructed views of Quin Abbey on the main road approaches from Ennis in the northwest and the school road to the east.

Transport, Active Travel and Connectivity

~~Quin is served by Clare Bus with a weekday service on the Feakle to Ennis route.~~ Quin is served by TFI Local Link Limerick Clare with three services. These include the C1 Scarriff to Ennis on a Saturday, the C3 Ennis to O’Callaghan’s Mills (Monday to Friday) and the C9 Feakle-Kil-kishen-Quin-Ennis on Thursdays. This service provides a valuable alternative to the private car for local residents and encourages a modal shift to a more sustainable transport option.

Active travel measures are planned for the village which will provide additional footpaths, two pedestrian crossings and public lighting. This will enhance public realm and safety for all.

Upgrades to and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the village and its environs. There is an opportunity to develop walking, cycle and recreational routes from the village to Craggaunowen and other features of interest in the area promoting the heritage and biodiversity of these routes.

Any proposed development on zoned lands identified in the plan will be required to demonstrate internal safe pedestrian and cycle permeability as well as enhanced connectivity within the village, to the village core and the national school and playground.

Architectural Conservation Area

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

Open Space

OS1 Quin Abbey and Surrounds

The grounds and setting of Quin Abbey are of national importance as a historical and archaeological site. Quin Abbey is a Protected Structure and Recorded Monument. Developments within this area will be strictly limited to the heritage management and maintenance of the site. The lands immediately adjoining the southern boundary are reserved for road safety improvements in the form of a drop off point for the school.

OS2 Quinville South

The fields east of the Ennis Road are essential to the appreciation of the setting of Quin Abbey. Permission has previously been refused for residential development on these lands by reason of interference with views of Quin Abbey. The Council will support public parkland, however it will need to be clearly demonstrated that the character, views and prospects afforded of the Abbey will not be altered.

West of the Ennis Road, the lands are elevated and unsuitable for residential development. However, a public parkland use here would also be supported.

OS3 West of Rine River

This is an attractive area of open space located adjacent to the Rine River which links the

established open space areas in the Dún Na Manach development. The Council will support the creation of pedestrian links between the Open Space at Dún Na Manach and the village centre. The river presents a quality amenity here that would be harnessed by the creation of a riverside walkway.

OS4 Feaghquin

This site has been zoned as open space taking account of its proximity to Poulmagordon Cave SAC. This cave is of international importance and is designated for the Annex II species, Lesser Horseshoe Bat and the Annex I habitat - Caves not open to the public (natural limestone cave – phreatic rift maze formation). The cave is used by hibernating lesser horseshoe bats, with numbers averaging 85 with a previous peak count of 116 in 2009 (internationally important numbers). The most recent count in January 2020 recorded 95 bats. The northern part of OS4 is criss-crossed by hedgerows which function as important commuting routes for bats to and from the cave. Bats are particularly sensitive to human disturbance, light pollution (e.g. from housing developments) and habitat fragmentation.

Community Facilities

C1 Quin National School and Grounds

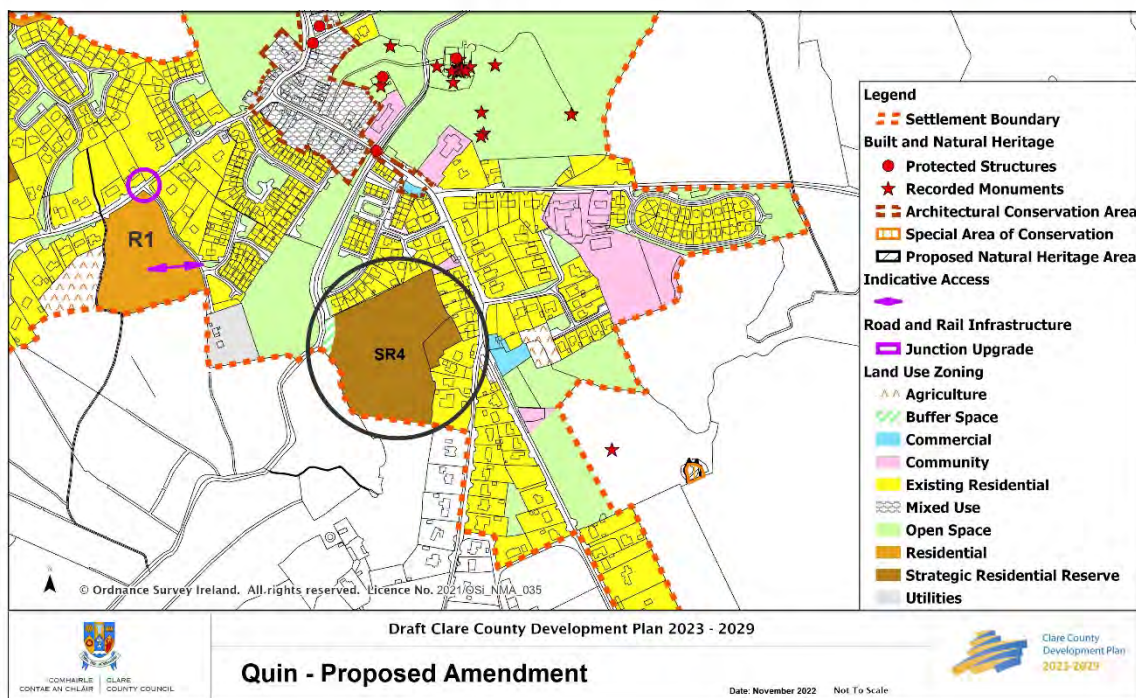
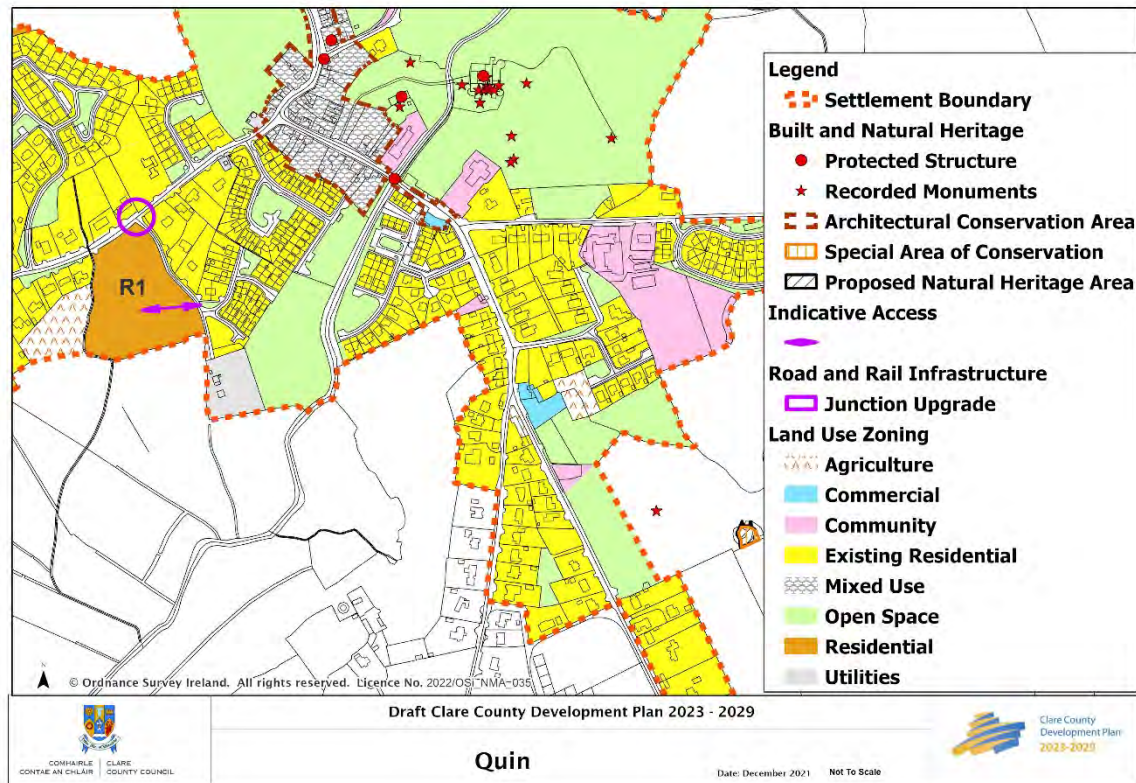
This site will be retained for educational use. Development works to provide a safe turning area and drop off point will be strongly encouraged. A pedestrian crossing point to the school and associated traffic calming measures shall also be provided as part of any future development/expansion on the site.

C2 Area South East of School

These elevated lands adjoin the southeast boundary of Quin National School and provide an opportunity for the school to relocate its outdoor facilities while the physical expansion of the school itself will be encouraged within the existing school grounds (C1).

Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that there is a fluvial flood risk upstream and downstream of this settlement, but the risk is limited through the town. A drainage impact assessment will be required to manage surface water associated with future developments.



Whitegate

Location and Context

Whitegate is a large village located on the R352 in northeast Clare located in close proximity to the Drummaan and Williamstown marinas on the shores of Lough Derg. Drummaan is a trail head for the Lough Derg Blueway. The village has a predominantly rural character surrounded by a landscape rich in beauty, colour and variety. The village has developed in a linear manner along the R352 and then extends north along the L-4044 and westwards along Gregg Lough. The village has both the social and physical infrastructure to support further development in the coming years. New development will be encouraged in the village centre. The redevelopment of unused structures for retail and commercial purposes will be particularly encouraged.

Whitegate is serviced by a public water supply which has sufficient capacity to cater for the target population. The village is served by a public wastewater treatment which has capacity to cater for the target population. Currently the village offers a range of services to local residents such as shops, post office, a number of local pubs and a national school. There is also a large GAA grounds located within the settlement boundary of the village and the East Clare Way walking route extends from the village towards Flaggmount and towards Mountshannon.

General Objectives

- To promote the consolidation of the existing village through brownfield reuse/redevelopment and compact growth within the identified land use zoning to support existing services, whilst retaining its existing character;
- To promote the development of Whitegate as a residential, service and tourism centre in the northeast of the County;
- To strengthen links with Drummaan and Williamstown marinas and the Lough Derg Blueway;
- To ensure that all new development incorporates a high standard of design into development proposals;
- To support infrastructural improvements in the village, including the improvement of roads and junctions within the settlement;
- To encourage retail and commercial development in the village.

Economic Development

Whitegate is well positioned to strengthen links with other settlements along Lough Derg and there is potential for economic development based on hospitality, tourism, and its proximity to Slieve Aughty Mountains as well as the lake. Waterways Ireland has developed facilities at Drummaan Harbour which is a trail head on the Lough Derg Blueway as a paddling access point and location for boat hire. Facilities include trail information signage, canoe storage, a service block and picnic areas. The development of facilities at Drummaan Harbour and the promotion of the use of the harbour as a base for water related activities present a good opportunity for the village of Whitegate to develop its tourism base with scope for the provision of additional tourism related facilities including accommodation food and drink related facilities to act as a destination along the Lough Derg Blueway.

The 'Inis Cealtra Visitor Management Plan and Sustainable Development Plan' provides that access to Inis Cealtra is to be from the harbour at Mountshannon, approximately 5km to the south-west of Whitegate. Increased visitor numbers at this location as a result of the improved tourism experience at Inis Cealtra will have positive impacts for Whitegate in terms of visitor numbers in the area.

Tourism Objectives

- To support and promote the Lough Derg Blueway and the trail head at Drummaan and associated infrastructure and facilities;
- To make provision for development that will establish Whitegate as a visitor base for exploring the surrounding network of loughs and walkways and the Lough Derg Blueway;
- To maximise opportunities for tourism linkages between Whitegate, Drummaan and Williamstown and Mountshannon/Inis Cealtra.

MU1 Junction of the Regional and Local roads

This is an extremely important and highly visible site within the village. It is particularly prominent when approaching from the western direction i.e. from Portumna. This approach to the village would benefit from appropriate development for either residential, commercial or a mixture of both uses. Development must be reflective of the scale and rural character of the village and create a visually attractive approach to the village.

MU2 East of the Main Street

This is a large site to the rear of the shop and Post Office in Whitegate. It is located close to all of the major services and has a number of potential access points. It is ideally situated to provide for the future expansion of the village. The site is suitable for a number of uses such

as residential, mixed-use, or small-scale commercial/employment-generating uses. Development proposals for these lands must be reflective of the scale and character of the existing village and its population.

Housing and Sustainable Communities

The delivery of any new development in Whitegate 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.

Strategic Residential Reserve (SRR)

Acknowledging that not all lands within the settlement boundary of Tulla will be required for development to 2028, lands which comprise infill or contiguous sites or have a planning history for residential use and can form part of the long-term sequential expansion of the settlement-are zoned SRR. Consideration may be given to the development of some SRR lands before the end of the plan period, in line with provisions set out for *Strategic Residential Reserve in Section 19.4 of Volume 1* of this plan.

Transport, Active Travel and Connectivity

Bus Eireann and ~~Local Link~~ TFI Local Link Limerick Clare provide a valuable bus services to Whitegate. This service provides an ~~valuable~~ alternative to the private car for local residents and encourages a modal shift to a more sustainable transport option. The TFI Local Link Limerick Clare services include the C2 services which link to Scarriff and Killaloe each day from Monday to Friday and the C1 service (serving Whitegate, Feakle, Scarriff, Tulla and Ennis) on Saturdays.

Enhancement of and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the village and its environs. There is an opportunity to develop walks, cycle and recreational routes from the village along the East Clare Way and to Drummaan and Williamstown marinas on the shores of Lough Derg.

Any proposed development on zoned lands identified in the plan will be required to demonstrate how it contributes to enhance permeability and connectivity within the village, to the village core, local services and the national school.

Place Making and Regeneration

The formation of effective gateways on the principal approaches from Mountshannon and Portumna are needed. This will have the dual advantage of slowing traffic on the R352 on the approach to the village and also providing a sense of arrival to Whitegate. The arrival gateways should incorporate defining elements of sufficient scale and size to make the

required visual impact and to align with traffic management as per the Design Manual for Urban Roads and Streets (DMURS). Road edges and boundaries within the town would generally benefit from some effective definition. Vacant or derelict properties, particularly those around the original core junction to the north of the town, need to be improved and brought back into active use where possible to contribute to the overall regeneration of the village.

Sensitively designed directional signage is required both to and from Whitegate in relation to the marina and waterside and blueway amenities at Drummaan and Williamstown.

Locations within the village where opportunities lie for effective place making include the following;

Opportunity 1: The Village Centre



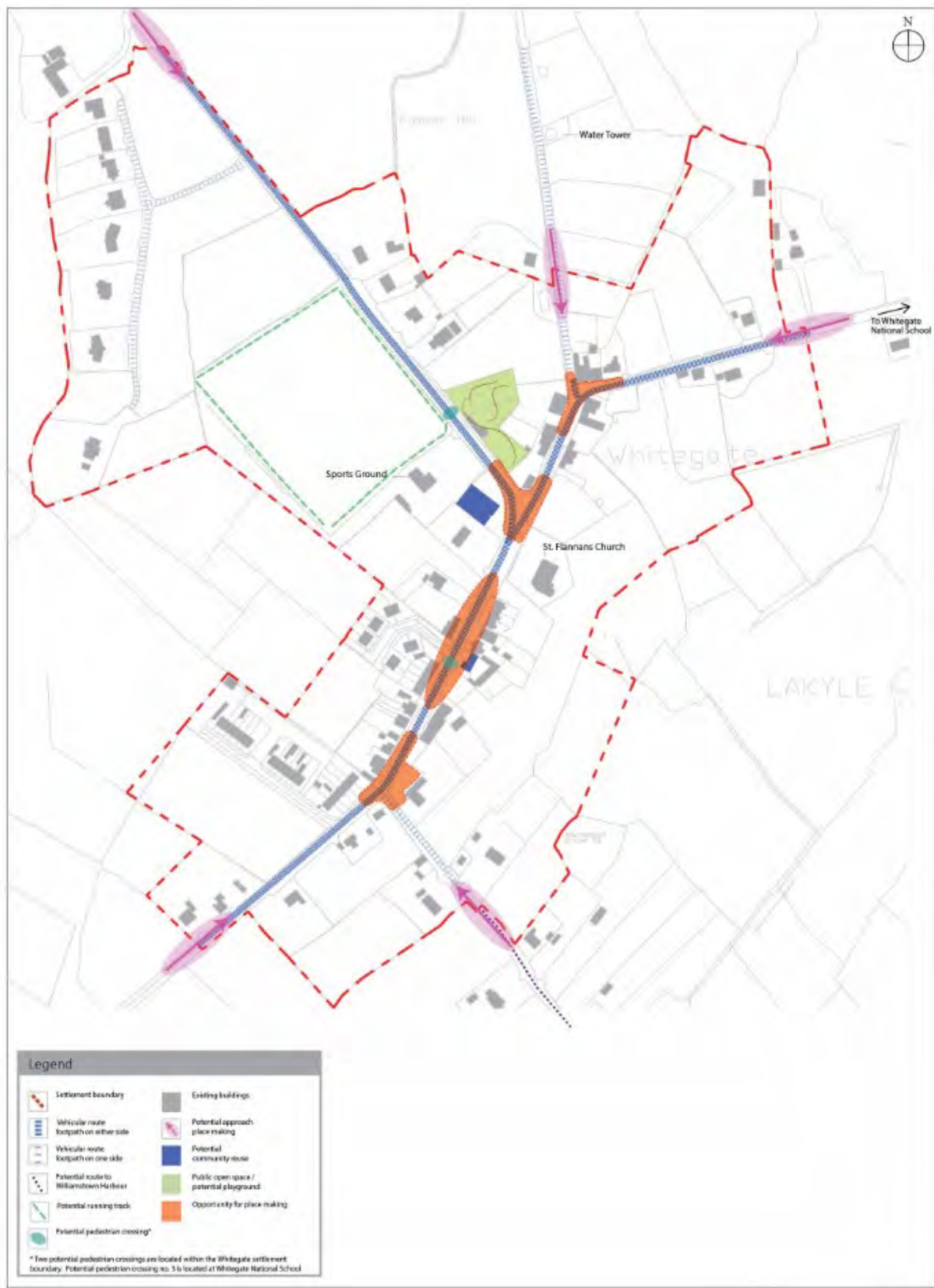
Sketch of potential for infill development

Opportunity 2: Junction of Watertower Road with the Road to Lakyle NS

Opportunity 3: Junction of the Portumna Road Southbound (R352 Southbound) with the Road leading to the Half Barrel pub (L4044)



Sketch of potential for public space potential adjacent to Half Barrel pub



Indicative Site Layout noting potential public realm/placemaking proposals

OS1 opposite Whitegate GAA Grounds

This land has been identified as a potential site for the provision of an open space area in Whitegate. The site has the potential to be developed into an attractive amenity area that will serve the local community. Through community involvement this area could be planted and enhanced to promote biodiversity for the community of Whitegate. This could provide valuable educational benefits through engagement and participation of pupils of the school in its development and on-going care and maintenance.

Section 4

Small Villages

- Ballinruan
- Bodyke
- Broadford
- Caher
- Clooney
- Flagmount
- Kilbane
- Killanena
- Kilmurry
- O' Briensbridge and Bridgetown
- O' Callaghan's Mills
- Ogonnelloe

Ballinruan

Location and Context

Ballinruan is identified as a small village in the settlement hierarchy of this Plan. The village is located on elevated lands with extensive views across the countryside to the southwest, west and northwest of the settlement. The road through the village is narrow and winding and is bordered by houses and, in some case, agricultural lands and farm buildings. There has been limited development in Ballinruan in recent years. The majority of the lands within the settlement boundary remain in agricultural use and as a consequence, the village has retained its rural character. There is currently a church, a community centre and a village pub providing services to the local community. The village is the trail head for the Ballinruan Loop and Gort-namearacun Loop walks which link into the Mid-Clare Way. *In terms of bus services, the C13 Ennis-Ballyalla-Barefield-Crusheen-Ennis service provided by TFI Local Link Limerick Clare (Saturdays only) can stop in Ballinruan on a demand responsive basis.*

General Objectives

- To encourage small scale development within the village that will be beneficial to the local community whilst also reflecting the rural character of the area;
- To ensure that existing population levels and services are maintained;
- To ensure that future growth in Ballinruan is incremental and small scale in nature, relative and appropriate to the scale, size and character of the population and services in the village;
- To facilitate the provision of infrastructure to allow for future growth in the village;
- To encourage the development of recreational tourism in the area, in particular walking trails and to develop links to complementary facilities.

Employment and Enterprise

Ballinruan is a small rural village providing a small number of services to the residents of the surrounding hinterland. Agriculture is the primary industry in the area. Sustainable recreational tourism also offers potential to support the village, with promotion of the looped walks in the area. In order to strengthen the local economy and increase the number of services and employment opportunities available, local shops and services, agricultural diversification and home-based business will be supported in the village in accordance with the objectives set out in Volume 1 of this Plan.

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 offer a viable and attractive option for rural living within a village community and setting.

The delivery of any new development in Ballinruan 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.

Any future residential development should be subject to the requirements of the Habitats Directive given the proximity of the village to the Slieve Aughty designated European Site. See also the Natura Impact Report for further relevant mitigation measures and recommendations at site and project level. In addition to compliance with the policies and objectives of Volume 1, specific objectives apply to the following lands:

Village Growth Areas

- The tradition of buildings and/or outbuildings which directly adjoin the road or turn their gables to the road, should be considered as a development option for place making;
- The natural stone wall stretching from opposite the village pub to the dwellings at the northern end of the settlement creates a visual connection that traverses the agricultural land between the village core and the dwellings on the settlement periphery. This connectivity is an important element in the village and is one of the primary features that allow a settlement with such a scattered physical presence to feel like a village. The importance of this connectivity should be recognised and reflected in any future development proposals in the village.

Place Making and Regeneration

The settlement currently has an irregular building pattern. Buildings are set back at varying distances from the road. Some directly adjoin the roadside and others are set back at a considerable distance. This leads to frequent widening and narrowing of the roadway as it passes through the village. This is one of the key features contributing to the character of the

village and new development shall reflect the pattern of the existing building line. The following objective is identified for the village:

To ensure that distinctive design features in the village, such as the siting of houses close to the road, are reflected in any new development proposals.

Bodyke

Location and Context

The settlement of Bodyke primarily takes a linear form, with an acute bend in the road defining the centre of the settlement. The landscape in and around Bodyke is robust with a significant amount of tree cover and vegetation.

The village consists of residential dwellings built in a linear manner along the R352 radiating from the village centre. Within the village there is a garage/shop, a local pub, a church, a national school and a number of other small businesses.

The TFI Local Link Limerick Clare provide bus services which serve Bodyke. The C1 Feakle to Ennis via Scarriff and Tulla service stops at Bodyke Church six times a day Monday to Friday and four times on a Saturday. The C2 bus service (Scarriff- O'Callaghan's Mills -Scarriff) stops twice a day Monday to Friday. The C10 Scarriff- Shannon service stops twice on Thursdays. The East Clare Golf Club is also located in close proximity to the village and is a significant recreation and tourism amenity in the area.

General Objectives

- To encourage the small-scale expansion of the settlement throughout the lifetime of this Plan in order to sustain and increase the population of the area and support new and existing services in the village;
- To ensure that existing population levels and services are maintained;
- To ensure that future growth in Bodyke is incremental and small scale in nature, relative and appropriate to the scale, size and character of the population and services in the village;
- To facilitate the provision of infrastructure to allow for future growth in the village;
- To support the creation of an appropriate car park/drop off area to service the National School.

Employment and Enterprise

In order to support economic development in the village, is it an objective:

- To support existing and new businesses in the village. The redevelopment of unused buildings within the village for new enterprises will be particularly 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.

A number of sites in the village centre are identified as village growth areas which will facilitate small scale development to help sustain and increase the population of the area and support new and existing services, thus consolidating the heart of the village and providing streetscape.

The delivery of any new development in Bodyke 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.

Any future development of these sites should ensure the protection of the mature trees where they occur. The EPA Code of Practice for Wastewater Treatment Systems must be strictly adhered to in order to ensure that there are no significant long term effects on the surrounding environment, in particular groundwater, which has a significant interaction with the surface water in this area.

The community zoning adjacent to the school has the potential to provide a carpark/drop off area to service the National School.

VGA2 Corner Site adjacent to the Church

This prominent site is important to successful place making in Bodyke. The key considerations for any redevelopment of this site include the requirement to have one entry point sufficiently distanced from the junction and to physically define the back of the footpath edge. A landscaping plan for this site should be to an agreed design which helps to spatially define the outer edge of this important space in Bodyke.

Broadford

Location and Context

Broadford is a large village located in a valley in the Slieve Bernagh Mountains. The village takes a long and winding form along the R465 (regional road). The land within the settlement boundary is undulating and many parts of the village have attractive views across the surrounding countryside.

Broadford has a traditional village character and serves a large rural hinterland. Many of the buildings within the village centre remain in residential use and there are also a number of farm holdings located within the settlement boundary. Notwithstanding this, the village has a good service offering for local residents in the village and its hinterland such as shops, post office, local pubs, national school and GAA grounds.

There have been a number of small developments in the village in recent years but development has been restricted by deficiencies in the local service infrastructure. Broadford is not currently served by a public ~~sewage wastewater treatment system and is not currently on the Irish Water Programme for Investment~~. Broadford is one of two settlements for which Clare County Council has made a funding application under the Multi-Annual Rural Water Programme 2022- 2025 Measure A8 – ‘Waste Water Collection and Treatment Needs for Villages and Settlements without access to Public Waste Water Services’. In anticipation of being approved funding under this funding stream it is considered appropriate to zone lands to accommodate future growth and to deliver on the investment associated with providing this infrastructure. Water is supplied to Broadford through the Broadford Public Water Supply. The TFI Local Link Limerick Clare bus service (C10 Scarriff-Sixmilebridge-Shannon) stops in Broadford twice on Thursdays.

General Objectives

- To encourage development in Broadford in order to sustain and increase the population in the area and increase the number of services available to both residents in the village and those residing in the wider rural hinterland;
- To promote the consolidation of the village through brownfield reuse/redevelopment and compact growth within the designated village growth areas;
- To ensure growth is incremental and small scale in nature, and is relative and appropriate to the function, scale, size and character of the village;
- To encourage further growth of retail and commercial services in the village core. The redevelopment of existing unused or derelict structures for retail, commercial or residential purposes will be particularly encouraged;

- To support the provision of waste water treatment infrastructure to allow for future growth;
- To make provision for development that will establish Broadford as a visitor base for exploring the surrounding network of loughs and walkways.

Employment and Enterprise

Agriculture remains an important part of the local economy in the smaller settlements. In order to support economic development the Council will facilitate and encourage farm enterprise and agri-tourism in Broadford and will also support home based economic activity where feasible. Broadford is also a popular destination/stopping point for cyclists, particularly at weekends with the cafe in the village centre providing a valuable amenity and service which attracts visitors and passing trade. Opportunity to develop and capitalise further on recreational and slow tourism exists given Broadford's location close to the surrounding network of loughs and walkways establishing Broadford as a destination in its own right. Potential amenities and routes include Doon Lake, Formoyle Fort, 'enchanted Lake' linking the 12 O'Clock Hills trail to the village, linking Moylussa to Cragnamurragh and down to Kilbane/and or Broadford. There is also potential to develop heritage and biodiversity trails within or close to the village.

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 offer a viable and attractive option for rural living within a village community and setting.~~

Broadford has a strong community spirit and is an attractive place to live within commuting distance of the larger urban areas of Limerick, Shannon and Ennis.

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

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

~~Any development is highly dependent on the suitability of the land to accommodate on-site waste water treatment systems.~~

R1 Lands to the South of the R466 road.

These lands are located to the west of the village on the southern side of the R466. Any development proposals for the site must be accompanied by a Site-Specific Flood Risk Assessment.

LDR1 Lands to the South of the R466 road.

These lands are located to the west of the village on the southern side of the R466. Any development proposals for the site must be accompanied by a Site-Specific Flood Risk Assessment.

R2 Lands to the North of the L3014 road.

These lands are located to the west of the village on the northern side of the L3014. Any development proposals for the site must be accompanied by a Site-Specific Flood Risk Assessment.

LDR2 Lands to the West of the R465 road.

These lands are located to the north of the village on the western side of the R465. Development on LDR2 will be highly visible from the R466 (approach road to the village from Ennis/O'Callaghan's Mills) and therefore both design and layout must be of a high quality. The natural sloping topography in the area shall be incorporated into the design and layout of future development proposals on the site. Any development proposals for the site must be accompanied by a Site-Specific Flood Risk Assessment.

Place Making and Regeneration

Broadford has a strongly defined historic core to which newer terraced housing to the north makes a positive contribution. Sustainable use of vacant or underutilised buildings, is important for the public realm of Broadford. The repurposing or adaptive reuse of vacant buildings could further activate and consolidate the village core and would promote village centre living. The general place making objectives for the key areas in the village are set out in Chapter 18 of Volume 1 of this Plan.

It is noted that there are a number of vacant and derelict sites in the village in particular Brookville House which has been entered on the derelict sites register, and sits at a key focal

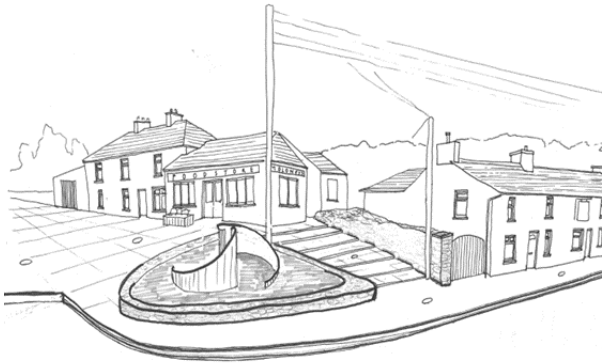
point in the village. The Council will continue to use the Derelict Sites legislation and continue to engage with owners in an effort to resolve derelict sites.

Locations within the village where opportunities lie for effective place making include the following;

Opportunity 1: Junction of the R465 with L3014-0 (road to Hurdlestown Meadows estate) and the area leading to the community centre.

Opportunity 2: Area to the front of Moloney's Food Store.

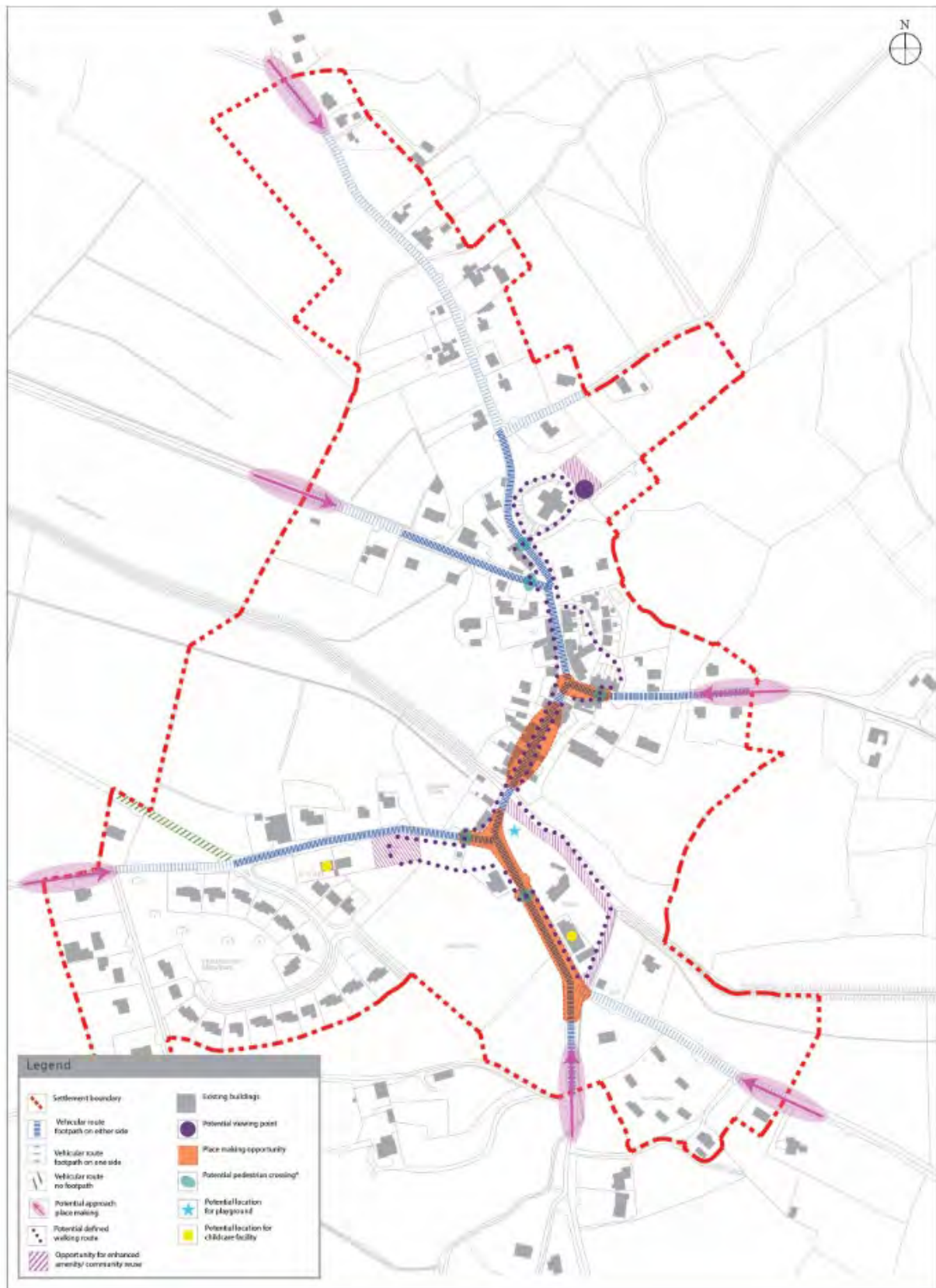
Opportunity 3 Main Street of Broadford



Sketch of potential for place making at Opportunity 2



Potential for creation of strong building line at main street Broadford



Indicative Site Plan noting potential public realm/placemaking proposals

Upgrades, enhancements and expansion of green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the village and its environs.

Recent improvements in the village include footpath upgrades, the provision of a controlled crossing point serving the National School and GAA sports grounds and the introduction of a bicycle repair station. This has contributed to an attractive village environment with safe access for all. The Council will continue to support active travel measures throughout the life time of the plan.

OS1 Riverside to the North of the R466

This area of designated open space is to allow for the seasonal changes in water levels of the Broadford River and for protection of the riparian zone.

The Broadford River joins the Owenogarney River downstream. Any proposals for development at OS1 must have due consideration of the current WFD Status of the Owenogarney River and the potential for downstream effects on the Castle Lake drinking water abstraction source and associated SACs of the Ratty River Cave and the Lower River Shannon.

Broadford and Kilbane National School and Public Riverside Park

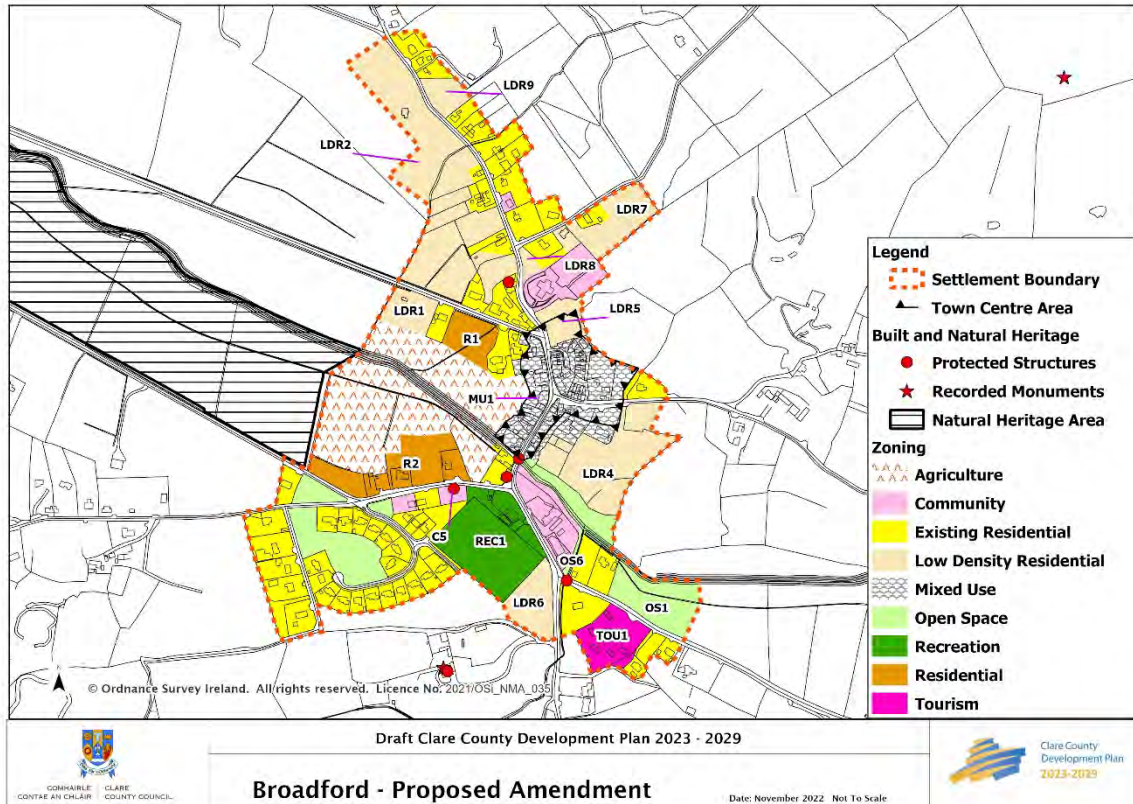
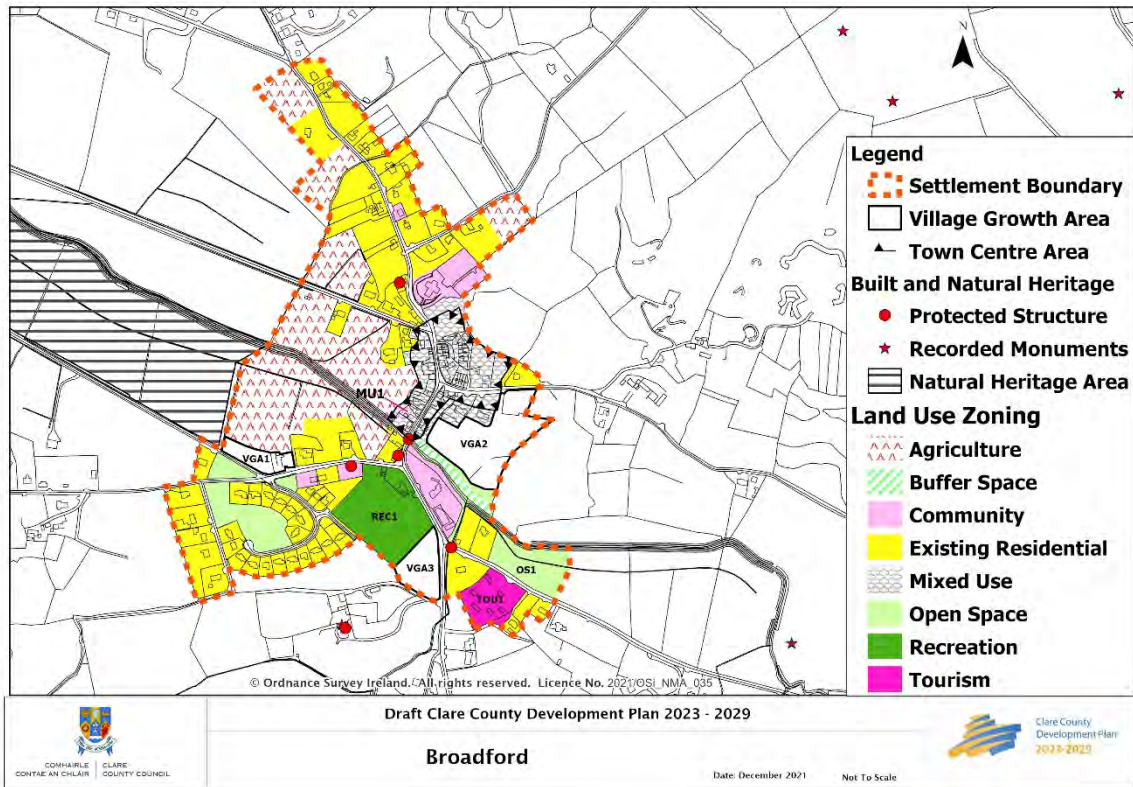
The recent large school extension has added to the visual amenity of the village. The existing broadleaved tree line along the riparian zone of the Broadford River shall be retained as a foraging and commuting route for bat species. A riparian buffer is provided along the Broadford River which is currently at “good” status under the Water Framework Directive.

The school site is within Flood Zone A and has a history of flooding. Any future development proposals for the school site shall be accompanied by a site-specific Flood Risk Assessment to set floor levels and include an emergency plan to deal with risks.

The riverside park is an appropriate non-vulnerable use and should be maintained as a valuable amenity for the local community.

Flood Risk and Flooding

Development on Flood Zones A and B within Existing Residential Zoned lands should be according to section 5.28 of the “Planning System and Flood Risk Management Guidelines (DECLG/OPW) 2009”.



Caher

Location and Context

Caher village is located directly on the shores of Lough Graney and it has a tight-knit centre with a small number of houses developed in a linear manner on the road to the east and the west of the centre.

There has been little development in the village in recent years and therefore Caher has retained a very rural character. There are a number of farm buildings within the settlement boundary and much of the zoned land remains in agricultural use. The village core has a very traditional compact character, with dwellings and outbuildings tightly clustered together and many buildings located directly on the road edge. [The TFI Local Link Limerick Clare bus service \(C10 Scarriff-Flagmount-Scarriff\) stops in Caher twice on Thursdays. The C11 Feakle-Flagmount-Tulla-Ennis service stops in Caher twice on Saturdays, while the C7 Flagmount-Derrybrien-Gort service stops twice on Fridays.](#)

The village is highly attractive, overlooking the lake, with well maintained green areas and a small pier at the water's edge. The natural amenities in Caher and its vicinity offer potential for tourism development, where recreational opportunities can attract visitors to the area. The entire settlement of Caher is located within the Shannon - Graney/Scarriff Margaritifera (Freshwater Pearl Mussel (FPM)) Sensitive Area. While the current status of the FPM in this catchment is unknown, there are previous records of the FPM in this catchment and therefore any proposed development will need to take into consideration the potential negative effects on this species and its habitat. Any future development should be subject to the requirements of the Habitats Directive given the proximity of the village to the Slieve Aughty designated European Site. See also the Natura Impact Report for further relevant mitigation measures and recommendations at site and project level.

There is no public wastewater treatment plant in Caher. The EPA Code of Practice for Wastewater Treatment Systems must be strictly adhered to in order to ensure no significant long term effects on the surrounding European sites.

General Objectives

- To ensure that existing population levels and services are maintained and to encourage new residents to the village;
- To ensure that future growth in Caher is incremental and small scale in nature, relative and appropriate to the scale, size and character of the population and services in the village;
- To encourage the provision of the necessary infrastructure to allow for future growth in the village;

- To support a rural settlement network of Flagmount- Caher – Killanena to harness the potential of sustainable tourism and recreational activities around Lough Graney and the Slieve Aughty Region;
- To promote the Slieve Aughty region as a tourism location and to develop a series of viewing points in the area;
- To develop walking and cycling trails from the village offering greater accessibility to countryside environment by sustainable modes of travel and promote the sustainable designation and delivery of Greenway and Blueway Corridors.

Employment and Enterprise

Caher, along with the sister settlements of Flagmount and Killanena is ideally positioned to harness the potential of sustainable tourism activities centred on the lake and surrounding uplands.

In order to promote economic development, a site in the centre of the village is zoned Mixed Use (MU1), which is complemented by the adjacent tourism zoning (TOU1). It is an objective:

- To promote tourism and recreation-based development in the village, particularly developments that complement the natural amenities of the area;
- To regenerate the village through the promotion of new development in the form of employment-generating projects based on the natural amenities of the area and small-scale residential developments;

TOU1 South of Village Centre and Mixed Use Site

This site has been identified as being able to accommodate a wide variety of tourism-related uses, having regard to its location in a highly scenic area, close to Lough Graney. Development on the site is subject to the ability to provide appropriate services on the site. The site shall be developed in a manner that will support the local economy and provide amenities to the area. In particular the following will apply:

- The mature trees on the lands at TOU1 shall be retained and incorporated into any development proposals on the site;
- Development proposals must take into account the highly scenic site location, close to Lough Graney, the village character and streetscape settings;
- The site must be developed in a manner that will provide amenities to the area and not detract from the amenities of adjoining properties;

- As this site is located partly within an SPA, any plan or proposal for this site will be subject to appropriate assessment.
- That land uses within the TOU2 tourism zoning at the lakeside are limited to water compatible uses.

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 offer a viable and attractive option for rural living within a village community and setting.

Caher's location on the banks of Lough Graney is an attractive location for those seeking to live in a high quality rural environment.

The delivery of any new development in Caher 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.

Place Making and Amenity

Caher has a strong sense of place nestled on the banks of Lough Graney. Open space zoning enhances the setting of the settlement.

OS1

This site has been designated as an area of open space adjoining Lough Graney. Development proposals on these lands must be the subject of screening for appropriate assessment.

Clooney

Location and Context

Clooney comprises a small linear group of houses based around a church, petrol station and shop. ~~The Clare Bus provides a convenient and valuable transport service with a drop off/collection point at the church in the village.~~ TFI Local Link Limerick Clare provides a convenient and valuable transport service with a drop off/collection point at the church in the village. The C1 Feakle to Ennis (via Scarriff and Tulla) service stops in Clooney six times a day Monday to Friday and twice a day on a Saturday. The C4 Feakle to Ennis stops in Clooney twice a day Monday to Friday. The C11 Feakle-Flagmount-Tulla-Ennis stops in Clooney twice a day every Saturday.

There is limited scope for further development in the village along the regional road itself. However, there is land, accessible via minor roads, which has the potential to accommodate small-scale in-depth development.

Clooney is served by a public water supply but there is no public wastewater treatment facility in the area. Therefore, all future development will be dependent on the suitability of the land to accommodate on-site treatment plants.

General Objectives

- To promote further small-scale, low-density development in Clooney in order to create a vibrant community and a clustered settlement form;
- To ensure that existing population levels and services are maintained;
- To ensure that future growth in Clooney is incremental and small scale in nature, relative and appropriate to the function, scale, size and character of the village and its services;
- To allow for in-depth development to meet the permanent housing needs of the local rural community, support existing services and manage development in order to maintain the rural character of the village;
- To ensure that future development does not detract from the natural amenities of the area.

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 home-based economic activity and encourage farm enterprise and agri-tourism in Clooney.

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 offer a viable and attractive option for rural living within a village community and setting.

The delivery of any new development in Clooney 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.

Development of the village growth areas in Clooney is highly dependent on the suitability of the land to accommodate on-site individual treatment systems. The focus is to seek to accommodate low density residential development in a cluster with access from the third class road network rather than the regional route.

VGA1 and VGA2 Lands South of the R352

This site is located on the southern side of the village, to the rear of the church, where the land is gently undulating. This site is suitable for the provision of cluster housing, reflective of the rural character of the area and proportionate to the size and scale of the existing village and its current population. The lands on the southern side of the site are slightly elevated and, dependent on layout and design, single storey dwellings may be required in this area.

The above does not preclude the division of VGA 1 and VGA 2 into individual sites, allowing individuals to design and construct their own dwelling. However, access shall only be from the third class road to the west and the site layout shall provide for in-depth development. The stone boundary along the northeast boundary of the site (along the R352) shall be retained and incorporated into any future development on the land.

Any development associated with VGA 1 and VGA 2 should ensure the protection of the Hell River with the inclusion of a buffer zone of 10m along the riparian zone of the tributary that flows through the site and all necessary measures taken to ensure its current Water Framework Directive status of "good" is maintained. Proposals for development on these lands must be accompanied by a Flood Risk Assessment.

VGA 3 Lands north of the R352

Of particular importance on these lands is the thicket of woodland and scrub lining the minor road. This small area of woodland contributes greatly to the rural character of the area and is a highly attractive addition to the village. The trees shall be preserved and this woodland area shall be integrated into the future development of VGA 3, regardless of whether the lands are developed as a rural housing cluster or as a series of individual sites.

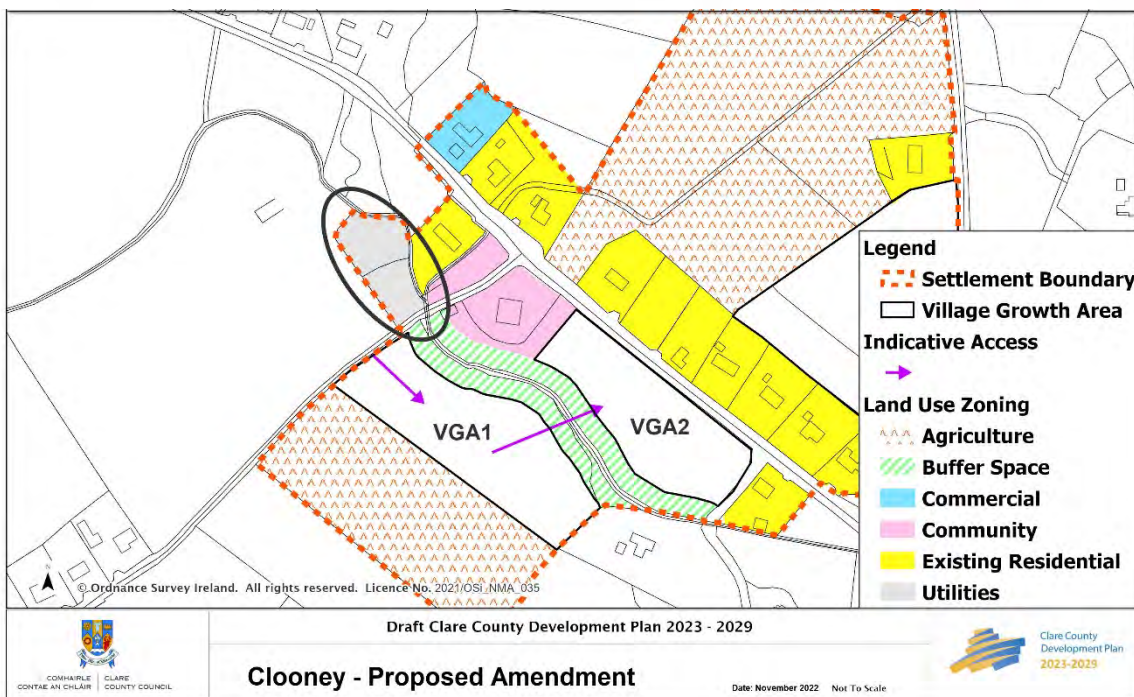
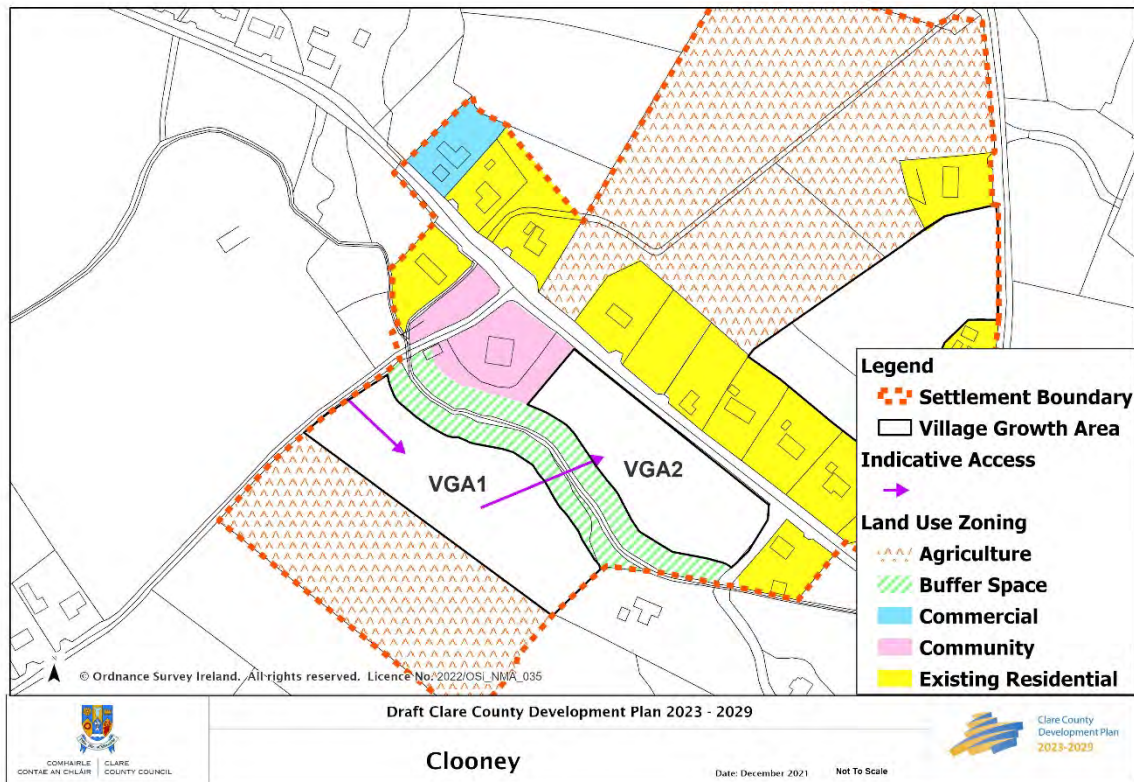
Access to the site shall be from the minor road only. Upgrade of the junction of the minor road and the R352 may be required in order to achieve the required sight distance to ensure traffic safety at the junction.

Place Making and Regeneration

Plans are currently underway to improve the public realm and safety for all pedestrian and road users in the village. The planned scheme will involve new footpath infrastructure along with traffic calming and a pedestrian crossing at the church. This will improve the overall quality and safety of access within the village.

Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that any ~~residential~~ development in proximity to the unmapped watercourse that runs through the centre of Clooney will require a site-specific flood risk assessment which would delineate the flood zones. Development will not be permitted within Flood Zones A & B. ~~should be located within Flood Zone C and it should be ensured finished floor levels are at least 0.5m above the top of the bank.~~



Flagmount

Location and Context

Flagmount has an elevated location, with extensive views to the west across Lough Graney. A laneway in the village leads directly to the shores of Lough Graney. It is an agriculture-based village surrounded by undulating farmlands and forested hills in a highly scenic area with recognised ecological value. It is largely surrounded by the Slieve Aughty Mountains and has developed in a scattered linear form. Flagmount is currently served by a local garage/shop, a church and a school with a large pre-school and after-school care facility. **In terms of bus services, the TFI Local Link Limerick Clare C10 (Scarriff-Flagmount-Scarriff service) stops in Flagmount twice on Thursdays. The C11 Feakle-Flagmount-Tulla-Ennis service stops in Flagmount twice on Saturdays, while the C7 Flagmount-Derrybrien-Gort service stops twice on Fridays.** The village also sits along the East Clare Way.

There is a public water supply serving the village, however there is no public sewerage system. The majority of houses within the village are served by individual wastewater treatment systems. Given the environmental sensitivities of Lough Graney as a designated European site and also the public water source for the Flagmount area, any potential future residential developments or tourism or employment generating developments must have regard to, and strict compliance with, the provisions of the EPA Guidelines relating to waste water treatment and disposal.

The entire settlement of Flagmount is located within the Shannon-Graney/Scarriff Margaritifera (Freshwater Pearl Mussel (FPM)) Sensitive Area. While the current status of the FPM in this catchment is unknown, there are previous records of the FPM in this catchment and therefore any proposed development will need to take into consideration the potential effects on this species and its habitat. Any future development should be subject to the requirements of the Habitats Directive given the proximity of the village adjacent to and partly within the Slieve Aughty designated European Site. See also the Natura Impact Report for further relevant mitigation measures and recommendations at site and project level.

General Objectives

- To ensure that existing population levels and services are maintained;
- To ensure that future growth in Flagmount is incremental and small scale in nature, relative and appropriate to the scale, size and character of the existing village;
- To facilitate the provision of infrastructure to allow for future growth.
- To encourage and facilitate the appropriate development of the blue and green infrastructure in the village and its immediate surroundings;

- To support a rural settlement network of Flagmount- Caher – Killanena to harness the potential of sustainable tourism and recreational activities around Lough Graney and the Slieve Aughty Region;
- To promote the Slieve Aughty region as a tourism location and to develop a series of viewing points in the area;
- To develop walking and cycling trails from the village offering greater accessibility to the countryside by sustainable modes of travel and promote the sustainable designation and delivery of Greenway and Blueway Corridors.

Employment and Enterprise

Flagmount, along with the sister settlements of Caher and Killanena, is ideally positioned to harness the potential of sustainable tourism activities centred on the lake and surrounding uplands.

In order to promote economic development in Flagmount a site is zoned for tourism related development along the road linking the village to the harbour. To further encourage economic development, it is an objective:

- To encourage small-scale residential, tourism and commercial development in the village that will support the local community and respect the scenic and natural amenities of the area;
- To make provision for developments that will establish Flagmount as a visitor base for exploring the surrounding network of loughs and walkways.

The area around Flagmount and Caher has a significant biomass resource (forestry) which, if managed sustainably, can make a significant contribution to the local economy into the future as the County moves towards a low carbon economy. It is an objective for Clare County Council:

- To support the sustainable development of forestry associated enterprises in the area.

Flagmount is served by a crèche and afterschool facility which provides opportunities for increased participation in the workforce.

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 offer a viable and attractive option for rural living within a village community and setting.

Undulating farmlands and forested hills in a highly scenic area makes Flagmount a very attractive place to live. The delivery of any new development in Flagmount 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.

Place Making and Regeneration

Flagmount has a very strong sense of place which would be further enhanced by facilitating the provision of improved access to its blue and green infrastructure, in particular to the harbour area and its associated open space and presents the village's strongest opportunity in terms of revitalisation.

The existing harbour area is well used by the local community. Swimming lessons take place here each year during the last two weeks in July. There is a strong association between Irish Water Safety and the harbour area at Flagmount and this feature of the village could be further strengthened to the benefit of the village

Locations within the village where opportunities lie for effective place making include the following;

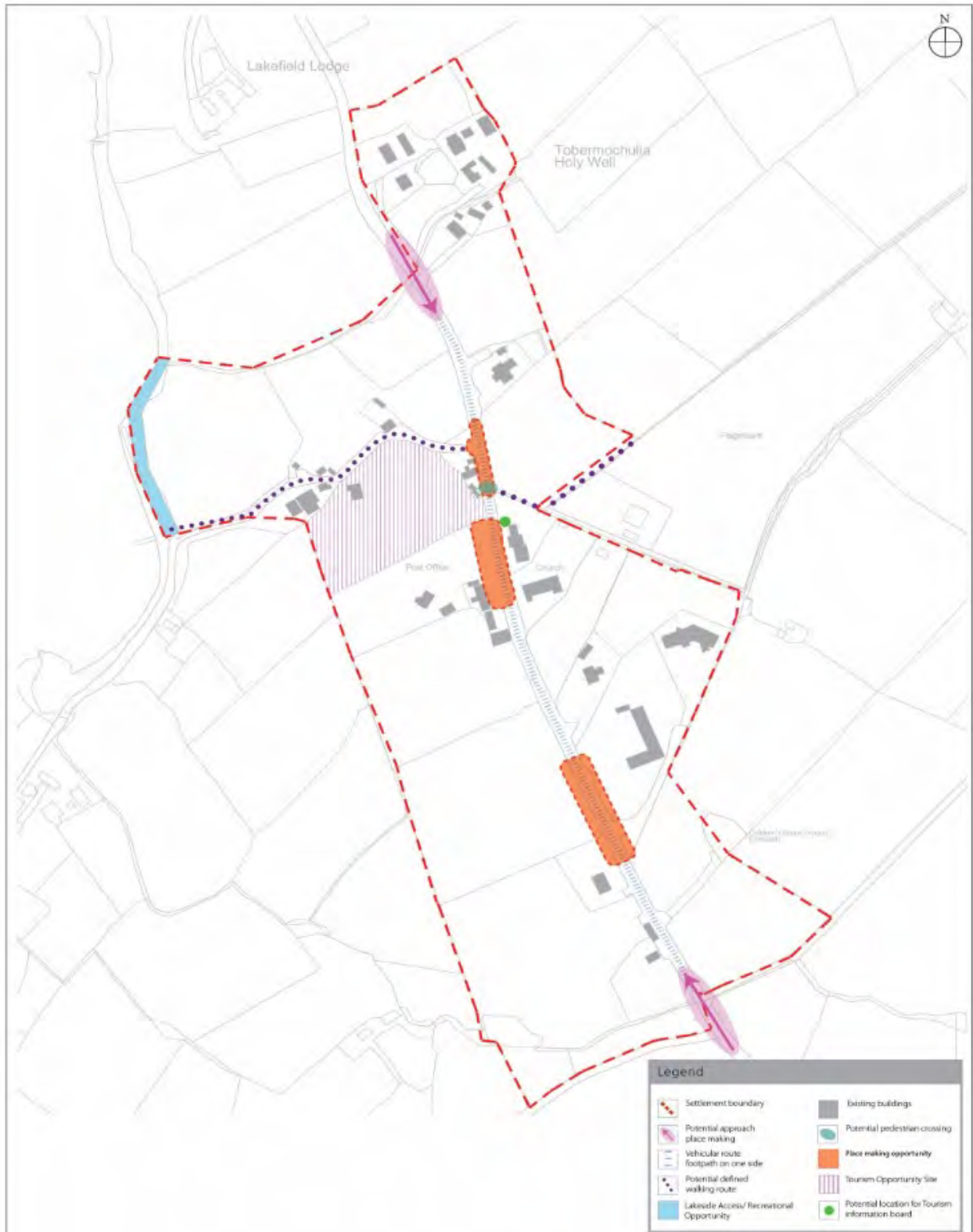
Opportunity 1: This area is at the northern end of the village and extends from where the route of the East Clare Walkway begins in the village to the junction of the L4010-26 with the Harbour Road Entrance.

Opportunity 2: The central village area to the front of O'Meara's grocery and agribusiness supplier.

Opportunity 3: The area to the front of Flagmount National School.



Sketch to indicate potential for place-making to the front of O'Meara's shop and adjacent to petrol pumps



Indicative Site Plan noting potential public realm/placemaking proposals

OS1

The existing pier and lakeside areas are important amenity assets in the village for the local community and for visitors alike. There is scope for additional facilities and landscaping of this recreational facility. OS1 comprises an elevated piece of land to the east of the harbour. It has been designated for possible future expansion and enhancement of this recreational facility, which would complement the pier and may include picnic benches, seating, barbeque areas etc.

HAR1 Flagmount Pier

This area is reserved for pier and limited land-based facilities/amenities to facilitate development of recreational, water-based activities for the local community and visitors to the area.

It is also an objective to upgrade the lane which currently provides access to the harbour area in Flagmount or to provide new access to the harbour from adjoining lands.

TOU1

Having regard to the lakeside location and potential for water based recreational activities it is considered that there is significant potential to provide for camping/glamping style residential accommodation at this site. Such an enterprise has been successfully undertaken at other locations throughout the County.

Kilbane

Location and Context

Kilbane is a small village located in the foothills of Glenvagalliagh Mountain, part of the Slieve Bearnagh Mountains. There are extensive views from the village across the surrounding countryside and a tributary of the Glenomra River flows through Kilbane creating an attractive setting for the village.

The village is located along on a local road that runs north from the R466. The road passes through the Slieve Bearnagh Mountains to Killaloe and is known locally as 'The Gap Road'. Kilbane has seen little development in recent years and the majority of the land within the settlement boundary remains in agricultural use. The village has retained its traditional rural character and new residential developments have integrated well with the existing structures.

There is currently a church and graveyard, and a pub/shop serving the residents of the village and the surrounding countryside along with a new glamping facility adjacent to the village.

General Objectives

- To promote small-scale development in the village to meet the housing needs of the local rural community, increase the local population and support a vibrant community while maintaining the rural character of the village;
- To facilitate the provision of the necessary infrastructure to allow for future growth in the village.

Employment and Enterprise

Kilbane is a small rural settlement serving its surrounding hinterland where agriculture is the primary economic activity. The village is located along the East Clare Way under the Slieve Bearnagh Mountain range. A new glamping site on the fringes of the village capitalises on the tourism and recreational potential of the area. The provision of local shops and services, tourism products, agricultural diversification and home-based enterprises will be supported in accordance with the objectives set out in Volume 1 of this Plan in order to strengthen the economy in the Kilbane area.

Commercial COM 1

The commercial zoning reflects an existing commercial use and allows for its extension and diversification. The existing broadleaved tree line should be retained as part of any future development of this site as foraging and commuting routes for bats. A riparian buffer zone of 10m is provided along the Broadford River, a tributary of the Glenomra River.

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 offer a viable and attractive option for rural living within a village community and setting.

Kilbane offers a high quality rural environment for those seeking to live in an area of traditional rural character. The delivery of any new development in Kilbane 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.

Development is highly dependent on the suitability of the land to accommodate on-site treatment systems. It is envisaged that residential growth would occur incrementally and over a longer period of time in a manner appropriate to the character and environmental sensitivities of the settlement.

In addition to compliance with the policies and objectives of this Plan, specific objectives apply to the following sites:

VGA 1

This site is identified as having the capacity to accommodate small-scale in-depth development. Given the scale of the existing village, small clusters of dwelling houses will be encouraged on these sites (subject to the ability to provide appropriate wastewater treatment facilities on the sites). The design and scale of any proposed development shall be reflective of the rural character of the village and of the requirements for place making as set out below.

Individual dwelling houses will be encouraged to locate on the remaining vacant sites within the village.

Place Making and Regeneration

One of the most distinctive features in Kilbane is the sod and stone ditches that line the approach roads to the village. They contribute significantly to the character of the village. The sod and stone field boundaries shall be retained and incorporated into new developments.

Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises where existing residential areas encroach into Flood Zones A & B redevelopment of these areas should be in accordance with Section 5.28 of the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009).

Killanena

Location and Context

Killanena comprises a small scattered grouping of buildings centred around a church on the R461. Killanena is situated in the Slieve Aughty Uplands and there are extensive views over the countryside to the east of the village and, in some areas, views over Lough Graney. There has been little development pressure in the area in recent years. The settlement is served by a garage/shop, a local pub and a church/cemetery.

There is no public water supply or wastewater treatment facility serving the village. All existing dwellings and businesses in the village are served by individual bored wells and on-site wastewater treatment systems. It is envisaged that this situation will continue for the foreseeable future.

The TFI Local Link Limerick Clare C10 Bus Service (Scarriff-Flagmount-Scarriff) stops in Killanena twice on Thursdays and the C7 Flagmount-Derrybrien-Gort service stops twice on Fridays.

The entire settlement of Killanena is located within the Shannon – Graney/Scarriff River catchment which has been identified by the National Parks and Wildlife Service (NPWS) as a “*Catchment with previous records of Margaritifera, but current status unknown*” with respect to the presence of Freshwater Pearl Mussels this catchment historically had records of mussels but its status is currently unknown. Therefore any proposed development will need to take into consideration the potential effects on this species and its habitat.

Any future development should be subject to the requirements of the Habitats Directive given the location of the village adjacent to and partially within the Slieve Aughty designated European Site. See also the Natura Impact Report for further relevant mitigation measures and recommendations at site and project level.

General Objectives

- To promote small-scale development in the village in order to maintain and increase the population in the local community, to support the existing services available in the village and the surrounding area which respects the scenic and natural amenities of the 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 Killanena is incremental and small scale in nature, relative and appropriate to the scale, size and character of the existing village;

- To facilitate the provision of infrastructure to allow for future growth in the village;
- To support a rural settlement network of Flagmount- Caher – Killanena to harness the potential of sustainable tourism and recreational activities around Lough Graney and the Slieve Aughty Region;
- To promote improved access and signage to Lough Graney as appropriate;
- To promote the Slieve Aughty region as a tourism location and to develop a series of viewing points in the area.

Employment and Enterprise

Killanena, like the nearby Lough Graney sister settlements of Caher and Flagmount, is well positioned to harness the potential of sustainable tourism activities centred on the lake and surrounding uplands. The village has the potential to provide hospitality and guide services for anglers and bird watchers visiting Lough Graney which is famous for its course fishing and as a resting place for winter migratory birds. It is also an ideal accommodation base for hill walkers visiting the Slieve Aughty Mountains.

COM 1

This zoning reflects existing uses on the site and allows for a range of commercial uses to support village life. Any plan or project within this zoning must consider any potential significant effects on the SPA and must undergo screening for appropriate assessment.

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 offer a viable and attractive option for rural living within a village community and setting.

The delivery of any new development in Killanena 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.

In addition to compliance with the policies and objectives of this Plan, specific objectives apply in relation to the following sites:

VGA1 and VGA2

These sites have been identified as being suitable for the provision of individual sites or for infill. Residential development shall be restricted to small clusters of dwelling houses. In line with the objective for village growth areas, other uses appropriate to the function, scale, size and character of the village may also be accommodated on these lands. Any development of these sites will need to demonstrate compliance with the EPA Code of Practice for Wastewater Treatment Systems which must be strictly adhered to, in order to ensure that there are no significant long term effects on the Graney River.

Place Making and Regeneration

C1 Community

The existing broadleaved tree line along the riparian zone of the Graney River should be retained as part of any future development of this site as a foraging and commuting route for bat species. A riparian buffer zone is provided along the Graney River which is currently at “good” status under the Water Framework Directive. The buffer provides an opportunity to examine the possibility of improving amenity in the area.

Flooding

A Strategic Flood Risk Assessment was carried out as part of the preparation of this Plan. The SFRA advises that there is limited risk to existing development which can be dealt with through development management. See Volume 10(c) of this Plan.

Kilmurry

Location and Context

Kilmurry, famous for its Harvest Festival, is situated north of Sixmilebridge. Kilmurry is surrounded by a network of lakes and is north of Walton Lodge, Golf Course and Pitch and Putt. The character and layout of Kilmurry is dominated by a 'five cross roads'. These radial roads converge at the centre of the village which has a traditional informal layout typically associated with its rural location. In contrast, the eastern side of the village is characterised by suburban style housing consisting of large houses on individual sites in a linear form.

The strategy for Kilmurry is to enhance and strengthen the village core by giving it better visual definition and by encouraging development in areas identified for village growth for mixed use, commercial and community use.

Kilmurry is connected to the Shannon/Sixmilebridge Regional Water Supply and as such is subject to the constraints of that scheme. The village has no public wastewater treatment system requiring all existing and future residential development to adhere to the EPA Code of Practice for Wastewater Treatment Systems in order to ensure that there are no significant long term effects on the receiving environment. This is particularly important in relation to VGA 3 and its proximity to the Cloverhill Stream which is currently at 'poor status' under the Water Framework Directive.

Ballymulcashel housing development on the eastern side of the village is serviced by a shared waste water treatment system. The remainder of the dwellings and services in the village have individual on-site waste water treatment systems.

~~Local Link provides a convenient and valuable bus transport service with a drop off/collection point in the village.~~

General Objectives

- To promote the consolidation of Kilmurry village through brownfield reuse/redevelopment and compact growth within the designated village growth areas;
- To ensure growth is incremental and small scale in nature, and is relative and appropriate to the scale, size and character of the village;
- To promote the managed development of the village in order to sustain the local population and the services currently available in the village and encourage the development of further amenities in the area;

- To support the delivery of necessary infrastructure to allow for future growth in the village;
- To improve the footpath network in the village, in particular linking the residential properties to the national school.

Employment and Enterprise

In order to support economic development the Council will facilitate and encourage farm enterprise and agri-tourism in Kilmurry and will also support home based economic activity where feasible.

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 offer a viable and attractive option for rural living within a village community and setting.

The delivery of any new development in Kilmurry 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. Any proposals should enhance/ensure connectivity within the village and support the sustainable use of existing services and facilities.

Any development is highly dependent on the suitability of the land to accommodate on-site treatment systems.

Any development proposals must provide for the retention of existing trees and hedgerows and take full account of the rural landscape and visual amenity, village character and streetscape setting to ensure that there are no significant negative effects on the biodiversity or landscape of the surrounding area. In addition to compliance with the policies and objectives of this Plan, any development proposals on areas identified for growth shall consider the following;

VGA1 Lands to the West of the Church

This site allows for development to balance the growth of the settlement around a focal point at the crossroads. Careful treatment of the boundary of the development with the open

countryside is required. Development on these lands shall consider future links to the open space in the village (see OS1 below).

VGA2 Lands between R462 and Ballymulcashel Road

These lands offer an opportunity to consolidate the existing settlement. Access would be required through the existing farm entrance.

Place Making and Regeneration

The 'Sense of Place' in Kilmurry is largely dictated by the suburban style housing to the south and east. While the boundaries are neat and well maintained it would help with character and traffic calming if the tarmac areas behind the road edge line were defined, possibly with build outs for good quality trees. The sizeable set back areas, which are neatly grassed, define the space well.

OS1 Skeheen Lough

The lake and its surrounding wetlands form an attractive area of open space to the south of the church in the village. Future access to this site shall be sensitively considered as part of the development of lands at VGA1.

O'Briensbridge and Bridgetown

Location and Context

O'Briensbridge is a rural village with a mature natural setting, located at a bridging point on the River Shannon. It derives its name from the bridge in the settlement of the same name. This bridge provides the only crossing of the River Shannon between Limerick city and Killaloe and acts as an important link between Counties Clare, Limerick and Tipperary. The settlement is constructed on an island framed by the River Shannon to the east and the Headrace Canal to the west. It is closely linked to Montpelier on the other side of the River (Tipperary) and to Bridgetown to the west. The central street has a relatively uniform building line, traditional in form and is designated as an Architectural Conservation Area. A number of green amenity walks and parks have been provided, and the local voluntary effort in recent years has greatly enhanced the appearance of the settlement. There are three Protected Structures and two Recorded Monuments in O'Briensbridge.

O'Briensbridge has a strong focus on the waterfront, hosting occasional rowing regattas. There are a number of existing services in the village, including public houses, shops, cemetery, childcare facilities and some recreational looped waterside walks containing historic features associated with boats and waterway navigation. This infrastructure is supported by a church, cemetery, primary school and soccer pitch in neighbouring Bridgetown.

Bus Eireann provides a convenient and valuable transport service with a drop off/collection point at O'Briensbridge and Bridgetown on the Limerick – Scariff route.

There are a number of small and medium sized residential developments in both settlements. However, O'Briensbridge has not seen the same level of development as other parts of the Killaloe Municipal District area, in part due to its lack of a public sewerage treatment plant, drainage issues and flood risk. Bridgetown and O'Briensbridge are served by a public water supply. Early engagement and a pre-connection enquiry with Irish Water are advised in relation to any proposed development as the water supply is known to have limitations.

Currently there is no waste water treatment system serving the villages. At present, one estate in O'Briensbridge has a communal septic tank while one estate in Bridgetown is served by a wastewater treatment system. Any future residential development, commercial or employment generating development will require private waste water treatment subject to suitable site specific conditions. The EPA Code of Practice for Wastewater Treatment Systems will be strictly adhered to in order to ensure protection of the environment.

O'Briensbridge directly adjoins the Lower River Shannon Special Area of Conservation (SAC). Bridgetown is located approximately 3km upstream of the SAC linked via the River Black which discharges to the SAC at Parteen Weir.

Future development must ensure there are no adverse effects on the SAC's site integrity, or the site integrity of any other European sites as a result of the proposed development. Accordingly, the County Development Plan objectives relating to European sites and screening for appropriate assessment will apply to any future development proposals in this area.

General Objectives – O'Briensbridge and Bridgetown

- To safeguard the built heritage, scale and linear character of O'Briensbridge as identified by the Architectural Conservation Area;
- To promote the consolidation of the existing villages through brownfield reuse/redevelopment and compact growth within the designated village growth areas.
- To ensure that future growth is incremental and small scale in nature, and is relative and appropriate to the scale, size and character of the villages.
- To strengthen the existing link between the settlements of O'Briensbridge, Bridgetown and Montpellier.
- To develop walking and cycling trails offering greater accessibility to the countryside by sustainable modes of travel and promote the sustainable designation and delivery of Greenway and Blueway Corridors.

Employment and Enterprise

As the only crossing of the River Shannon between Limerick City and Killaloe, O'Briensbridge enjoys a strategic location which is advantageous for businesses seeking convenient access to the Mid West region. The proposed Shannon Greenway will start in Limerick City, crossing the River Shannon over the Black Bridge and following the old Errina Canal across publicly owned lands to O'Briensbridge and Killaloe and onwards to Scariff. The villages' location on the proposed Shannon Greenway provides an opportunity to capitalise on this by encouraging visitors to stop awhile, making O'Briensbridge a destination in its own right. The village is ideally placed to offer hospitality in the form of accommodation, restaurants and cafes and to develop improved access to the river for water sport based activities.

At the time of writing, it is noted that plans are progressing for the development of a trail head canoe trail at O'Briensbridge lead by Waterways Ireland and in partnership with

statutory agencies and in association with the local community. It is an objective of the County Development Plan;

- To develop and enhance tourism offerings within the village in particular sustainable and eco-tourism to enhance the overall visitor experience which maximises the unique setting of O'Briensbridge. This will ensure that village and rural businesses in the wider area benefit from the increased visitor numbers along the River Shannon and Lough Derg.

Strategy for growth and sustainable communities

The strategy for the sustainable growth of the villages and their communities is through consolidation and regeneration that promotes compact sequential growth and supports and strengthens a sustainable village community and rural hinterland. This will be achieved by encouraging small scale growth in areas which make a positive contribution to the overall enhancement of the villages and sustains them 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 offer a viable and attractive option for rural living within a village community and setting.

The beauty of the surrounding countryside including the River Shannon coupled with the benefit of the proximity to the large urban centre of Limerick makes O'Briensbridge and Bridgetown attractive places to live within a rural community. In order to ensure that these villages maintain existing population levels and services, a number of areas are identified to allow for village growth.

The delivery of any new development in O'Briensbridge and Bridgetown 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.

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

Any new developments should reflect the rural nature of the area. This does not preclude high-quality innovative contemporary designs. Any residential cluster development should incorporate sustainable urban drainage systems and shall include detailed proposals for landscaping/tree retention. Development proposals for housing shall also ensure that provision is made for footpath connecting with the village centre.

O'Briensbridge

VGA 1 Riverside

This area is located on the L-3072 to the west of the village centre and is currently in agricultural use. The access road is rural-residential in character, comprising of a low-density ribbon form of development. The site slopes gently from the road down to the southern boundary, which is tree-lined with mature conifers and deciduous trees. Planning permission has been granted for a nursing on this site. In addition to a nursing home, this site is suitable for an appropriately sized residential cluster. Access shall include a footpath connection to the village centre. Layout and design of units shall ensure that the residential amenities of existing houses are protected. An appropriate buffer shall also be maintained to the SAC, also ensuring that the existing tree line along the southern boundary is maintained. All development proposals shall be required to demonstrate that they will not result in impacts on the SAC (either at construction or operational stages).

VGA2 Site to the Rear of Main Street, O'Briensbridge

This area is located in close proximity to the village core and adjacent to the Head Race Canal. It consists of a number of fields in agricultural use, access options are to the west through Cois Na Sionna. The layout and design of any development shall ensure that the residential amenities of existing properties to the east, west and south are protected. VGA 2 contains the habitat type GS1 Dry Calcareous Grassland. This should be carefully assessed as part of any planning application process as part of an overall ecological assessment.

Bridgetown

VGA 1 Fahy Beg Road

This area is located on the western boundary of the village, opposite the church and cemetery and within easy walking distance of the school. Access shall be at a point midway between the existing junctions to the east and west.

Design and layout of any future development shall ensure the creation of an appropriate entry definition on the western approach to the village. The mature tree line which bounds the site should be retained where possible.

VGA 1 contains grassland, marsh and non-native woodland habitats which should be carefully assessed as part of any planning application as part of an overall ecological assessment. Any proposal for development on this site shall also be subject to, and accompanied by, a Flood Risk Assessment.

VGA 2 Southeast of Riverdale and the Sports Pitch

This area is located at the south-eastern boundary of the settlement and is bisected by an existing ditch. Access shall be taken either from Riverdale or by upgrading the existing

access lane beside the school and associated junction onto the public road (at developers expense), with the additional option of taking access onto the public road through existing residential lands. Design and layout of any future development shall ensure the creation of an appropriate entry definition on the southern approach to the village and shall protect established residential amenities to the west. Development proposals shall also be accompanied by a tree preservation plan to protect the significant vegetation in the eastern portion of the site.

Place Making and Regeneration

O' Briensbridge has a strongly defined historic core. The construction of the Headrace Canal cut off the road travelling to Killaloe, turning it into a cul-de-sac. However, the bridge crossing the Shannon is a powerful gateway into the town which orientates the visitor. Enhancement of the public access to the river and its banks should continue using further signed walkways. The junction on the R463, which gives access to both O'Briensbridge and Bridgetown, would benefit from a traffic calming and place making scheme to highlight this gateway and serve to visually link the two settlements. The reuse of vacant buildings in O'Briensbridge and Bridgetown would enhance the attractive public spaces of the village. Both villages have been included in the 'Survey of Trees in Towns and Villages of County Clare' which has been carried out to highlight and raise awareness of the value of trees and hedgerows and to show how they can contribute to placemaking and amenity. The survey should be taken into account when preparing public or private development proposals.

The following objectives are identified for improvements to the public realm:

- To ensure clear demarcation of on-street parking and short stay loading areas, supported by build-outs and hard and soft landscaping in O' Briensbridge;
- To provide clear boundary/gateway definition on approach roads to the villages;
- To ensure that all traffic management and transport measures shall be sensitive to the character of the villages.

Architectural Conservation Area (ACA)

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

Open Space in O'Briensbridge

The lands zoned for Open Space uses in O'Briensbridge are appropriate for water compatible uses.

OS1 Village Green

This local amenity area adjacent to the river provides an attractive entrance into O'Briensbridge from the Montpelier side and shall be retained.

OS2 Wooded area adjacent to Canal

The wooded area between the canal and the road provides a backdrop and natural amenity area for the village and shall be retained in its current use.

OS3 Riverside walk

This area forms an attractive amenity walkway along the River Shannon. It is an objective to maintain and enhance the network of riverside paths, and to develop and extend them in conjunction with walkways throughout the village.

OS4 ESB lands

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

REC1

This is an attractive riverside site located between existing residences on Main Street. Any future development on the site shall ensure the perimeter of the site, in terms of existing hedgerows, tree lines etc., is retained from a habitat perspective given its riverside location and to protect the residential amenity of neighbouring residences.

Open Space Bridgetown

OS1 Village Green

The attractive local amenity area at the centre of the settlement shall be retained in current use. Development incorporating water compatible uses are considered appropriate for lands identified as Open Space in Bridgetown.

Community Facilities in Bridgetown

C1 Bridgetown School and Associated Grounds

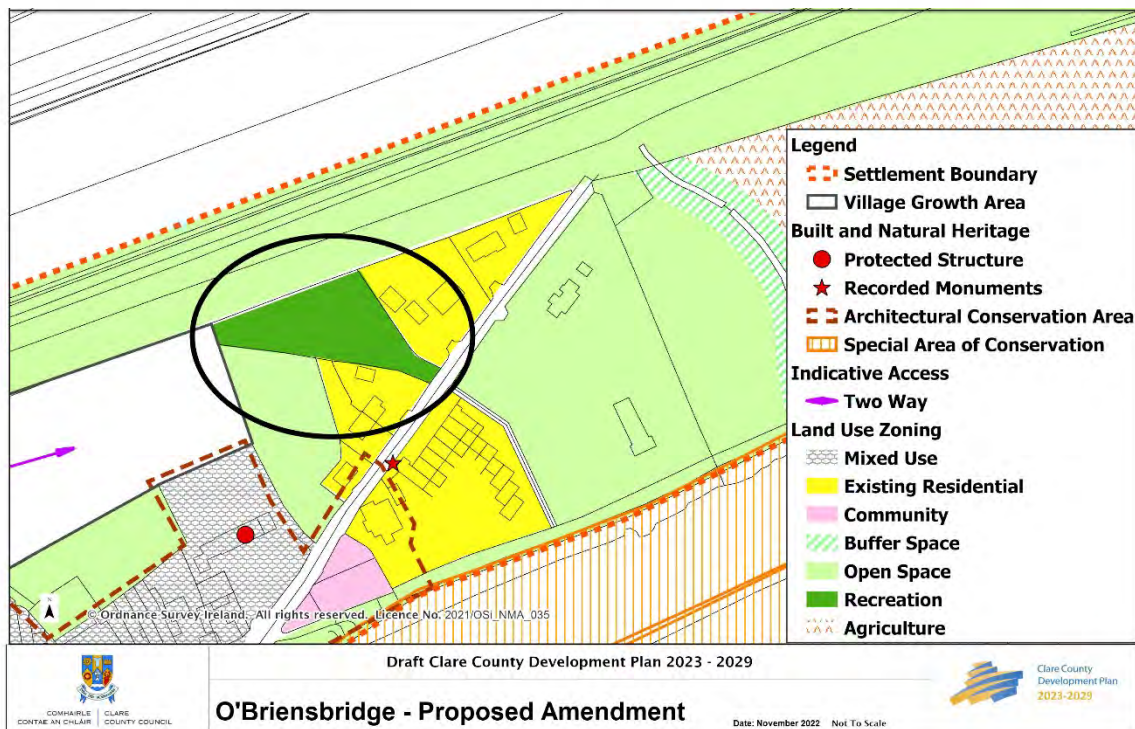
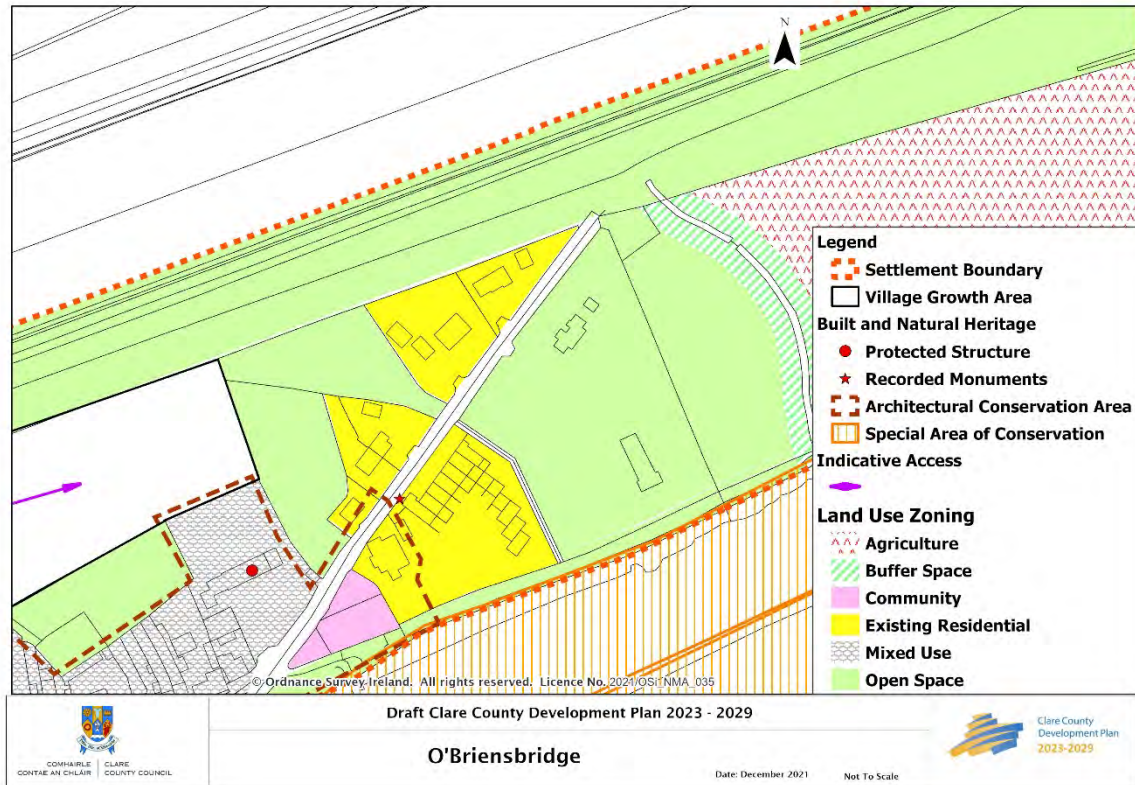
It is an objective to retain these lands as community to facilitate any future expansion of the existing school on the site, which serves Bridgetown, O'Briensbridge and the surrounding rural catchment.

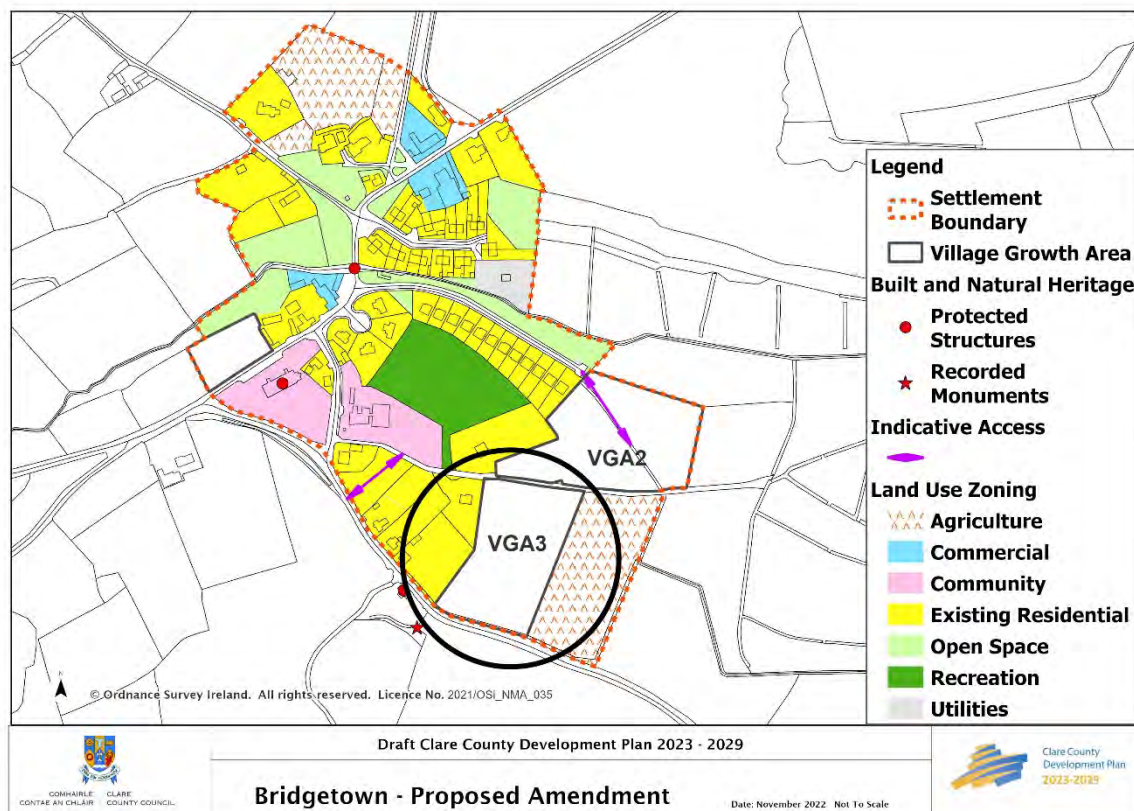
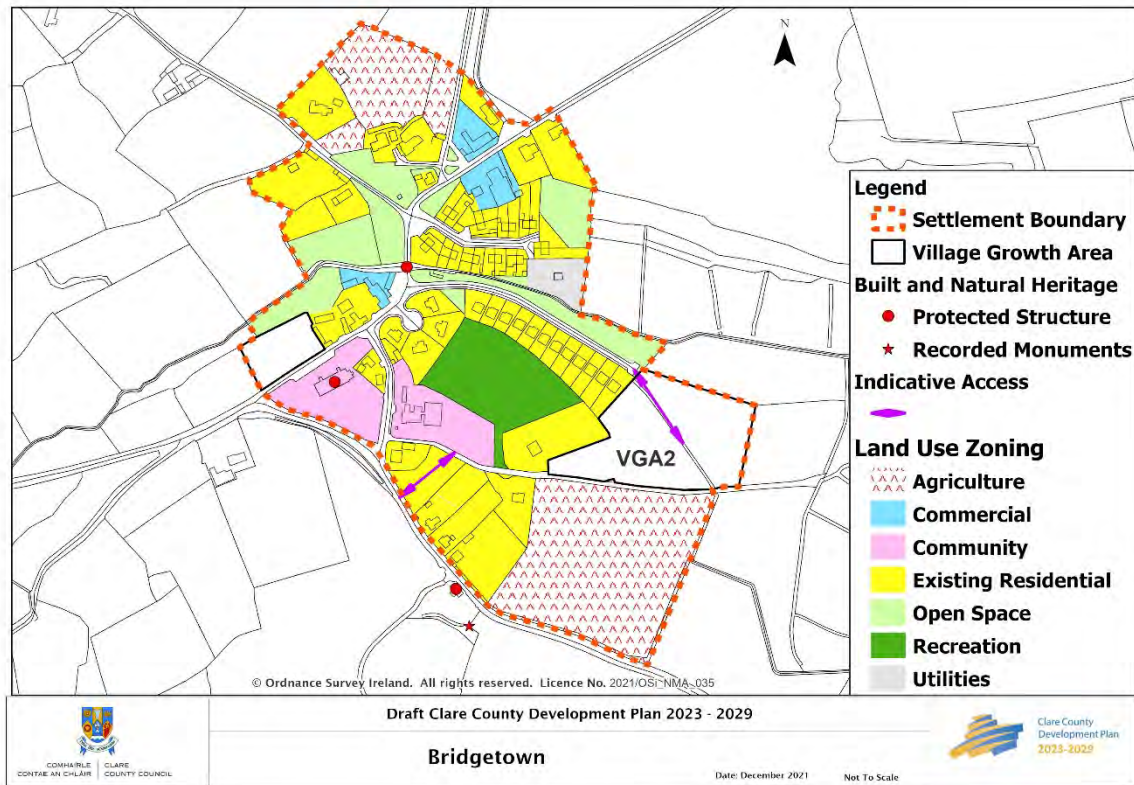
Flooding in O'Briensbridge

The Strategic Flood Risk Assessment accompanying this Plan shows that there are two land parcels at the north of the settlement which are within Flood Risk Zone A and within the CFRAMS Flood zones. These parcels are zoned for agriculture. There is limited risk to existing residential development which can be addressed through development management. The SFRA is contained as Volume 10(c) of this Plan.

Flooding and Flood Risk in Bridgetown

Development within lands zoned Existing Residential within Flood Zones A and B should be according to Section 5.28 of the "Planning System and Flood Risk Management Guidelines (DECLG/OPW) 2009".





O' Callaghan's Mills

Location and Context

O' Callaghan's Mills is named after an old corn mill that was located on the Mill River, which flows between Kilgory Lough to the north of the village and Doon Lough to the south. It is an attractive village that winds along the R466 regional road between Tulla and Broadford.

The village is divided into two distinct areas with the 'high street' area located to the west. The 'low street' area is located to the east and is served by a church, community hall, national school, GAA grounds and a public house. Both of the areas contain a small amount of residential development. This is mostly in the form of single houses located along the roadside. However, there is a small amount of in-depth development in both parts of the settlement. There is a stretch of undeveloped land between the two areas, measuring approximately 300 metres.

In terms of infrastructure, there is a public water supply from the Castl lake Water Treatment Plant but there is no public sewage system serving the village. Any future residential ~~development~~, commercial or employment generating development will require private treatment subject to suitable site specific conditions. The EPA Code of Practice for Wastewater Treatment Systems will be strictly adhered to in order to ensure protection of the environment.

~~Clare Bus provides a convenient and valuable transport service in East Clare, while O'Callaghans Mills is not on the main route, stops in the village can be requested as needed as part of this service.~~

TFI Local Link Limerick Clare provide the C2 bus service (Scarriff-Killaloe-Scarriff). It provides a convenient and valuable transport service in East Clare. The stop is at the Church in O'Callaghan's Mills and it stops twice a day Monday to Friday. The C1 Feakle to Ennis via Scarriff and Tulla service stops twice a day Monday to Friday and three times on a Saturday. The C9 service Feakle-Kilkishen-Quin-Ennis stops in O'Callaghan's Mills once a day.

General Objectives

- To promote controlled settlement growth in O' Callaghan's Mills in order to maintain a vibrant community and support existing services in the area;
- To ensure that future growth in O' Callaghan's Mills is incremental and small scale in nature, relative and appropriate to the scale, size and character of the existing village;

- To facilitate the provision of infrastructure to allow for growth.

Employment and Enterprise

The economy of the O' Callaghan's Mill's area is based primarily on agricultural activity, supplemented by a number of small businesses and industries located in the village and the surrounding area. In accordance with the objectives set out in Volume 1 of this Plan, the provision of local shops and services, agricultural diversification and home-based enterprises will be supported in order to strengthen the economic base in the village. Additionally, land in the 'high street' area has been zoned Enterprise to support employment-generating development in the village.

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 offer a viable and attractive option for rural living within a village community and setting.

The delivery of any new development in O'Callaghans Mills 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 growth allow for the sustainable compact growth within both parts of the village, providing opportunities for small scale cluster type housing, as well as for other uses appropriate to the function, size and scale of the settlement. Any development is highly dependent on the suitability of the land to accommodate on-site treatment systems.

In addition to compliance with the policies and objectives of Volume 1 of this Plan, specific objectives apply to the following lands:

VGA2 Site to east of OS1 in High Street Area

The provision of an attractive amenity area at OS1 shall be incorporated into development proposals, layout and design of this site (VGA 2).

Place Making and Regeneration

Given the fact that O' Callaghan's Mills consists of two parts, it is a place making priority to establish a civic space which can be identified as the centre of the settlement. The logical

place for this is in the already widened area in front of the church and GAA field. A public realm enhancement scheme would define and break up parking areas and introduce vertical defining elements, for example planting. Existing trees on the perimeter of this area should be retained. Also the guidance on treatment of boundaries between residential development and roadways within the settlement as set out in Chapter 1 of Volume 1 of this Plan should be noted.

Recently, the footpath network in the village has been improved and now links High Street to Low Street and residential properties to the national school, providing enhanced connectivity and safety within the village.

OS1 Riverside Site in 'High Street' Area

This area of land, straddling the Mill River to the north of the R466, has the potential to be developed into an attractive amenity area that will serve the local community. The development of this area shall be incorporated into development proposals put forward for the adjoining VGA 2. The Mill River meets the Owenogarney River downstream. Any proposals for development at OS1 should have due consideration of the current "Good" Status of the Owenogarney River and the potential for downstream effects on the Castle Lake drinking water abstraction source and associated SACs of the Ratty River Cave and the Lower River Shannon cSAC.

Flooding and Flood Risk

A Strategic Flood Risk Assessment was carried out as part of the preparation of this Plan. The SFRA in Volume 10 advises that **development within lands zoned Existing Residential within Flood Zones A & B should be in accordance with Section 5.28 of the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009).**

Ogonnelloe

Location and Context

Ogonnelloe derives its name from Tuath O gCoinghilla, the ancient territory of the O' Duracks. The village is located high above the shores of Lough Derg on the R463 and has a linear structure that stretches along the route for a considerable distance. The village is situated on the Lough Derg Scenic Drive, with several lookout points, one of which has views to Inis Cealtra (Holy Island). Over the years residential development has coveted views across Lough Derg and surrounding mountain ranges making Ogonnelloe an attractive place to live and work-from-home. The services in the village are clustered into two distinct areas. The church and a number of houses are located to the north and the school and GAA grounds are located to the south. Good pedestrian links are provided by the footpath along the R463 which also forms part of the dedicated recreational route from Killaloe to Ogonnelloe. This recreational path is currently being extended to Tuamgraney, and will link with the proposed Shannon Greenway with potential to provide an off road experience connecting Limerick to Tuamgraney and Scarriff. [The TFI Local Link Limerick Clare C2 bus service \(Scarriff-Killaloe-Scarriff\) stops at the National School twice a day from Monday to Friday.](#)

Tinarana House (RPS 095) is located approximately 2km south of Ogonnelloe set in a sylvan heritage landscape. Opportunities to sensitively develop this estate in the future should be carefully considered.

Ballycuggaran amenity area (a blueflag beach), University of Limerick Adventure Centre and Ballycuggeran Wood which includes looped walks and access to Moylussa, the highest point in County Clare, are all located close by. These amenities are now directly linked to Ogonnelloe by the amenity path from Killaloe.

There are no public wastewater treatment facilities in the village and therefore all development in the village is served by individual on-site wastewater treatment systems. There is a group water scheme providing water to some parts of the village and the remainder of the houses are supplied via individual bored wells. It is envisaged that this situation will continue through the lifetime of this Plan.

General Objectives

- To support the existing services in the area and the provision of new services to cater for the residents of the village and the surrounding area;
- To ensure that existing population levels and services are maintained;

- To ensure that future growth in Ogonnelloe is incremental and small scale in nature, relative and appropriate to the function, scale, size and character of the existing village;
- To facilitate the provision of infrastructure to allow for future growth;
- To implement traffic management and calming in the village.
- To develop walking and cycling trails offering greater accessibility to the countryside by sustainable modes of travel and promote the sustainable designation and delivery of Greenway and Blueway Corridors

Employment and Enterprise

Ogonnelloe distinguishes itself by the number of self-employed living and working in the village. It is imperative to support home-based employment in the area and to harness the entrepreneurial spirit for the benefit of the village. Ogonnelloe is situated in Irelands Hidden Heartlands along the Lough Derg Scenic Drive and the proposed Shannon Greenway and needs to capitalise on this by encouraging visitors to stop awhile, making Ogonnelloe a destination in its own right. The village is ideally placed to offer hospitality in the form of accommodation, restaurants and cafes. It is an objective to:

- To develop and enhance tourism offering within the village in particular sustainable and eco-tourism to enhance the overall visitor experience around Lough Derg and the Hidden Heartlands to ensure that the village and rural businesses in the wider area benefit from the increased visitor numbers around Lough Derg.

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 rolling countryside surrounding the village and the dramatic setting overlooking Lough Derg has made Ogonnelloe an attractive place to live for those seeking a high quality living environment within commuter distance of Limerick City and Ennis.

The delivery of any new development in Ogonnelloe 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.

Development proposals on VGA sites shall ensure the integrity of the existing hedgerows surrounding the perimeter of the site and shall maintain any ecological corridors present.

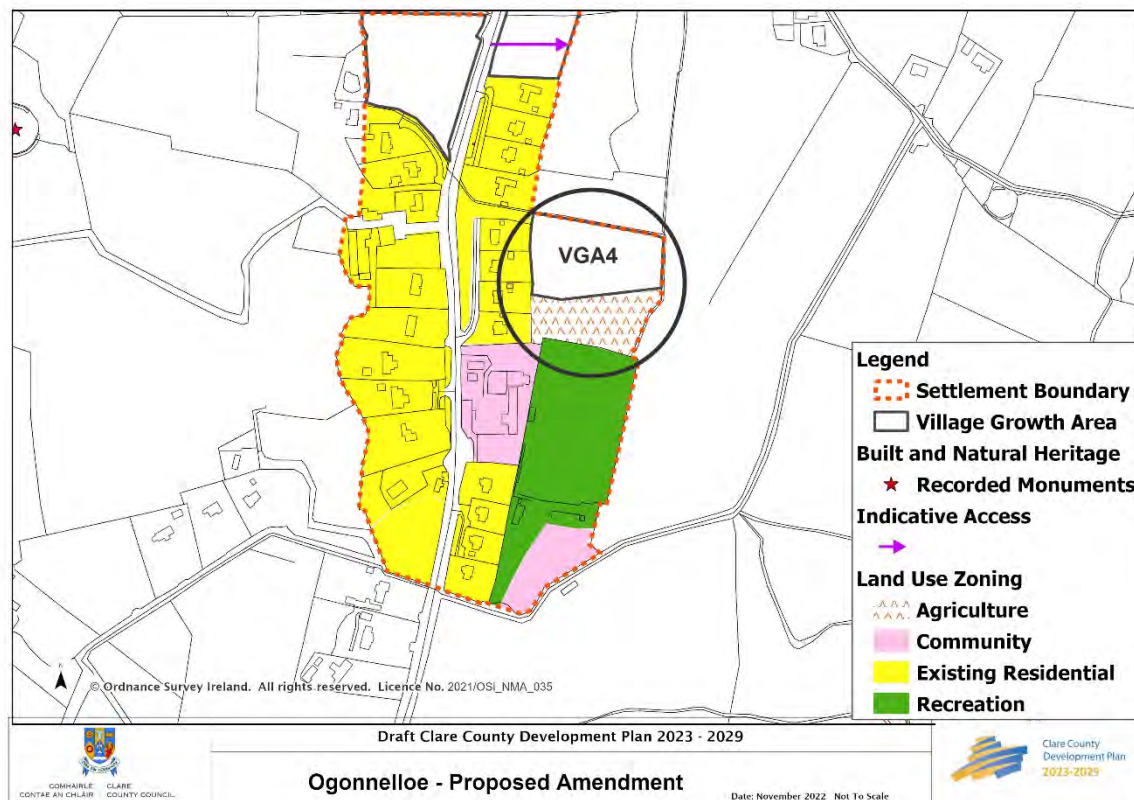
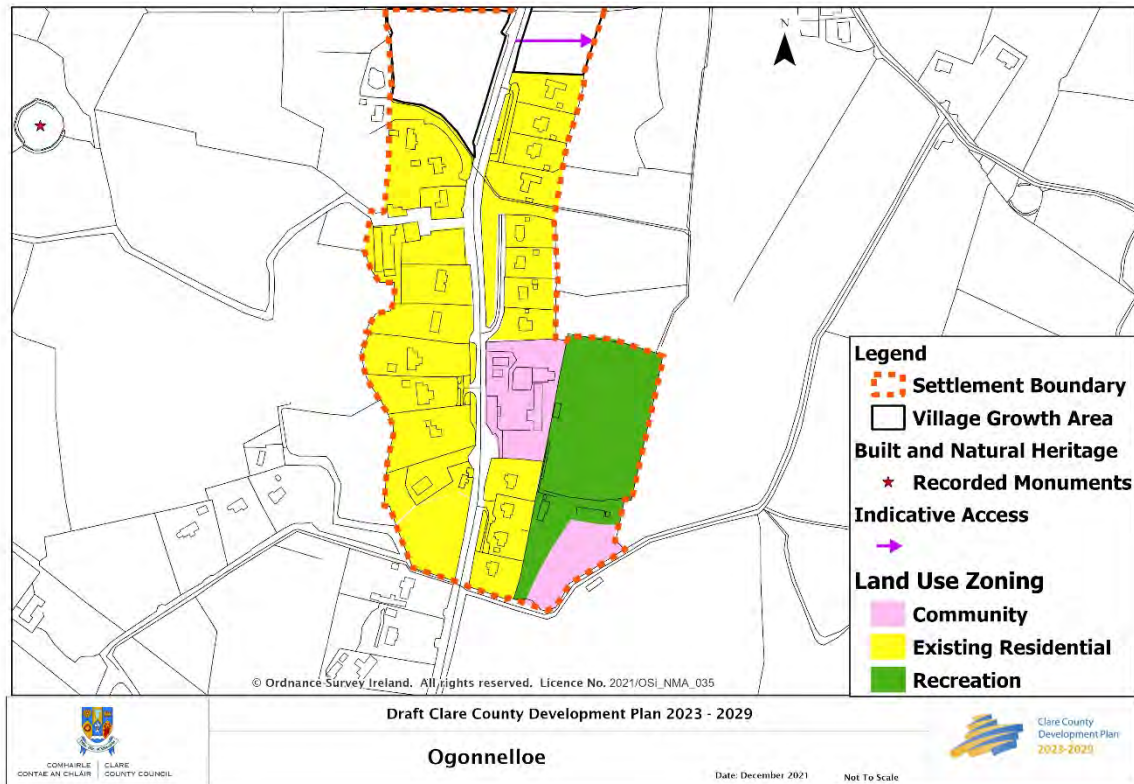
Place Making and Regeneration

As a settlement extending along the R463, the issue of traffic calming is important to the quality of the public realm in Ogonnelloe. The grassed margins between the boundary and the road edge contribute to traffic calming and are in character with the settlement. Some definition in the space outside the church would also help in this regard. Houses on the west side of the road are built at an angle to the road rather than parallel and this feature enhances the built environment and the public space.

The existing lookout point on the Tuamgraney to Ogonnelloe road enjoys extensive views of Lough Derg including Inis Cealtra (Holy Island). This lookout has the potential to be enhanced to a greater degree, possibly in association with greater promotion of Inis Cealtra as a visitor attraction.

Flooding

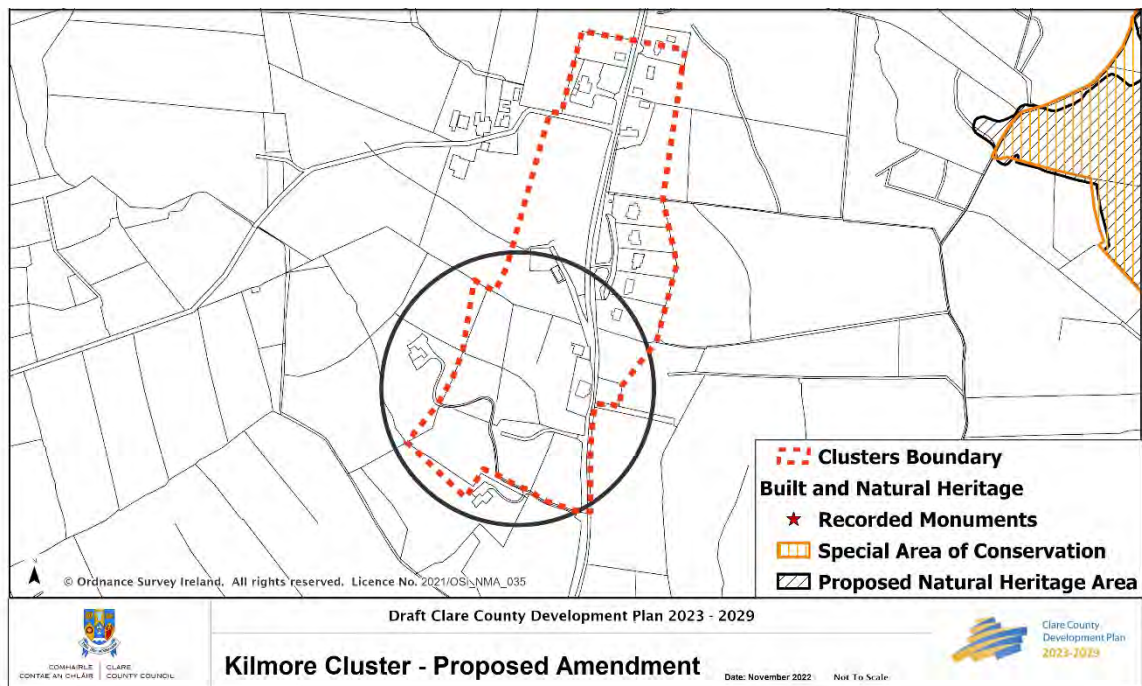
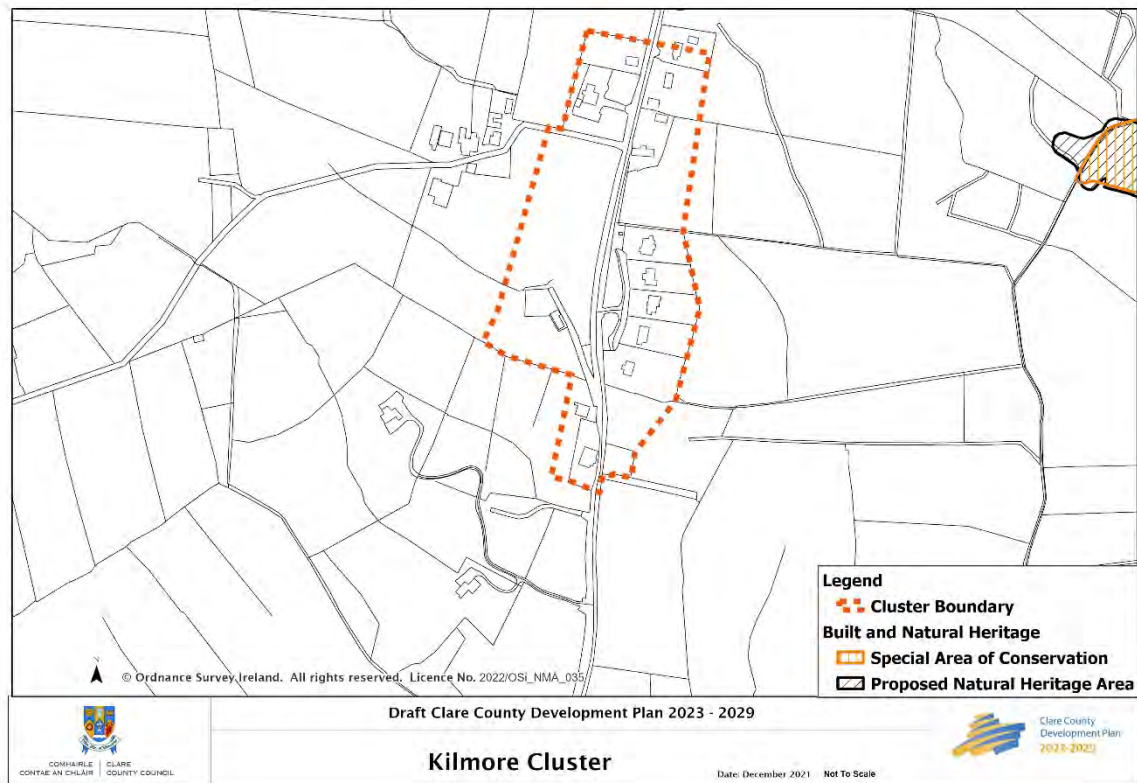
As part of the preparation of this Plan a Strategic Flood Risk Assessment was carried out. The SFRA did not identify areas subject to flooding and/or flood risk. See SFRA in set out Volume 10(c) of this Plan.



Section 5

Clusters

- | | |
|----------------|---|
| • Ballycar | – No amendments proposed |
| • Carrowmeer | – No amendments proposed |
| • Castlecrine | – No amendments proposed |
| • Drumandoora | – No amendments proposed |
| • Garraunboy | – No amendments proposed |
| • Kilmore | – <u>Amendments proposed</u> – see maps |
| • Roo East | – No amendments proposed |
| • Sooreeny | – No amendments proposed |
| • Williamstown | – 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.

Table 1: Settlement Hierarchy to which the SLA is applied	
Key Town	
Ennis	
Metropolitan Area (Key component of the Limerick-Shannon Metropolitan Area Strategic Plan)	
Shannon	
Sixmilebridge (Small Town)	
Athlunkard, Bunratty, Clonlara, Parteen, Ballycannon North, (Meelick) (Large Villages)	
Service Towns	
Ennistymon/Lahinch, Kilrush/Cappa, Scarriff/Tuamgraney	
Small Towns	
Kilkee, Killaloe, Lisdoonvarna, Miltown Malbay, Newmarket-on-Fergus, Tulla	
Large Villages	
Tier 1	
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 (✓) or do not meet (X) these criteria.

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

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

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

Settlement	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-ordinated Development	Tier1	Tier2
Scariff Tuamgraney	R1	3.48	2	2	1	2	✓	✓	✓		✓
	R2	0.30	1	1	1	1	✓	✓	✓	✓	
	R3	0.86	1	1	1	1	✓	✓	✓	✓	
	R4	1.44	1	1	1	1	✓	✓	✓	✓	
6.08											
	SR1	3.46	1	1	1	1	✓	✓	✓	✓	
	SR2	4.59	1	1	1	1	✓	✓	✓	✓	
	SR3	2.03	1	1	1	2	✓	✓	✓		✓
10.08											

Settlement	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-ordinated Development	Tier1	Tier2
Killaloe	R1	1.39	2	2	1	2	✓	✓	✓		✓
	R2	0.99	1	1	2	2	✓	✓	✓		✓
	R3	1.16	1	1	2	2	✓	✓	✓		✓
	R4	0.58	1	2	1	2	✓	✓	✓		✓
	R5	1.96	1	1	1	2	✓	✓	✓		✓
	R6	8.00	1	2	2	2	✓	✓	✓		✓
5.8714.08											
	SR1	2.26	2	2	1	2	✓	✓	✓		✓
	SR2	1.05	1	1	1	2	✓	✓	✓		✓
	SR3	0.32	1	2	2	2	✓	✓	✓		✓
3.63											

Settlement	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-ordinated Development	Tier1	Tier2
Tulla	R1	2.61	1	1	1	2	✓	✓	✓		✓
	R2	2.12	1	1	1	1	✓	✓	✓	✓	
	R3	1.03	1	2	1	1	✓	✓	✓		
	R3	3.13	1	2	1	1	✓	✓	✓		✓
5.77 7.87											
	SR1	3.55	1	1	1	2	✓	✓	✓		✓
	SR2	2.38	1	1	1	2	✓	✓	✓		✓
5.93											
Settlement	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-ordinated Development	Tier1	Tier2
Crusheen	R1	1.32	2	2	2	2	✓	✓	✓		✓
	R2	2.97	1	2	1	1	✓	✓	✓		✓
4.29											
	SR1	3.04	2	2	2	2	✓	✓	✓		✓
	SR2	2.02	1	2	1	1	✓	✓	✓		✓
	SR3	0.89	2	2	2	2	✓	✓	✓		✓
5.96											

Settlement	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-ordinated Development	Tier1	Tier2
Feakle	R1	0.97	2	2	1	1	✓	✓	✓		✓
	R2	0.33	1	2	1	1	✓	✓	✓		✓
	R3	0.79	1	1	1	1	✓	✓	✓	✓	
2.09											
	SR1	0.46	1	2	1	1	✓	✓	✓		✓
	SR2	1.17	1	2	1	1	✓	✓	✓		✓
1.63											

Settlement	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-ordinated Development	Tier1	Tier2
Kilkishen	R1	1.34	1	1	1	1	✓	✓	✓	✓	
	R2	1.47	1	2	1	1	✓	✓	✓		✓
2.82											
	SR1	0.40	1	1	1	1	✓	✓	✓	✓	
	SR2	1.51	2	2	1	2	✓	✓	✓		✓
1.91											

Settlement	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-ordinated Development	Tier1	Tier2
Mountshannon	R1	1.73	1	2	1	2	✓	✓	✓		✓
		1.73									
	SR1	1.47	2	2	2	2	✓	✓	✓		✓
	SR2	0.90	1	1	2	1	✓	✓	✓		✓
2.36											

Settlement	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-ordinated Development	Tier1	Tier2
Quin	R1	1.85	1	2	1	1	✓	✓	✓		✓
	R2	2.29	1	2	2	2	✓	✓	✓		✓
	R3	1.06	1	1	2	2	✓	✓	✓		✓
	5.21										
	SR1	1.18	2	2	2	2	✓	✓	✓		✓
	SR2	1.23	2	2	2	2	✓	✓	✓		✓
	SR3	1.49	2	2	2	2	✓	✓	✓		✓
	SR4	2.91	2	2	2	2	✓	✓	✓		✓
		6.80									
Settlement	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-ordinated Development	Tier1	Tier2
Whitegate	R1	0.39	1	1	2	1	✓	✓	✓		✓
	R2	0.64	1	1	1	1	✓	✓	✓	✓	
	R3	0.38	1	1	1	1	✓	✓	✓	✓	
	1.42										
	SR1	0.78	1	2	1	2	✓	✓	✓		✓
	SR2	0.73	1	2	1	2	✓	✓	✓		✓
	SR3	0.99	1	2	1	1	✓	✓	✓		✓
		2.50									

Settlement	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-ordinated Development	Tier1	Tier2
Broadford	R1	0.54	1	2	1	0	✓	✓	✓		✓
	R2	1.37	1	1	1	0	✓	✓	✓		✓
1.91											
	LDR1	0.49	1	2	1	0	✓	✓	✓		✓
	LDR2	4.20	1	2	1	0	✓	✓	✓		✓
	LDR4	1.97	1	2	1	0	✓	✓	✓		✓
	LDR5	0.44	1	1	1	0	✓	✓	✓		✓
	LDR6	0.70	1	1	1	0	✓	✓	✓		✓
	LDR7	0.94	2	2	1	0	✓	✓	✓		✓
	LDR8	0.10	1	1	1	0		✓	✓		✓
	LDR9	0.35	1	2	1	0		✓	✓		✓
9.19											



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