



# Draft Clare County Development Plan 2023–2029

## Volume 3d West Clare Municipal District Settlement Plans

### Proposed Amendments

28<sup>th</sup> November 2022



COMHAIRLE CONTAE AN CHLÁIR  
CLARE COUNTY COUNCIL





## CLARE COUNTY DEVELOPMENT PLAN 2023-2029

### VOLUME 3(d) West Clare Municipal District Area Settlements

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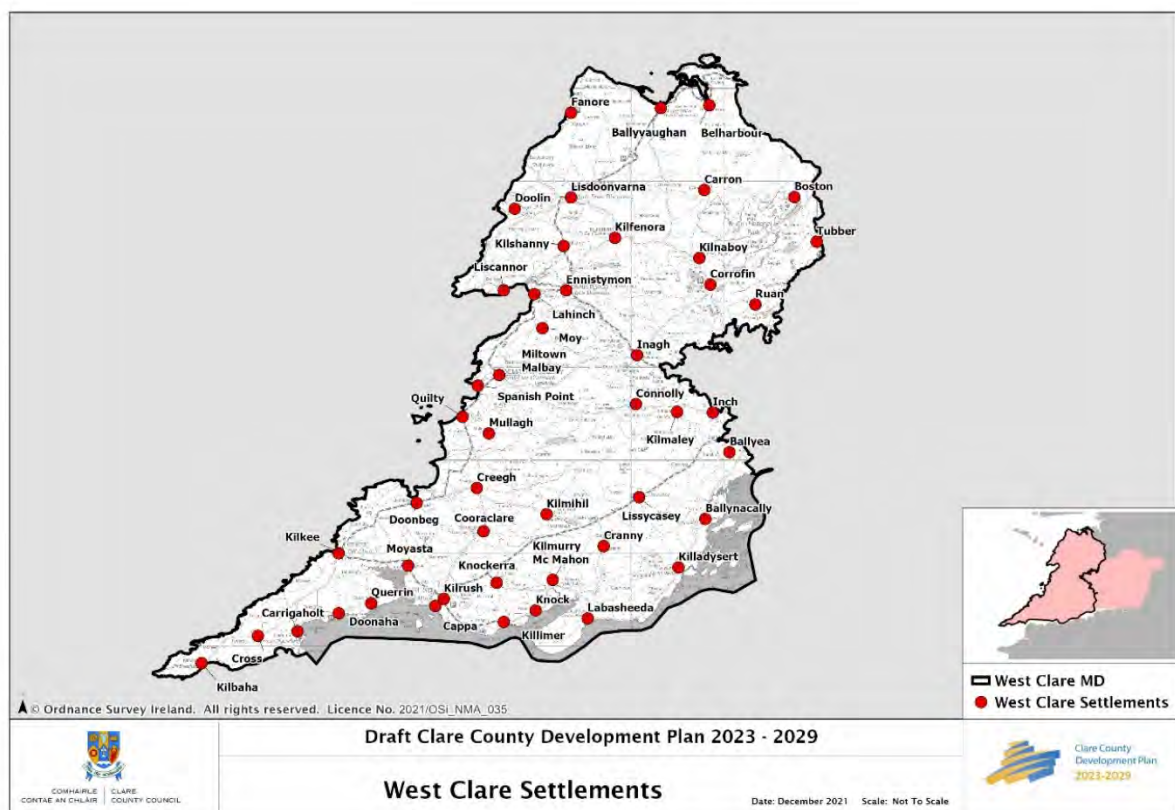


## Proposed Amendments to Volume 3 of the Draft Clare County Development Plan 2023-2029

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

## Introduction and Context

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



## West Clare Municipal District

The West Clare Municipal District is the largest district in County Clare stretching from the Loop Head peninsula north along the Atlantic coast as far as Ballyvaughan and New Quay and east along the Shannon Estuary as far as Tiermaclane and Islandavanna on the outskirts of Ennis. The topography and landscapes of the municipal district are highly contrasting from the rugged Atlantic seaboard, to the Slieve Callan uplands, the Burren, the Shannon Estuary, expansive farmlands and urban areas. The West Clare Municipal District is an area of great contrast and diversity. There are a number of key towns in the municipal district, such as Kilrush and Ennistymon which act as main service centres in the area. These large towns are supported by a number of smaller towns and villages that provide services and amenities to visitors, local residents and those in the surrounding rural areas.

Despite the peripherality of some parts of the West Clare Municipal District, the area remains well connected to the larger urban centres in the County and to the wider region via the national and regional road network and the Killimer-Tarbert ferry service. Tourism is highly important to the West Clare Municipal District and some of the most popular tourist attractions in County Clare such as the Loop Head Peninsula, the Burren and Cliffs of Moher UNESCO Global Geopark and beaches such as those at Doonbeg, Lahinch and Fanore are located in this municipal district. The development of the Wild Atlantic Way has brought new opportunities to the areas from a tourism-development and employment-creation perspective and has brought the entire western and northern coast of County Clare to greater prominence in the national and international tourism market. During the lifetime of this Plan significant opportunities exist to increase the positive impact that the Wild Atlantic Way and the Shannon Estuary Way have had in the West Clare Municipal District and to ensure that the benefits of these driving routes are spread throughout the wider community in the area.

Renewable energy development, agriculture, rural enterprises and cottage industries also make a vital contribution to the economy in the municipal district and are large employers in the area. In recent times greater benefits have accrued from positive collaborations between small businesses such as the development of the Loop Head Heritage Trail and the award-winning Burren Food Trail, successfully increasing the profile of County Clare at a national and international level.

Challenges for the development of the West Clare Municipal District during the Plan period include ensuring that there is a provision of the physical infrastructure to enable growth in towns and villages, balancing increased development with the protection of the natural environment, creating a diverse range of employment opportunities to guard against over-reliance on a single sector and ensuring that the wider municipal district benefits from positive developments such as the Wild Atlantic Way.

### Zoned Lands within the Settlements of the West Clare Municipal District

The following table provides a summary of lands zoned for the main land uses for each settlement within the Municipal District area.

West Clare 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 Towns								
Ennistymon/ Lahinch	11.78	0.00	9.09	8.25	4.37	0.00	9.68	4.69
Kilrush/Cappa	18.81	0.00	5.08	10.83	6.79	9.44	7.83	20.20
Small Towns								
Kilkee	8.91	0.00	3.50	0.73	4.32	0.00	0.00	13.72
Lisdoonvarna	7.43	0.00	7.49	1.63	5.21	0.00	0.00	7.87
Miltown Mal- bay	5.49	0.00	6.33	5.74	2.01	0.00	1.26	9.37
Large Villages								
Ballyvaughan	2.36	0.00	3.42	1.04	1.43	0.00	0.00	5.92
Corofin	4.68	0.00	3.76	0.19	1.84	0.00	0.00	4.67
Doonbeg	2.98	0.00	5.52	0.00	3.15	0.00	0.00	6.56
Inagh	1.00	0.00	3.62	1.14	0.00	0.00	0.00	1.11
Mullagh	3.18	0.00	2.23	0.49	0.00	0.00	0.00	4.60
Quilty	1.11	0.00	2.11	0.28	0.00	0.00	0.00	0.96
Liscannor	3.69	0.00	2.79	0.58	0.77	0.00	0.00	5.39
Kilfenora	1.47	0.00	4.81	0.93	0.00	0.00	0.00	2.40
Killimer	1.12	0.00	0.00	0.00	1.33	0.00	0.00	2.99
Kilmihil	N/A	N/A	N/A	0.38	0.18	0.00	2.61	4.87
Kiladysert	N/A	N/A	N/A	0.00	0.00	0.00	0.00	0.00
Small Villages								
Ballyea	N/A	N/A	N/A	0.00	0.00	0.00	0.00	0.00
Ballynacally	N/A	N/A	N/A	0.00	1.40	0.00	0.00	3.98
Belharbour	N/A	N/A	N/A	0.00	0.00	0.00	0.00	0.00
Boston	N/A	N/A	N/A	0.27	0.00	0.00	0.00	0.00
Carrigaholt	N/A	N/A	N/A	0.00	2.99	0.00	0.00	7.30
Carron	N/A	N/A	N/A	0.24	0.00	0.00	0.00	0.00
Connolly	N/A	N/A	N/A	0.18	0.00	0.00	0.00	0.00
Cooraclare	N/A	6.11	N/A	0.85	1.21	0.00	0.00	2.94

Cranny	N/A	N/A	N/A	0.18	0.19	0.00	0.00	0.56
Creegh	N/A	N/A	N/A	0.18	1.87	0.00	0.00	4.68
Cross	N/A	N/A	N/A	0.06	0.00	0.00	0.86	0.45
Doolin	N/A	N/A	N/A	0.45	0.00	0.00	0.00	4.22
Doonaha	N/A	N/A	N/A	0.00	0.00	0.00	0.00	1.58
Fanore	N/A	N/A	N/A	0.47	0.00	0.00	0.00	3.44
Inch	N/A	N/A	N/A	0.00	0.00	0.00	0.00	0.00
Kilbaha	N/A	N/A	N/A	0.16	0.00	0.00	0.00	1.18
Kilnaboy	N/A	N/A	N/A	0.00	0.00	0.00	0.00	0.00
Kilmaley	N/A	N/A	N/A	1.02	0.00	0.00	0.00	2.39
Kilmurry McMahon	N/A	N/A	N/A	0.00	0.00	0.00	0.00	0.00
Kilshanny	N/A	N/A	N/A	0.16	0.00	0.00	0.00	0.00
Knock	N/A	N/A	N/A	0.13	0.00	0.00	0.00	0.55
Knockkerra	N/A	N/A	N/A	0.00	0.00	0.00	0.00	0.80
Labasheeda	N/A	N/A	N/A	0.00	1.58	0.00	0.00	2.02
Lissycasey	N/A	N/A	N/A	2.29	1.35	0.00	0.00	1.72
Moy	N/A	N/A	N/A	0.00	0.50	0.00	0.00	0.00
Moyasta	N/A	N/A	N/A	0.00	0.00	0.00	0.00	0.56
Querrin	N/A	N/A	N/A	0.00	0.00	0.00	0.00	0.49
Ruan	N/A	N/A	N/A	0.19	1.32	0.00	0.00	2.57
Spanish Point	N/A	N/A	N/A	3.38	0.00	0.00	0.00	1.94
Tubber	N/A	N/A	N/A	0.00	0.00	0.00	1.95	0.17
<b>Total in M.D.</b>	<b>74.02</b>	<b>6.11</b>	<b>59.75</b>	<b>42.42</b>	<b>43.82</b>	<b>9.44</b>	<b>24.19</b>	<b>138.87</b>

## 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 Chapter9
Settlement Measures	
SEA Measures	Vol. 10b Chapter 9 Vol. 10bAppendix B
NIR Measures	Vol. 10a Appendix C
SFRA	Vol. 10c





## Section 1

### Service Towns

- Ennistymon/Lahinch – Amendment proposed
- Kilrush – Amendment proposed

## Ennistymon/Lahinch

### Location and Context

Ennistymon/Lahinch is identified in the Clare settlement hierarchy as a Linked Service Town in North Clare, due to the role as an important service centre and drivers of growth for their respective hinterlands. Ennistymon and Lahinch are located approximately 2.5 km apart and are linked by the N67 footpath and cycleway. Both settlements provide business, retail, and employment services catering for the local population, while Lahinch, situated on the Wild Atlantic Way, is noted for its national and international tourism product which includes recreational activities associated with its seaside location. It is critical that each settlement retains its own identity and does not coalesce through ribboning of development.

Ennistymon is the largest town in North Clare, with a population of 1,045 recorded in the 2016 Census. In 1564 the O'Brien's of Thomond acquired a castle in a wooded estate by the cascading Cullenagh river where today the Falls Hotel occupies the original site. From the late eighteenth century Ennistymon had a Bridewell and a Session House, the latter stands at the junction of Market Place and Parliament Street, so called because it housed the Courthouse and the Constitutional Hall. The town has a distinctive character with an attractive architectural style, although large areas are in need of consolidation and renovation. The shop fronts in particular play an important part in the Irish vernacular tradition of town architecture, so much so that in Samuel Lewis, in his 1837 *Topographical Dictionary of Ireland*, described the town, "though irregularly built, has a picturesque appearance." Ennistymon serves a wide hinterland particularly to the west and north. The main approaches to the town are from Ennis, Lahinch and Lisdoonvarna.

Facilities in the town include the Ennistymon Digital Hub which forms part of the Council's Digi-Clare initiative and provides remote working and hot desk facilities that are broadband enabled in the centre of the town. In the last year Ennistymon has seen an influx of people relocating to the area due to the opportunity for remote working because of the current Covid-19 pandemic. This has added a renewed vibrancy to the town beyond the main tourist season.

Lahinch is a popular, well-established seaside resort situated on the picturesque Liscannor Bay. Famous for its long sandy beach and championship links golf course, Lahinch also has excellent water for surfing and sea kayaking which attracts many tourists to the area.

The centre of the town has a concentration of pubs, restaurants, hotels and visitor accommodation, take-away outlets, shops and a number of tourism related retail outlets. There are some unused/vacant shops in the centre which provide opportunity for appropriate redevelopment/renovation which would assist in further enhancing the streetscape.

Lahinch has seen significant growth, primarily in tourism related developments in the form of holiday homes, apartments, hotel and serviced accommodation and tourism related leisure

facilities. As with all coastal tourist towns and villages, there is an influx in population during the main holiday periods. It is therefore important to ensure that future development is balanced and contributes to a thriving community which can support a range of services that are viable year-round, whilst retaining its distinctive coastal character.

Both Ennistymon and Lahinch are served with water from the Ennistymon Regional Water Supply (RWS) and the Ballymacraven Water Treatment Plant (WTP), with adequate capacity to cater for the target population.

Both are served by public wastewater infrastructure, the Ennistymon Wastewater Treatment Plant and the Lahinch Wastewater Treatment Plant. With upgrades to both plants due to be completed within lifetime of this plan, both have sufficient capacity to meet the needs of the target population over the plan period.

The objective for Ennistymon/Lahinch, as a Linked Service Town, is to promote the development of the towns, as a driver of social and economic growth for the hinterlands. Clare County Council will support development that will strengthen the role and function of service towns as residential, economic, commercial, tourism, educational and amenity centres.

Both Ennistymon and Lahinch are located adjacent to the Inagh River Estuary which is designated as a Special Area of Conservation (SAC). Future development must ensure that there are no adverse effects on the integrity of any European site as a result of proposed development. Both Ennistymon and Lahinch are also located adjacent to a Proposed Natural Heritage Area. Accordingly, objectives in Volume 1 of this Plan relating to European sites and to appropriate assessments will apply to any future development proposals in this area.

### **General Objectives – Ennistymon/Lahinch Service Town**

- To support the delivery of a new river crossing for Ennistymon and the subsequent traffic management and public realm improvements required to the existing town infrastructure.
- To facilitate the consolidation and regeneration of Ennistymon/Lahinch to ensure a strong and vibrant community that will allow for its future sustainable growth as the service town in North Clare.
- To actively pursue the reuse and regeneration of 'Blakes and Linnanes' subject to the new bridge crossing being delivered.
- To provide for comprehensive traffic management in Ennistymon/Lahinch that will contribute to an improved quality of environment and increased development potential.

- To support the development and maintenance of physical infrastructure in Ennistymon/Lahinch that will effectively accommodate the resident population, meet the increase in demand during the summer months and allow for future growth.
- To support the delivery of a new Secondary School to serve the existing and future population of the town.
- To support the development of a large scale outdoor multi-purpose sports, recreational, playground amenity facility in Ennistymon.
- To safeguard the existing character of the town centres by permitting development that respects the existing built heritage and encourages regeneration through appropriate renovation and redevelopment of, vacant, derelict and under-used buildings.
- To seek to provide parking to serve the Main Street and town centre as part of an overall traffic management plan for Ennistymon.
- To prepare and support the implementation of a public realm Enhancement Plan for Ennistymon.

### Employment and Enterprise in Ennistymon

Ennistymon has a diverse economic base supported by industry, tourism and agriculture. Daktronics (formerly Data Display) is a key employer in the town and there is also an enterprise centre in the town. Ennistymon makes an excellent base for activity holidays in the Burren and along the Wild Atlantic Way. There is potential to capitalise on this demand to a greater extent and provision has been made within the town to facilitate this. The town's rich cultural heritage has been celebrated with the Merriman Summer School which has been held in the town in recent years. The Summer School has been an annual event in County Clare since 1968 and attracts significant numbers of visitors to the county every year.

It is an objective of the plan:

- To provide for the growth and diversification of the local economy including the promotion of the town as a tourism base for visitors wishing to explore the Wild Atlantic Way.

### Retail Development

Ennistymon is identified as a Linked Service Town in County Clare and Tier 3 in the Retail Hierarchy included in the Clare Retail Strategy (Volume 7) of this plan. The purpose of the retail hierarchy is to indicate the level and form of retailing activity appropriate to the various urban centres in the County and to enable the Council to protect the overall vitality and viability of each town centre in line with their identified function.

The town serves as the main service centre for both Lahinch and the wider north Clare area and provides a wide range of produce and services, while Lahinch largely caters for the tourist trade.

It is an objective of the plan:

- 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 or on the edge of town centre.
- 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.

### Opportunity Sites in Ennistymon

#### OP1 Former Convent site

This substantial site, adjoining the town centre, is ideally suited for accommodation use. There is an existing planning permission for the refurbishment and construction of two extensions for living accommodation, valid until January 2025.

#### OP2 Parliament Street

This site extends from Parliament Street through to Markham's Lane. The Protected Structure (RPS 361) on the site is one of a terrace of historic structures. Any development proposals on the site shall ensure that there is adequate access from the lane to the rear of the main building.

### Sustainable Communities in Ennistymon

Ennistymon has a long tradition of attracting people who wish to live in a vibrant market town set in an undulating landscape with a dramatic coastline within easy reach. The town has many beautiful family-owned shops with an eclectic mix of cafés, bakery, public houses and art galleries which further add to its charm as a place to live. Remote working has generated a new market for those who wish to live in a rural location. In this regard, the existing remote working and hotdesk facilities in Ennistymon town centre provides opportunities for rural living with the advantage of having a high-quality broadband enabled working space nearby if needed.

### R1 Deerpark Lower

This site is located to the northeast of Ard Donagh estate, bounded to the southwest by an existing laneway. Proposals for future development must take into consideration the undulating nature of the site, providing for a mix of dwellings with a high-quality design. The existing laneway adjacent to the site shall be upgraded in terms of widening, footpath provision, resurfacing and public lighting as part of any development proposal.

### R2 and R4 Ardnacullia North

A set back to accommodate the future construction of an outer relief road is required as part of any future development proposals on these sites. See 'Proposed Relief Road (outer route)' below for further details on the proposed relief road. In addition, future development on R4 lands shall provide a footpath link to the existing residential area to south and town centre to the north.

### R3 West of Ard Donagh Estate

This site is located to the east of the Ard Donagh housing estate in proximity to the N85 National Road. Proposals for future development must take into consideration the undulating nature of the site, providing for a mix of dwellings with a high-quality design and must be well landscaped with a layout that creates an attractive living environment that respects and contributes to the overall character of the area. In addition, future development on R3 lands must incorporate the future access to lands to the northwest of the subject site.

### R7 Lands to the West of Bogbere Street

This site is located to the west of Bogbere Street and south of Opportunity Site OP1 Former Convent site. Proposals for future development must take into consideration the undulating nature of the site, providing for a mix of dwellings with a high-quality design and shall be well landscaped, with a scale and layout that creates an attractive living environment that respects and contributes to the overall character of the area. In addition, provision must be made for safe pedestrian links and cycleways within the development and connectivity with the town centre.

### Strategic Residential Reserve (SRR)

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



## Community Lands in Ennistymon

### C1 Ennis Road

Development proposals for this important gateway site shall include a strong street frontage design onto the Ennis Road and shall make provision for access to Residential zoned lands (R3) to the rear. Development proposals on this site shall include recreational and other uses permissible on community zoned lands and that will serve future residential development on R3 lands as well as the wider community.

### C2 CBS Lands

These lands have been zoned community in order to support the continued use of this area for community purposes. In order to protect water quality in the area, future developments on this site shall connect to public wastewater with adequate capacity for foul water during the operation of the proposed development.

A Construction Environmental Management Plan (CEMP) will be required as part of any planning application for further development on this site. The CEMP shall detail how surface water run-off, especially in relation to release of silt and other pollutants, will be controlled during construction. Surface water run-off generated by development on this site must be treated via a combination of appropriate SUDS (e.g., green roofs, permeable paving, petrol interceptor, silt trap) prior to discharge to any surface water features.

## Transport, Active Travel and Connectivity

~~Bus Eireann and Local Link provide a regular bus service to and from Kilrush and Ennis. This service~~ Bus Eireann provide a regular bus service serving Ennistymon and Lahinch. TFI Local Link Limerick Clare provides connections to Ennistymon through its C5 Ennis-Corofin-Lisdoonvarna-Ballyvaughan-Ennistymon service on Tuesdays. These services provides an alternative to the private car for local residents and visitors and encourages a modal shift to a more sustainable transport option.

Enhancement of and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the town and its environs. In this regard, as part of the National Transport Authority's Active Travel 2021 programme funding has recently been allocated for improvements and public lighting to the footpath linking Ennistymon and Lahinch.

The development of the West Clare Railway Greenway along the line of the old West Clare Railway as a proposed recreational route is supported in this Plan. This will lead to enhanced pedestrian and cycle linkages between Ennistymon and Lahinch in terms of settlement,

tourist facilities, expansion of the tourist base for both towns, and the creation of new green infrastructure linkages.

The benefits of improving linkages between Ennis, Ennistymon and Lahinch are extensive. It will enhance the existing linkages between the towns in terms of community infrastructure, strengthening the co-benefits between the settlements and also supporting the economic development including, tourist base & facilities, expansion of the tourism base for both towns and it will also support sustainable mobility between the towns. Proposals to redevelop the former railway line will be subject to the appropriate project level environmental assessments.

It is an objective of the plan:

- To prioritise the development of the West Clare Railway Greenway between Ennistymon/Lahinch and Ennis.
- To support the development of appropriate micro enterprises along the West Clare Railway Greenway route, subject to proper planning and sustainable development and the requirements of the Habitats Directive.
- To support the delivery of the planned river crossing while maintaining the infrastructural safeguard associated with the outer relief road.

### Place Making and Regeneration in Ennistymon

Ennistymon is a historic town consisting of four spatially distinct areas. These are:

1. The public spaces of the principal streets and squares.
2. The Cascades and the Falls Hotel and Grounds.
3. Elevated historic areas around the graveyard to the east and the former convent to the west.
4. The newer residential areas.

In order to enhance these areas of the town, the selective introduction of trees to enhance public spaces in the vicinity of the Cascades and the Falls Hotel, and the elevated areas around the graveyard and former convent should be considered. In addition, maintaining views and access to main urban landmarks and to the river is a priority.

The elevated historic areas provide good vantage points for viewing the town and surrounding countryside. The creation of pedestrian and cycle linkages between these vantage points and walking routes in the area, along with appropriate signage, is required. The topography and steep changes in ground levels present opportunities and challenges for the public realm, making certain sites in the town highly visible. Any proposed development in this area will

need to deal imaginatively with steep levels, designing to avoid or mitigate unsightly retaining walls.

Clare County Council, together with its partners, Clare Local Development Company (CLDC) and Ennistymon Town Team, has appointed a multi-disciplinary team to complete a masterplan for Ennistymon. The masterplan seeks to build upon existing Clare County Council proposals in place associated with the planned new bridge crossing and the upgrading works along the Main Street. The study will explore the potential of the existing townscape and its built environment in order to guide its development in a positive way. It will also comprise a new signage strategy and streetscape enhancement plan, which seeks to improve both the visitor and resident experience. In addition, Ennistymon has been granted funding under Fáilte Ireland's Destination Towns Funding Programme with significant public realm delivered including the provision of natural limestone and granite paving, a new pedestrian crossing, street furniture, improved signage, and the replacement of existing timber and steel electricity and public lighting poles with new decorative lighting. This project aims to increase visitor dwell time in Ennistymon and further enhance the overall appearance of the town. Fáilte Ireland's Destination Towns scheme is funded under the Government's Project Ireland 2040 strategy with the aim of driving sustainable growth in the Irish tourism sector and higher revenue and job creation around Ireland.

Traffic management is a key element of place making and public realm enhancement. Balancing the needs of all users of the public realm is essential to making places that people are happy to be in and want to return to.

### **Proposed Relief Road (outer road)**

In order to help alleviate the through flow of traffic in Ennistymon, the Council will seek the development of a relief road. In this regard a route selection process will be undertaken. Pending the outcome of the selection process the Council will preserve one option for the line of the proposed relief road running from the (N85) to the Lahinch Road (N67). In the event that planning applications are made on lands adjoining the proposed route of the relief road, the site boundary shall be required to be set back to accommodate future road widening. Should the proposed relief road be provided during the lifetime of this Plan, the route selection process will be informed by a constraints study, including environmental considerations. In this regard, all environmental considerations must comply with best practice guidelines as per the Fisheries Board, the CIRIA, the NRA and Sustainable Urban Drainage Systems, in order to mitigate against any negative impacts from proposed road construction works.

### **Ennistymon Inner Relief Road and Bridge Crossing (Blake's Corner) (Defined Infrastructural Safeguard)**

The proposed N67/N85 Inner Relief Road (Blake's Corner) involves the construction of a new bridge approximately 80m upstream of the existing Michael Conway Bridge. The existing

bridge, a protected 7-arch masonry bridge, will be pedestrianised to allow pedestrian and cyclist access only, and a plaza will be constructed at the western end. The scheme will include other enhancements to the area, including footpath improvements and enhanced crossing arrangements, landscaping, lighting and services enhancements, and other ancillary elements. The scheme will improve the capacity of the road network and will improve road safety, while conserving and complementing the historic fabric of the town.

The scheme has been developed to address the serious traffic congestion issues through Ennistymon town.

### **Flood Risk in Ennistymon**

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan refers to Ennistymon specifically. It advises that the redevelopment of low-lying properties along the riverbank should include flood resilience measures.

### **Sustainable Communities in Lahinch**

Lahinch's coastal setting and associated activities of golfing and surfing have long attracted those wishing to live in a high quality coastal environment.

#### **R1 Lahinch Townland**

Residential development at this location should be in keeping with the surrounding landscape and should not impact negatively on the views and prospects of Lahinch and its picturesque bay.

#### ~~R2 East of the Miltown Malbay Road~~ **R2 North of the School Road**

This site shall be developed for permanent occupancy only.

#### **R3 South of the Ennistymon Road (N67), Lahinch**

This land is bounded to the north by the N67, to the east by an existing holiday home development and to the west by undeveloped lands zoned Strategic Residential Reserve.. The site provides an opportunity for in-depth housing development for permanent occupation close to the town centre providing convenient access to services and facilities and reinforcing the viability and vitality of the town centre. Any development proposals on the site shall be high-quality and well landscaped, with a scale and layout that creates an attractive living environment that respects and contributes to the overall character of the area. Provision must be made for safe, convenient pedestrian and cycle permeability within the development and connectivity to the town centre.

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

Acknowledging that not all lands within the settlement boundary of Lahinch 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*.

## Economic Development in Lahinch

### TOU1 East of Miltown Malbay Road, Crag

These lands have been zoned for Tourism purposes to facilitate the expansion of the caravan park/tourist facilities subject to environmental, EIA and visual impact considerations.

## Place Making and Regeneration in Lahinch

Lahinch consists of three spatially distinct areas. These are:

1. The historic town
2. The promenade and beach
3. The newer residential areas

In order to maintain and enhance the public realm and character of the village, it is important to ensure that views of the sea are protected particularly down the lanes, that walls and fences bordering the coast have a suitable marine character, to manage the maintenance of lanes and streets to ensure that they are clear of bins, and to enhance the new access road from Kettle Street.

Lahinch has a significant green infrastructure network connected by walking trails and connecting town amenities. As the town continues to grow and expand it is important to protect and retain its existing open spaces and amenity areas which are so important for biodiversity as well as contributing to personal wellbeing and quality of life. Situated on the Wild Atlantic Way, the principles for place making on the Wild Atlantic Way are set out in Chapter 14, Volume 1 of this Plan.

## Transport, Active Travel and Connectivity - Lahinch

As noted above, Bus Eireann and Local Link provides a regular bus service to and from Kilrush and Ennis. This service provides an alternative to the private car for local residents and visitors and encourages a modal shift to a more sustainable transport option.

Enhancement of and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the town and its environs. In this regard, as part of the National Transport Authority's Active Travel 2021 programme funding has recently been allocated for improvements and public lighting to the footpath linking Ennistymon and Lahinch.

As part of an overall plan to address traffic management in Lahinch, an indicative relief road is proposed from the Ennistymon Road (N67) to the Miltown Road (N67) to reduce through-traffic in the town centre. The line of the proposed road shall be preserved free from development.

The development of the West Clare Railway Greenway along the line of the old West Clare Railway as a proposed recreational route is supported in this Plan.

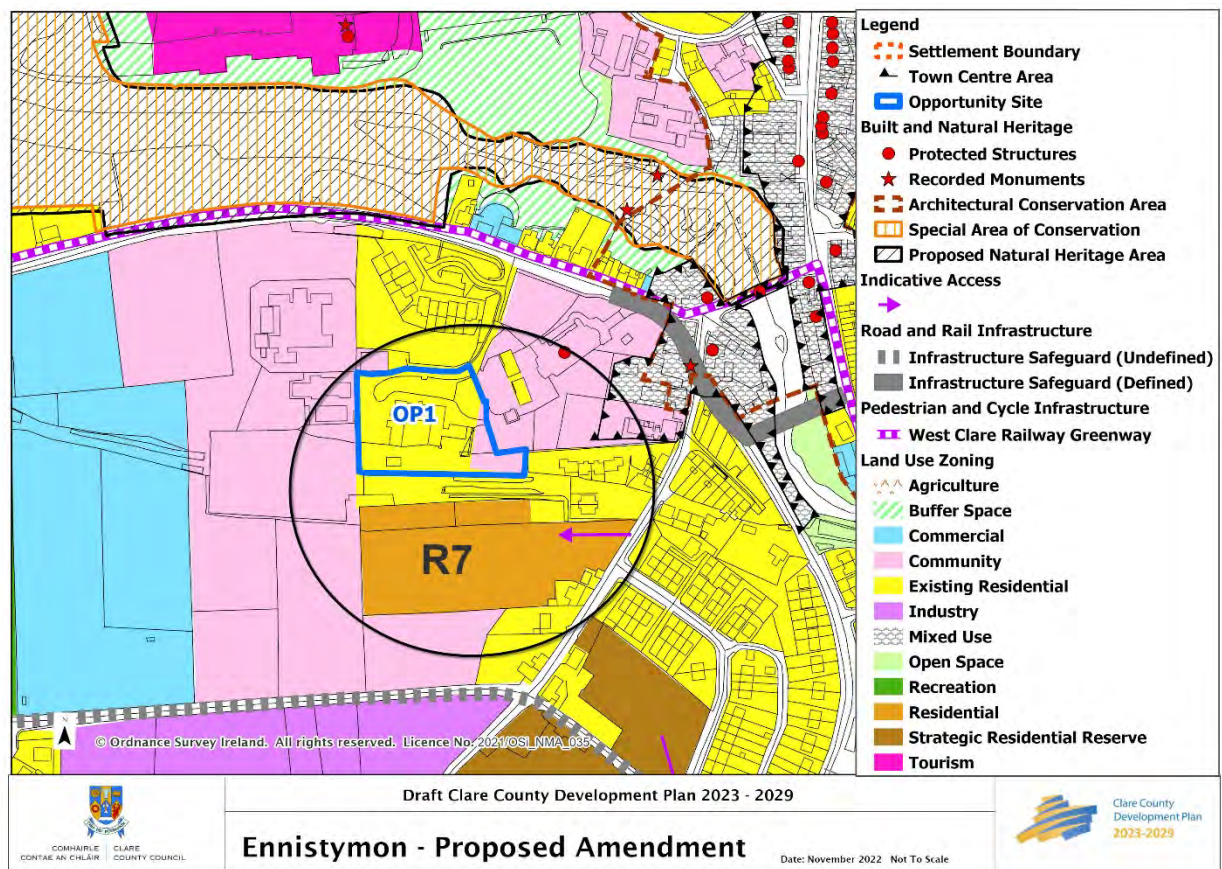
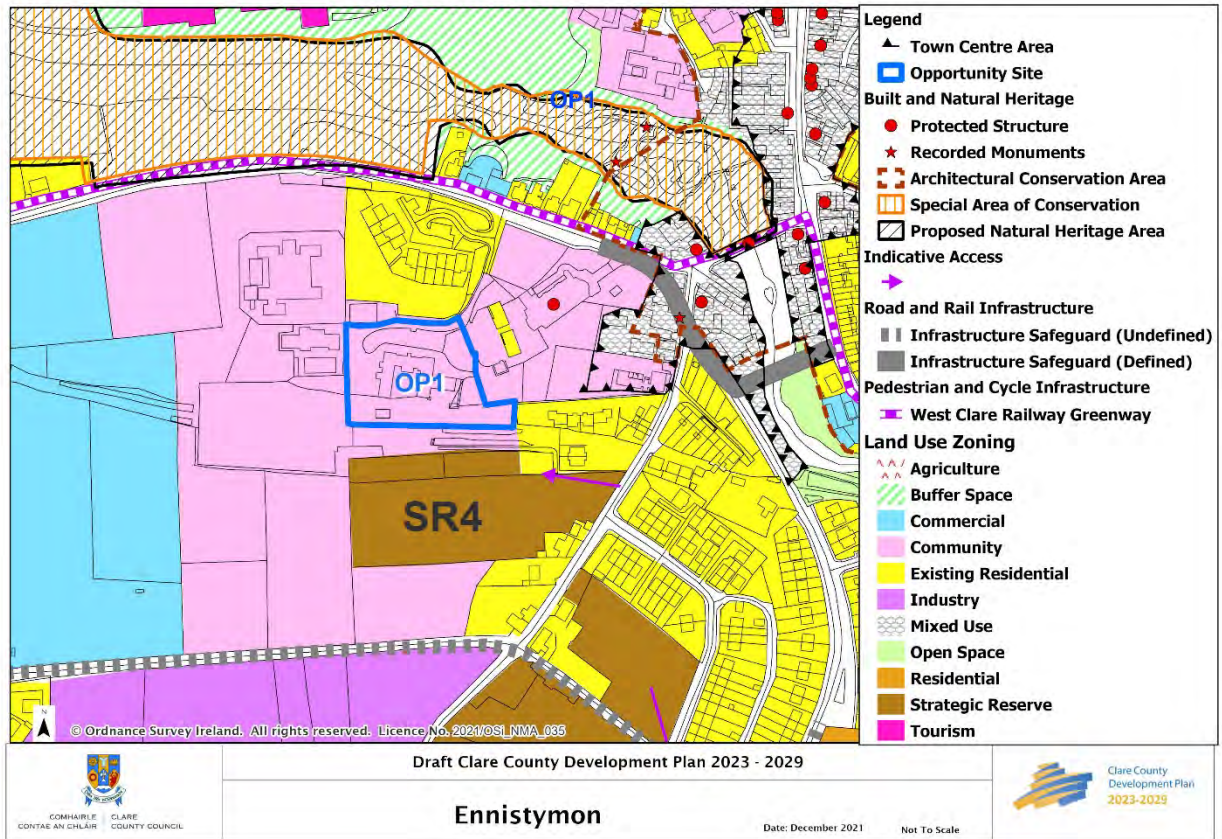
### **Flooding and Flood Risk in Lahinch**

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan. A strategic coastal erosion plan is also to be developed. New/extensive redevelopment of the town centre should be considered premature until the findings of this assessment are available. Redevelopment/refurbishment of existing properties should consider historical flooding and should seek to minimise flood risk through building resilience measures.

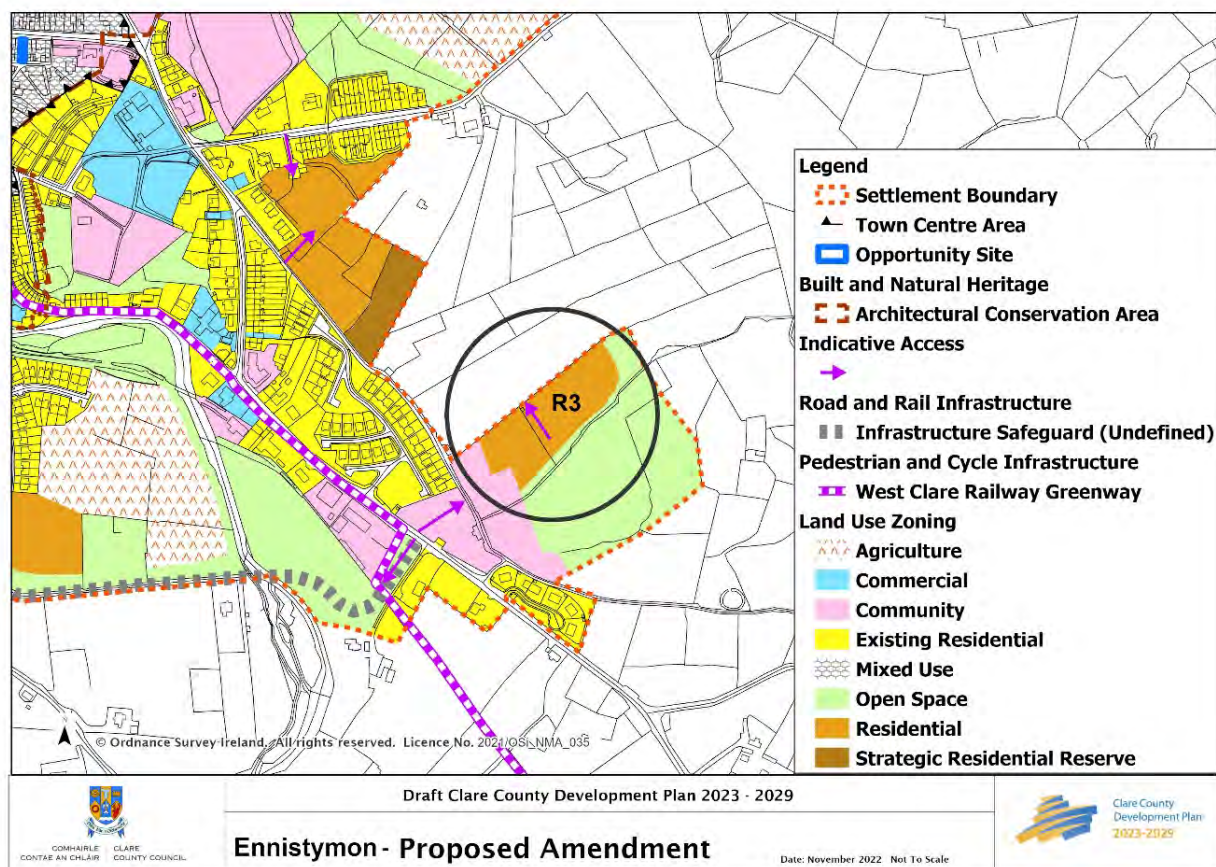
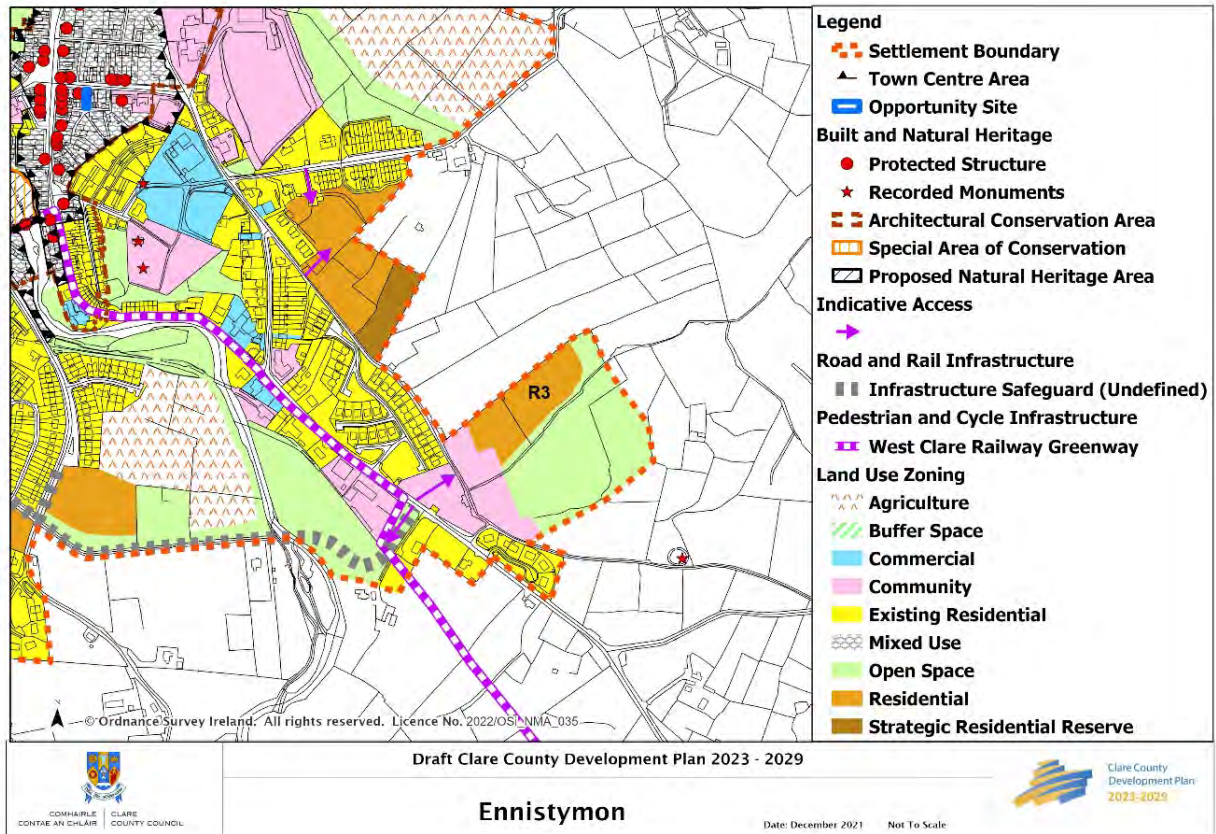
### **Map Note:**

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

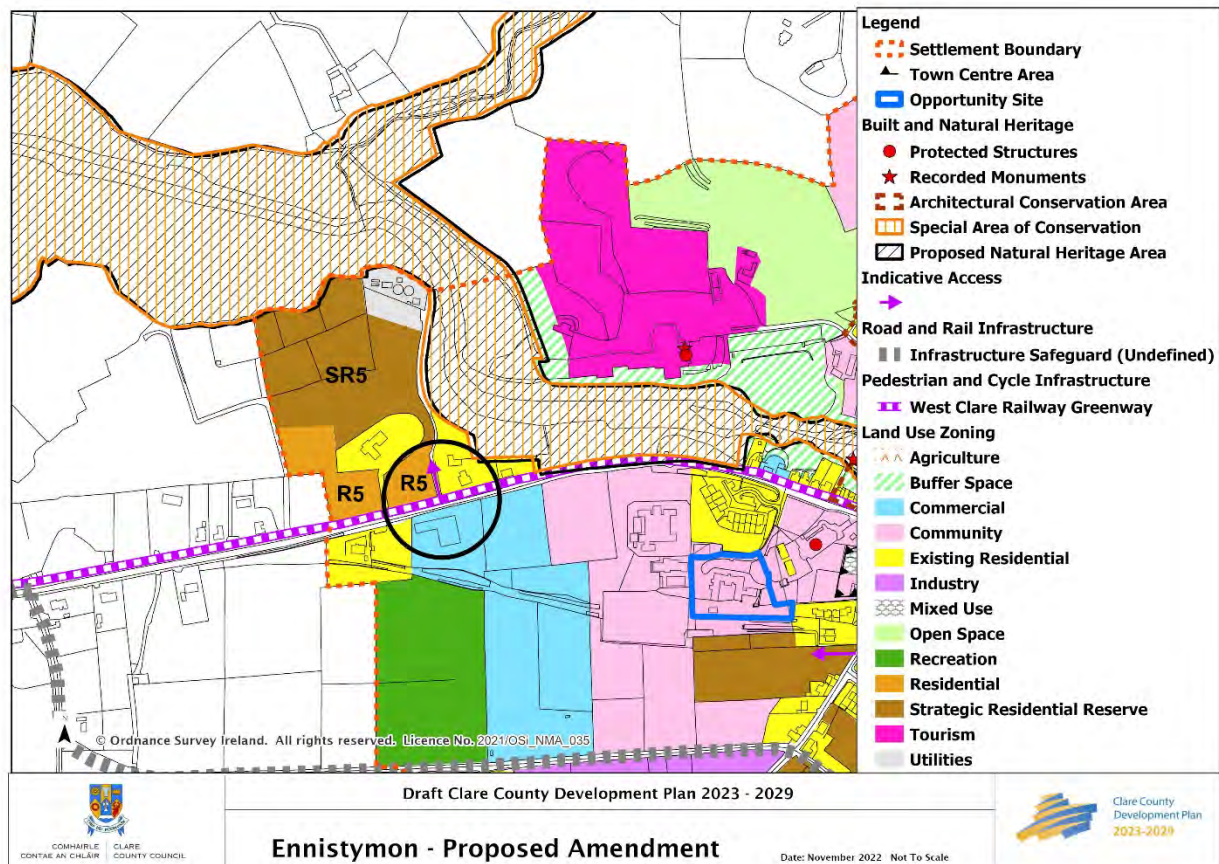
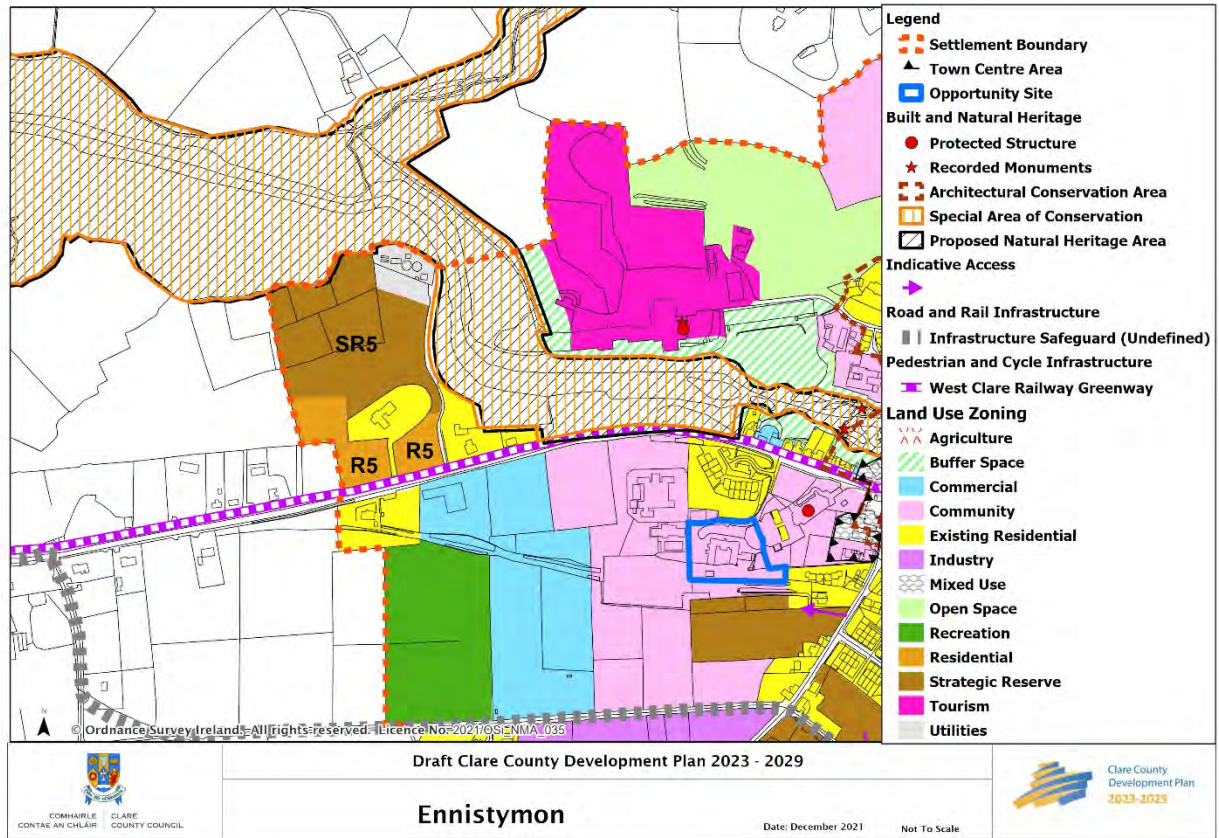




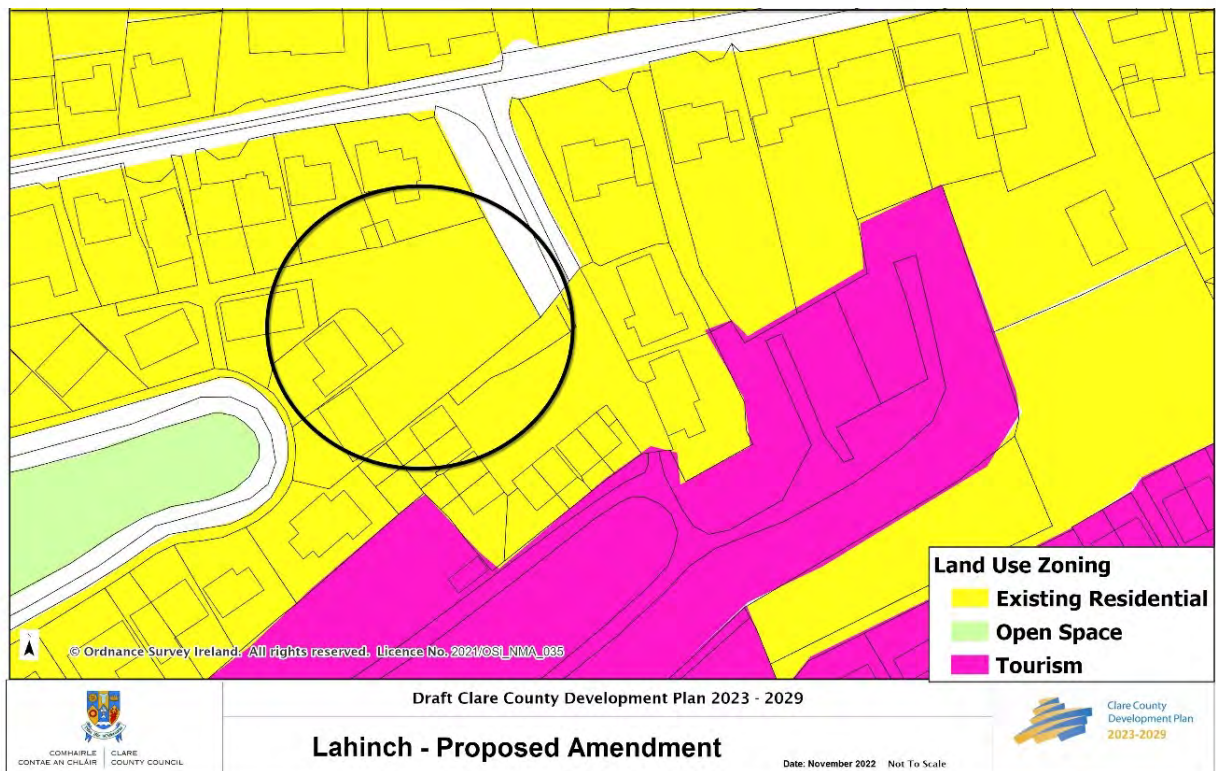
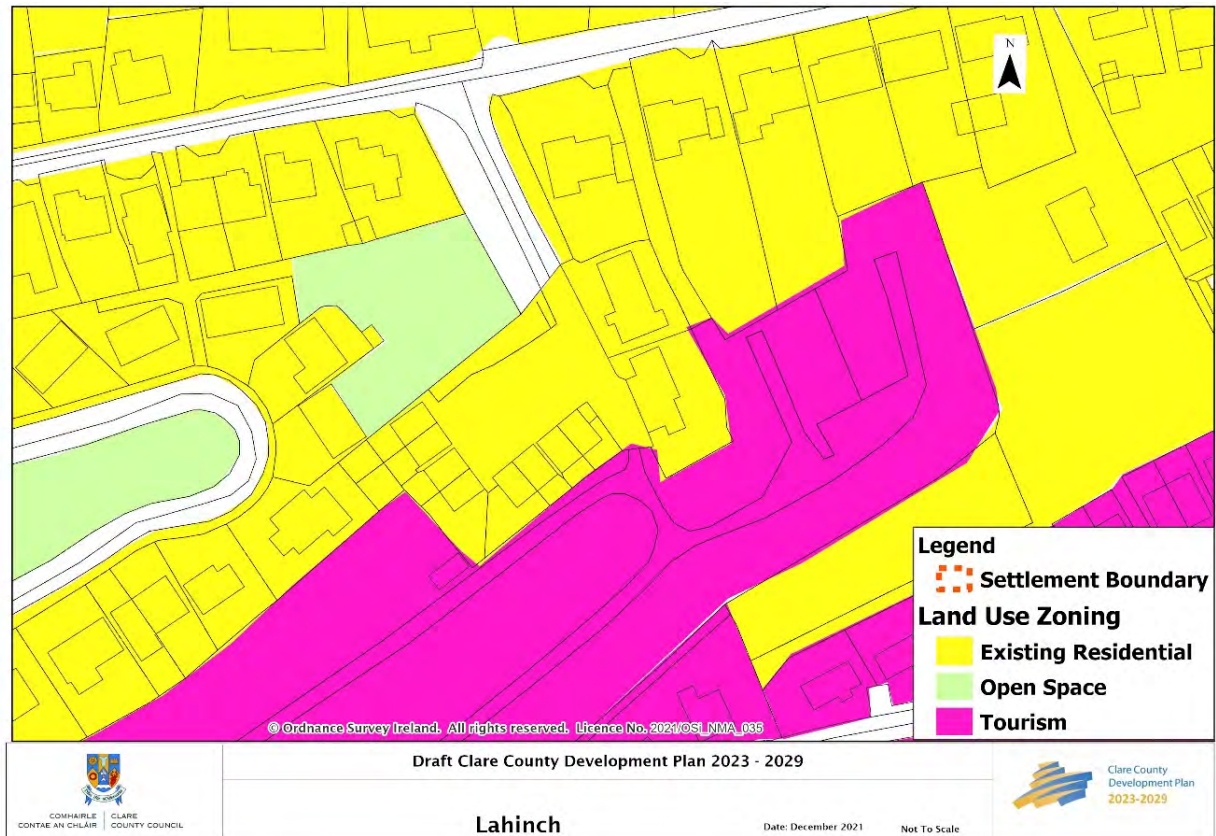




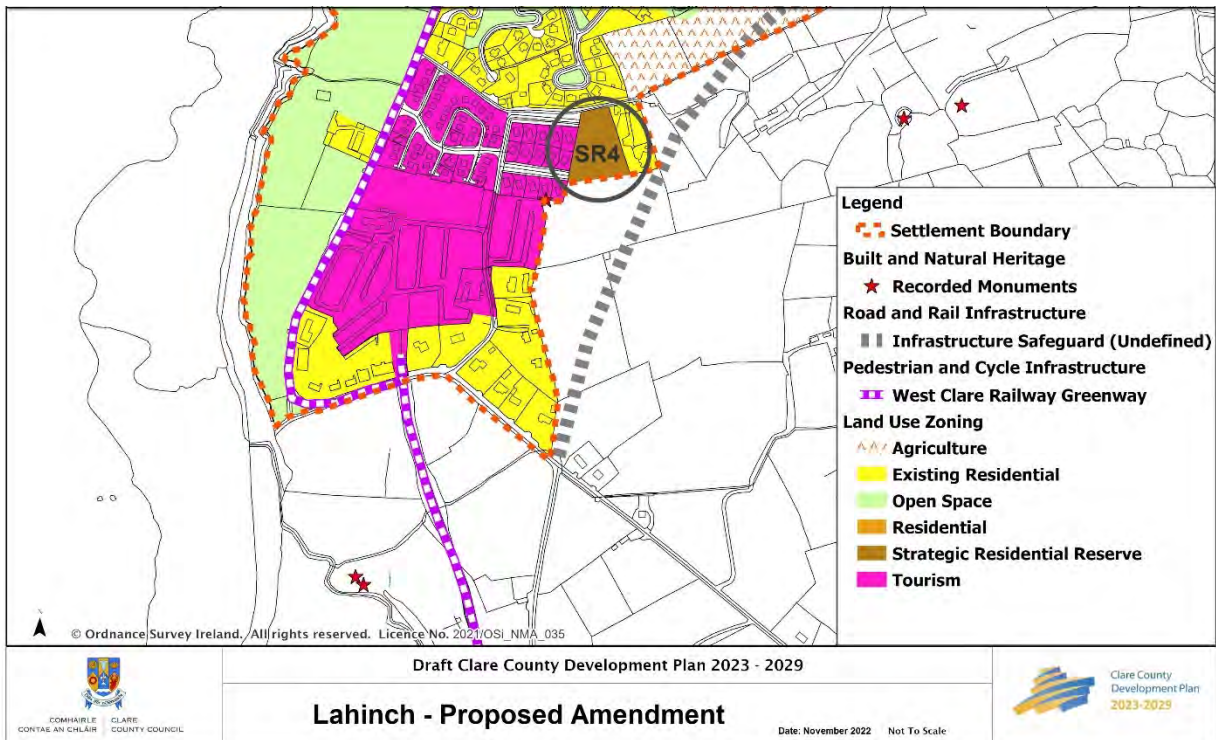
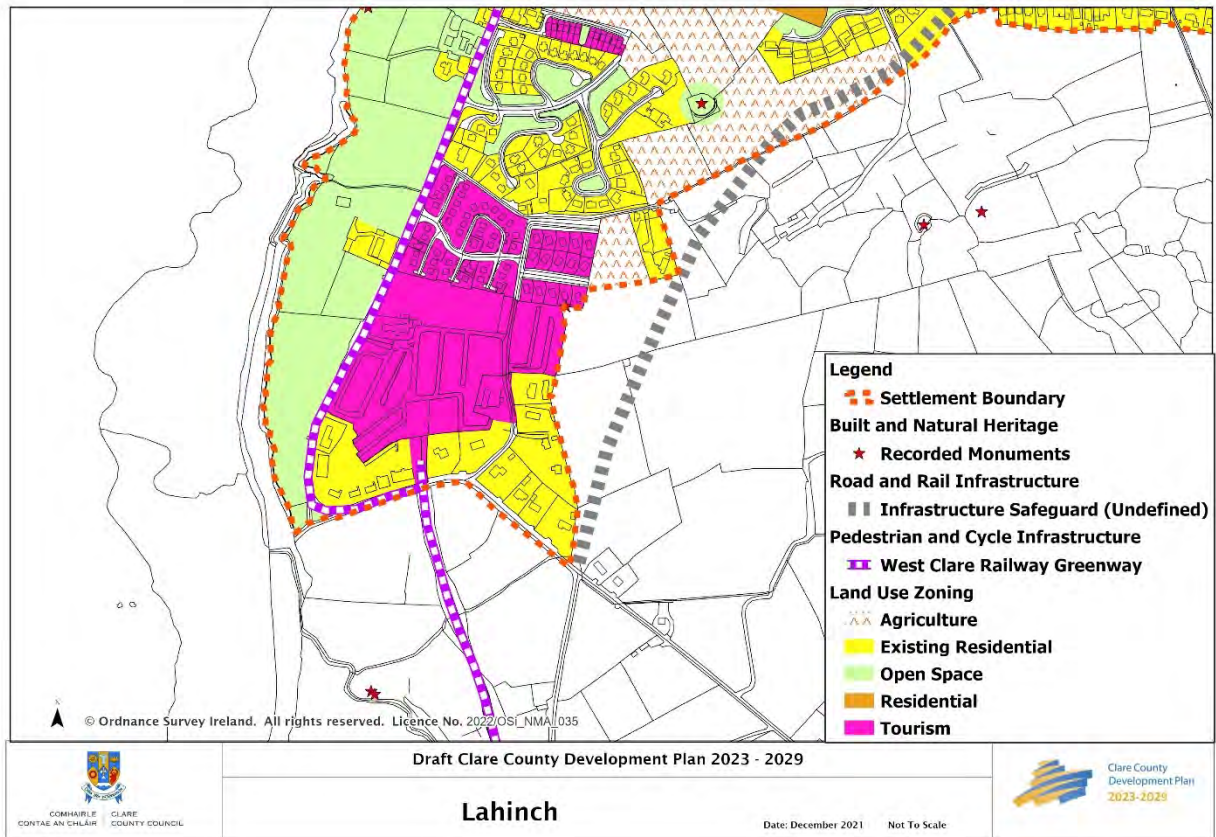




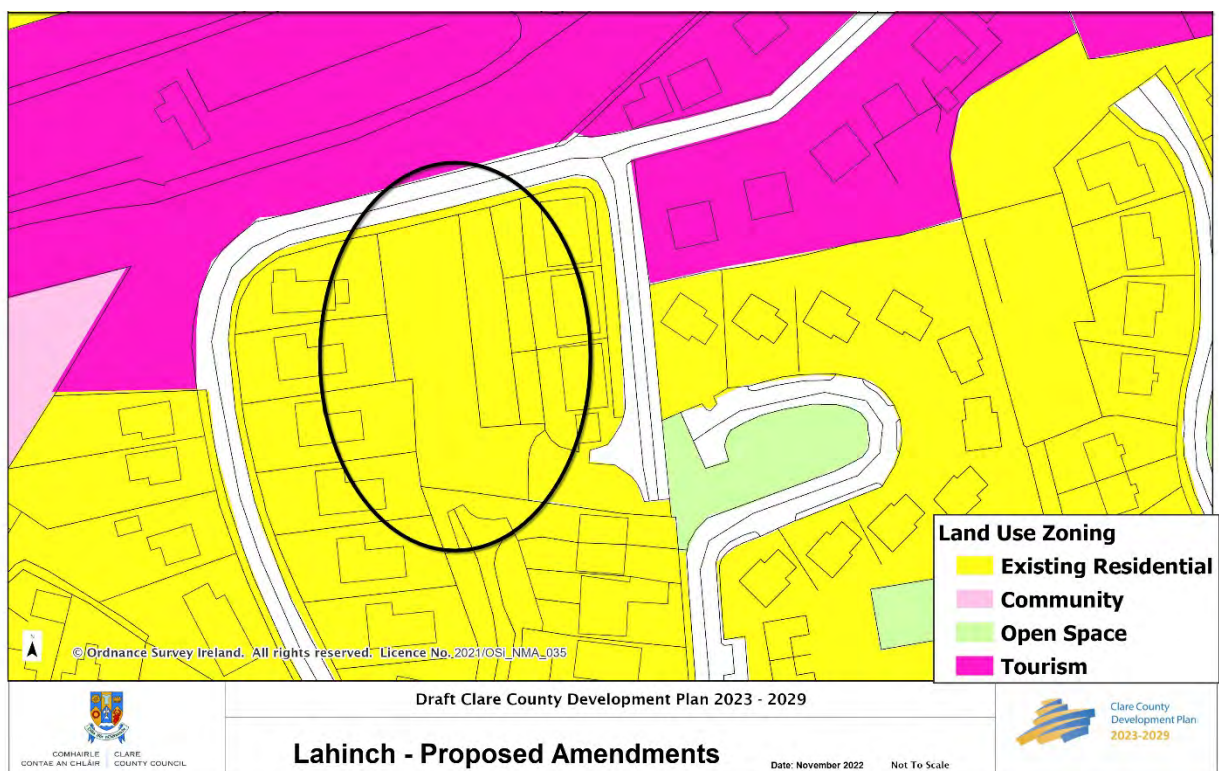
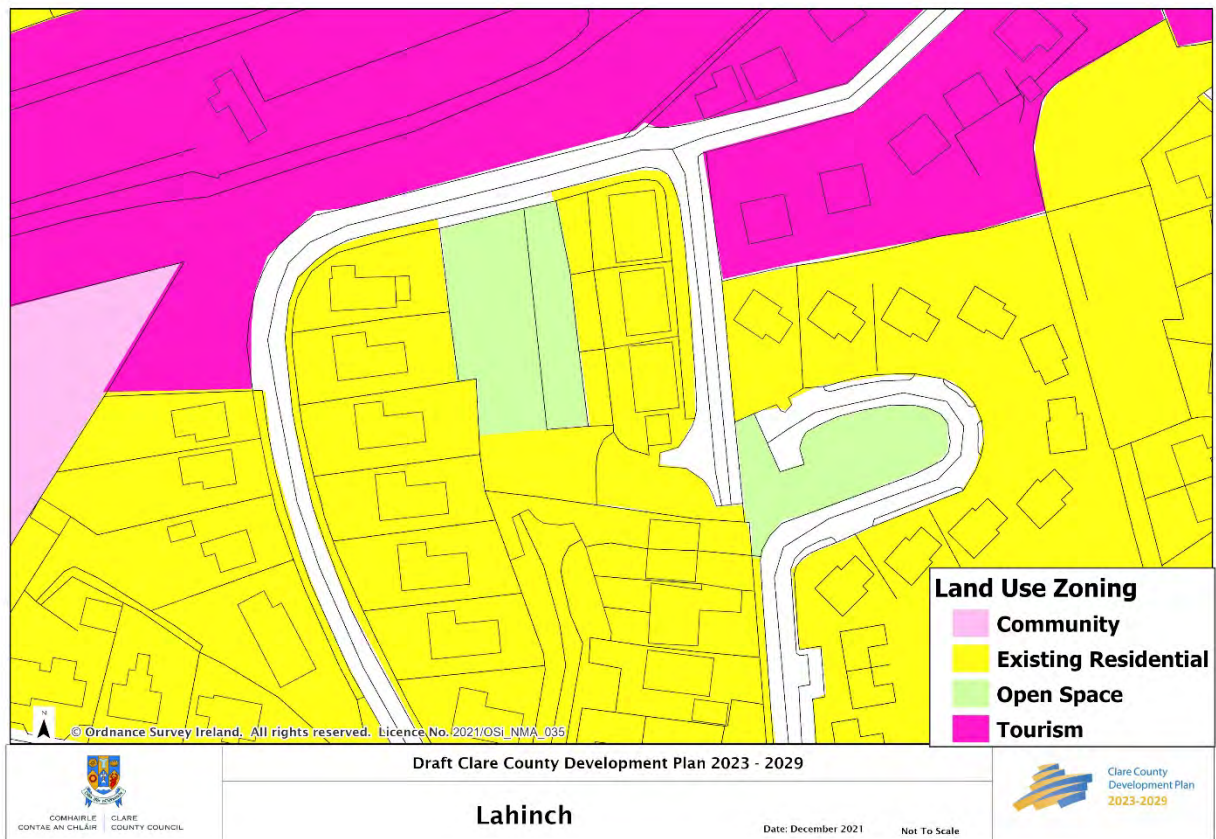




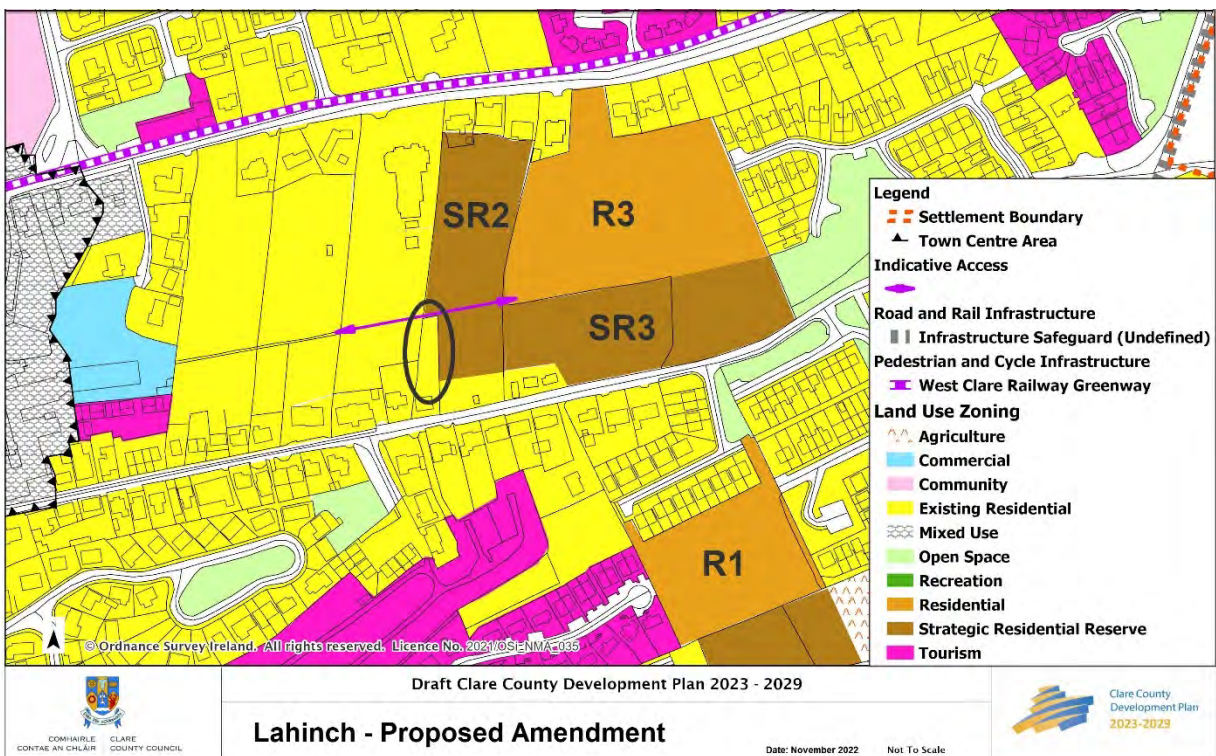
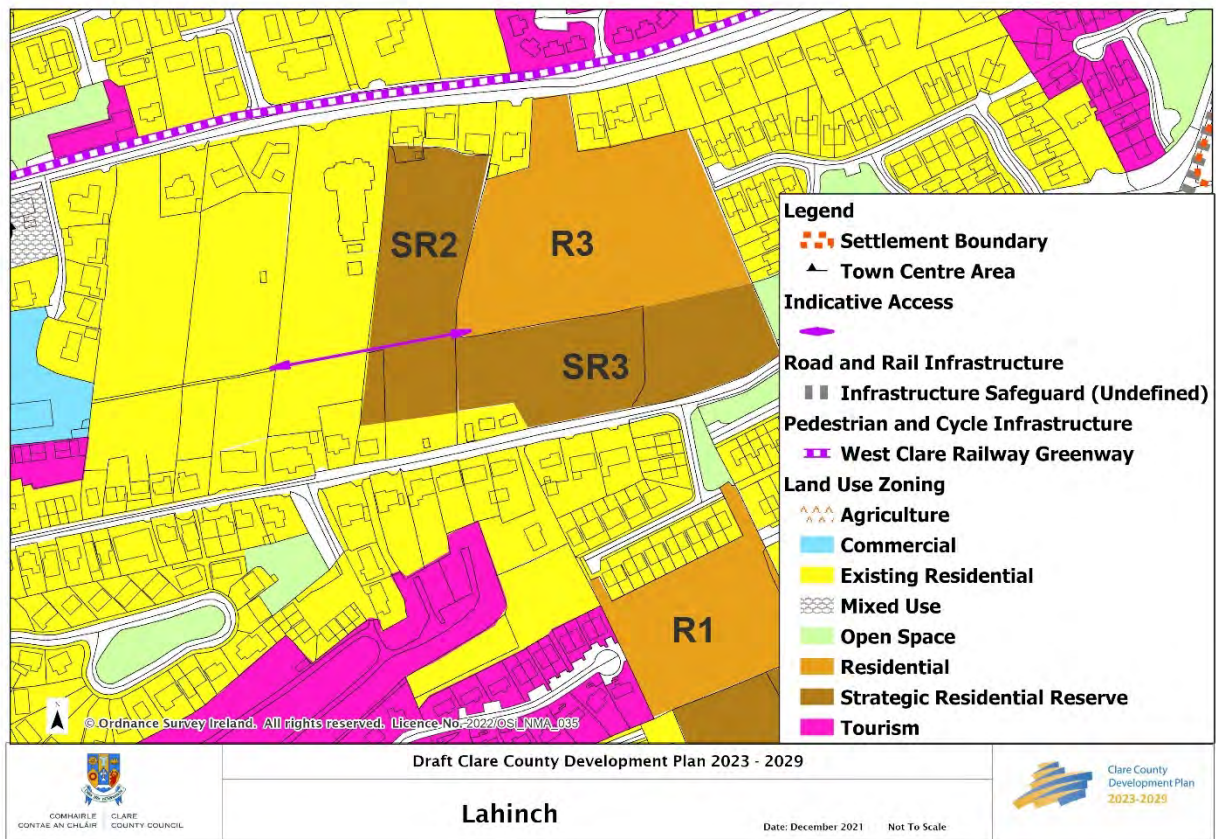




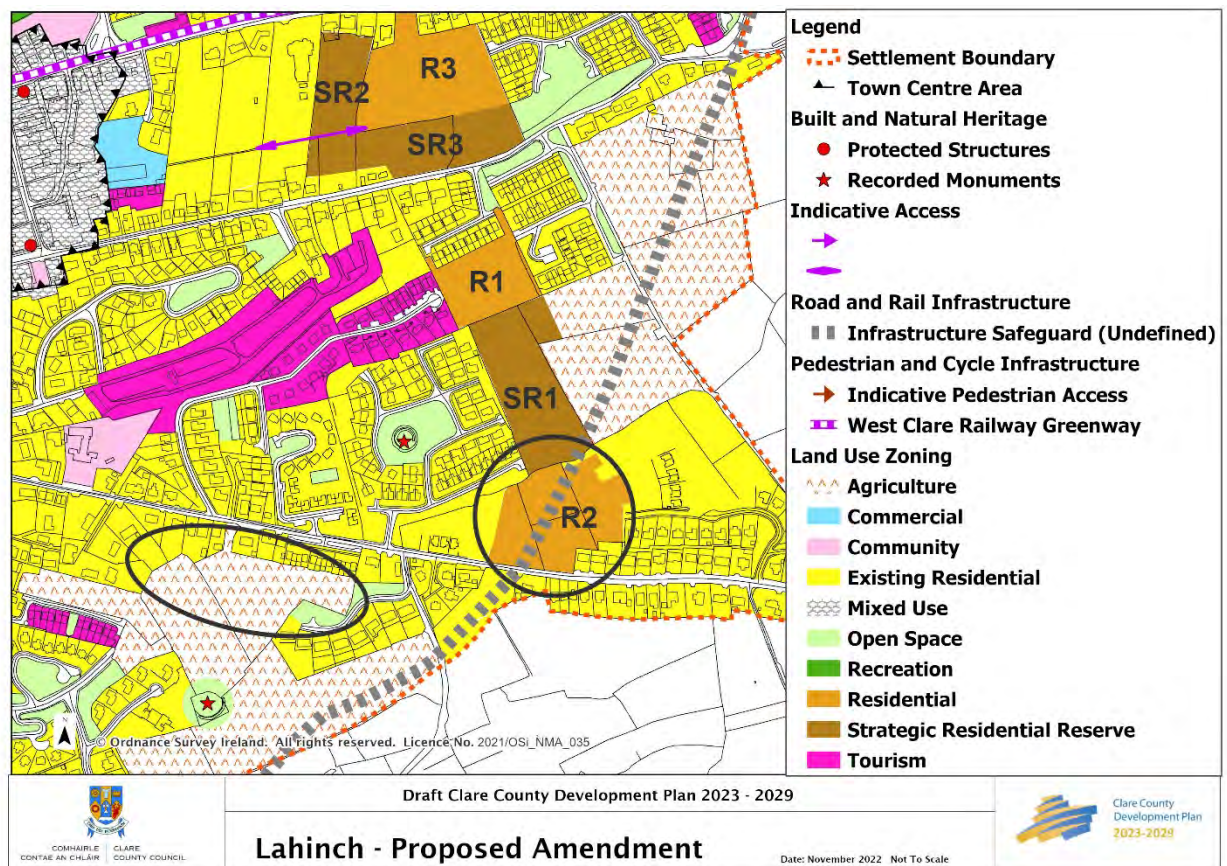
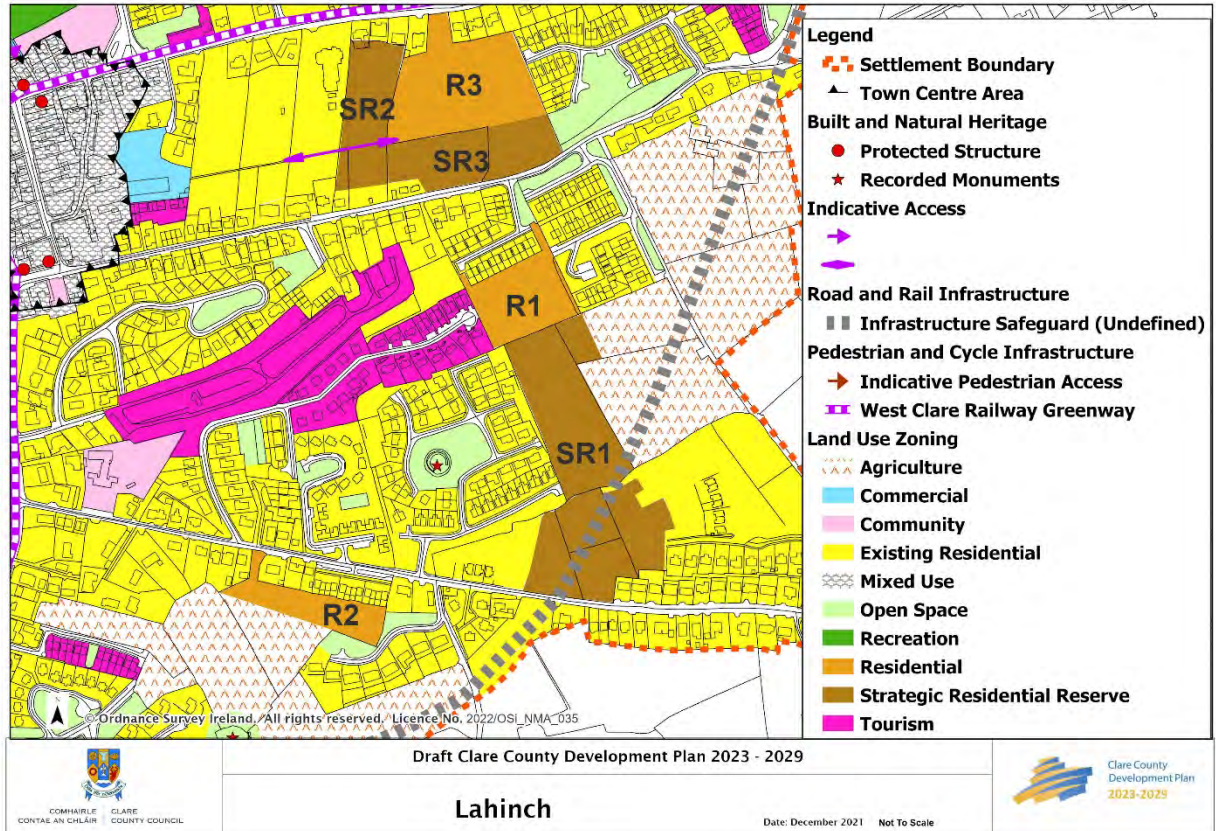












## Kilrush (including Cappa Village and Pier)

### Location and Context

Kilrush is identified as a Service Town in the Regional Economic and Spatial Strategy for the Southern Region due to its role as an important service centre and driver of growth in West Clare. Situated on the Wild Atlantic Way and on the Shannon Estuary, Kilrush is set in a rich agricultural hinterland with dramatic coastal landscape. It owes its historic fabric and architectural character to the patronage of the Vandeleur family and its function as a seaport and market town. However, the role of the town as a seaport declined due to the tidal nature of Kilrush creek and the development of the pier at Cappa. In the 1950s and 1960s the town had a pivotal function in traditional food processing. The construction of Moneypoint Power Station between 1979 and 1987 represented a turning point for the economic prosperity of the town and its hinterland. Today Kilrush is a bustling market town. The town serves as the main retail, administrative and service centre to both local residents and the wider community in West Clare. It is well served by national (N67 and N68), regional (R483, R473) and local routes which link the town to the Key Town of Ennis, the Loop Head Peninsula, the Shannon Estuary, the rest of County Clare and the Mid-West region. In addition, the Killimer-Tarbert car ferry, located 10km from Kilrush, provides an efficient and swift link to the road network along the Shannon Estuary and onwards to Limerick, Kerry and Cork. The importance of the estuary to the local economy of Kilrush and its broader hinterland cannot be underestimated. It is also a natural resource of rich biodiversity and educational value which must be protected. The Shannon Dolphin and Wildlife Centre is based in Kilrush.

Kilrush is one of only fifteen designated Heritage Towns of Ireland. The town centre is focused on the Market Square, with all routes radiating from this point. Part of the town centre was designed by John Ormsby Vandeleur. The sense of place in that part of the town is very strong and provides a textbook example of how memorable public spaces are created. The nucleus of the town, Market Square, connects to the harbour area by the powerful axis of Frances Street. The layout clearly shows that the town's original priority was a connection to the water.

While there are some vacant and derelict buildings in the town, the fabric of the town centre, as influenced by the Vandeleur family, is still mainly intact with very little modern development. Any modern buildings, such as the residential development to the northwest of Quay Mills, are tasteful, complement the historic fabric of the area and serve to enhance the maritime theme in the town. In addition, there have been a number of very sensitive restoration projects in Kilrush, preserving buildings which would have otherwise been lost to the historic fabric of the town including the Quay Mill building, the residential redevelopment fronting onto Frances Street, Hector Street and Crofton Street. This backdrop is further enhanced by the voluntary participation in local community groups such as the Tidy Towns Group and Kilrush Town Team.



Cappa is a small village located in close proximity to Kilrush town and the two settlements have a strong interrelationship. Cappa has the capacity to accommodate residential, commercial, and employment-generating development which is reflective of the scale of the existing village and its distinctive maritime village character which complements the development of Kilrush town. Cappa is home to a Blue Flag beach. The compact village core facing onto Cappa Pier and beach displays a quaint seaside village setting in contrast to the maritime and strong urban fabric within Kilrush town. The village has views across the Shannon Estuary to Scattery Island, the famous 6<sup>th</sup> century monastic settlement.

Key aims for Cappa are to sensitively develop its distinct maritime character, increase visitor footfall, consolidate, and enhance the village core ensuring that any new development is of a high-quality scale and design. It is important to open up sea views and enhance the amenity and sense of arrival at the village, enhance accessibility to the beach for recreation and develop the use of the pier to its full commercial potential. The implementation of the *Cappa Enhancement Strategy*, prepared by Clare County Council in 2020, which considers the village's connection to the sea, the pier, and the beach, will make a significant contribution to the village's coastal amenities for both the local community and visitors.

The proper management of water and wastewater is a critical issue in the future growth and development of the settlements of Kilrush and Cappa. A new wastewater treatment plant, rising main and upgrade of the existing Frances Street pumping station is due for completion in early 2023. The provision of wastewater treatment infrastructure will ensure the social and economic development and future planned growth of the area. It will also have significant benefits for the amenity of the town in relation to improved water quality in the Shannon Estuary in compliance with national and EU regulations, and protecting recreational swimming, fishing, kayaking and sightseeing waters.

Kilrush has a significant green infrastructure network connected by walking trails and connecting town amenities. As Kilrush continues to grow and expand it is important to protect and retain its existing open spaces and amenity areas which are so important for biodiversity as well as contributing to personal wellbeing and quality of life (including parks, woodlands, sports facilities, green areas, river corridors, walkways, cemeteries, and churchyards etc.). Both Kilrush and Cappa village are situated on the Wild Atlantic Way. The principles for place making on the Wild Atlantic Way are set out in Chapter 14, Volume 1 of this Plan.

The high quality of the natural environment in and around Kilrush and Cappa is reflected by two European sites which are partly within, and directly adjacent to the settlement boundary, namely the Lower River Shannon candidate Special Area of Conservation (cSAC) and the River Shannon and River Fergus Estuaries Special Protection Area (SPA). These designations reflect the importance of the Shannon Estuary to biodiversity at an international level, being home to a resident population of bottlenose dolphins, internationally important numbers of wildfowl and waders, priority habitats such as coastal lagoons, and many rarer and threatened habitats and species. In order to protect the rich environment which contributes so much to the character of the area, development proposals must ensure there are no

adverse affects on the integrity of these SAC and SPA sites, or the integrity of any other European sites, as a result of the proposed development. Accordingly, objectives set out in Volume 1 of the Plan relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

There are currently no Natural Heritage Areas (NHAs) or proposed Natural Heritage Areas (pNHAs) within the Plan area, but it is recognised that there are three proposed NHAs in close proximity, namely Scattery Island pNHA, St Senan's Lough pNHA, and Poulfnasherry Bay pNHA.

### Employment and Enterprise

The Regional Economic and Spatial Strategy for the Southern Region (RSES) recognises and supports the economic role and potential of Kilrush as an economic driver in a potential North Kerry/West Limerick/Clare network, along with Listowel, Abbeyfeale and Newcastle West, connected with the Shannon Estuary (and Shannon Foynes Port). This plan supports the concept of settlement networks, to assist collaborative projects and the sharing of assets and strengths, the strengthening of the viability of the existing settlements along the Estuary and the maintenance and expansion of existing population levels and essential services and roles, including cross-county collaboration. Objectives for the Shannon Estuary are contained in Volume 1, Chapter 12 of this Plan together with Volume 7 which contains the Strategic Integrated Framework Plan for the Shannon Estuary.

Moneypoint Power Station has played an important role in the economy of Kilrush for over 30 years. With the burning of coal due to cease at the plant in 2025, the recent announcement by ESB of plans to establish a green energy hub at Moneypoint is welcome. The green energy hub will service Ireland's offshore wind energy industry off the West Coast of Clare and Kerry and will ensure that Moneypoint retains its strategic power generation and power transmission position in the national grid infrastructure. The potential economic benefit for Kilrush, County Clare and the Mid-West region is significant, in particular in the job creation potential servicing of the multi-billion off-shore wind industry in its on-shore and off-shore economic activity, the fabrication and assembly of the wind turbines and the servicing of all down-stream economic activity. In addition, the green energy hub will help to achieve our climate action goals including a reduction of greenhouse gases and reduced carbon footprint.

In tandem with the green energy hub, there will be a need to retrain the existing workforce and to increase knowledge in the wider workforce as the offshore renewable energy sector grows. In this regard, an opportunity exists to establish a maritime training facility in West Clare within close proximity to Moneypoint to meet this demand and to provide ongoing training in the area. In 2017 Clare County Council received funding from the Enterprise Ireland Regional Development Fund to carry out a *Feasibility Study on the Potential Development of a Maritime Centre of Excellence in Co. Clare*. Following the preparation of the feasibility study, the Council successfully secured an additional €1.78 million through the Enterprise Ireland Regional Enterprise Development Fund to establish a Maritime Training Centre in Kilrush. The

development of a Maritime Training Centre in Kilrush will support the redevelopment of Moneypoint, will provide 3rd level institutes together with Non-governmental Organisations (NGOs) such as the Irish Whale and Dolphin Group (IWDG) access to facilities which are otherwise not available in Ireland, and has the potential to become a key economic driver in the town.

In addition to recognising the key roles that Moneypoint, agriculture and retail development play in the economy of Kilrush, the growing potential for tourism is also acknowledged.

## **Tourism**

Kilrush has a diverse tourism product to offer the visitor, not least its rich monastic heritage and its coastal location.

Kilrush Marina is a significant natural tourism and leisure resource located within walking distance of a vibrant town centre. The opportunity for an integrated approach to the comprehensive development of the marina area offers great potential for the area. In order to ensure effective environmental management and the creation of a vibrant Kilrush harbour and marina area, specific objectives are set out below.

Kilrush town and Cappa village have very strong links to Scattery Island. The island itself is of significant historic importance and has been designated as an Architectural Conservation Area. Scattery Island's success as a tourist attraction and area of general historical interest has brought many benefits to the town of Kilrush and its environs. Ferries to the island depart from Kilrush Marina and Cappa Pier and draw a significant number of visitors to the town each year. This plan supports the development of a Scattery Island visitor/interpretive centre in Kilrush town. Clare County Council will also encourage efficient, reliable ferry crossings to Scattery Island along with associated signage and promotion.

The development of the West Clare Railway Greenway along the line of the old West Clare Railway as a proposed recreational route, in particular between Kilrush and Kilkee, is supported in this Plan. The benefits of linking Kilrush and Kilkee are two-fold. It will enhance the existing linkages between the towns in terms of settlement, tourist facilities, expansion of the tourism base for both towns and will also create green infrastructure linkages between the towns. Proposals to redevelop the former railway line will be subject to the requirements of the Habitats and Environmental Impact Assessment Directives.

The Vandeleur Demesne, including the Vandeleur Walled Garden and Visitors Centre, is an important asset for Kilrush town. The future development, promotion and enhancement of facilities and the visitor experience of Vandeleur Demesne and the integration of the green amenities at the Demesne into the green infrastructure network for the town will be encouraged and facilitated by the Council.

The Cappa Enhancement Scheme is a non-statutory document which was commissioned by Clare County Council in 2019 focussing on accessibility, connection, and amenity in and

around Cappa Village. The scheme looks at enhancing Cappa by sensitively developing its distinct maritime village character, ensuring that any new developments are of a village scale and form and enhance the character of Cappa, improving pedestrian facilities in the village and enhancing accessibility to the beach and water for recreation. The scheme aims to develop the pier to its full potential for maritime trade, transport and passenger travel, whilst ensuring development is sustainable and reflects the sensitivities of the Shannon Estuary and continuing to facilitate its use for recreational purposes. The scheme proposes a series of projects including a new gateway garden, a new connection to the coastal walk, new recreational amenities for various age groups and a series of permanent and temporary structures to support the recreational uses along the beach, pier, coastal walk and play expanded areas.

### **Scattery Island**

Many islands, both along the coast and inland, are of significant historical importance. The islands are also highly valuable from an environmental perspective, offering habitats to many species of flora and fauna. For these reasons the islands are particularly susceptible to damage from inappropriate development.

Scattery Island (Inis Cathaigh) is a low fertile island, about two miles from Kilrush, in the Shannon Estuary. The island has a unique character. Although practically all its buildings are derelict or in ruins it contains important structures from many periods in Irish history from Early Christian to the Napoleonic era. Scattery could be described as a microcosm of Irish history and archaeology and its buildings are excellent examples of Irish vernacular, ecclesiastical, military, and coastal-defence architecture through the ages. A regular ferry service operates from Kilrush and there is a heritage centre on the island with free walking tours which is maintained by the Office of Public Works (OPW) Heritage Section. 2017 brought an international focus to the area when the island won the prestigious European Destination of Excellence (EDEN) Award for sustainable tourism.

Scattery Island 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 as per Objective CDP 16.5 in Volume 1 of the Clare County Development Plan 2023-2029.

### **Retail Development**

Kilrush is identified as a Service Town in County Clare and Tier 3 in the Retail Hierarchy included in the Clare Retail Strategy (Volume 7) of this plan. The purpose of the retail hierarchy is to indicate the level and form of retailing activity appropriate to the various urban centres in the County and to enable the Council to protect the overall vitality and viability of each town centre in line with their identified function.

Retail provision in Kilrush is centred on the Market Square and the surrounding streets. Kilrush town centre offers an attractive and compact shopping environment with a good range of comparison and convenience retail outlets and there are still some excellent opportunities for future retailing within the town shopping core. In combination with its attractive estuarine location, the grandeur of Frances Street leading down to the marina, and the availability of some unique indigenous boutique style shopping, Kilrush has the potential to become a thriving retail centre. There are a number of vacant retail units in the town, for example at Place de Plouzane which fronts the free public carpark at the rear of Burton Street. The area, including the car park, has been identified as an opportunity site, OP1, in this plan, and would benefit from public realm enhancements as well as bringing the existing vacant units back into use.

Kilrush is an attractive historic market town with a good range of both convenience and comparison goods retailing, with potential for future expansion of these services within the town centre. The future enhancement of Kilrush lies in modest scale improvements to existing retailing provisions, while enhancing the visitor experience in the town.

Town Centre Health Checks are a valuable evidence-based assessment of the vitality, vibrancy and viability of the town centre used to inform economic development, tourism, and retail planning policies in the current plan.

It is an objective of the Council:

- To support the preparation of an updated Town Centre Health Check for Kilrush.

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

Bus Eireann and TFI Local Link Limerick Clare provide a valuable bus service to and from Kilrush. The TFI Local Link Limerick Clare R337 Ennis to Kilrush via Kildysart Road operates Monday to Sunday. The R335 Ennis to Kilrush via Quilty operates Monday - Friday and the R339 Kilrush to Loop Head operates Monday to Friday from September to April and Monday to Sunday from May to August. The C19 Kilrush to Cooraclare and Cappa service stops in Kilrush six times on Fridays. This service provides an alternative to the private car for local residents and visitors and encourages a modal shift to a more sustainable transport option.

Enhancement of and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the town and its environs. There is an opportunity to develop walks, cycle and recreational routes from the town, including the development of a looped walk connecting key features and areas in the town such as the the Vandeleur Estate, the Turret Lodge, river walk and the marina area, as well as the West Clare Railway Greenway and the provision of a coastal walk from Cappa to Kilrush, subject to screening for appropriate assessment.

### **Place Making and Regeneration**

The plan supports the development and delivery of the Kilrush Masterplan which is being



prepared by Kilrush Town Team and Clare County Council. The Kilrush Masterplan is intended to be a framework for the future development of Kilrush and will consider the regeneration of the existing streetscape and consolidation of the town centre, enhancing connectivity and walkability between the town centre and wider area including Cappa Village and Pier, and Kilrush Harbour and Marina.

It is an objective of the Council:

- To support the Kilrush Town Team to deliver the Kilrush Masterplan within the lifetime of this plan.

Compact growth and urban regeneration are key requirements of the National Planning Framework (NPF) and RSES. The Council recognises the importance of active land management in order to aid the regeneration of Kilrush Town Centre and to address issues of vacancy and dereliction.

It is an objective of the Council:

- To work with the owners of vacant, underutilised, and derelict sites/buildings to identify new uses and promote the re-use/redevelopment of these sites/buildings. In this regard, the Council will use its powers as necessary under the *Derelict Sites Act 1990* and *Housing and Urban Regeneration Act 2015*.
- To promote sustainable and compact growth in the town to address issues of vacancy and dereliction.
- To work with the local community to identify and progress public realm initiatives in the town including sourcing funding to implement these initiatives. This could include:
  - Highlighting the unique heritage or other features in the town,
  - Enhancing the sense of place at gateways and key junctions using 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). Shelter belt type planting at right angles to the road could create some enclosure.
  - Providing transition areas on approach roads in order to calm traffic and enhance arrival.
- Promote pedestrian connectivity between the Kilrush Market Square and other key locations in the town by enhancing the public realm offering in a manner that is sympathetic to the existing historical fabric of the town and contributes to the green infrastructure network.

### General Objectives – Kilrush, Cappa Village and Pier

- To ensure that Kilrush, as a Service Town, is a driver of growth and prosperity in both the town itself and the wider hinterland by strengthening the economy of the town, attracting new investment in employment, services, retail, and tourism uses.
- To ensure that Kilrush town, Cappa village and the rural hinterland achieve a sustainable and balanced population increase by providing a high quality and mix of housing for all members of the community whilst conserving the distinctive character of the settlement area.
- To develop Kilrush as a key location in West Clare for industry, employment, enterprise, renewable energy and maritime research and development based on the availability of a vibrant working population and a high-quality environment in which to work and do business.
- To support the development and maintenance of physical infrastructure that will serve the population and allow for the future growth of Kilrush and Cappa.
- To support Transport Infrastructure Ireland (TII), Fáilte Ireland and other agencies to improve accessibility into Kilrush from the east (N68) having regard to traffic safety issues and environmental considerations.
- To support the development of a Primary Health Care Centre in Kilrush.
- To support the improvement of retail facilities in Kilrush town centre so as to improve the service provided to the local catchment population.
- To support the implementation of the *Cappa Enhancement Strategy* and work with the local community to ensure the delivery of projects and key actions set out in the strategy, subject to the requirements of the Habitats Directive.
- To support Kilrush Town Team, Kilrush Tidy Towns, local community groups and other stakeholders to enhance existing and develop new amenities, services, and facilities in Kilrush and Cappa.

### Kilrush Service Town

- To support and facilitate the development of Kilrush harbour area and marina which further complements the economic, tourism and heritage features of Kilrush. To safeguard the 'heritage town' character of the town centre by permitting development that respects the existing built heritage and encourages regeneration through appropriate renovation and redevelopment of vacant and derelict buildings

and the continued protection of shop fronts intrinsic to the character of the streetscape.

- To support, protect and reinforce the role of Kilrush town centre as the primary service and retail area for West Clare through the consolidation and expansion of the town centre.
- To enhance the comprehensive green infrastructure network for Kilrush town in consultation with the key stakeholders and the public. To identify, protect and enhance existing green infrastructure resources and plan for future green infrastructure provision. This could include the development of a park within the town which would include a playground, age-friendly and ability-friendly amenities etc. to promote multifunctional use.
- To facilitate the expansion, enhancement and promotion of the Vandeleur Demesne, Walled Gardens and Visitors Centre in a manner that is sympathetic to the existing historical fabric and contributes to the green infrastructure network including the integration of Wellness Tourism.
- To prioritise the development of the West Clare Railway Greenway and facilitate an initial Kilrush to Kilkee pilot project in line with *Strategic Priority 15 'Prioritise the development of the West Clare Rail Greenway'* of the *County Clare Tourism Strategy 2030*.
- To support the development of appropriate micro enterprises along the West Clare Railway Greenway route, subject to proper planning and sustainable development and screening for appropriate assessment.
- To support the implementation of the *Visitor Signage Plan for Kilrush Town and Cappa Village* over the lifetime of the Plan.
- To support the promotion of Kilrush as a destination for marine-based recreation through progressing the implementation of the Kilrush Tourism Destination Development Strategy 2019 and building the Marina area as a micro destination.
- To support related initiatives in the *Kilrush Tourism Destination Development Strategy 2019*.
- To support the development of Kilrush as a pedestrian and cycle-friendly town promoting increased overall participation in walking and cycling to both improve well-being for local residents and to attract cyclists as visitors.

- To support the planning and delivery of accessible community and recreational facilities for Kilrush and to support the development of a multifunctional indoor facility for sports and other community activities.
- To protect and retain Kilrush's existing open spaces and amenity areas (including parks, woodlands, sports facilities, green areas, river corridors, walkways, cemeteries, and churchyards etc.)

### Specific Objectives – Kilrush Harbour Area and Marina

This section sets out the objectives required to protect, enhance, and promote the Shannon Estuary and Kilrush harbour area based on the following objectives:

- To ensure a comprehensive integrated approach to the overall development of the harbour area and marina, enhancing the strong functional, visual, economic and social connections between the town, its community, the harbour area, marina and estuary.
- Support the further development of Kilrush Marina together with initiatives relating to expanding retail and hospitality services, and the provision of additional parking to service the growing demand for marina related experiences, including the tours to Scattery Island.
- To support the development of a Maritime Training Centre of Excellence at Kilrush Marina.
- To support the development of third level outreach facilities in the town including those linked to local enterprise, marine and renewable energy potential and associated with the Shannon Estuary and the Maritime Training Centre of Excellence.
- To create pedestrian connectivity between the harbour area, the town centre, Vandeleur Gardens and Cappa village.
- To safeguard the section of line of the West Clare Railway and incorporate it into any development proposal for the marina area as a walking/cycle way that can connect into a riverside walkway and with the open countryside.
- To facilitate and support the future management and development of the estuary and the policies and objectives of the *Strategic Integrated Framework Plan* (SIFP) including the promotion of Kilrush as part of a Shannon Estuary Coastal Network.
- To protect the rich environmental and tourism asset of the harbour area through its overall management and development.

A number of sites make up the main harbour area. To the north of the harbour the site is zoned mixed use (MU1) and includes a large area of open land in addition to a number of

buildings, including the existing marina building and a number of other buildings involved in a range of different uses. In addition, the Former Distillery and Quay (OP4), identified as a Key Opportunity Site, presents an opportunity for the development of enterprise uses.

Lands to the south of the harbour consist of the former Harbour Restaurant at Creek Lodge, Opportunity Site (OP5), the existing boatyard (OP12) and Enterprise House. Redevelopment proposals for these sites must consist of the type of development compatible with the future overall tourism and economic development of the harbour area. The former Harbour Restaurant is ideally placed to accommodate the proposed Maritime Training Centre of Excellence. The site has vehicular accessibility from the Cappa Road and pedestrian access directly to the town centre and harbour area. An appropriate pedestrian linkage with the northern side of the harbour should form part of any proposal to ensure connectivity and integration with the overall harbour development. A pedestrian/cycleway and amenity/seating area should be explored which can be linked in with the riverside walk along the Wood River, the Vandeleur gardens and beyond.

The marina area is central to the identity of Kilrush as a maritime town and tourism destination. It is imperative therefore that any future development be designed and developed to take account of the highly visible waterfront location.

Some of the Mixed Use zoning encroaches on Flood Zone A in the Merchants Quay and Cappa Road area. Uses in these areas are likely to be water compatible or less vulnerable. However, a site-specific flood risk assessment will nonetheless be required as part of any future development proposals on this site.

Development proposals for the marina area will generally be required to provide the following:

- Functional and visual connectivity with the town especially in relation to Frances Street and to the Town Hall and Market Square. Development of the harbour area would benefit from providing a strong visual focus when viewed from Market Square by providing a significant feature, perhaps associated with its maritime heritage, at the junction of Merchants Quay and Pella Road.
- Part of the harbour area lies within an Architectural Conservation Area (ACA) and, as such, development proposals must ensure that they respect the character, overall design, scale, materials etc. of the area and must comply with the objectives contained in Volume 1, Chapter 16 of this Plan.
- Any tourism-related development proposal must contribute to the tourism product, be freely accessible to residents and general visiting communities, must be integrated into the town architecturally and socially, recognising the importance of existing streetscapes, seascapes, and views.

- Any proposed development at the harbour and surrounding lands must be sensitive and in keeping with the natural asset it bounds, creating a unique quality environment that maximises its existing natural beauty. Suitable and appropriate development proposals are those consisting of elements of permanent residential and tourism accommodation, commercial/retail uses which are consistent with harbour-related activities (e.g., small clothing units, craft units, coffee shop, wine bar, marine related merchandise etc), educational, marina/water-based activity and amenity/recreational uses. Car parking provision will be required to serve proposed developments and should include an element of public parking which could include underground provision.
- The scale and proportion of any development must be considered along with the overall impact on the skyline of the town especially when viewed from the estuary.

Development proposals should adopt sustainable practices in terms of any demolition and construction as well as in the design, materials, and operation of any new development. The application of renewable energy methods, for instance the use of solar panels, bio-mass heating systems etc, shall be integrated into the overall design.

### **Cappa Village and Pier**

- To support the implementation of the Cappa Enhancement Plan in order to facilitate and encourage improvements to the built, natural and cultural environment and public realm of Cappa village and pier. This could include the development of small-scale water-based amenities that are reflective of its maritime village character and comply with the requirements of the Habitats Directive and its Blue Flag beach status;
- To facilitate residential, commercial, and amenity developments in Cappa of a scale, form and nature which reflect the character and setting of the village.
- To support the development of small-scale water-based amenities at Cappa and Alyevaroo.
- To work with Transport Infrastructure Ireland (TII), Fáilte Ireland and other agencies to improve accessibility into Cappa village from the east (N67) having regard to traffic safety issues and environmental considerations.

### **Technical Guidance for Specific Sites in Kilrush and Cappa**

#### **Sites Facilitating Residential Development**

There are a number of sites which are zoned for residential development, as follows:

#### **R1 Shanakyle Road**

The Council envisages that appropriate residential development at this location will help to

infill the existing terrace on the Merchants Quay Road. Any proposed development at this location shall take account of the elevated nature of the site, the view of the site from the marina and Shannon Estuary. This site can be accessed from Merchants Quay Road and/or the Shanakyle Road. Future development must consider the future indicative access to lands west of the subject site.

#### **~~R2 Fort Road, Cappa~~**

~~The Council will favour the development of village-appropriate, executive-style housing on this site. There are three potential access points identified, two from Fort Road and one from the spur road into the Cappa Drive estate.~~

#### **R2 Fort Road**

Any proposed development must be sensitive to the landscape and shall take account of the elevated nature of the site including the view of the site from Kilrush to the north. Any proposed development must take into account future access to lands to the west of the subject site and the provision of safe pedestrian connectivity between Kilrush and Cappa must be integrated into any future development proposal.

The lands have the potential to impact on the Lower River Shannon cSAC and River Shannon & River Fergus Estuaries SPA. Any future development proposals shall include mitigation to protect water quality (construction and operation) and Special Conservation Interest birds in line with NIR Mitigation 2, 3 and 4a set out in Volume 10a of the Plan.

#### **R3 Soldiers Hill**

The development of this site should have regard to its proximity to, and visibility from, the harbour, estuary and from lands on the other side of the harbour. Any proposed development must be sensitive to the landscape and consider the visual impression when approaching Kilrush from the water, as well as from land. As the site slopes up from the Cappa Road any development on the higher rise to the top of the hill should be single storey to minimise visual impact. Safe pedestrian connectivity between Kilrush and Cappa must be integrated into any proposal.

#### **R4 Pound Street**

This site is accessible from the Dooneen Park spur road. The development of these lands should incorporate a public open space to facilitate both the proposed development and the existing Pound Street Terraces and should be readily accessible to both developments. Residential amenity of the existing Pound Street Terraces should be protected.

#### **~~R5 Broomhill~~**

~~The site is located to the northeast of Shannon Heights and, in the interest of providing a range of housing type and mix in the town, the site lends itself to the provision of serviced sites. Any development must respect the character and setting of the Protected Structure (RPS 865) and attendant grounds to the north of the site. In order to facilitate ease of access to future development and to improve accessibility along the existing access road in Shannon Heights, a vehicular turning circle and additional shared parking must be included as part of any development and must be complete prior to the occupation of any of the new residential units.~~

### **R5 Lands North of the Ennis Road**

This is a large site located north of the Ennis Road at the entrance to the Kilrush Settlement.

The lands have the potential to impact on the Lower River Shannon cSAC and River Shannon & River Fergus Estuaries SPA. Any future development proposals shall include mitigation to protect water quality (construction and operation), Special Conservation Interest birds and habitats stipulated in line with NIR Mitigation 2, 3 and 4a set out in Volume 10a of the Plan.

### **R6 Ennis Road**

Development proposals on this site shall have regard, with specific reference to design proposals, to the prominence of the site which fronts a national road.

### **R7 Wilsons Road**

The development of these lands will be required to have regard to the adjoining Protected Structure (RPS 881 – Estate Cottage). Any proposed development must provide for future indicative access to lands to the west of the site.

### **R8 Pella Road**

This site is accessible from Pella Road. The development of these lands should incorporate a public open space to facilitate both the proposed development and the existing terraces on Pella Road and should be readily accessible to both developments. It must also protect the existing residential amenity of the Pella Road Terrace. Future development must take into account access to R4 lands to the east of the subject site.

In order to protect water quality in the area, future developments on this site must be connected to a wastewater treatment plant with adequate capacity for foul water during the operation of the proposed development.

A Construction Environmental Management Plan (CEMP) will be required as part of any planning application for further development detailing how surface water run-off, especially in relation to release of silt and other pollutants, will be controlled during construction. Surface water run-off generated by development on this site must be treated via a



combination of appropriate SUDS (e.g., green roofs, permeable paving, petrol interceptor, silt trap) prior to discharge to any surface water features.

Any development application must include an assessment by a suitably qualified ecologist as to the potential for the adjoining/adjacent grasslands to support SPA Special Conservation Interest bird species. If the site is deemed suitable, detailed bird surveys must be undertaken on the site and accompany the development application. These assessments and/or surveys should inform a screening for appropriate assessment and/or Natura Impact Statement, dependent on the outcome of the site survey.

#### **R9 Fort Road and Stewart Street (N67)**

Any proposed development must be sensitive to the landscape and consider the visual impression when approaching Kilrush. Any proposed development must provide for future indicative access to lands to the north of the subject site and safe pedestrian connectivity between Kilrush and Cappa must be integrated into any proposal.

#### **R10 Shanakyle Road**

This site is accessible from the Shanakyle Road. Any proposed development at this location shall take account of the elevated nature of the site, the view of the site from the marina and the Shannon Estuary. Future development must consider the future access to lands west of the subject site.

The lands have the potential to impact on the Lower River Shannon cSAC and River Shannon & River Fergus Estuaries SPA. Any future development proposals shall include mitigation to protect water quality (construction and operation), Special Conservation Interest birds and habitats stipulated in line with NIR Mitigation 2, 3 and 4a set out in Volume 10a of the Plan.

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

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

#### **SR4 Pella Road**

This site is accessible from Pella Road. Future development must take into account access to further lands to the west of the subject site.

Any development application must include an assessment by a suitably qualified ecologist as to the potential for the adjoining/adjacent grasslands to support SPA Special Conservation Interest (SCI) bird species. If the site is deemed suitable, detailed bird surveys must be undertaken on the site and shall accompany the development application. These assessments and/or surveys should inform a screening for appropriate assessment and/or Natura Impact Statement, dependent on the outcome of the site survey. Any future development proposals shall also include mitigation to protect water quality (construction and operation), SCI birds and habitats in line with NIR Mitigation 2, 3 and 4a set out in Volume 10a of the Plan.

## **Sites Facilitating Other Land Uses**

### **OS1 Dooneen Park**

This site is located at the entrance to Dooneen Park. It is an undulating site across which there are unobstructed views of the convent building (RPS 861) which is a Protected Structure. There is a road already constructed through the middle of the site, north of which is the most elevated area and is zoned as open space in order to preserve the integrity, character and setting of the convent, whilst also serving as open space for residents. The open space should be preserved and any future access to the convent building should incorporate careful landscaping that is complementary to the Protected Structure and attendant grounds and contributes to an active natural amenity for the town.

### **OS2 Vandeleur Demesne**

The Walled Gardens which are a Protected Structure (RPS 876) are a valuable resource in Kilrush, boasting a diverse range of heritage, wildlife, and recreational amenities in close proximity to the town centre.

### **TOU1 Greenfield Site, South of Wood Road**

This site is located on the eastern periphery of the town, south of Wood Road and east of the Vandeleur Estate. The site is bounded to the south by the Wood River and in its secluded location, is nestled in away from the road. The site is zoned to facilitate a high-quality spa/eco type hotel development that is sympathetic to its surrounding environment and that, in its design, would be sensitive, complementary, and integrated into its surroundings whilst allowing for connectivity with the neighbouring Vandeleur Estate and the many attractions of the town itself, including the harbour. Such a development shall contribute to the overall tourism offer of the town at a location which, although not within the town centre, is within walking distance of it. Any hotel development in this location should have a strong experiential theme relating to its natural environment. The development of a 'Wellness Tourism' product on this site is supported.

Any proposed development shall be required to adopt a sustainable approach to design, energy efficiency of buildings and to incorporate alternative renewable methods of energy provision in the overall design of the development. During construction, operation, and

maintenance operations as well as any other associated development, for example provision of access roads to future developments, provision shall be made to ensure that disturbance of habitats and species is minimised.

The site is bounded along Wood Road by a high stone wall, which is also tree lined and both must be retained. In order to ensure the retention of trees, access to the site shall be gained through the entrance to the Vandeleur Estate on the Killimer Road, providing an attractive approach to a development of this kind and ensuring existing landscape features and seclusion of the site are retained. The identification of a hotel use on site TOU1 does not preclude the location of and/or need for an additional hotel in the Kilrush area.

### **TOU2 Vandeleur Walled Garden**

There are opportunities to develop the remainder of the Walled Garden complex, to promote the facilities and recreational amenities the area offers, and for the use of the facilities for public events and civic receptions. The zoning facilitates a wide range of uses for the development of tourist and recreational facilities to serve both visitors and locals. There is scope to link the town to the Walled Gardens via Turret Lane (Public Right of Way), to enable more pedestrian-friendly and scenic access to this natural heritage and wildlife resource.

### **TOU3 Gate Lodge, Terret Lane**

The Gate Lodge (RPS 877) at the edge of the Vandeleur Demesne provides an excellent opportunity for the development of a pedestrian access to the Vandeleur Demesne from the town centre. Having received funding under the Historic Towns Initiative 2019, a collaboration between Kilrush and District Historical Society, Clare County Council and the Heritage Council has seen the successful redevelopment of the Gate Lodge as a community-run heritage and genealogy centre, which opened in late 2020. The Council recognise the importance of the resources available to the Demesne which can deliver historical, social and tourism benefits to the community and will actively promote opportunities for pedestrian linkages between the Demesne and the town centre. Taken in conjunction with the proposed walkway alongside the Wood River from Cappa Road to Stewart Street, which is proposed to link with an existing walkway from Turret Lane, proposals to create pedestrian walkways from Turret Lane to the Demesne would enhance permeability from the town to this unique resource at Vandeleur Demesne.

### **COM1 Cooraclare Road**

This site is currently used for retail warehousing. Any future use must ensure that the commercial activity is compatible with the out-of-centre location and does not have a negative effect on the vitality and viability of the town centre. The types of uses that would be suitable here include cash and carry wholesale outlet, education/enterprise centre, plant/tool hire, warehousing, bulky goods.

### **IND1 Located between the Ennis Road and the Cooraclare Road**

This is an edge of town site that is dependent upon a road link between the Ennis Road and

the Cooraclare Road which would service existing and any future development on this site. While access to this site is currently constrained, there is an opportunity in the future for development for industrial purposes in an area where these uses are already established. Located in close proximity to the main N68 Ennis Road, it is zoned for industrial use.

### **Opportunity Sites - Kilrush and Cappa**

Several opportunity sites have been identified in Kilrush and Cappa and the Council policies and land-use briefs will proactively assist in their development. Pre-application technical advice and assistance will be provided for applicants on these sites. Opportunity sites include:

#### **OP1 Former Tile/Bathroom Showroom, ~~and~~ associated car park area and adjacent site at Place de Plouzane**

The former showroom is an under-utilised structure in the town and the ~~adjacent~~ associated car park is in poor condition. ~~The adjacent site to the east is also underutilised.~~ There is an opportunity for the redevelopment of the former showroom building either individually or in the context of the overall site, ~~which could include the adjacent site to the east.~~ The site is zoned Mixed Use which provides for a range of uses. The former showroom, for example, is suitable for the provision of a cinema, indoor children's activity centre, retail and hospitality uses. The ~~overall~~ site would be an ideal location for educational use. Place de Plouzane is identified as an area in need of enhancement and opportunities exist to open up the space for civic uses. The Council encourage the re-use of the building in a manner that will attract a high pedestrian footfall, in particular family-friendly uses, and will increase the use of the Place de Plouzane area.

#### **OP2 Former Convent Building**

The former convent building (RPS 861) and its site offer a wealth of opportunity given its location in the town centre, the importance of the Protected Structure in the context of the town, and the adjoining uses. The Mixed Use zoning on this landmark site facilitates a myriad of potential uses such as administration, hospitality, community uses such as education and/or third level uses. The Council will proactively pursue the redevelopment of the site in a manner which is sympathetic to the protected structure and to adjoining land uses.

#### **OP3 Former Mace Shop (Junction of Moore Street/Stewart Street)**

This junction forms an important entrance into Kilrush from the Killimer Road and forms the last streetscape view of Kilrush exiting the town in the direction of Killimer. The former 'Mace' shop on the corner of the Moore Street/Stewart Street junction offers an opportunity for town centre redevelopment of this key site, which could include primary and secondary uses such as commercial/office space and residential uses. The Council will encourage the redevelopment of this key site in a manner that creates a landmark that will contribute to a sense of place at this junction.

#### **OP4 Former Distillery and Quay**

The site of the former distillery and quay (RPS 888) contains a protected building which dates from c.1810. In the event that the former use of this site as a distillery does not recommence, the enterprise zoning on this site favours a wide range of uses which include the development of a micro-brewery, food technology, high-end research and development and, coupled with the location of the site on the Shannon Estuary, there are excellent development opportunities for marine-based research.

The Council encourages the re-use of this strategic site on the Shannon Estuary. Any development shall have regard to possible future associated/complementary development on lands to the north of the site, particularly in relation to design, layout, and access.

#### **OP5 Former Harbour Restaurant**

This site lies at the mouth of the Wood River in Kilrush Creek Marina. The Mixed Use zoning on the site facilitates a wide range of uses and, in the context of its location, would favour various uses within the hospitality sector (including a restaurant), hostel-style development to facilitate school tours, water-based activity centre and marine-related development that would add to the tourism product. Any proposals regarding this site must be accompanied by a Flood Risk Assessment (FRA) and screening for appropriate assessment. The Council will seek to facilitate the future development of the marina in a comprehensive manner, in a form which complements the mixed-use facilities in the town centre. The Council will actively pursue the re-use of the subject site during the lifetime of the Plan.

#### **OP6 Cappa Shop**

The sweet shop in Cappa village fronting onto the coast is an under-developed resource. The Council will encourage the development of appropriate shop signage at this location. The visual enhancement of this local shop would assist in adding to a seaside village feeling at the entrance to Cappa village and would highlight the shop facility to visitors.

#### **OP7 Cappa Corner**

The entrance to Cappa from Aylevaroo would benefit from an appropriate landmark development. The Council will encourage development which marks the entrance to the village in an appropriate form and design. The Mixed Use zoning offers a variety of options in relation to possible land uses. The Council will encourage appropriately scaled, village-style development at this location, which would enhance the seaside village character of the area and increase the range of services/amenities available to residents and visitors.

#### **OP8 Inis Cathaigh**

The importance of establishing a new use for this key site on Frances Street is acknowledged by the Council. The zoning allows for a range of uses including hospitality, evening/night-time

uses, and office space. The Council will actively encourage the redevelopment of this site for uses associated with the town centre. The Council will encourage access to the rear of the building to improve access to the site and the viability of the site for redevelopment.

#### **OP9 Former Creamery Site**

The subject site is located on the junction of the Kilkee Road and the Cooraclare Road. There are a number of existing uses on the site, however the nature of these uses is transient and short-term in nature on parts of the site. It is zoned Commercial, and the Council would welcome the redevelopment of the subject site in a comprehensive overall site design.

#### **OP10 O Dea's Field, Back Road**

This undeveloped site is located opposite St Senan's National School and backs onto development on John's Road. A portion of the site is zoned Community to facilitate additional educational facilities in the town. The remaining portion of the site is zoned Mixed Use which, combined with the unique opportunity of a green field site in the town centre, offers a wide range of potential uses. The site has been purchased by Clare County Council working in association with the Department of Education and it is proposed to develop a new primary level school on the site. Clare County Council is to prepare a masterplan for the site in order to maximise its potential in a manner which enhances the existing town centre. Development proposals shall consider traffic management issues on the Back Road.

#### **OP11 Former Cinema, Frances Street**

This structure forms an important element of the Frances Street streetscape. The former cinema building is vacant and offers an opportunity for town centre redevelopment. In the event that this building is not reinstated to its former use as a cinema, other opportunities for development could include primary and secondary uses such as commercial/office space and residential uses along with a wide range of other uses. The Council will support the redevelopment of this key site in a manner which recreates the landmark status which the former cinema held on Frances Street.

#### **OP12 Existing Boatyard, Kilrush Marina**

The existing boatyard is one of the current uses within the marina, located on the opposite side to the berthing area and marina visitor centre. It is a large site situated between the former Harbour Restaurant (OP5) and Enterprise House. The development of this site must be part of the overall integrated development of the marina. Applications for development proposals shall be accompanied by a Flood Risk Assessment (FRA) and a screening for appropriate assessment as a minimum and where necessary a Natura Impact Statement (NIS) should the Council deem it necessary.

#### **Flooding and Flood Risk**

The Strategic Flood Risk Assessment in Volume 10c of this Plan advises that there is a flood

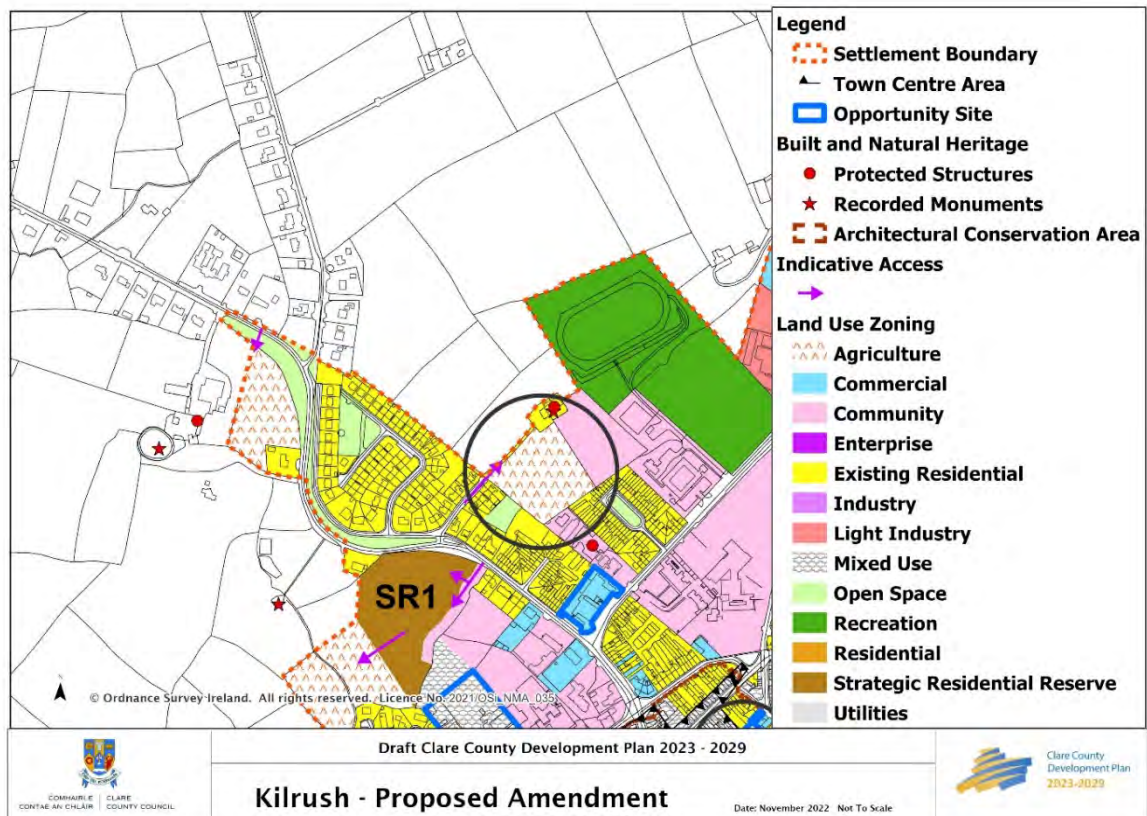
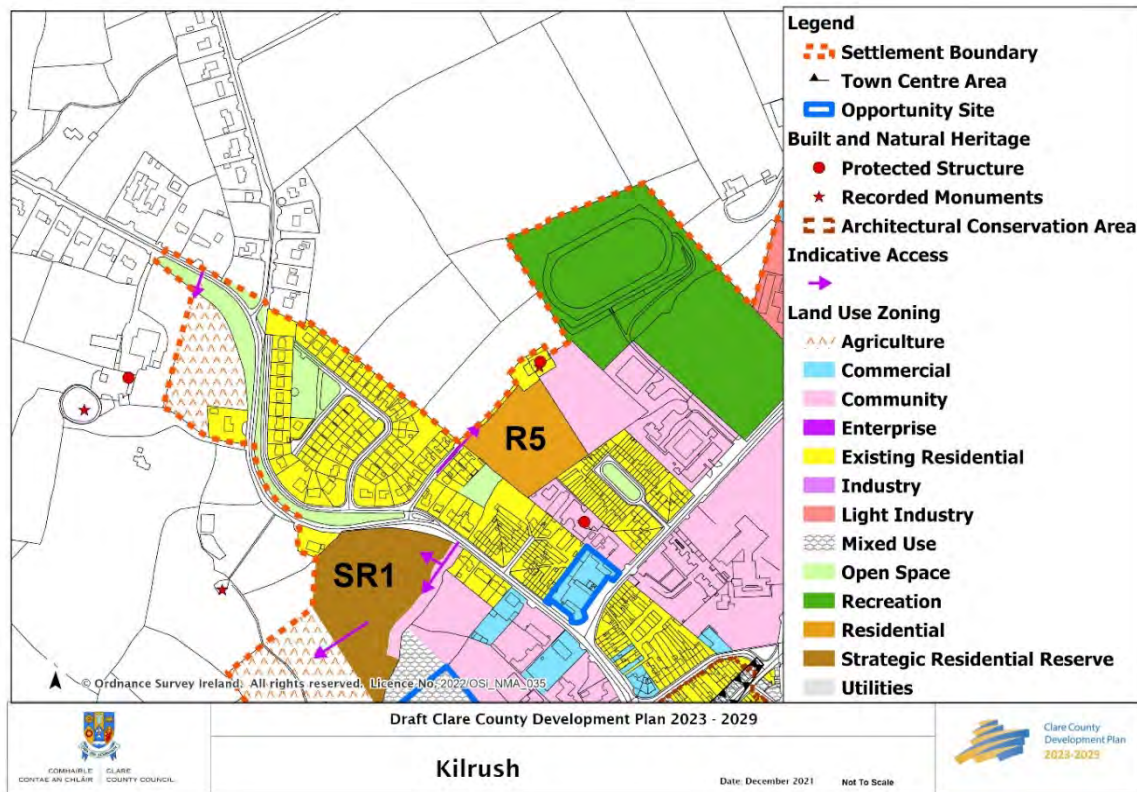
risk to community lands alongside the river, on the north bank. This area is substantially developed. Minor developments (such as changes of use and extensions) are permitted, but opportunities to reduce flood risk should be taken.

If redevelopment of this area is proposed, the findings of the Shannon CFRAM should be reviewed and, depending on the nature of the recommendations, they should be actioned before extensive development takes place.

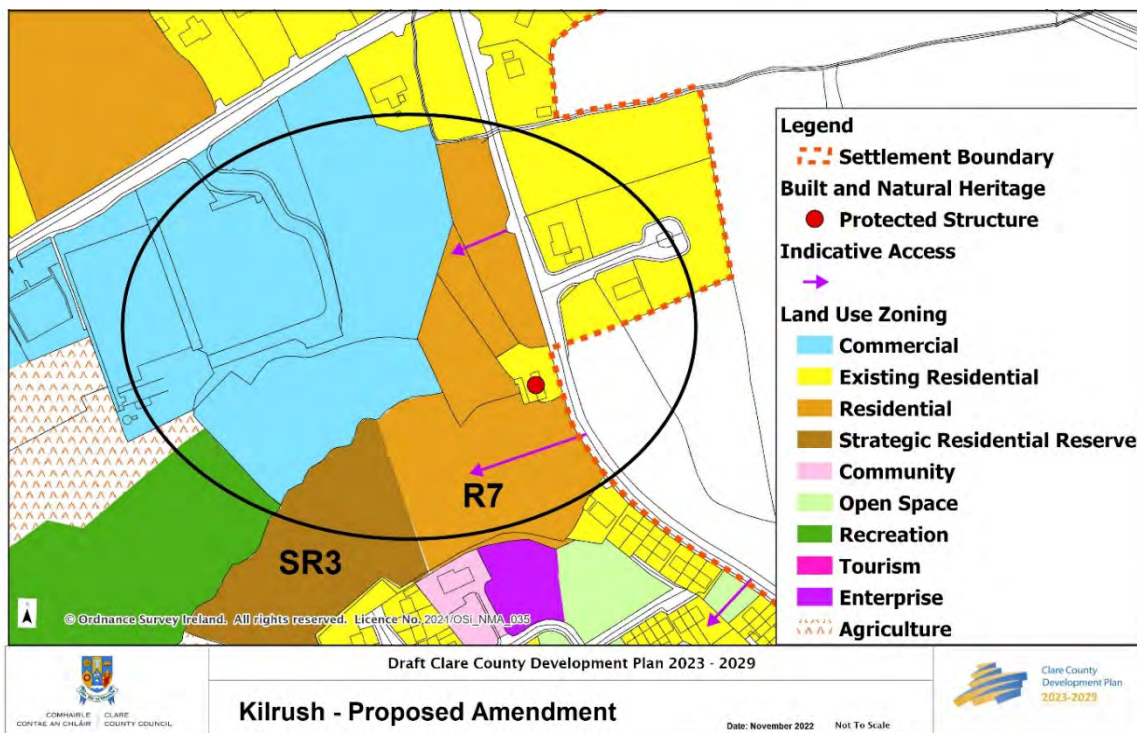
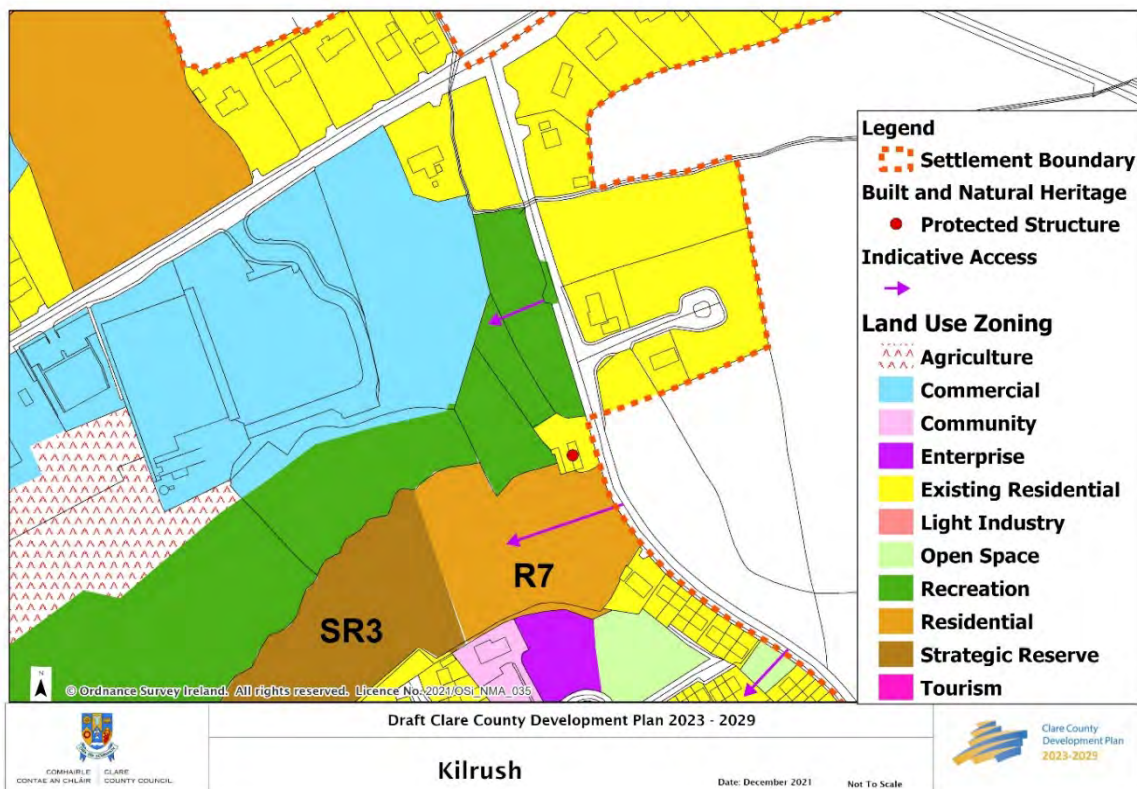
**Map Note:**

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

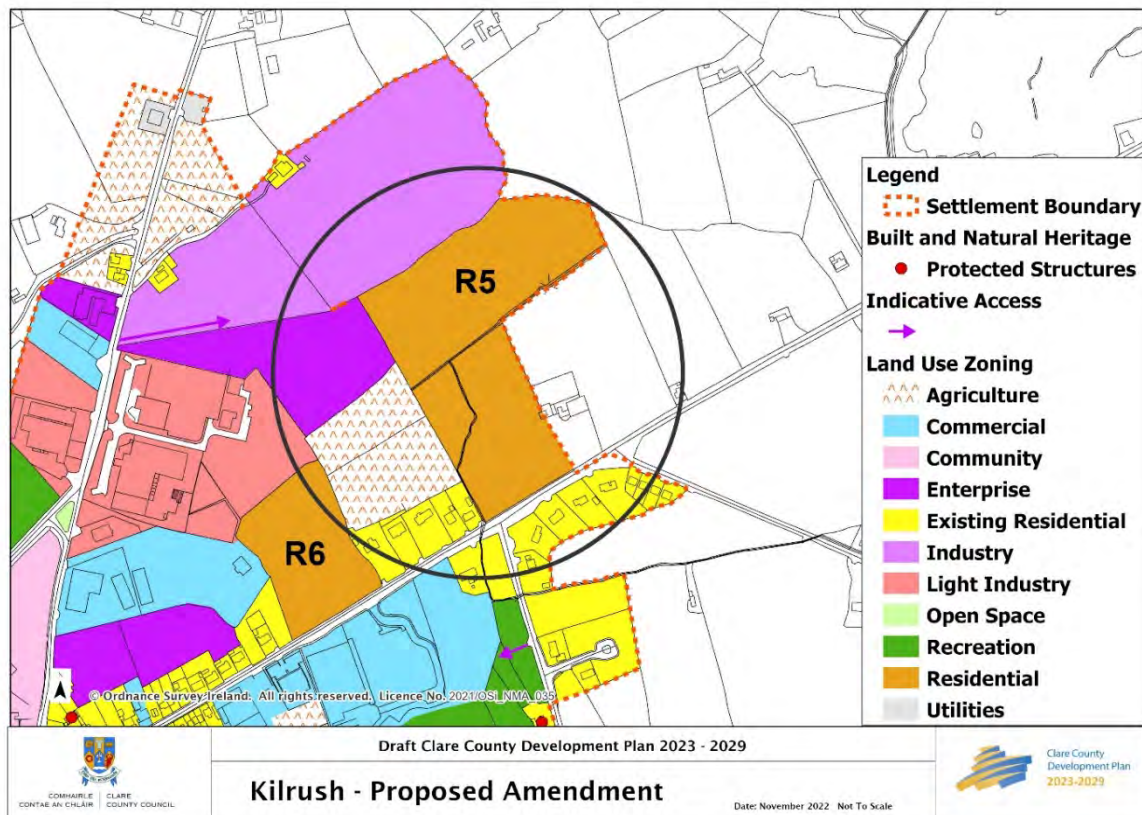
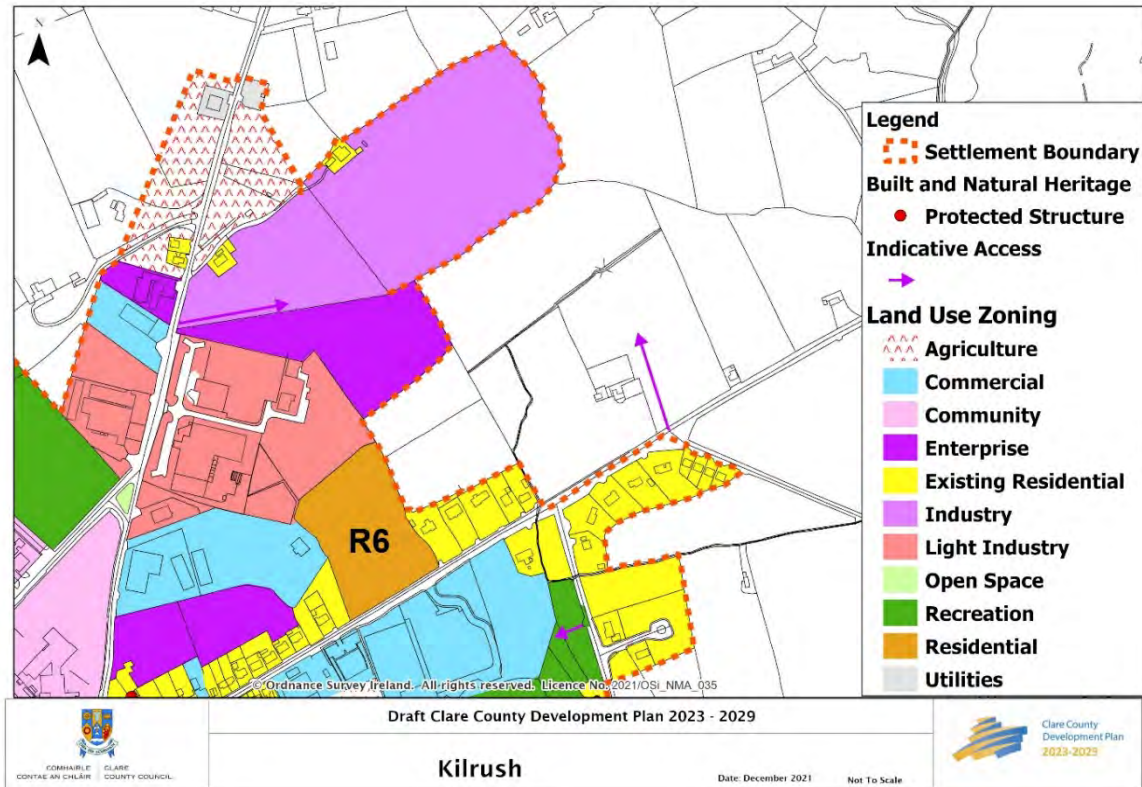




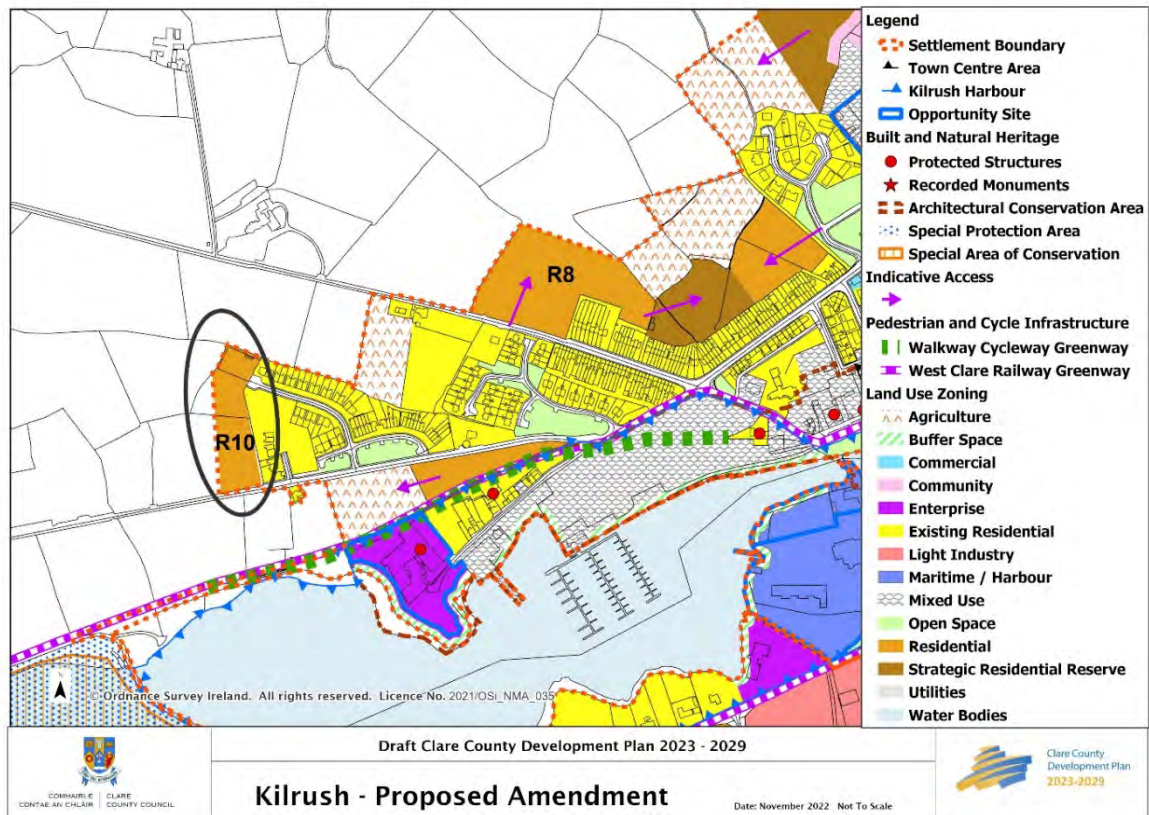
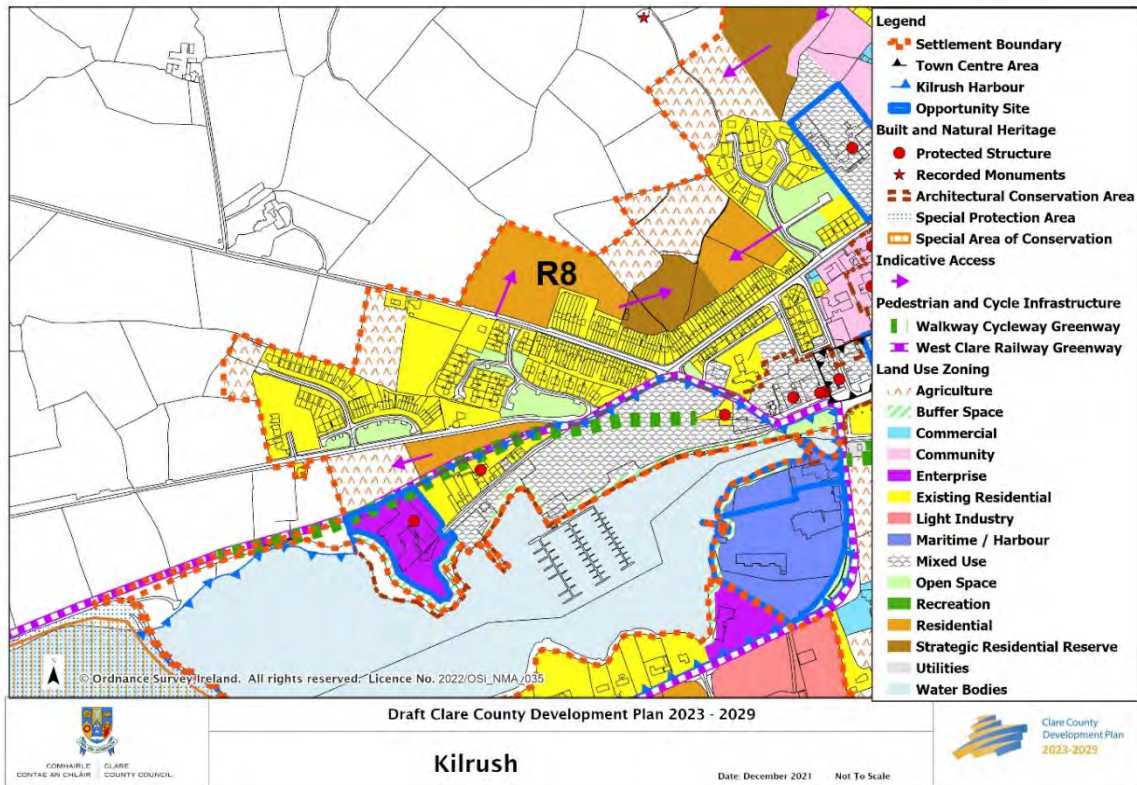




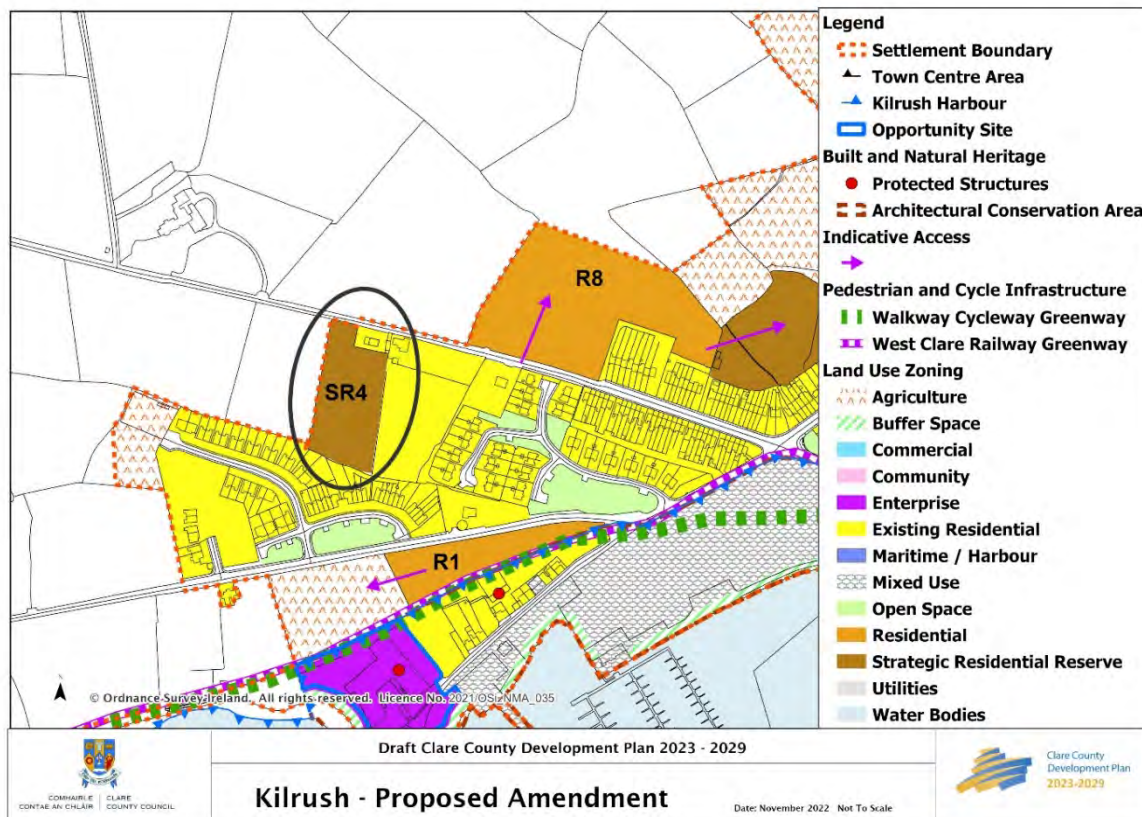
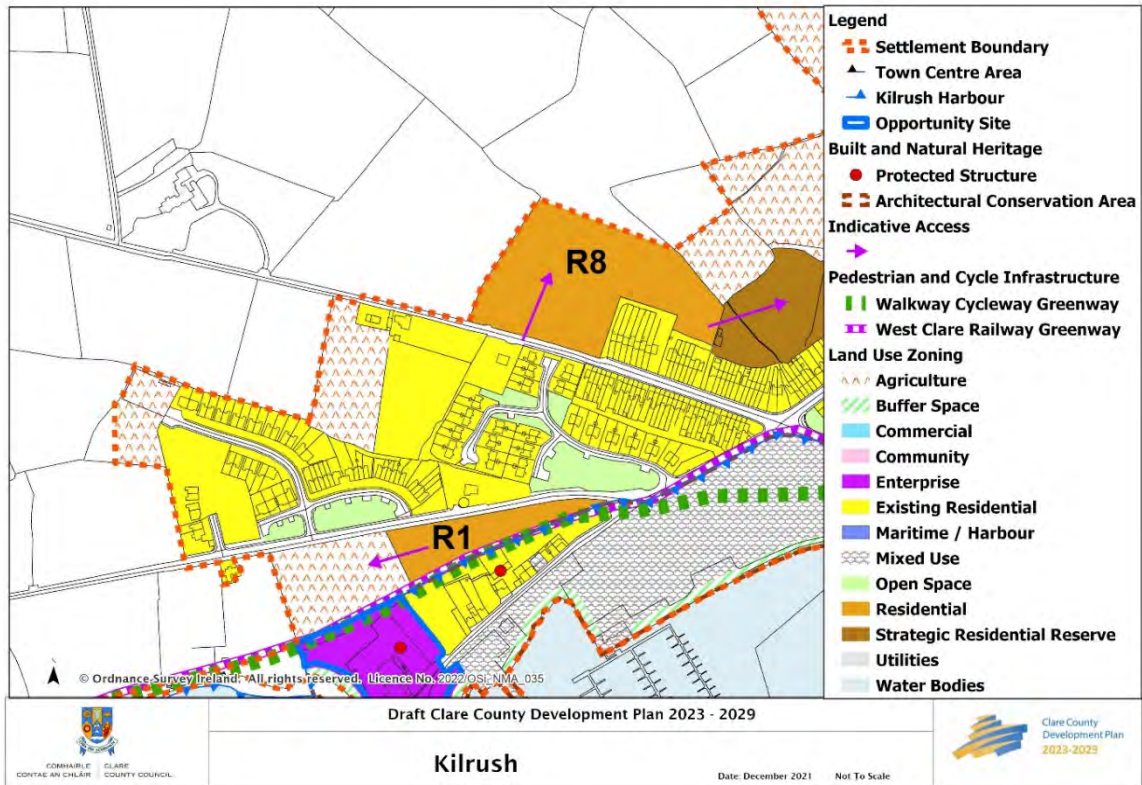




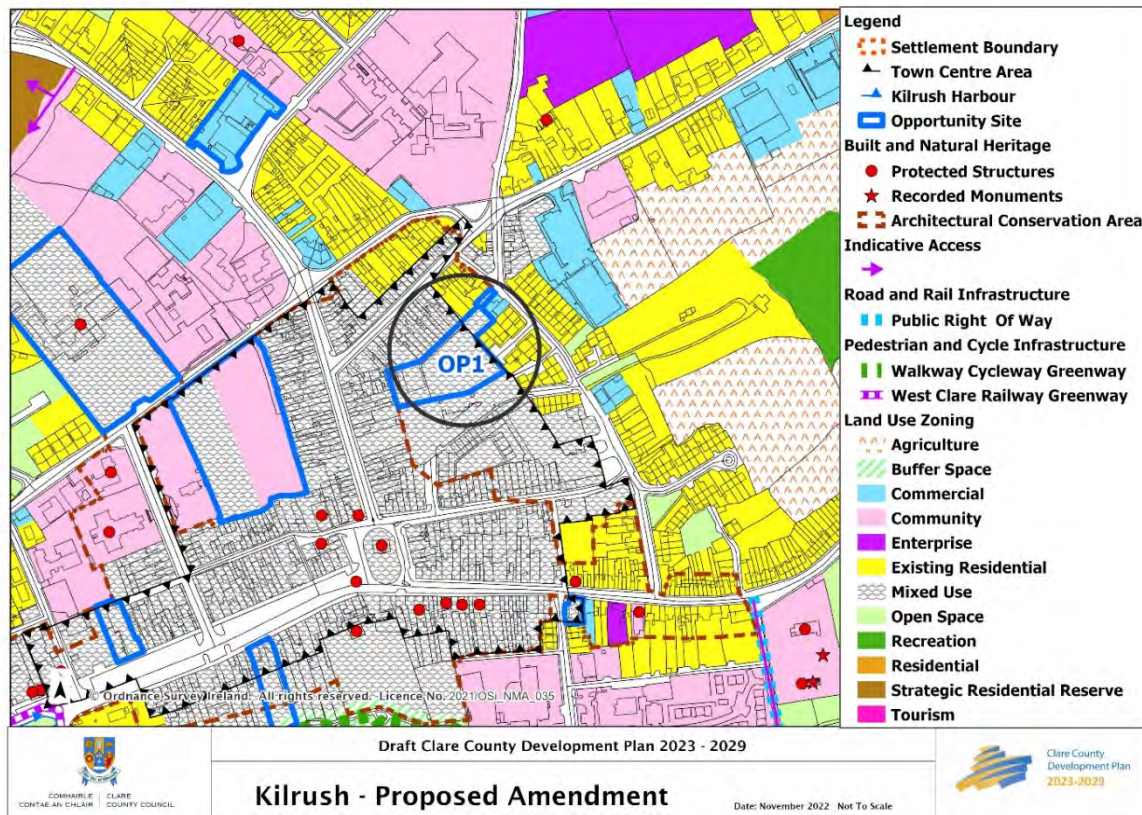
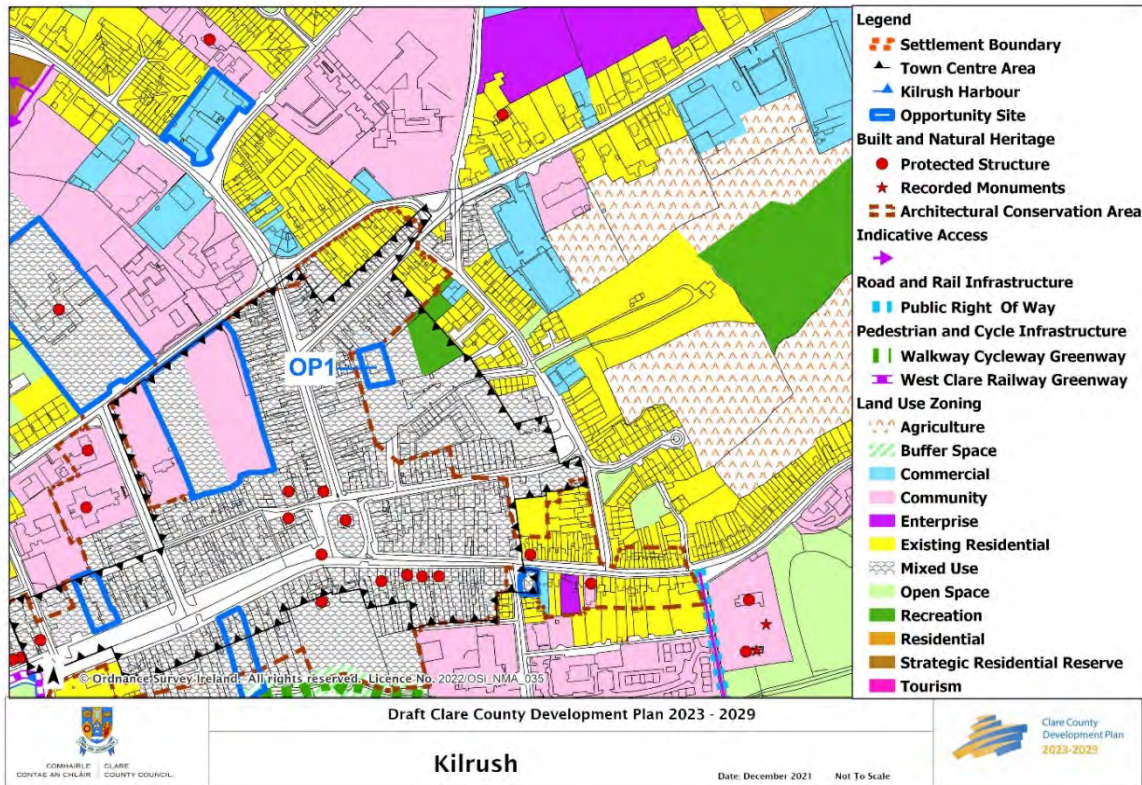




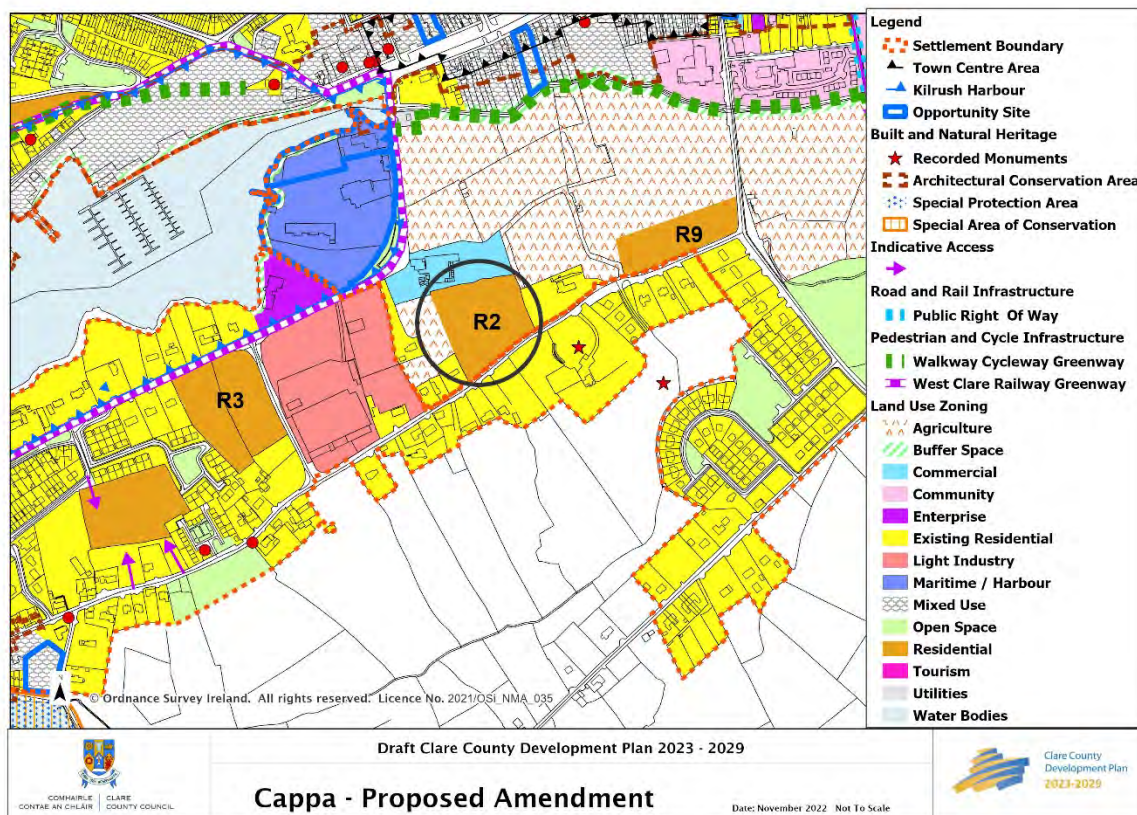
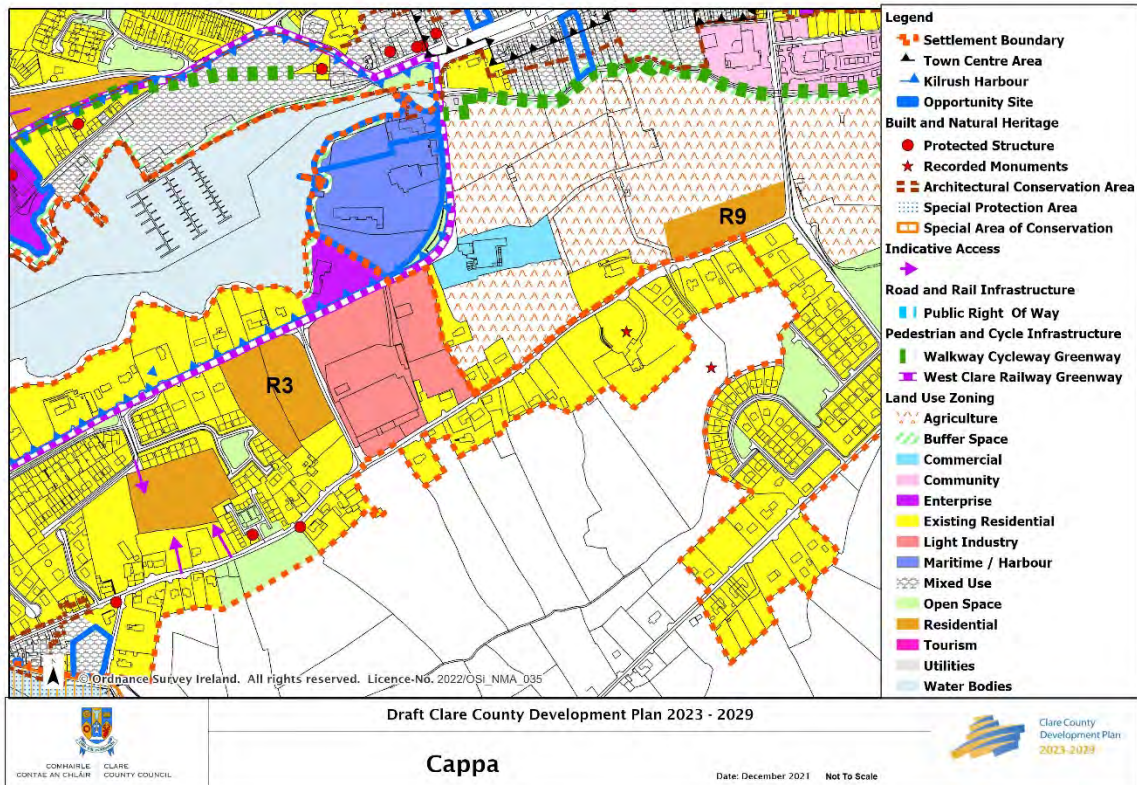




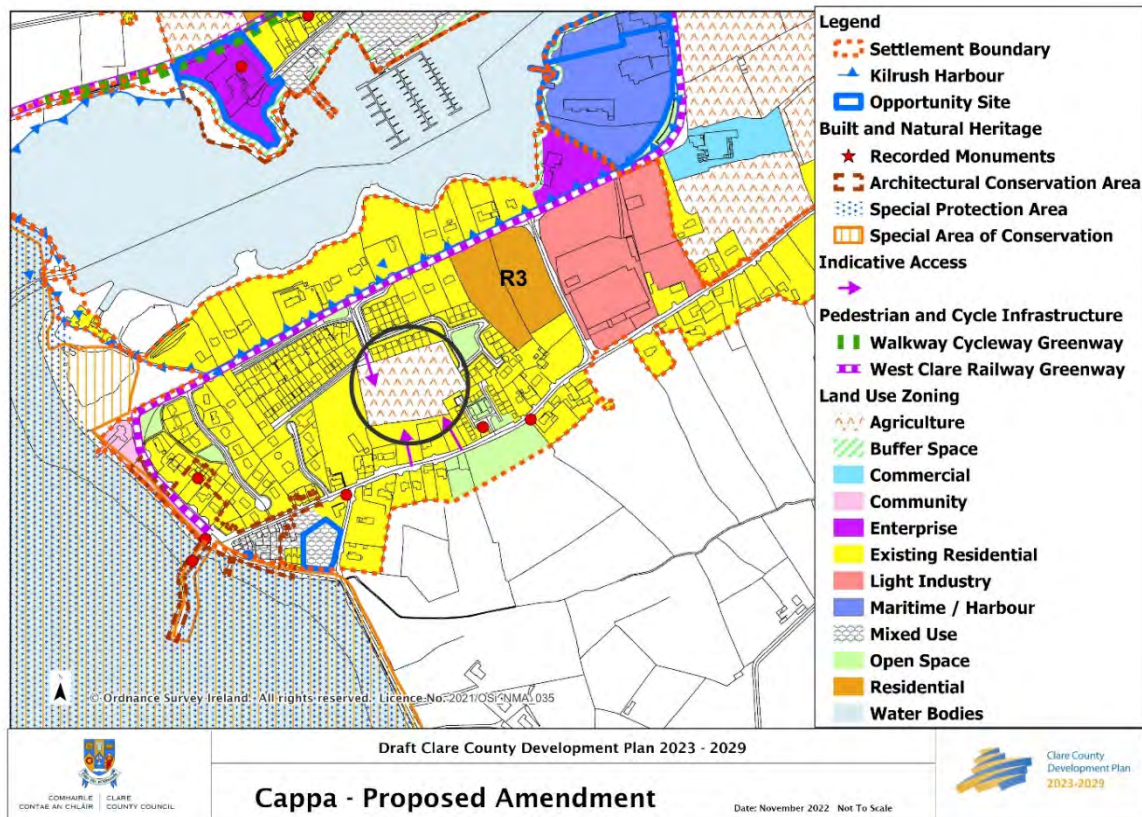
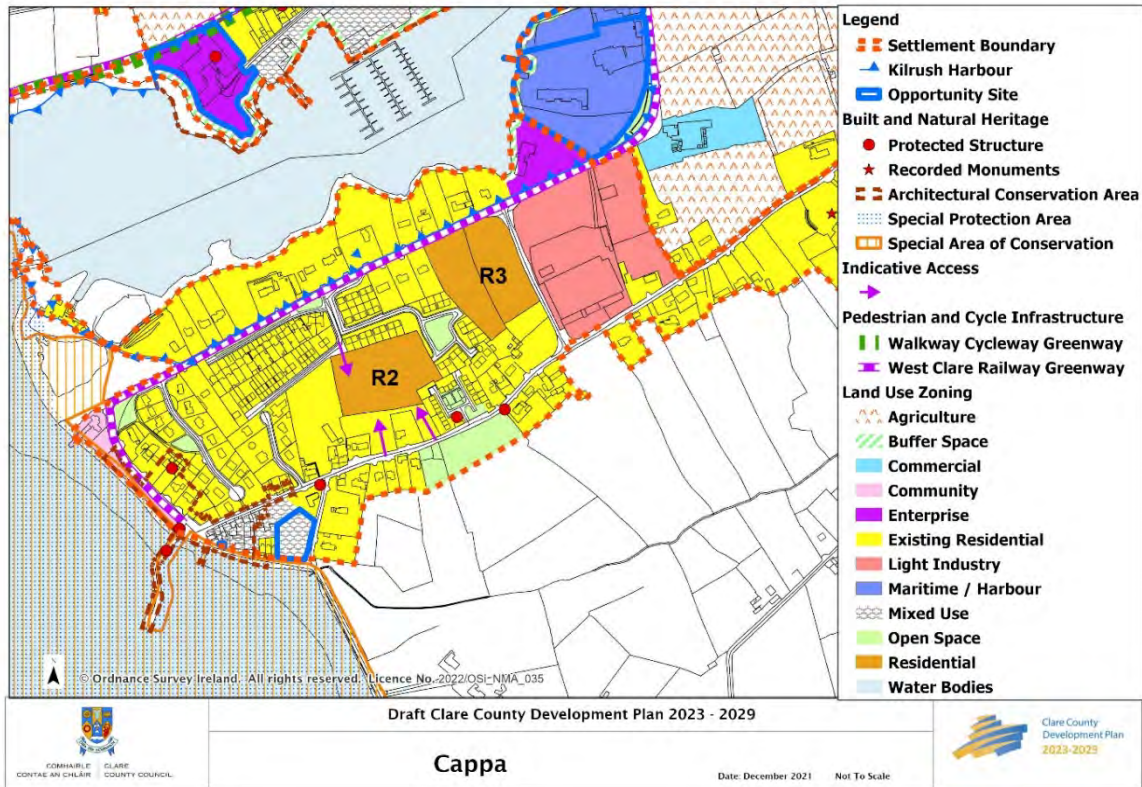




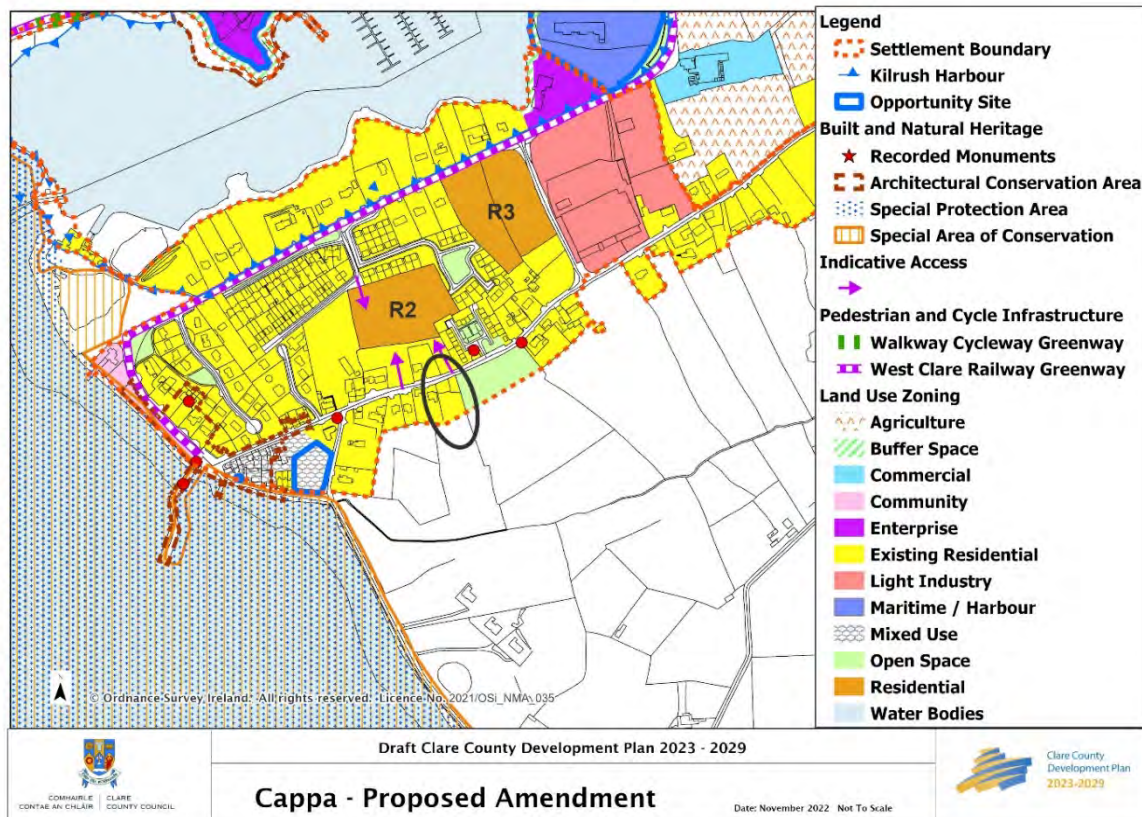
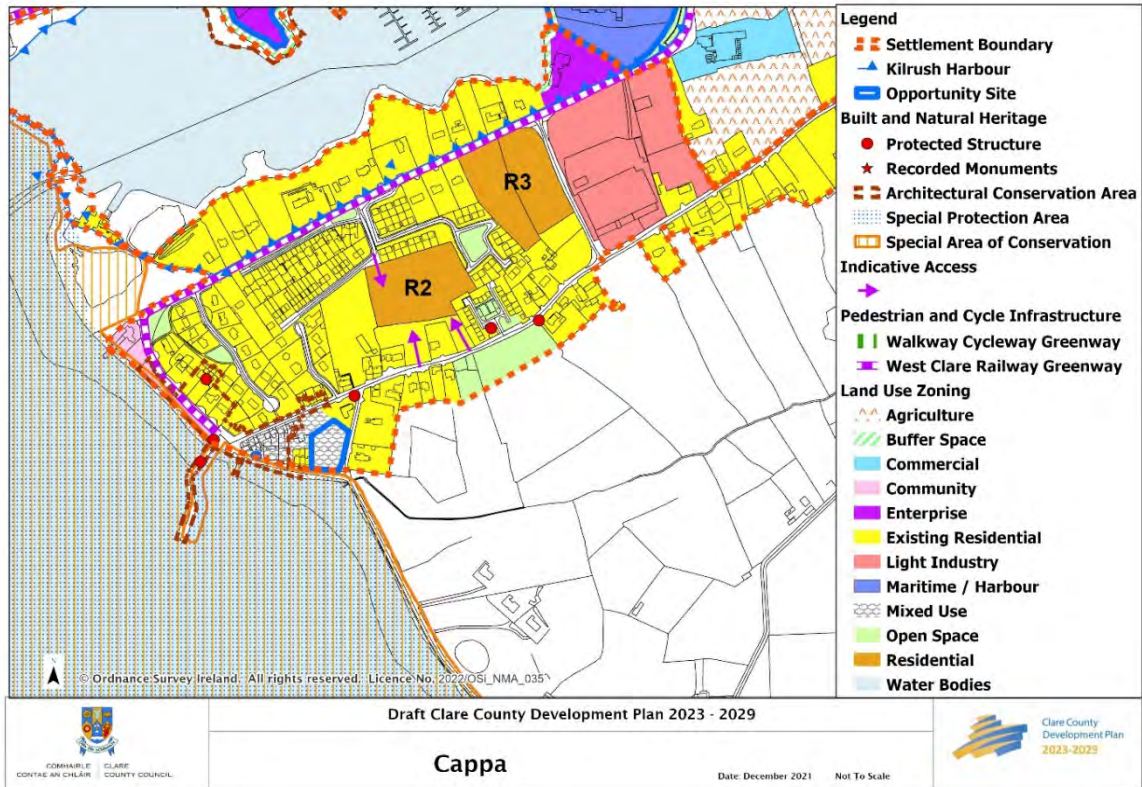














## Section 2

### Small Towns

- Kilkee – [Amendment proposed](#)
- Lisdoonvarna – [Amendment proposed](#)
- Miltown Malbay – [Amendment proposed](#)

## Kilkee

### Location and Context

Kilkee is identified in the Clare settlement hierarchy as a Small Town and its role as an important service centre and tourism resort is recognised. The town is a popular, well-established Victorian seaside resort situated on the picturesque Moore Bay on the Wild Atlantic Way.

The original core of the settlement is home to some fine Victorian buildings dating back to the 18<sup>th</sup> and 19<sup>th</sup> centuries. The town also has a concentration of pubs, restaurants, hotels and visitor accommodation, take-away outlets, shops, and a number of tourism related retail outlets. There are a number of unused buildings throughout the town centre which provide opportunity for appropriate redevelopment which would assist to further enhance the character of the town. Kilkee acts as a centre for community services, not only to local residents but also to the wider population of West Clare. Facilities such as the library and theatre at Cultúrlann Sweeney, the community centre and childcare facilities reflect the important role of Kilkee in local social, community and cultural activities. It is also a centre for education with educational opportunities provided at a post-primary level in St. Joseph's Community College.

Other facilities in the town include the Kilkee Digital Hub which forms part of the Council's Digi-Clare initiative and provides remote working and hot desk facilities that are broadband enabled in the centre of the town.

There was significant growth in Kilkee in the 1990s and 2000s, primarily tourism related developments in the form of holiday homes, apartments, hotels and serviced accommodation, and tourism related leisure facilities. There is a large influx of tourists during the summer season, when the population of the town increases from around 1,000 to 15,000, making Kilkee one of the country's largest seaside holiday resorts. This is reflected in the 2016 Census records which recorded just over 72% vacancy in Kilkee on the night of the census. However, the demand for holiday accommodation has led to a shortfall in the provision of permanent, social, and affordable housing in the town. Furthermore, the reliance on the tourism industry, which at present is seasonal in nature, has resulted in the town being seasonally quiet, which can have a negative impact on the character of the area.

The seasonal change in population also places a considerable strain on the town's infrastructure and, as with most seaside resorts, the town experiences extremes of seasonality. It is therefore important to ensure that future development is balanced and contributes to a thriving community which can support a range of services which are viable on a year-round basis.

Drinking water is supplied via the West Clare Regional (Doolough Lake) Water Supply (RWS). There is currently limited wastewater treatment in Kilkee, however, a new wastewater treatment plant, pumping station and rising main are planned for the town. ~~Work is due to commence in late 2023 with completion in early 2025 which will cater for the population~~

~~target for the town.~~ The wastewater treatment plant is due to be completed within the lifetime of the Plan. All future development in Kilkee will be contingent upon the provision of adequate wastewater treatment. Kilkee experiences seasonal traffic problems and the construction of a proposed lower ring road which would link the N67 at the Kilkee Bay Hotel, running west to the Carrigaholt Road and continuing to link up with the coast road, would help to alleviate this problem.

Kilkee adjoins the Kilkee Reefs Special Area of Conservation (SAC) and future development must ensure there are no adverse effects on the conservation objectives of the SAC or on the site integrity, or any European site as a result of proposed development. Accordingly, objectives set out in Volume 1 of the Plan relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

### General Objectives:

- To make provision for the sustainable growth of Kilkee by providing for a permanent resident population through the allocation of land within the town for the appropriate provision of permanent private, social, and affordable housing, employment, services and recreational/open space.
- To safeguard and maintain the areas of open space and outdoor recreation as important amenity areas within the town.
- To support the development of the West Clare Railway Greenway.
- To encourage the further development of the retail, commercial and service sector in the town centre. The redevelopment of existing unused or derelict structures for retail or commercial purposes or for the provision of services will be particularly encouraged especially those sites identified in 'Towards a Better Kilkee'.
- To make provision for the development and maintenance of physical service infrastructure that will effectively accommodate the resident population, meet the increase in demand during the summer months and allow for future growth.
- 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 facilitate the provision of increased carparking facilities in the West End/Diamond Rocks area of the town.
- To facilitate the development of enhanced motorhome / camper van facilities in Kilkee.
- To support the development of a Heritage Centre in the town.

- To support the designation of Kilkee as a Centre of Excellence for scuba diving and water-based sports.
- To support and facilitate signature events in the town such as the Kilkee Hell of the West Triathlon.
- To support the development of a Flood Protection Plan for the town.

### Employment and Enterprise

Kilkee is situated on the Wild Atlantic Way, and it is a gateway to the Loop Head Peninsula and is ideally placed to strengthen its economy based on tourism activity. Kilkee and the surrounding dramatic coastline offer plenty of opportunity for niche activities including deep sea diving, bird watching and landscape painting. Tourism based on the geological heritage of the Loop Head Peninsula is an established attraction which has potential for further expansion. However, the seasonal nature of tourism is both an opportunity and a challenge. It is important to ensure that opportunities for the development of other forms of enterprise in the area are harnessed to ensure sustainable, year-round employment opportunities for the local community.

In addition to recognising the economic potential of tourism in Kilkee and surrounds, the role of agriculture and retail development in the economy of Kilkee is also acknowledged.

It is an objective of the Plan:

- To support and facilitate farm-based/home-based/retail enterprises such as local and artisan produce, local arts and crafts and other small-scale employment opportunities in the town including the development of craft workshops at suitable locations.

### Opportunity Sites

#### OP1 Ocean Cove Hotel, East End Coast Road

This site consists of the main hotel building which has been closed for a number of years. The priority for the redevelopment of this vacant site arises from its prominent location at the East End waterfront. Kilkee needs additional hotel and hostel accommodation, and this hotel is ideally located for access to the water for marine activities and is also easily accessible to cars, buses, and pedestrians. Due to its seafront location and its current state of disrepair, this building has a negative impact on the aesthetic and amenity value of the town.

#### ~~OP2 St. James Church, Carrigaholt Road~~

~~This 19th-century, double-height, stone building stands on a spacious, accessible site. The church, which is a Protected Structure (RPS 410) is used as a place of worship during the summer months but may offer potential in the future for additional or shared uses. The~~



~~priority arises from its historic status, visual significance, site size and overall prominence. Its proximity to the seafront is an important advantage.~~

### **OP23 Carpark to the Rear of Well Road**

This carpark is under-utilised due to a number of factors, including its liability to flooding, poor sign-posting and poor access. Given its proximity to the town centre and the beach front, there is an opportunity to provide car and coach parking facilities as well as a camper van/motor home park on the site.

### **ENT1 and ENT2 Enterprise Lands**

These two sites have been designated for the development of enterprise and employment-generating uses with a view to providing greater employment opportunities for the local community. Proposals for the expansion of existing facilities will also be considered. Any development must reserve a buffer, as indicated on the Kilkee settlement map, from the streams that run along the northwest boundary of ENT1 and the eastern boundary of ENT2.

### **Town Centre**

The centre of the town of Kilkee 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 as 16.5 of this plan (Vol 1). Any future development within the town centre on Mixed Use zoning must ensure the protection and maintenance of Protected Structures on the lands.

### **Retail Development**

Kilkee's main source of income is the tourist industry, with the town providing restaurants, pubs and cafés and a nightclub, together with the Waterworld complex situated on the seafront on the edge of the town centre. The seasonal nature of the town's trade is reflected in the number of units which close in the low season.

Small centres such as Kilkee also fulfil an important service provision role for their rural catchment population. Whilst it is unlikely that these centres will attract sufficient expenditure to support large scale provision of retail or comparison goods, they remain an important focus of the community and consequently their continued vitality and viability should be supported. The focus of provision will be on ensuring the creation of new floor space which meets the needs of local people, whether that is the construction of additional units to meet retailer demand, or the qualitative improvement of existing floor space to allow an enhanced level of services to be provided. In either case, it is unlikely that the scale of development in these centres will ever be such that it will undermine the continued vitality and viability of any higher order centres, or other centres at the same level in the retail hierarchy due to the distance between centres.

It is noted that Kilkee has a good range of small convenience outlets but no large supermarkets. The comparison-goods shopping function is very limited – even more so in the low season. Whilst the town centre is very widely defined, the main commercial focus is on O’Curry Street, with some locally orientated provision on O’Connell Street. Whilst there are some commercial outlets on Erin Street, these are primarily hotel related.

It is an objective of the plan:

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

## Tourism

Kilkee has a diverse tourism product to offer the visitor, not least its rich architectural and natural heritage and its Coastal location. It’s a popular destination attracting a range of visitors including the culturally curious interested in history, heritage and culture, the social energisers looking for excitement, sports and activities, and the great escapers looking to relax in unspoilt areas away from large crowds.

In terms of sports and activities, Kilkee is a ‘Gateway to the Ocean’, a best in practice example of access for all to water-based activities such as those on Kilkee beach and in the wider bay area. The Atlantic Coast EuroVelo cycle route runs the total length of the Clare coastline including Kilkee and the Loop Head Peninsula. Among its many attractions, the beach, cliff walks, and the natural beauty of the town is one of the most attractive aspects of Kilkee.

### MAR1 Existing Jetty and Boat House at the East End of Moore Bay

This area is reserved for the future development of the pier, land-based facilities associated with the development of water-based commercial activities and for tourism and leisure uses. It is a potential location for the development of land/sea access and associated infrastructure. There is a major opportunity to develop this area of Kilkee. It is important that development proposals for water-based commercial activities are not detrimental to the tourism and leisure potential of the area.

The lands that have been zoned are both within and adjoining a Special Area of Conservation (SAC). The area forms part of the Kilkee Reefs SAC. Future development proposals must not impact on the favourable conservation status of the SAC and SPA. Any plan or project with the potential to impact on the SAC and/or SPA will be subject to screening for appropriate assessment and associated ecological assessments.

### TOU1 Lands to the East of the N67

These lands adjoin one of the existing mobile home parks in Kilkee and have been identified for the development of future tourist facilities in the area. More specifically, TOU1 has been zoned to accommodate the development of a camping and motorhome site in the area. There is an identified need for motorhome/camping facilities in Kilkee and TOU1, located close to

the town centre and with excellent links to one of the main transport routes (N67), is considered to be suitable for the development of such facilities. It is envisaged that development of the site will be for the provision of temporary/short-stay tourist accommodation and the development of long-term mobile home parking facilities on these lands will not be permitted.

Development proposals must provide for the retention of the stone wall on the northern boundary of the site and must also provide footpaths linking the development to the existing footpath network in Kilkee. Developments located on the northern part of the site may be visible from the wider area and therefore proposals for this area must be designed having due regard to the visual amenity of the wider area.

Surface water drainage associated with future development on this site shall be designed to ensure the protection of water quality and associated biodiversity in the area.

The zoning of this site for the development of a camping and campervan site does not prohibit a development of the same nature from locating at an alternative suitable site in the town.

### **TOU2 Diamond Rocks**

This commercial outlet is located on the south side of the bay, at the start of the cliff walk. Having regard to the sensitive location of the site it is considered that a limited form of expansion may be permitted in order to further enhance the potential of the site and an area of land surrounding the existing business has been zoned to accommodate this expansion.

Lands adjoining the Diamond Rocks are zoned for carpark uses. Any future planning application in this area will be required to carry out all necessary environmental assessments to ensure compliance with County Development Plan Objective CDP 3.1, as set out in Volume 1 of this Plan. In relation to the visual impact on the receiving environment any future planning application related to this zoning will be required to submit a 'Landscape Assessment' which is cognisant of both the *Clare Landscape Character Assessment and the National Landscape Strategy for Ireland 2015-2025*.

Any future planning application within this zoning will be required to install a Class 1 interceptor at the discharge point from the car parking area. A Surface Water Management Plan will also be required as part of any future planning application to ensure the integrity of the Kilkee Reefs SAC is retained.

### **TOU3 Infill Site South of the Well Road**

The land is zoned to allow for the expansion of tourist accommodation. It is situated between a caravan park and an existing area of holiday homes and has the capacity for in depth development close to the town centre. Any development must reserve a 10-metre margin from the Victoria Stream that runs along the southern boundary of the site.

## TOU4 Lands at Dough

Development should be contingent on demonstrating the need for any such tourism related industry at this location and will be strictly contingent on the provision of appropriate wastewater treatment that can fully demonstrate 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.

## Tourism Lands

Any development proposals within tourism zonings should be accompanied by an Appropriate Assessment Screening Report and/or Natura Impact Statement, whichever is deemed necessary. The proposal should clearly identify the spatial extent of any tourism activities and should address the potential for increased recreational disturbance (both in isolation and in combination with other tourism activities) to any European sites as a result of increased tourism and recreation in the area/county, taking into account any current pressures on these European Sites.

## Housing and Sustainable Communities

Kilkee is home to c.1000 persons many of whom can trace their families back for generations in the locality while others are more recent arrivals. The enduring appeal of Kilkee as a place to live is evident in the level of community activity. However, building vacancy is an issue and whilst unoccupied housing is to be expected in a tourist town, the very high vacancy rate of 72% is of concern and needs to be addressed. During the lifetime of this Plan the focus shall be on the provision of housing for permanent occupancy on lands that are zoned for residential uses in the town of Kilkee.

In addition, all residential development should be strictly contingent on the provision of appropriate wastewater treatment facilities that can fully demonstrate 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. The following sites are identified for housing development:

### R1 East of Bog Road, Dough

This is an area of flat, low-lying land located to the south of the town centre and at the rear of the Móinín housing estate. The site provides an opportunity for an extension of the existing residential area or a small individual housing development. Development proposals on this site must show pedestrian/cycle connectivity to the town centre and with future development areas.



## R2 and R3 South Eastern Development Area, Dough

This is an area of flat, low-lying land located to the south of the town centre area in Kilkee. The sites provide an opportunity for in-depth development that will help to consolidate the structure of this area. The site is bounded to the north by the line of the former West Clare Railway. Development proposals on this site must show pedestrian/cycle connectivity to the town centre and with future development areas.

## R4 and SR1 Northwest of the Carrigaholt Road

Any development must reserve a 15-metre margin from the Victoria stream that runs along the boundary of the site.

## R8 Doonbeg Road

Any proposed development must be sensitive to the landscape and shall take account of the elevated nature of the site and the view north from Kilkee to the site. Provision must be made for safe pedestrian links and cycleways within the development and connectivity with the town centre.

The lands have the potential to impact on the Kilkee Reef SAC. Any future development proposals shall include mitigation to protect water quality (construction and operation) in line with NIR Mitigation 4a set out in Volume 10a of the Plan.

## Strategic Residential Reserve (SRR)

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

## Place Making and Regeneration

Kilkee is a settlement founded and based on tourism due to its natural assets of a sheltered bay, cliff walks and as a seaside town. As such it needs to ensure that the approaches to the town provide a welcome gateway for tourists and visitors alike. This can be achieved by ensuring good, well-defined approaches and gateways particularly on the Kilrush Road and wayfinding within the settlement must make it easy for visitors to find their way around. This includes signage, public realm, interpretation, use of key buildings, technology, lighting, maps, and other mechanisms to subtly and more overtly encourage visitor flows in particular directions.

In this regard, appropriate, sustainable uses need to be found for vacant and key historic buildings. *Towards a Better Kilkee - A Town Improvement and Economic Development Strategy 2014-2024* contains guidance for improving the public realm of Kilkee with the aim

of safeguarding the existing character of the town centre by permitting development that respects the existing built heritage of the town and Architectural Conservation Area and making provision for appropriate redevelopment and renovation of derelict buildings. It is also important to support and facilitate the development of additional sports and recreation facilities in the town. Also situated on the Wild Atlantic Way the principles for place making are set out in Chapter 14 Volume 1 of this Plan.

Compact growth and urban regeneration are key requirements of the *National Planning Framework (NPF)* and *Regional Spatial and Economic Strategy (RSES)*. The Council recognise the importance of active land management in order to aid the continued regeneration and enhancement of the town and to address any issues of vacancy and dereliction.

It is an objective of the Council:

- To work with the owners of vacant, underutilised, and derelict sites/buildings to identify new uses and promote the re-use/redevelopment of these sites/buildings. In this regard, the Council will use its powers as necessary under the *Derelict Sites Act 1990* and *Housing and Urban Regeneration Act 2015*.
- To promote sustainable and compact growth in the town to address issues of vacancy and dereliction. This could include the development of a Town Centre Renewal Pilot Programme for vacant and derelict commercial and residential properties in the town with a focus on getting these back into sustainable use.
- To support public realm enhancements to Kilkee town centre to create better connected pedestrian and family friendly environment.
- To support and facilitate the development of additional sports and recreation facilities in the town including the development of fishing, scuba diving and water-based sports facilities.

## Transport and Movement

Traffic is a significant issue in Kilkee, primarily in terms of the increase in volume of traffic during the peak tourism season. During the summer months the tourist population exceeds the resident population 12-fold, placing significant pressure on the town's road infrastructure. The volume of traffic causes congestion and parking problems throughout the town. However, it is important to remember that during the majority of the year, traffic is limited largely to local traffic. A review of the Traffic Byelaws for the town and the implementation of a Traffic Management Plan is required to address the seasonality issues as well as the day-to-day requirements of both residents and traders regarding traffic management infrastructure.

It is an objective of the Council:

- To review traffic byelaws in the town and to implement a Traffic Management Plan in order to address the seasonal influx in traffic volumes and to provide for safe travel for motorists, cyclists and pedestrians.

In addition, the following sites are identified for transport development:

### T1 Kilkee Relief Road

The Council shall safeguard the route corridor of the proposed Kilkee Relief Road as identified on the settlement map.

### T2 Hodges Green

The Council will seek to secure the provision of a roundabout at the junction of Hodges Green as part of the plan to improve traffic management within the town.

### Transport, Active Travel and Connectivity

Bus Eireann and TFI Local Link Limerick Clare provide a regular bus service to and from Kilrush and Ennis. ~~This~~ These services provides an alternative to the private car for residents and visitors and encourages a modal shift to a more sustainable transport option. The TFI Local Link Limerick Clare R335 Ennis to Kilrush via Quilty operates Monday-Friday and stops at the Bus shelter in Kilkee and the R339 Kilrush to Loop Head operates Monday to Friday from September to April and Monday to Sunday from May to August and stops at the Bus shelter at the Square in Kilkee.

Enhancement of and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the town and its environs. The development of the West Clare Railway Greenway along the line of the old West Clare Railway as a proposed recreational route, in particular between Kilkee and Kilrush, is supported in this Plan. The benefits of linking Kilkee and Kilrush are two-fold; to enhance the existing linkages between the towns in terms of settlement, tourist facilities, expansion of the tourist base for both towns, and the creation of new green infrastructure linkages between the towns. Proposals to redevelop the former railway line will be subject to screening for appropriate assessment.

The *Clare County Tourism Strategy 2030* supports the development of the West Clare Rail Greenway and other walking trails in the area. It is an objective of Clare County Council:

- To prioritise the development of the West Clare Railway Greenway and facilitate an initial Kilrush to Kilkee pilot project in line with Strategic Priority 15 'Prioritise the development of the West Clare Railway Greenway' of the County Clare Tourism Strategy 2030.
- To support the development of appropriate micro enterprises along the West Clare Railway Greenway Route, subject to proper planning and sustainable development and screening for appropriate assessment.

- To support the development of a Cliff Walk from Quilty/Spanish Point to Doonbeg and Kilkee, which could become part of the wider Fáilte Ireland cliff walk initiative, including the Kilkee looped walk between Byrnes Head and Georges Head.
- To support the development of a long-distance coastal pathway along the West Clare coastline including the Loop Head Peninsula and Kilkee.

### Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10c of this Plan advises the following in relation to existing foreshore development, proposed residential development and existing less vulnerable development:

#### Existing Foreshore Development (Commercial and Residential)

Along the coastline, given the history of flooding and known incidents of wave exacerbated storm damage, it is recommended that redevelopment is limited to less vulnerable uses, and that sufficient measures are included in the design to ensure flood resilience. Should a coastal protection scheme and a strategic coastal erosion plan be developed, new/extensive redevelopment of the town centre should be considered premature until the findings of the associated assessment are available.

#### Proposed Residential Development

Where proposed residential developments are located wholly within Flood Zone A, they are considered inappropriate and a less vulnerable/water compatible use should be substituted. Where a site is partly within Flood Zone C, development ~~can be guided by a specific objective to limit development~~ should be limited to these parts of the site, with water compatible uses e.g. open space and parking located within Flood Zone A and B. In areas of Existing Residential located in Flood Zones A/B, development should be in accordance with Section 5.28 of the Flood Risk Management Guidelines.

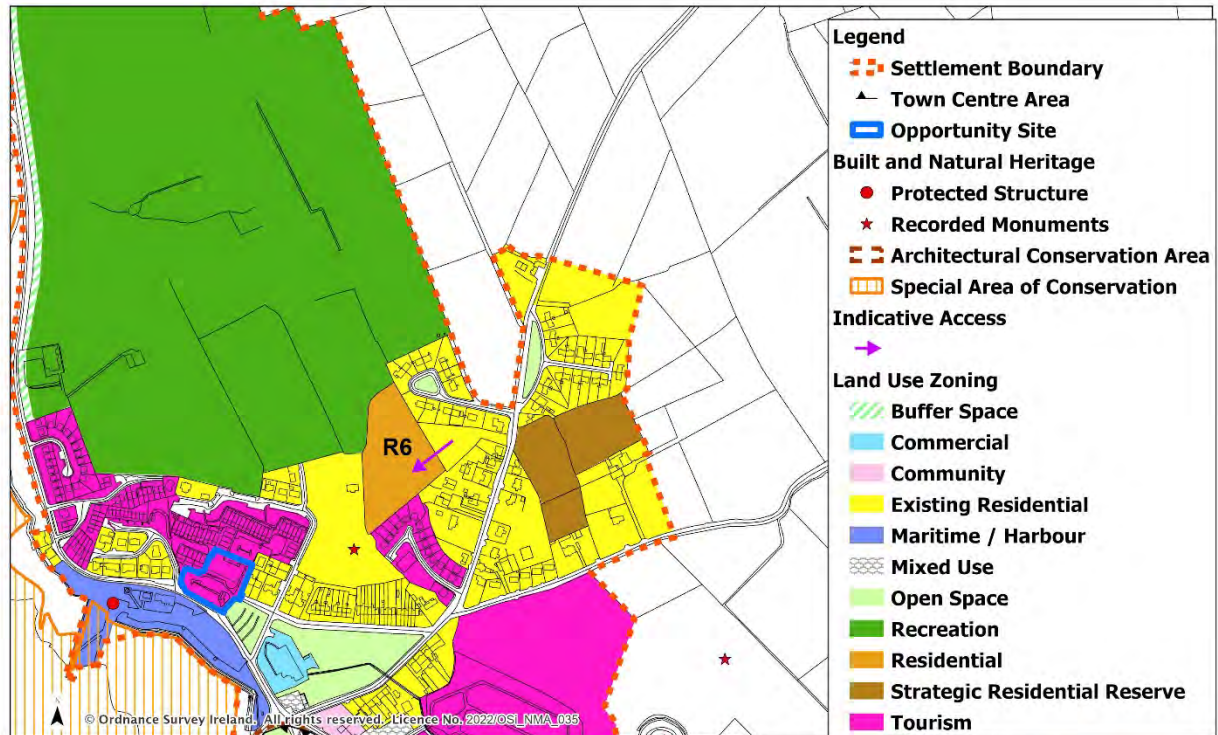
#### Existing Less Vulnerable Development

Risk related to redevelopment of lands within Flood Zone A and B can be managed through appropriate site layouts and building layouts, with a site-specific flood risk assessment to determine appropriate finished floor levels.

### **Map Note:**

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

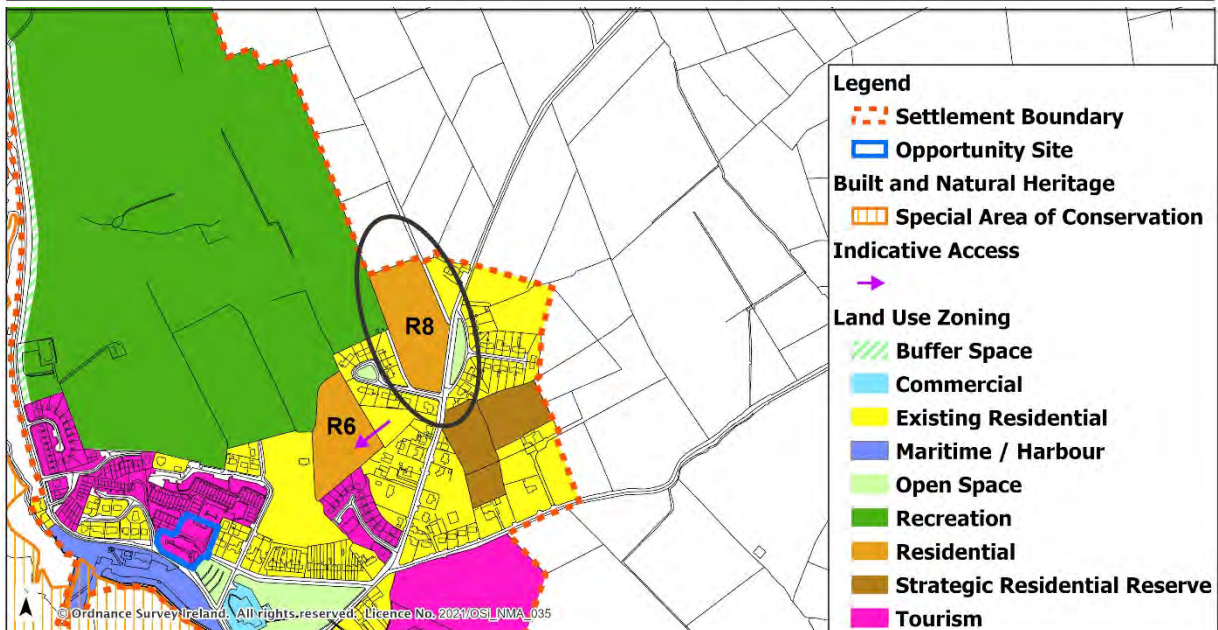




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Kilkee

Date: December 2021 Not To Scale



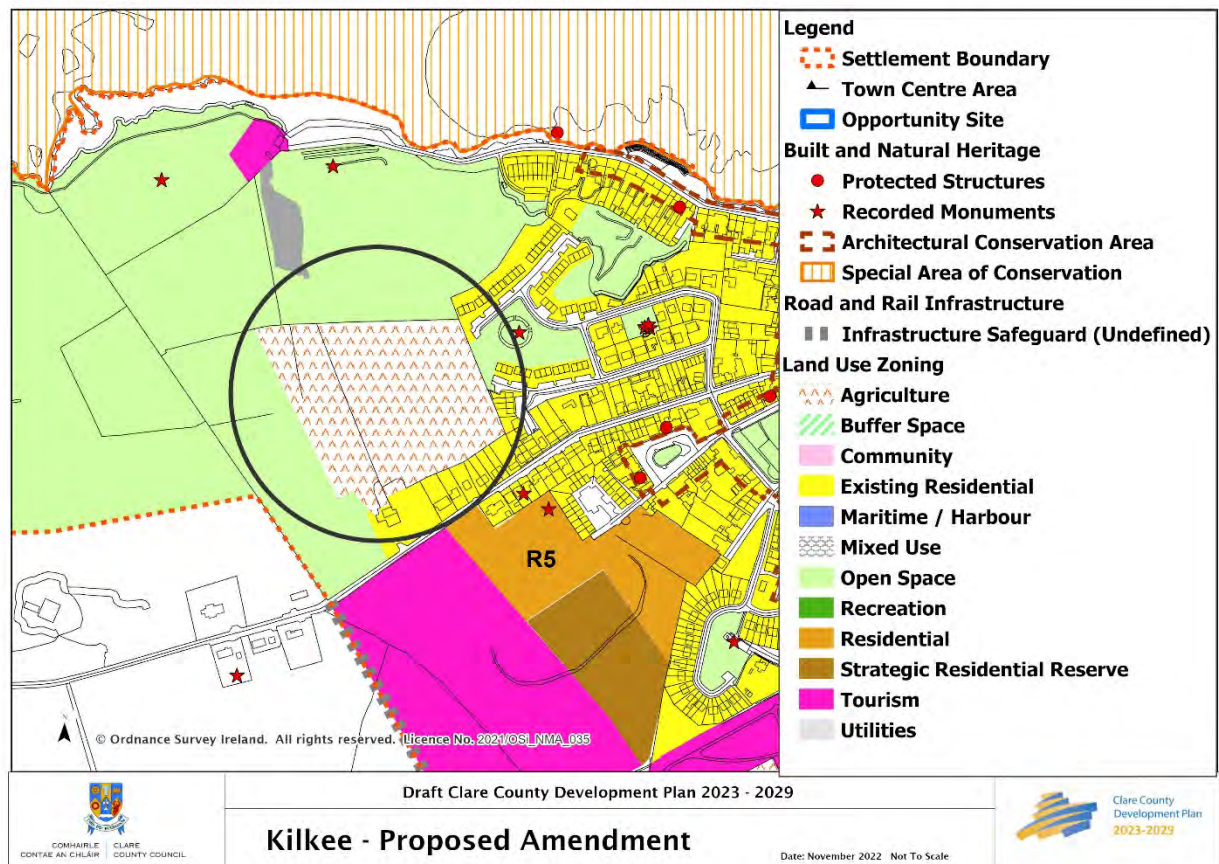
Draft Clare County Development Plan 2023 - 2029

Kilkee - Proposed Amendment

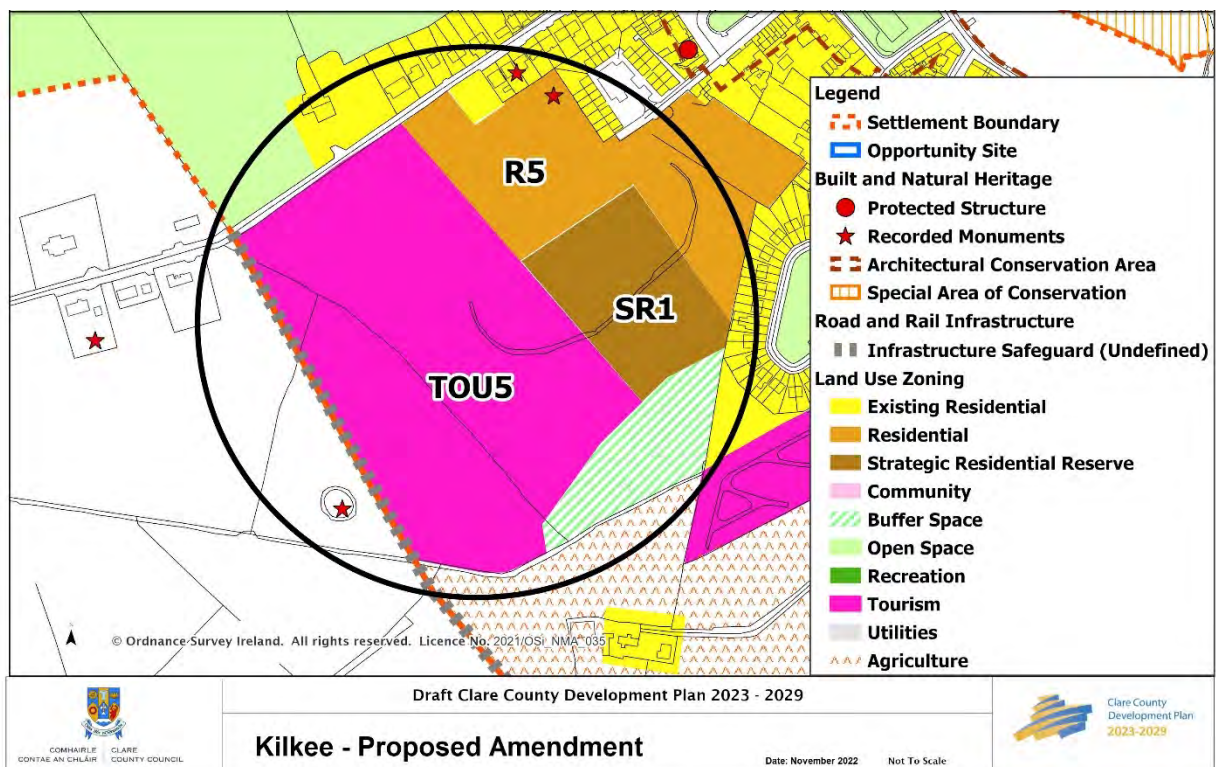
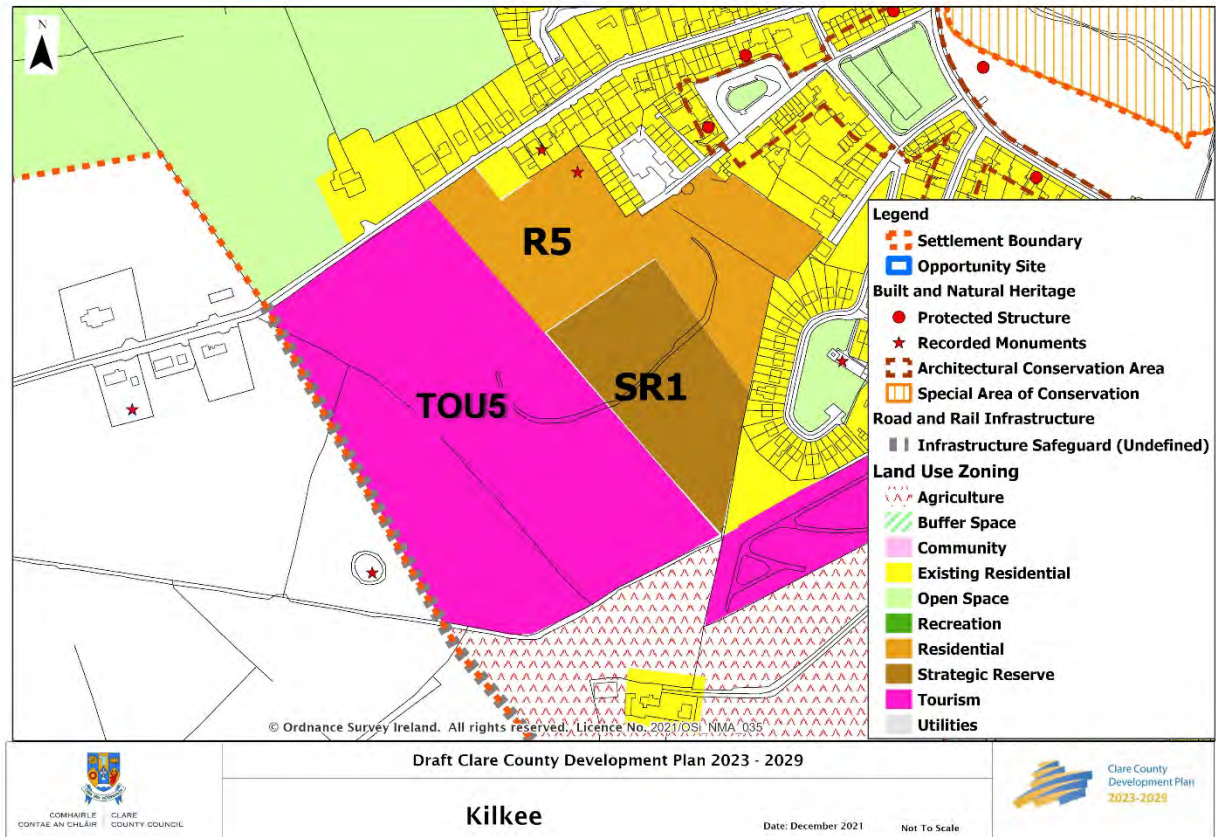
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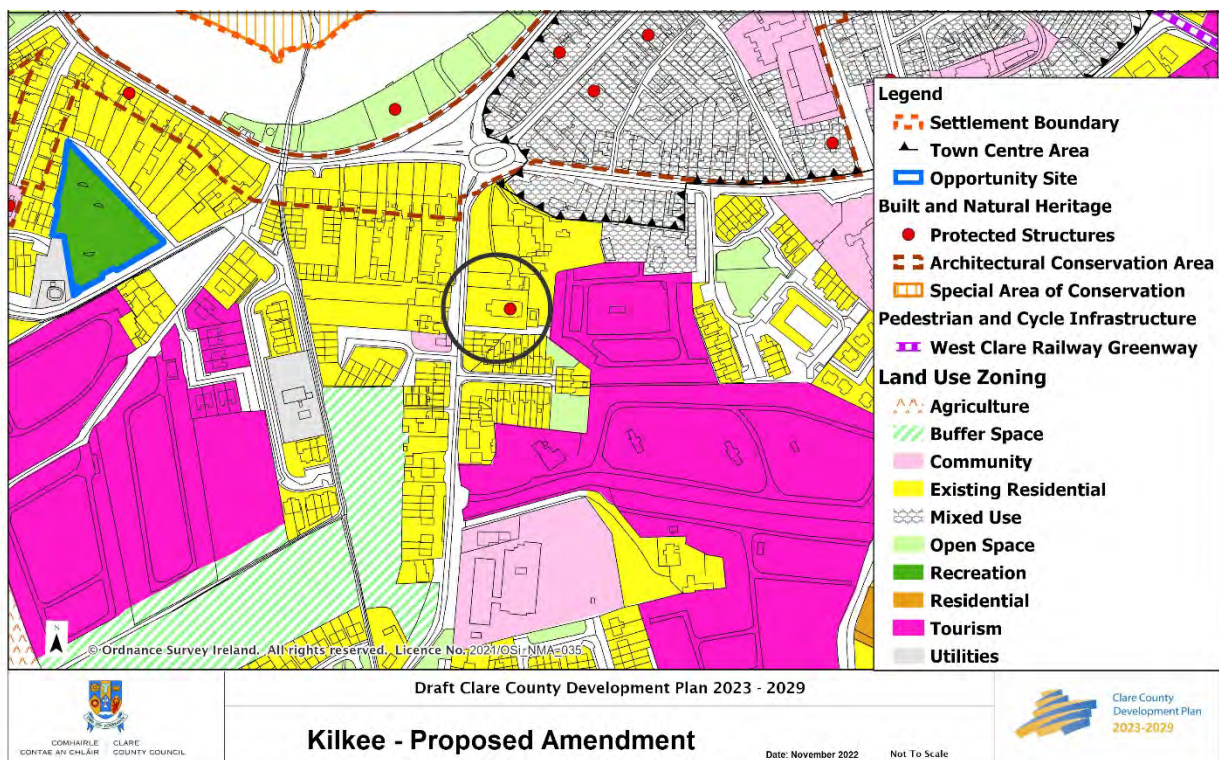
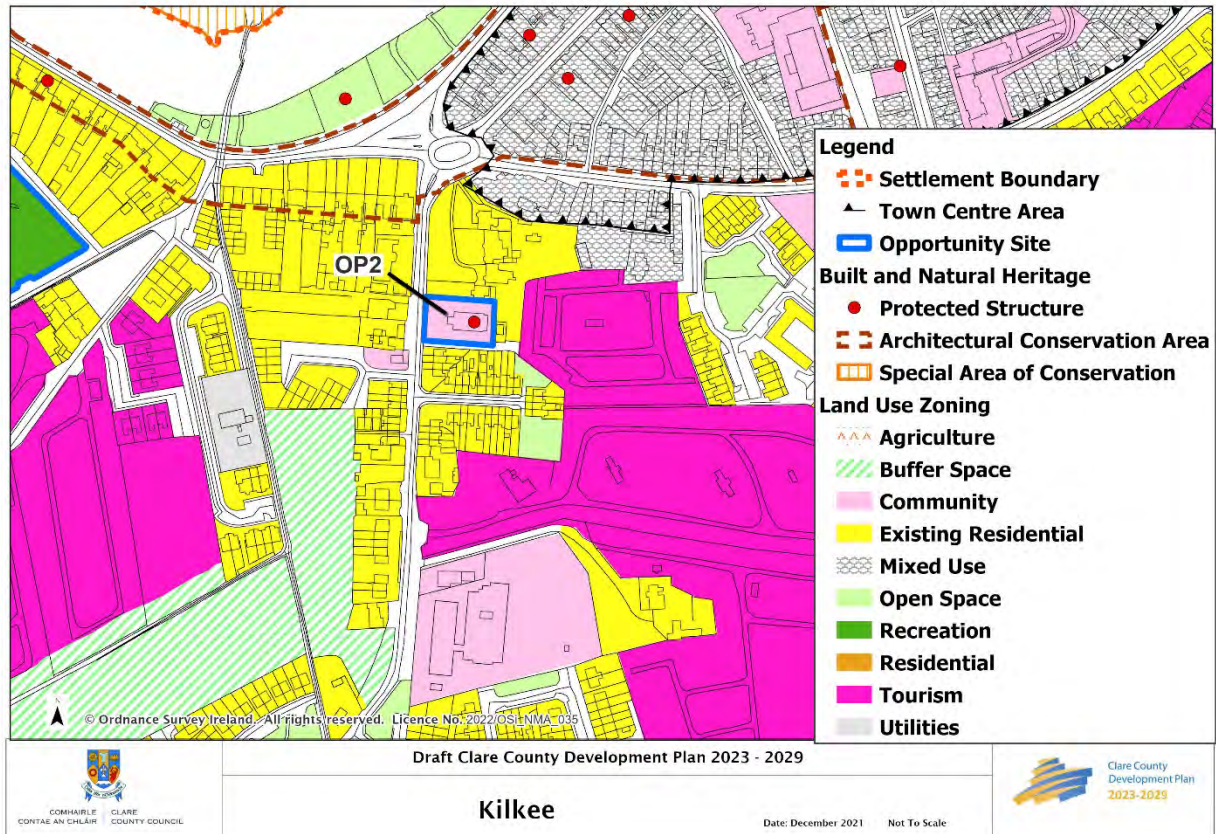




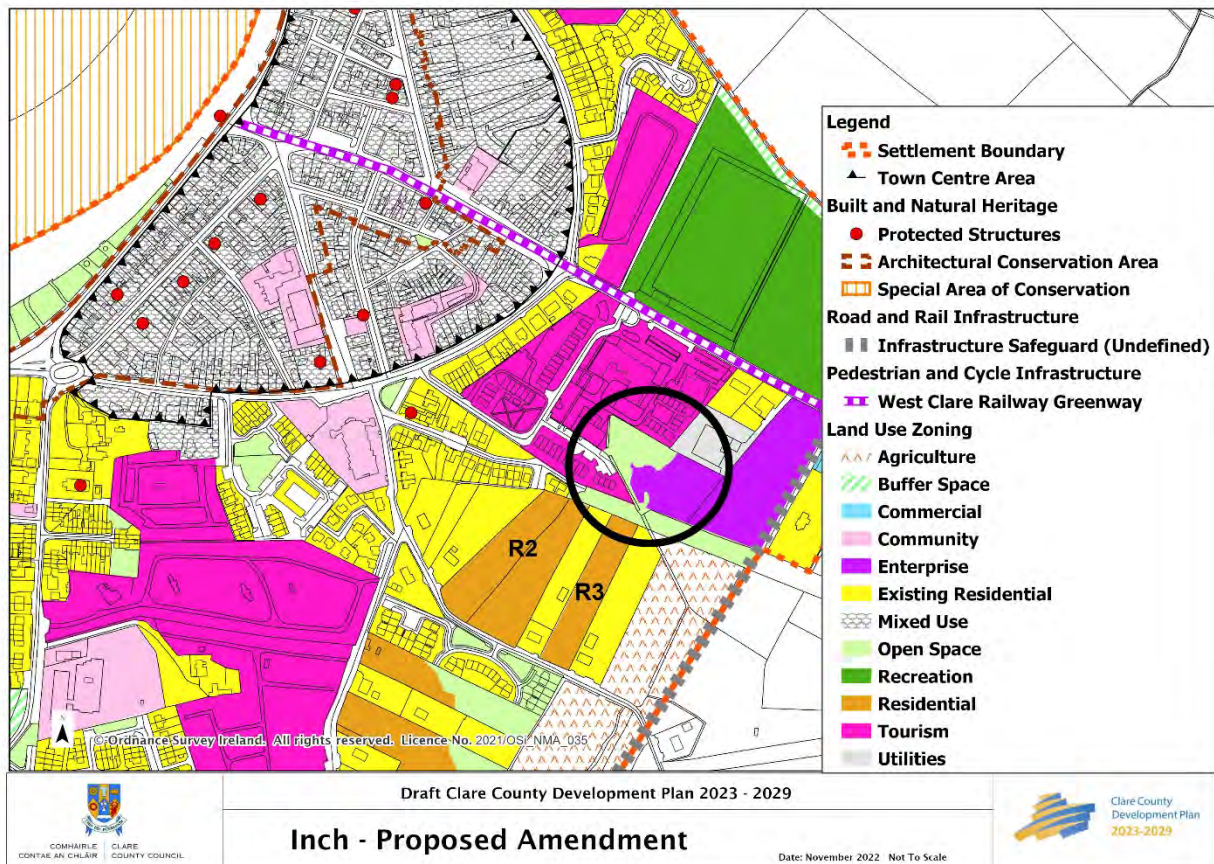
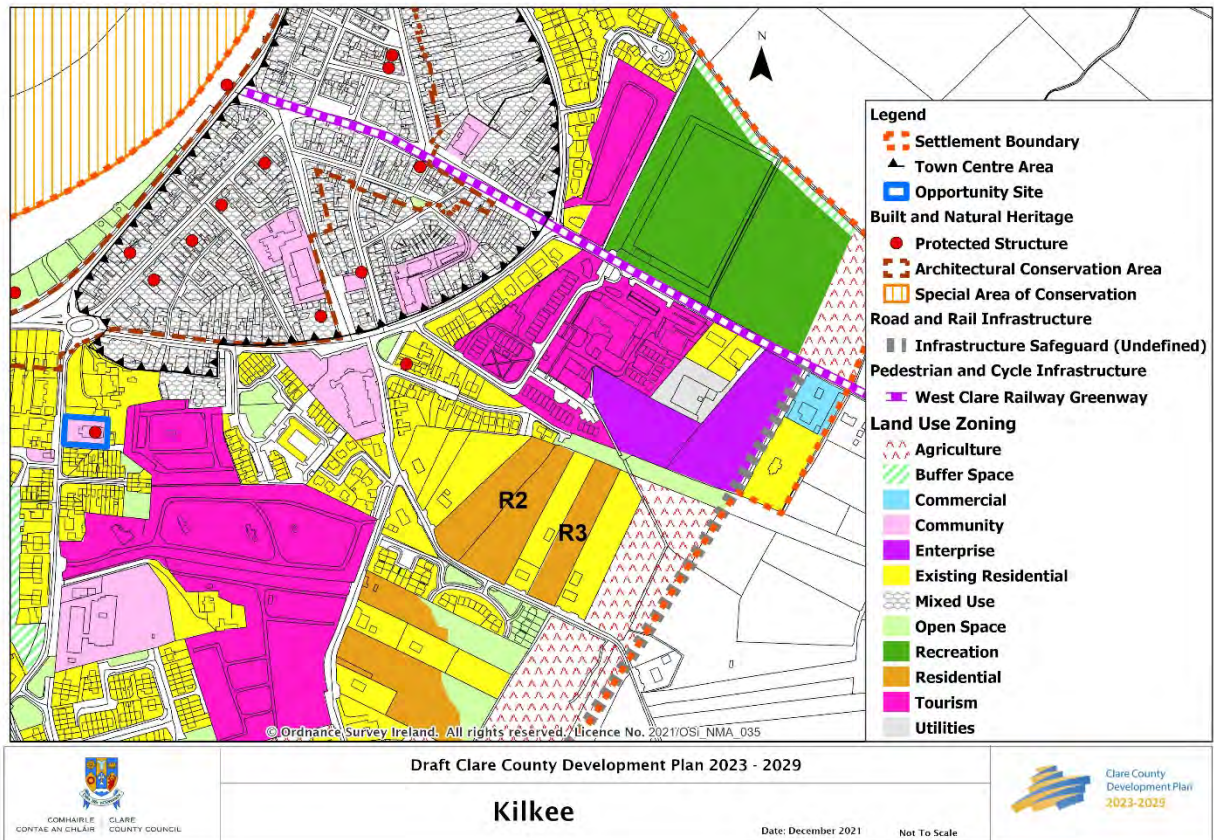












## Lisdoonvarna

### Location and Context

Lisdoonvarna is identified as a Small Town in the settlement hierarchy of this Plan. The Urban and Rural Settlement Strategy contained in Volume 1 of this Plan indicates that these towns are of fundamental importance as employment and tourist centres and for the provision of services and facilities for their resident populations and their rural hinterlands. This plan will ensure that there is adequate zoning of lands and the promotion of appropriately scaled and well-designed urban development, to deliver on the potential of Lisdoonvarna.

Lisdoonvarna is a Spa Town situated in the heart of the Burren, almost mid-way between Ennistymon and Ballyvaughan on the N67 national road. Lisdoonvarna was established as a tourism centre for the most part because of the spa. The curative properties of the Spa Wells were well known throughout Ireland for many centuries, but it was not until 1751 when the water was first scientifically analysed, that the place became popular as a tourist attraction. The present town has only been in existence since the late 19<sup>th</sup> century, when most of the existing guest houses and hotels were built to accommodate the huge increase in visitor numbers. The Park which runs through the town alongside the Aille River and the Gawlaun River is a major feature. There are a number of community, sports and recreational facilities and the square area provides an attractive focus to the Main Street. The Lisdoonvarna Matchmaking Festival, the Burren Smokehouse and the Victorian Spa Complex and Pump House (RPS 457) are among the main visitor attractions in the town.

The town centre has a distinct character and has been designated as an Architectural Conservation Area (ACA). It has a pleasant, well laid-out central market square area and a number of fine vacant and under-utilised buildings which present an opportunity for renovation and alternative uses. The town has retained its unique 19<sup>th</sup> century appearance and its Victorian buildings. It is important that this special character is maintained by ensuring that existing buildings are sympathetically repaired and upgraded using natural materials and ensuring that the design of development on infill sites reflect existing heights, scale, and materials of the area.

The town is supplied with water from the Ennistymon Regional Water Supply and Lisdoonvarna Wastewater Treatment Plant, these have sufficient capacity to accommodate the target population.

### General Objectives:

- To make provision for the sustainable growth of the town which will support existing services and encourage further expansion of the service base, whilst retaining its distinctive character.



- Within the lifetime of this plan that a masterplanning exercise would be completed for parts of the town of Lisdoonvarna to include the Spa Wells site. This masterplan will examine opportunities for the development of initiatives in Lisdoonvarna and will incorporate an examination of the potential impact the Spa Well site could have on the wider town. Any masterplan should include a flood risk assessment including consideration of surface water and groundwater risks.
- To support and facilitate the development of a diverse tourism product that offers potential to expand the tourism base and provide year-round employment and economic activity.
- To safeguard the existing character of the town by permitting development that respects the built heritage of the town.
- To encourage town centre regeneration through appropriate renovation and redevelopment of unused buildings.
- To support the provision of infrastructure to allow for future growth.
- To support Lisdoonvarna's role as a service centre for the cooperating parishes of the mid-west Clare area in order to maximise the benefit and economic return to the overall area and county.

## Employment and Enterprise

### Tourism

Lisdoonvarna is a unique town and opportunities exist to enhance the tourism product based on its spa heritage and its reputation for artisan food production, high quality dining experiences and social festivals. The town is located c.3.5km east of the Wild Atlantic Way and has the potential to capitalise on this demand to a greater extent and provision has been made within the town to facilitate this.

It is an objective of the plan:

- To provide for the growth and diversification of the local economy including the promotion of the town as a base for visitors wishing to explore the Wild Atlantic Way.
- To strongly support the development of Lisdoonvarna in association with Doolin, to assist in collaborative projects and the sharing of assets and strengths including developing its economic and tourism potential as a stopping point on the Wild Atlantic Way.

### COM1 East of the Town Centre

This site is located in the town centre and provides an opportunity for a mix of retail or other uses. Access to the site shall be provided via the existing access road.

### **MU1 West of R1 and North of COM1**

This site provides an opportunity to provide a mixed-use development adjacent to the existing town centre. Access to the site can be provided via St. Brendan's Road at the southeast corner of the site.

### **OP1 Former Glen View Hotel**

The site and its immediate environs would benefit from a masterplan to explore redevelopment opportunities including defining the square to create a visual connection to green infrastructure and pedestrian linkages.

### **Housing and Sustainable Communities**

Lisdoonvarna offers a high-quality rural environment, situated close to all the amenities of the Burren, in which to live and work. Future developments on Residential zoned lands shall provide for an appropriate housing mix and shall have regard to the density, character, and form of existing residential development in Lisdoonvarna.

### **R1 Rear of Dún Brendáin and Gleann Brendáin**

This site has the capacity to provide for a residential development of varied densities with a mix of units for permanent occupation. Vehicular access to the site shall be via St. Brendan's Road at the southwest corner of the site. Future access to the community zoned lands north of R1 and SR5 to the east shall be provided through the site. Provision must be made for safe pedestrian and cycleways within the development and connectivity with the town centre.

### **R2 West of the Town**

This low-lying site has the capacity to provide for a residential development of varied densities with a mix of units for permanent occupation in proximity to the town centre. Vehicular access can be provided onto the N67 Kincora Road. Provision must be made for safe pedestrian links and cycleways within the development and connectivity with the town centre.

Given its proximity to the Knockaunvickteera Stream which flows into the River Aille and downstream to the Blackhead-Poulsallagh Complex SAC and Cliffs of Moher SPA, any future development on the site shall have regard to the guidance stipulated within *Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters* (IFI 2016) or any subsequent updates.

### **R3 Lands further west of the Rooska Estate**

Development on the site shall be limited to provision of serviced sites and any proposed development must protect the existing residential amenity of the area. Any proposed development must be sensitive to the landscape and shall take account of access to further lands to the northeast of the subject site. Provision must be made for safe pedestrian links and cycleways within the development and connectivity with the town centre.

Given its proximity to the Knockaunvickteera Stream which flows into the River Aille and downstream to the Blackhead-Poulsallagh Complex SAC and Cliffs of Moher SPA. Any future development on the site shall have regard to the guidance stipulated within Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters (IFI 2016) or any subsequent updates and shall include mitigation to protect water quality (construction and operation) in line with NIR Mitigation 4a set out in Volume 10a of the Plan.

### **R4 Kilfenora Road**

This low-lying site has the capacity to provide for a residential development of varied densities with a mix of units for permanent occupation in proximity to the town centre. Vehicular access can be provided from the R476 Kilfenora Road. Provision must be made for safe pedestrian links and cycleways within the development and connectivity with the town centre.

In addition, notwithstanding the Buffer Space zoning on the site, any future development shall have regard to potential negative impacts on the river to the north of the site and the archaeological monument within the immediate vicinity of the site. Future development on the site shall include mitigation to protect water quality (construction and operation), Invasive Species and IFI Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters (IFI 2016) or any subsequent updates in line with NIR Mitigation 2, 3, 4a and 4b set out in Volume 10a of the Plan.

### **R5 Lands to the West of the Town Centre**

The lands are located along St Brendan's Road at the entrance to Lisdoonvarna. There is a stream along the northwest site boundary. To ensure the requirements of the Water Framework Directive are adhered to any future development proposals shall be designed to ensure that a minimum 10m wide buffer is retained.

In addition, the lands have the potential to impact on the Ballyteige (Clare) SAC. Any future development proposals shall include mitigation to protect water quality (construction and operation), and IFI Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters (IFI 2016) or any subsequent updates in line with NIR Mitigation 2 and 4a set out in Volume 10a of the Plan.



## Strategic Residential Reserve (SRR)

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

### ~~SR4 North of Rooska Estate~~

~~This site adjoins the Rooska housing estate. Uses other than residential development may also be appropriate on this site, for example community facilities, crèche, recreation facilities, and will be considered in order to serve the local community.~~

~~Given its proximity to the river, any future development shall have regard to the guidance stipulated within *Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters* (IFI 2016) or any subsequent updates.~~

## Transport, Active Travel and Connectivity

Bus Eireann and TFI Local Link Limerick Clare provide a regular bus service to and from Ennis. Bus Eireann also provides a regular service to Galway City. These services provide an alternative to the private car for residents and visitors and encourages a modal shift to a more sustainable transport option.

Enhancement of and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the town and its environs.

## Place Making and Regeneration

Lisdoonvarna has a strong sense of place and clearly defined central spaces. However, the road network leads traffic into town via the Kincora Road (N67) rather than the original approach via Main St (R476) and this is somewhat disorientating for the visitor. The original gateway via the Gowlaun Bridge would benefit from upgrading of lighting columns on the R478 to reflect the historic character of the town. Boundary fencing in the vicinity needs to be in keeping with the character of the area. There are a number of vacant and derelict buildings within the town centre which would benefit from a public realm enhancement plan.

The entrance to the Park Pavilion (RPS 628) should be clear, visually appealing and alert the visitor to the existence of the pavilion. The Gowlaun Bridge, the bridge on the Kincora Road and others have potential as gateways into the town but the existence of the bridges and rivers are not visually apparent. As a spa town the public realm would benefit from some additional areas of visible water.

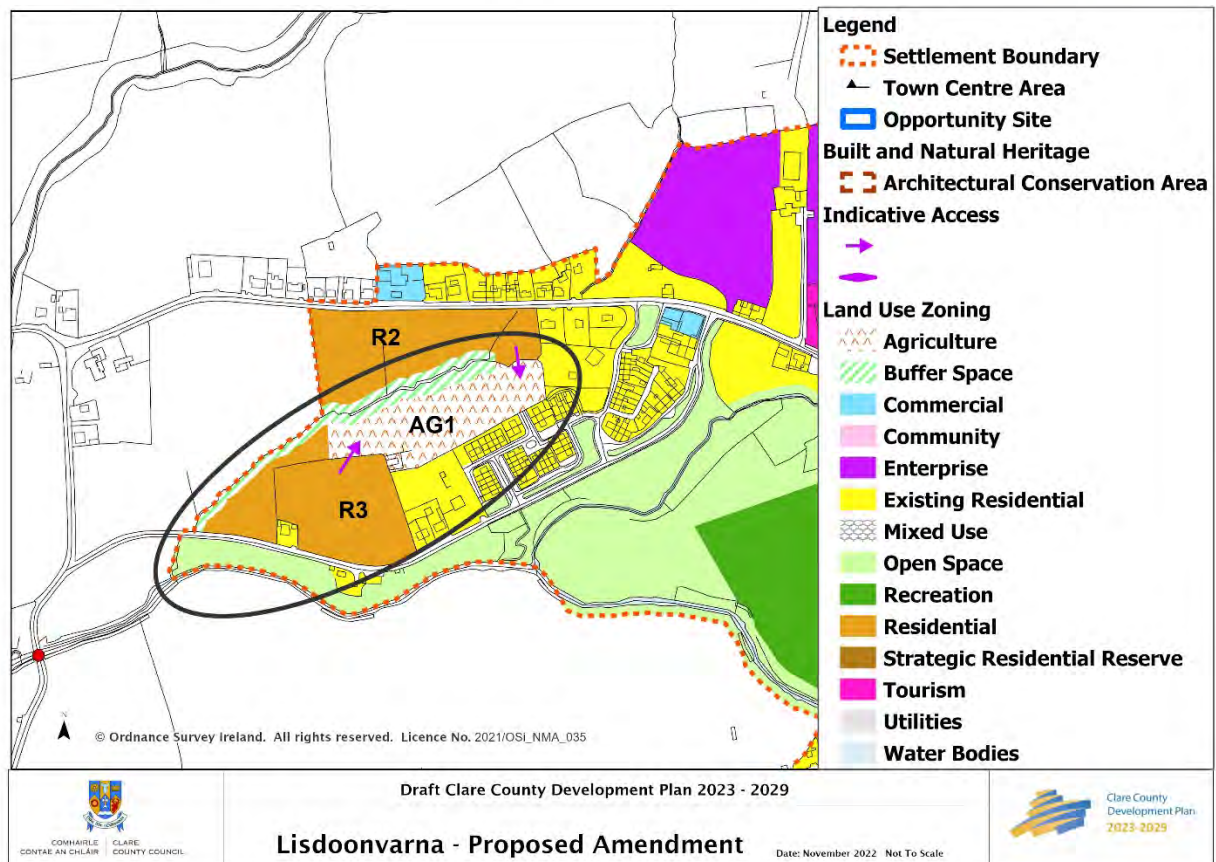
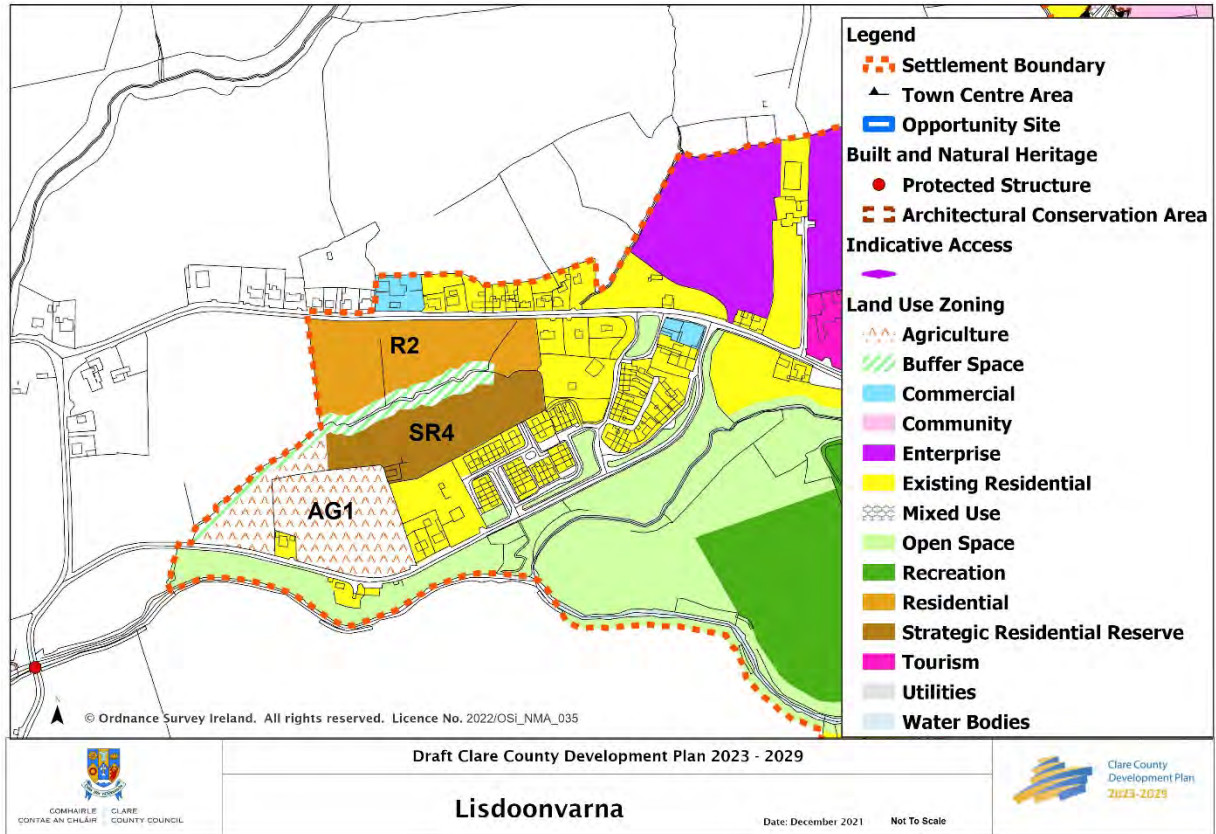
The Square needs suitable physical definition on its southern side, the site of the former Glenview Hotel. The site and its immediate environs would benefit from a masterplan to explore options for use including defining the square, visual connection to green amenity and pedestrian linkages.

It is an objective:

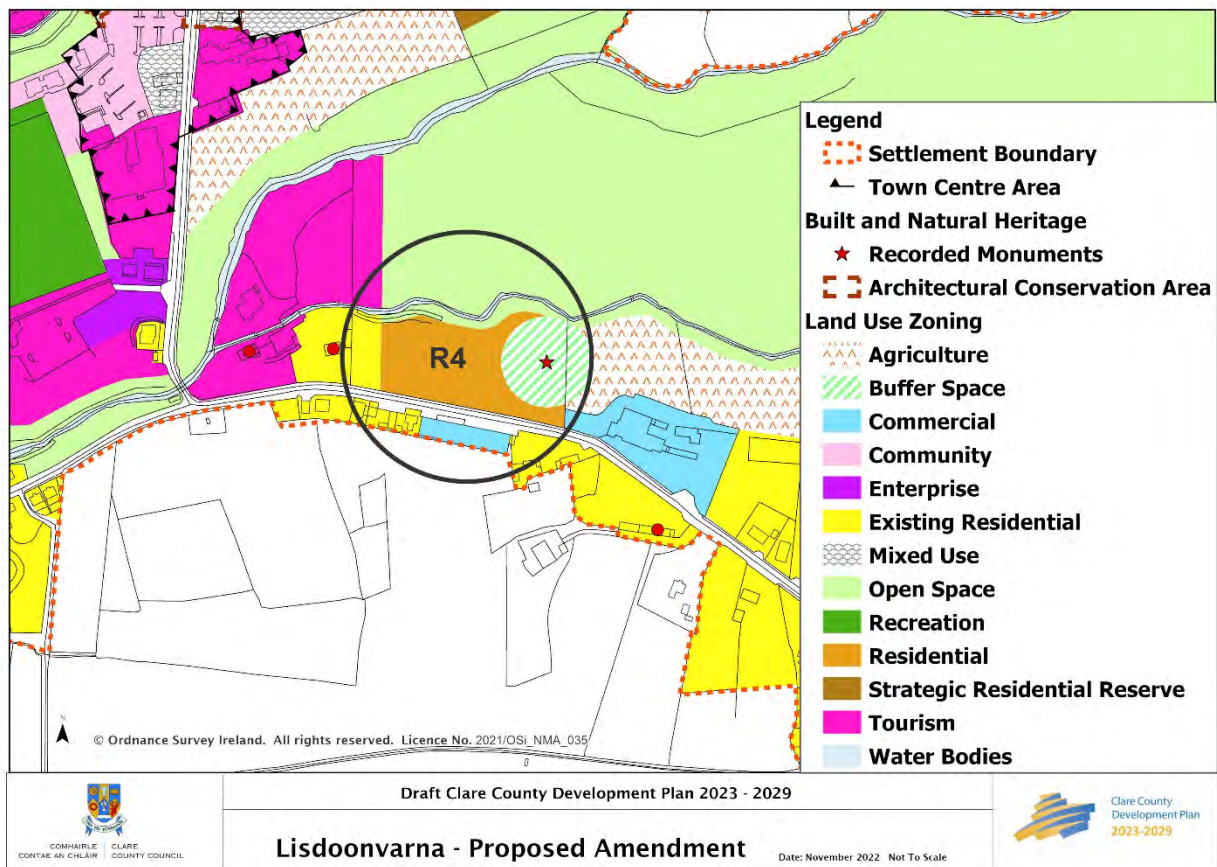
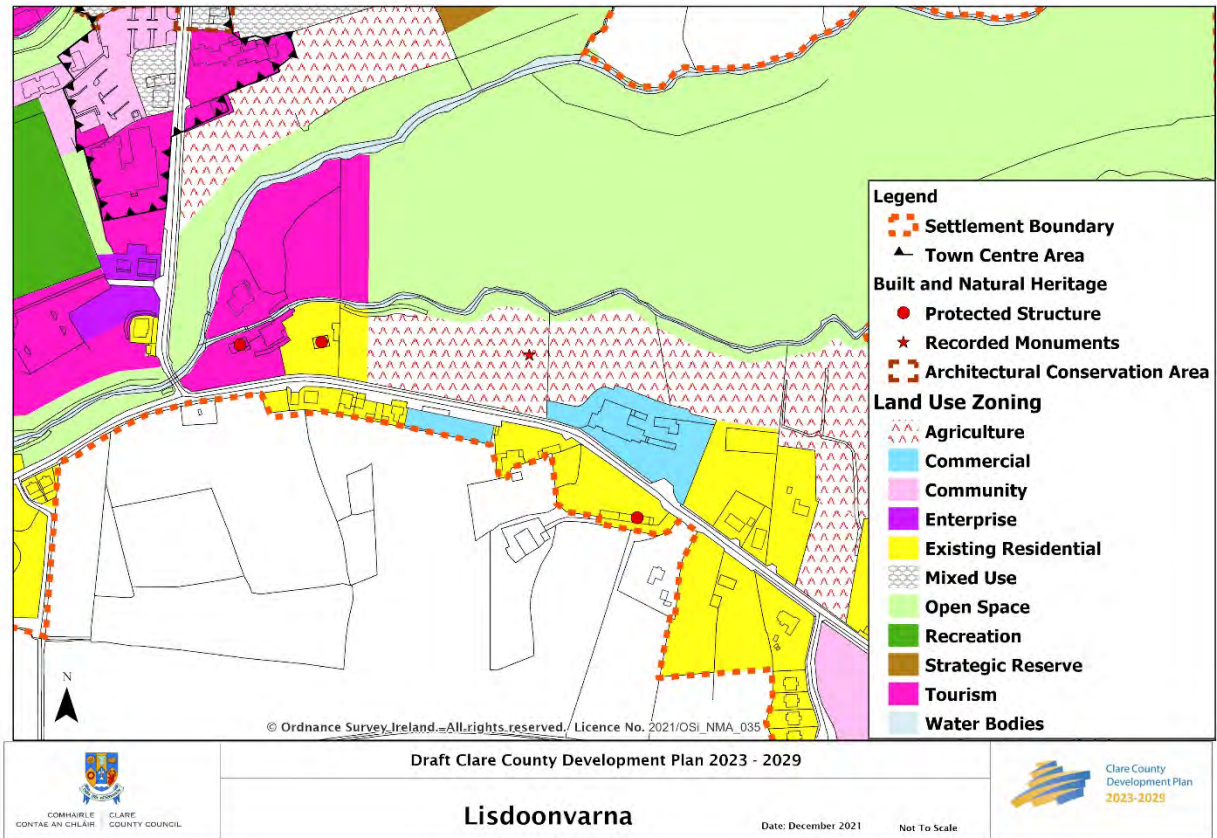
- To support the preparation and implementation of a Public Realm Enhancement Strategy for Lisdoonvarna within the lifetime of this Plan.

### Flooding and Flood Risk

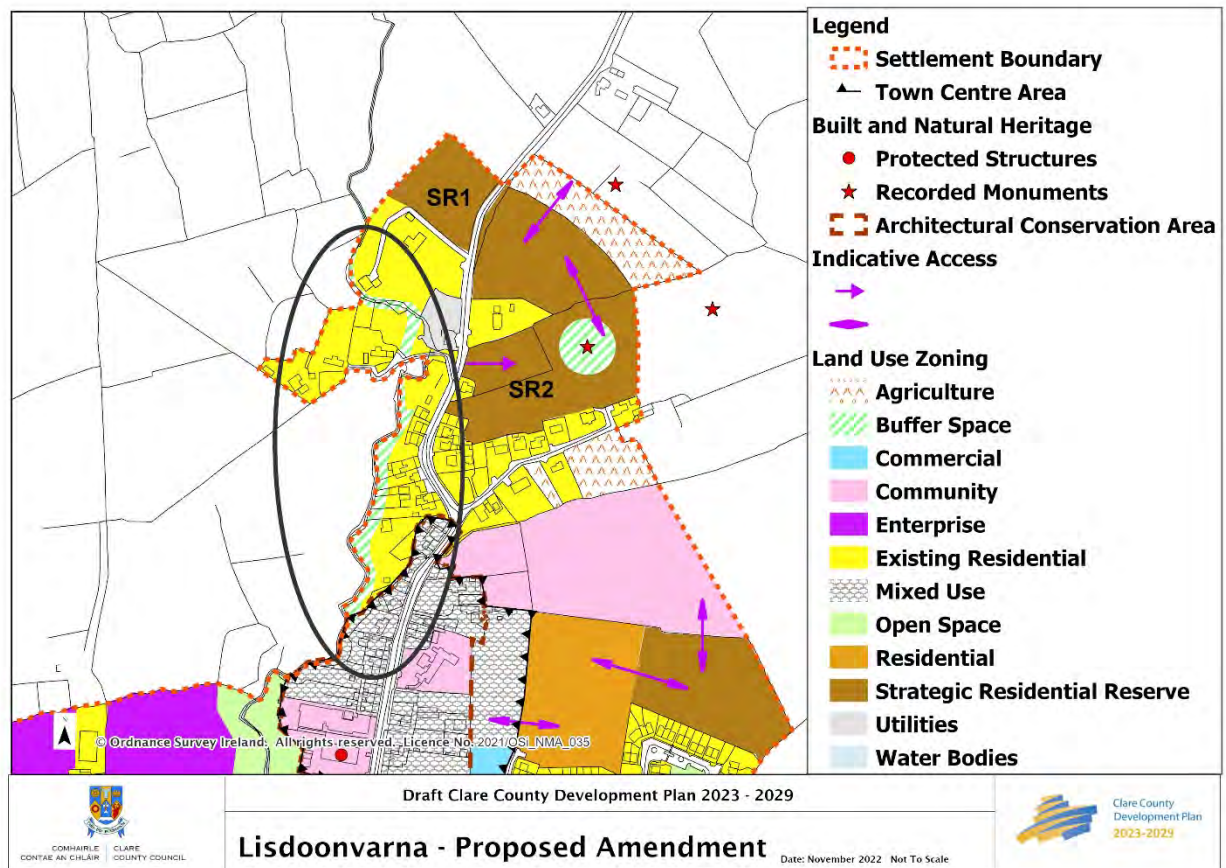
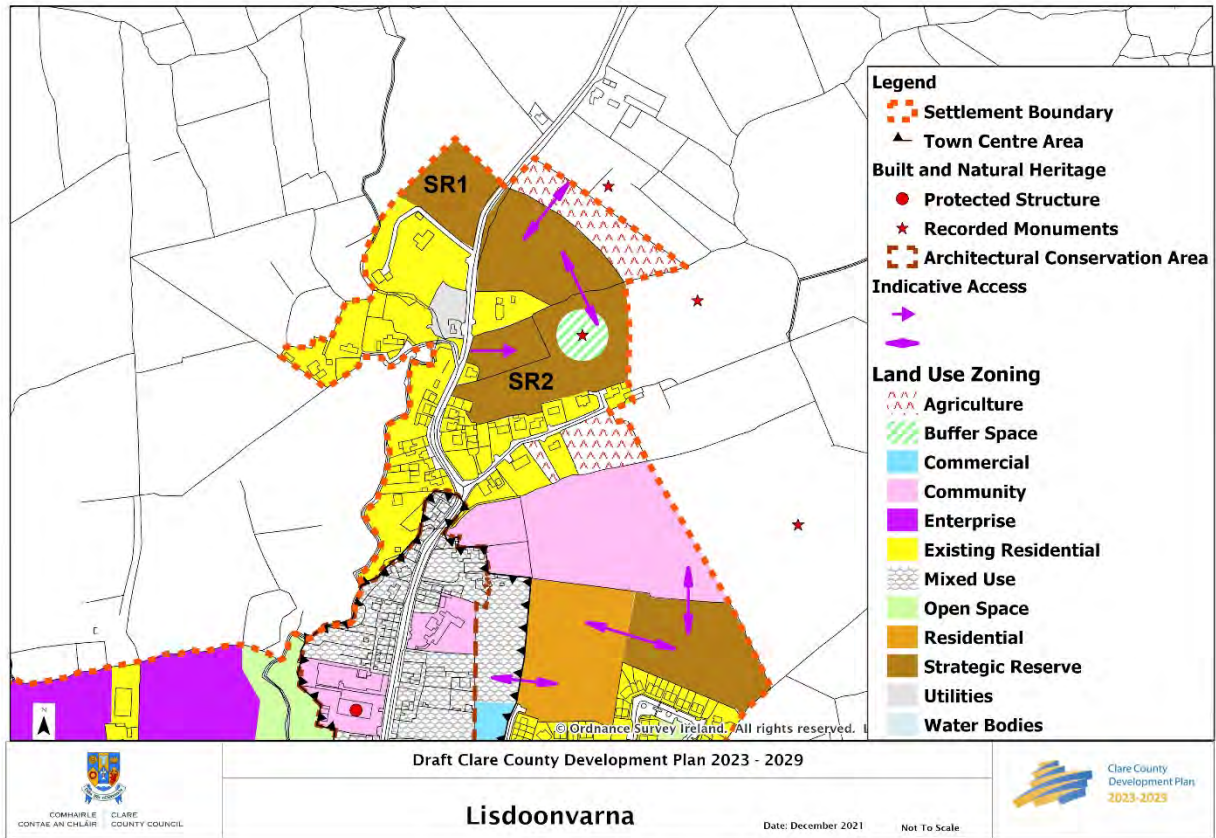
The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that there is flood risk to tourism and community lands **and any future expansion needs to be supported by a detailed Flood Risk Assessment to ensure current, future and any residual risk is mitigated. Development in Flood Zone A should be avoided.** Any further development of the existing residential in Flood Zone A should be in accordance with Section 5.28 of the Flood Risk Management Guidelines ~~lands can be managed through appropriate site layouts and building layouts,~~ with development limited to Flood Zone C.



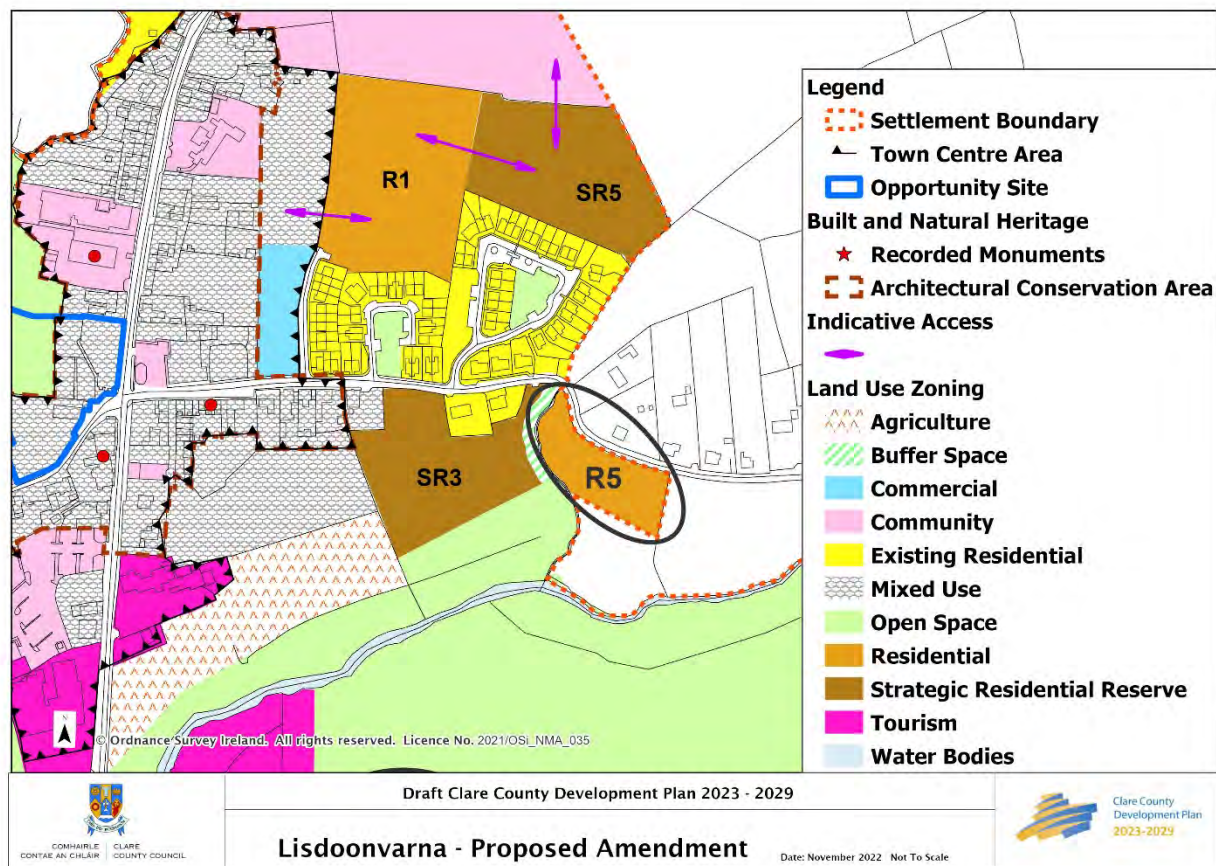
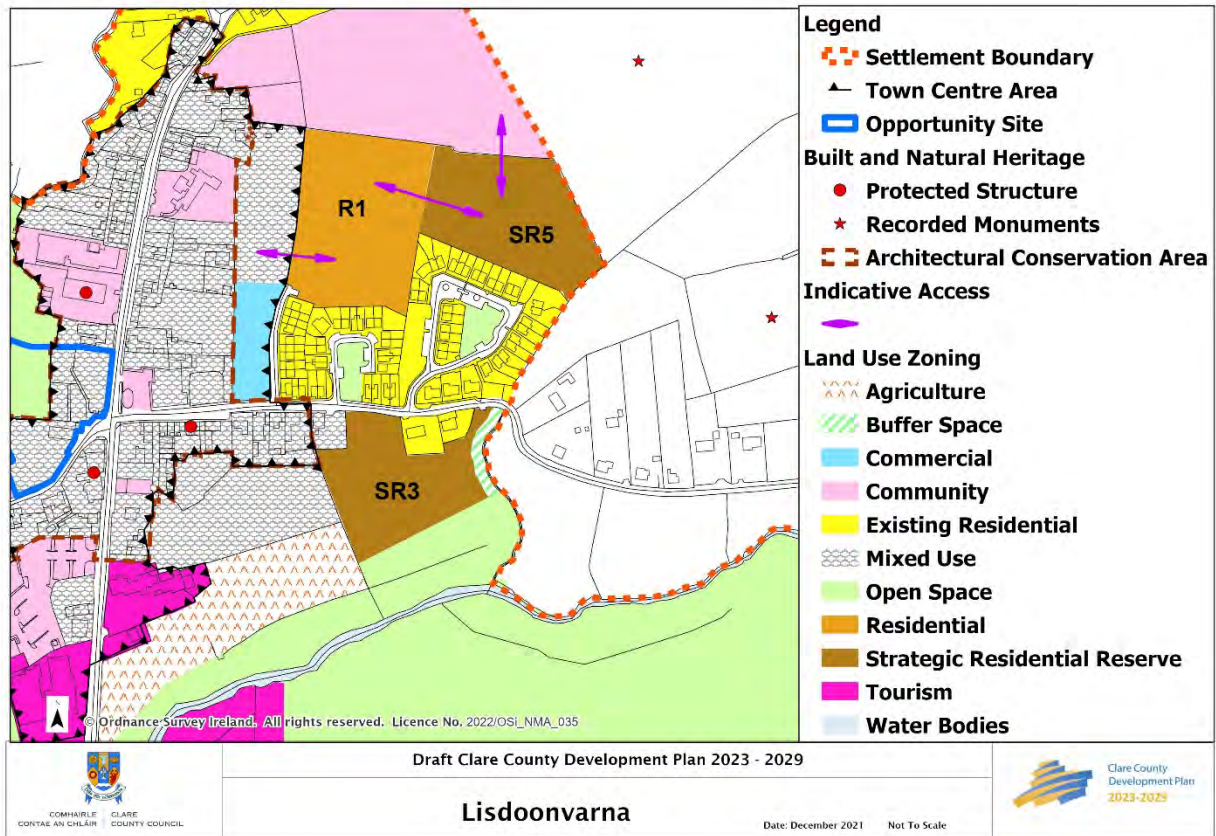












## Miltown Malbay

### Location and Context

Miltown Malbay is identified as a Small Town in the settlement hierarchy of this Plan. The Settlement Strategy contained in Volume 1 of this Plan sets out the objective for these towns which are of fundamental importance as employment and tourist centres and for the provision of services and facilities for their resident populations and their rural hinterlands. This will be achieved through adequate zoning of lands and implementing a positive approach towards appropriately scaled and designed urban development. The expansion of Miltown Malbay should be sympathetic with the focus on developing brownfield sites, developing sites from the centre out and expanding its retail and commercial functions.

Miltown Malbay, located only 2km from the Wild Atlantic Way, is one of the main towns in West Clare. Historically it was a market town and was a Victorian resort in tandem with Spanish Point. Miltown Malbay has a strong and bustling town centre which serves a relatively large catchment area, providing a wide range of services including retail outlets, national school, church, medical centre, credit union, bank and the West Clare Resource Centre. The economic base of the town consists of small-scale industry, services, commercial, agricultural and tourism activity.

Other facilities in the town include the Malbay Digital Hub which forms part of the Council's Digi-Clare initiative and provides remote working and hot desk facilities that are broadband enabled in the centre of the town.

Miltown Malbay's strong cultural connections to traditional Irish music are celebrated through numerous festivals and events each year such as the Pipers Weekend and the internationally renowned Willie Clancy Summer School which attracts an international audience to the town. Spanish Point and its outstanding beaches are situated just a short distance away (c.1.5km).

Miltown Malbay has an attractive urban centre which is reflected in its designation 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 as per Objective CDP 16.5 in Volume 1 of this plan.

The existing market town grew rapidly during the early 19th century from which most of the existing buildings date. Today it comprises one long commercial street with single and double-bay, two and three storey buildings. There are some very fine plaster shopfronts that replicate the classical, timber traditional shopfronts of the early decades of the 20<sup>th</sup> century. There are several vacant buildings in the town and their reuse, redevelopment or enhancement is encouraged as a means of regenerating the town centre and promoting sustainable development.

The plan supports the development of the complementary roles of Miltown Malbay and Spanish Point, recognising that it will allow them to expand on the range of services to the benefit of both settlements. For example, it will enable Spanish Point to focus its growth on developing the tourism product which it has grown increasingly over recent years and will enable Miltown Malbay to further develop its service functions as one of the main towns in West Clare. It is critical, however, that the settlements retain their own individual identities and the extension of the settlements in the form of ribbon development will not be permitted. In addition, Miltown Malbay has the capacity to become a service centre for the cooperating parishes of the mid-west Clare area from a local sustainable population to tourism gateway, services and accommodation base.

~~Miltown Malbay is served by water from the West Clare Regional Water Supply and Miltown Malbay Wastewater Treatment Plant. There is sufficient capacity in both to meet the needs of the target population.~~ Miltown Malbay is served by water from the West Clare Regional Water Supply and there is sufficient capacity to meet the needs of the target population. Irish Water's latest Waste Water Treatment Plant Capacity Register for County Clare, dated June 2022, confirms that there is spare capacity of 155pe (population equivalent) in the Miltown Malbay Wastewater Treatment Plant (WWTP) which is sufficient to meet the needs of the target population. However, this report also notes that the WWTP is currently not compliant with Waste Water Discharge Licence emission limit values, although it is capable of achieving at least Urban Waste Water (UWW) Treatment Directive standards. Therefore, while there is spare capacity, the potential availability of capacity in Miltown Malbay would be dependent on any additional load not resulting in a significant breach of the combined approach as set out in Regulation 43 of the Waste Water Discharge (Authorisation) Regulations 2007.

Carrowmore Point to Spanish Point and the Islands SAC and Mid Clare Coast SPA are located downstream of Miltown Malbay, adjoining the settlement boundary of Spanish Point. Any proposed development must ensure that there are no adverse effects on the conservation objectives of the SAC and SPA or on-site integrity, or the integrity of any other European site. Accordingly, objectives relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report (NIR) accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level. Future development proposals should include mitigation in line with NIR Mitigation 2, 3, 4a & 4b.

#### General Objectives:

- To consolidate and regenerate the existing town centre by encouraging infill development, redevelopment of derelict, obsolete and brownfield sites, and the reuse of under-utilised and vacant structures for retail, commercial and/or residential purposes and the provision of additional community facilities and services.
- To promote links between Miltown Malbay and Spanish Point in order to expand the range of services and facilities which are complementary and will benefit both settlements.



- To safeguard the existing character of Miltown Malbay by permitting development that respects the built heritage of the town and the designated Architectural Conservation Area.
- To support the development and maintenance of physical service infrastructure to allow for future growth.
- To improve vehicular access and parking facilities within the town and provide for an integrated approach to circulation, signage, parking and traffic around the town.
- To support Miltown Malbay's role as a service centre for the cooperating parishes of the mid-west Clare area in order to maximize the benefit and economic return to the overall area and county.

## Employment and Enterprise

### Tourism

Miltown Malbay can benefit from its rich cultural and music tradition and its proximity to the Wild Atlantic Way. The town is well positioned with a range of amenities including the 'Music Makers' building and existing services in the town centre.

The *Clare County Tourism Strategy 2030* supports the development of the West Clare Railway Greenway and other walking trails in the area.

It is an objective of the Council

- To support the development of the West Clare Railway Greenway.
- To support the development of appropriate micro enterprises along the West Clare Railway Greenway route, subject to proper planning and sustainable development and the requirements of the Habitats Directive.

### Proposed Town Centre Expansion

Significant potential exists on both the west and east of the Main Street in Miltown Malbay to develop the town centre beyond the existing core. Undeveloped backlands west of the Main Street provide an opportunity for extension. These lands are served by a local road running north/south and parallel to the existing town centre. A mix of retail, commercial, office, tourism and residential uses are encouraged in this area. Retail uses are encouraged at ground floor level, with office or residential uses on upper floors.

While it is preferable that access to these lands is provided by upgrading the existing road at the rear of properties on Main Street, if this is not achievable, proposals for a new street designed in accordance with the *Design Manual for Urban Roads and Streets* (DMURS) will be considered as part of development proposals on these lands.

### T1 Area East of Main Street

This site is located to the rear of Main Street and there is an opportunity to develop it as a carpark to serve the town centre. Access to the site can be provided from the proposed relief road through lands zoned for Mixed Use (MU1).

### Housing and Sustainable Communities

In order to ensure that Miltown Malbay's role as a small town is maintained and strengthened, sufficient land is zoned for development at various locations. The provision of Sustainable urban Drainage Systems (SuDS) should be integrated into the design of residential schemes and other developments on zoned lands.

### Strategic Residential Reserve (SRR)

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

### C1 North of the N67

This site is zoned Community in order to accommodate a nursing home/retirement village/assisted living type development. Development proposals on this site must demonstrate that safe vehicular access to the site can be achieved as well as pedestrian connectivity and links to the town centre.

Development proposals shall be of a high-quality design, shall reflect the scale of the town and be cognisant of its visually important location on a key approach to the town and in close proximity to the Wild Atlantic Way.

There is a record of Japanese Knotweed located directly southwest of this site. Care must be taken to ensure that future development on the site does not lead to the spread of Japanese Knotweed into the site. All development at this location will need to ensure it is in line with County Development Plan Objective 15.29 Alien and Invasive Species together with the Invasive Alien Species Regulations 2014.

### Transport, Active Travel and Connectivity

Bus Eireann provides a regular bus service to and from Kilrush and Ennis and there is also a Friday and Saturday TFI Local Link Limerick Clare service to Ennis, which stops at Jones's SuperValu in Miltown Malbay twice a day on those days. These services provide a valuable connection to other service centres and an alternative to the private car for residents and visitors and encourages a modal shift to a more sustainable transport option.

Enhancement of and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the town and its environs. The development of the West Clare Railway Greenway along the line of the old West Clare Railway as a proposed recreational route is supported in this Plan as well as the continued development of the Miltown Malbay River. In this regard, the Miltown Malbay River walk and a section of the West Clare Railway Walk in Miltown Malbay recently received funding under the Outdoor Recreation Infrastructure Scheme (ORIS) which supports the enhancement of recreational amenities such as mountain trails and forest walks, beaches, rivers, lakes, blueways and greenways.

### Place Making and Regeneration

Miltown Malbay has a strong sense of place due to its largely terraced buildings located on its long, broad Main Street. The straight spine of Main Street forms a clear line of sight to the closing elements at each end including St Joseph's Church to the north and the town Square and terraced buildings to the south. The Square at the southern end would benefit from a place making scheme to enhance and soften this important space. Traffic management input is also required around this junction to create a small but significant civic space and to rebalance use in favour of the pedestrian.

Saint Joseph's Church which is a Protected Structure (RPS 112) is a visually strong element to the north and the space in and around this area would benefit from improvements to traffic management and movement alongside public realm enhancements to provide a visually attractive and safe environment for all manner of users.

There is space on the wide main street for some build outs and trees between the parked cars which would help to create a more pleasant environment in the town centre. Many of the approach roads would benefit from additional demarcation to provide a welcome gateway for tourists and visitors to the town. This can be achieved by ensuring well-defined approaches and gateways as well as other public realm enhancements such as planting and trees. There are some vacant buildings in the village which provide opportunity for appropriate redevelopment or renovation and would assist in further enhancing the streetscape.

It is an objective of the Council:

- To support public realm enhancements in the town centre and approach roads to create a better-connected pedestrian and family friendly environment and attractive welcome gateways for visitors.
- To promote sustainable and compact growth to address issues of vacancy by permitting development that respects the existing built heritage of the town and encourages regeneration through appropriate reuse or redevelopment of vacant and underutilised sites and buildings for alternative uses.

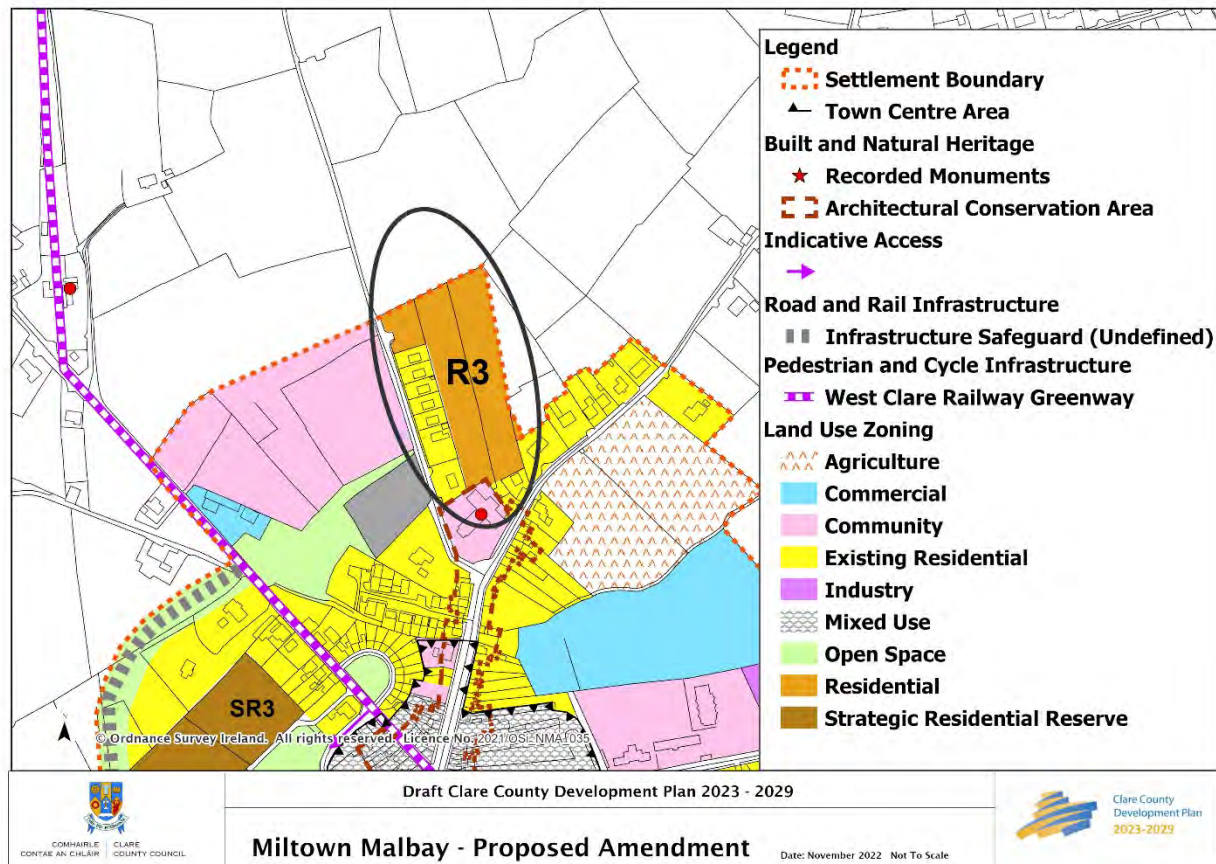
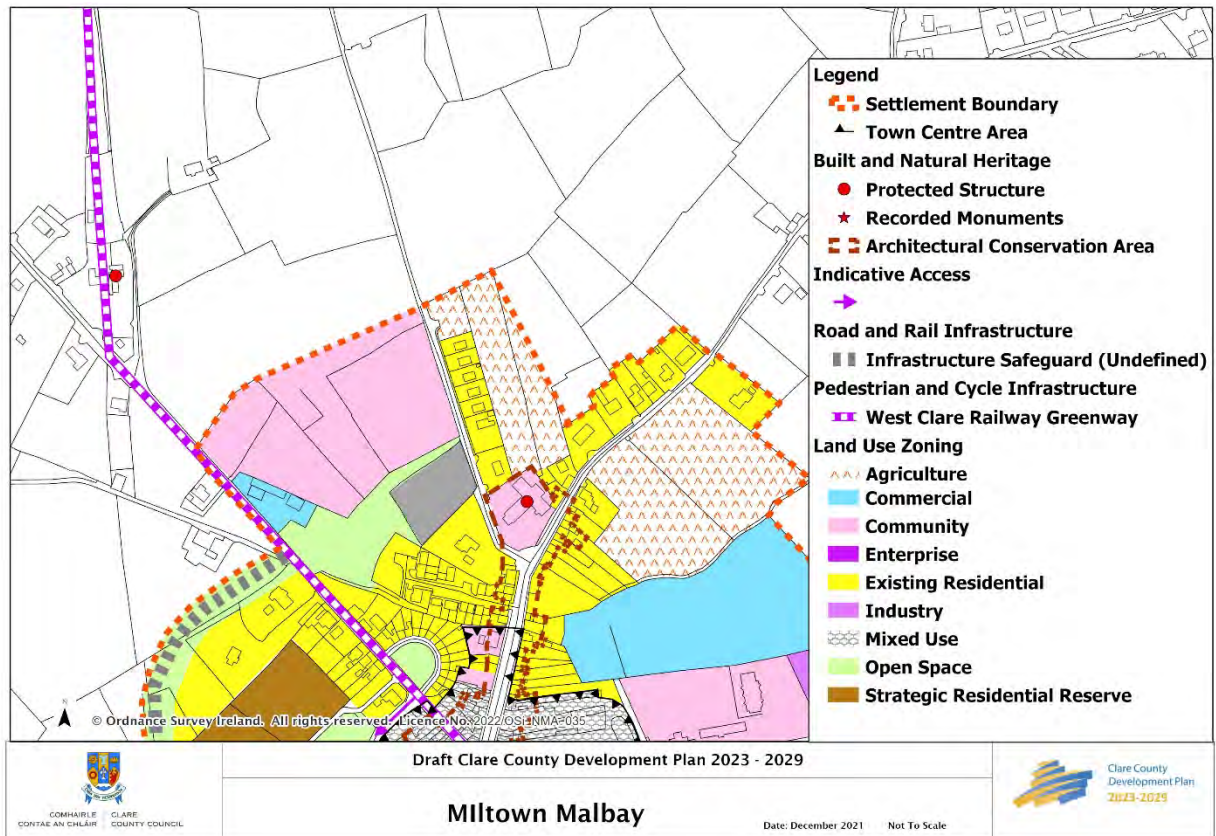


## **Flooding and Flood Risk**

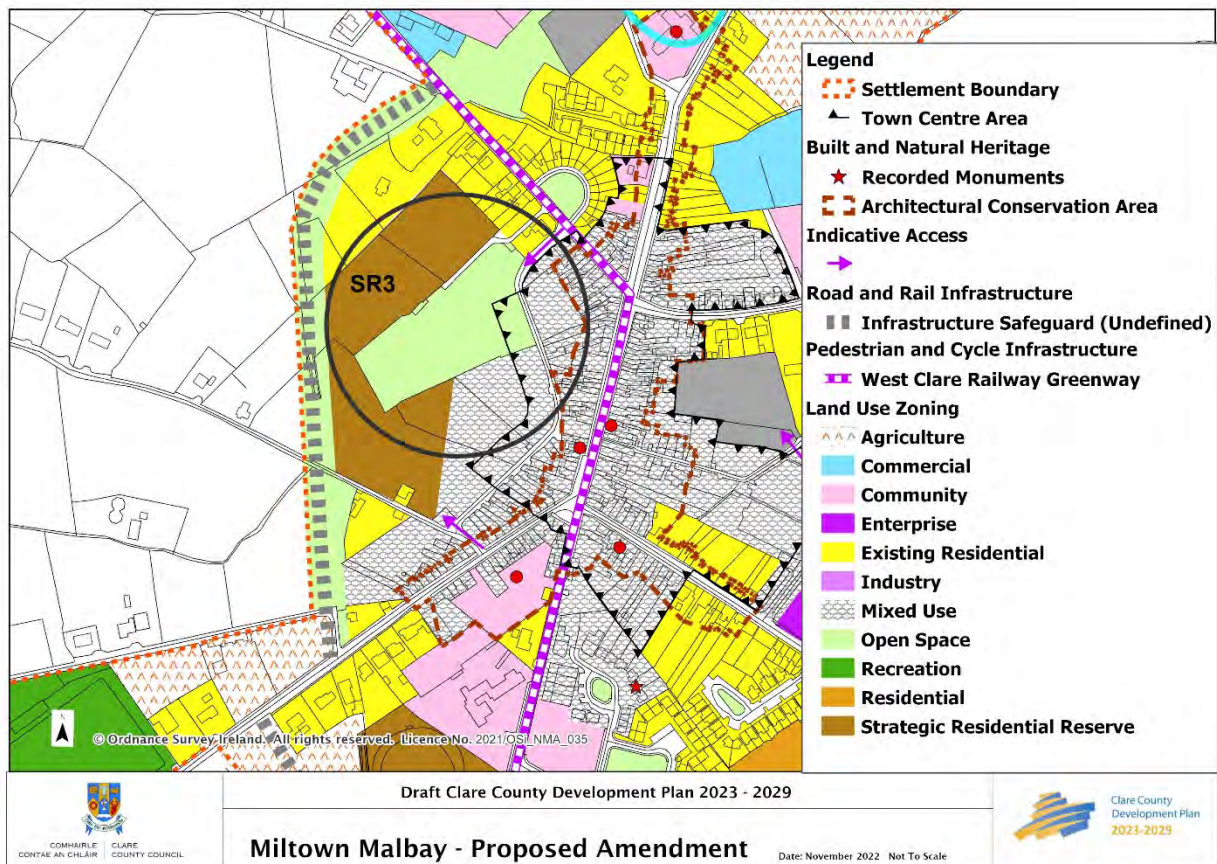
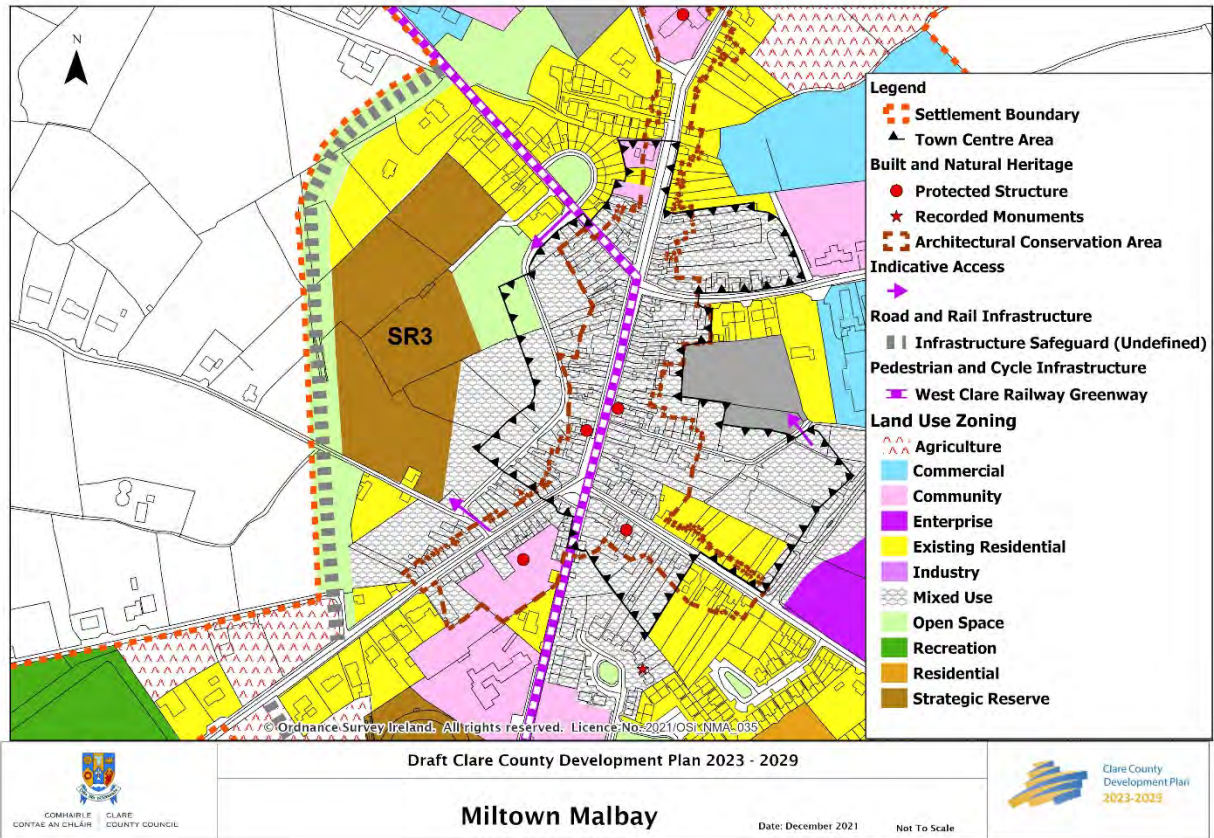
The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that development on Flood Zones A/B within Existing Residential zoned lands should be in accordance with Section 5.28 of the Flood Risk Management Guidelines.

### **Map Note:**

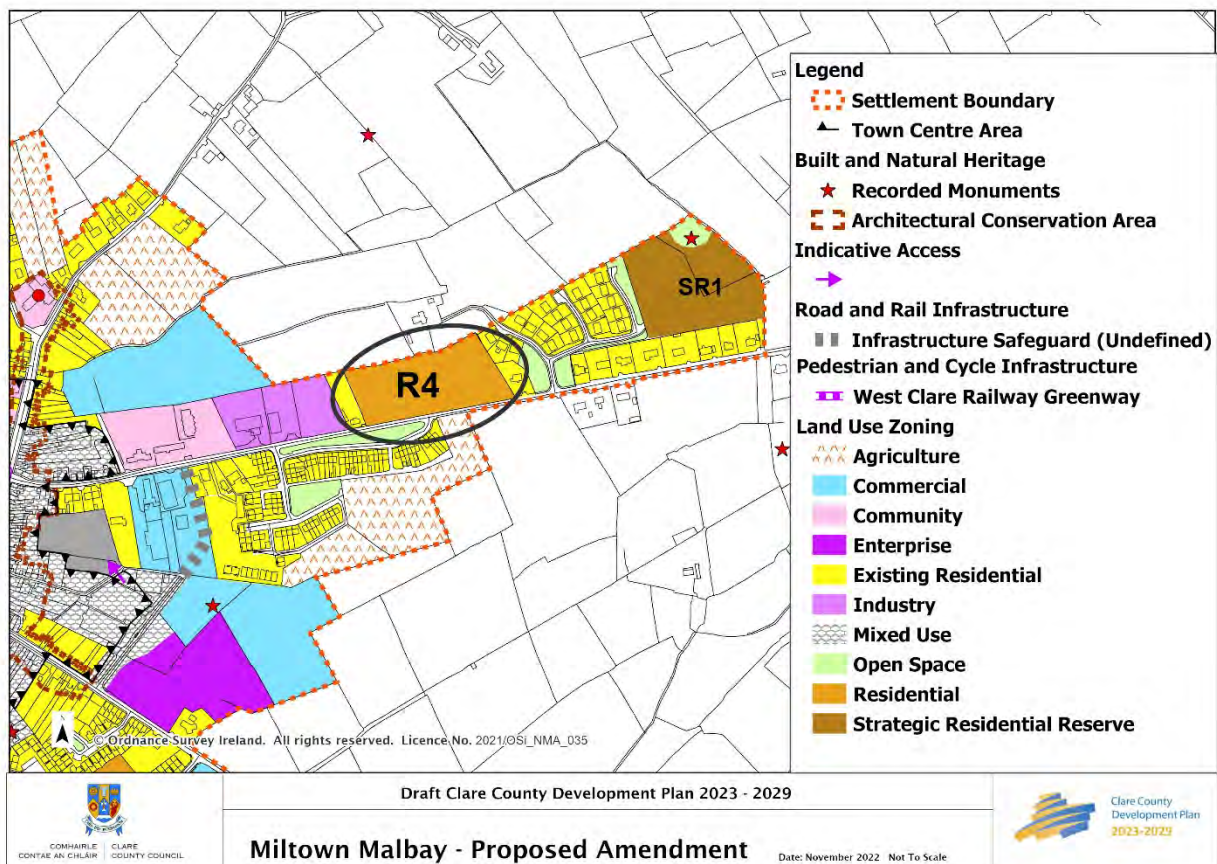
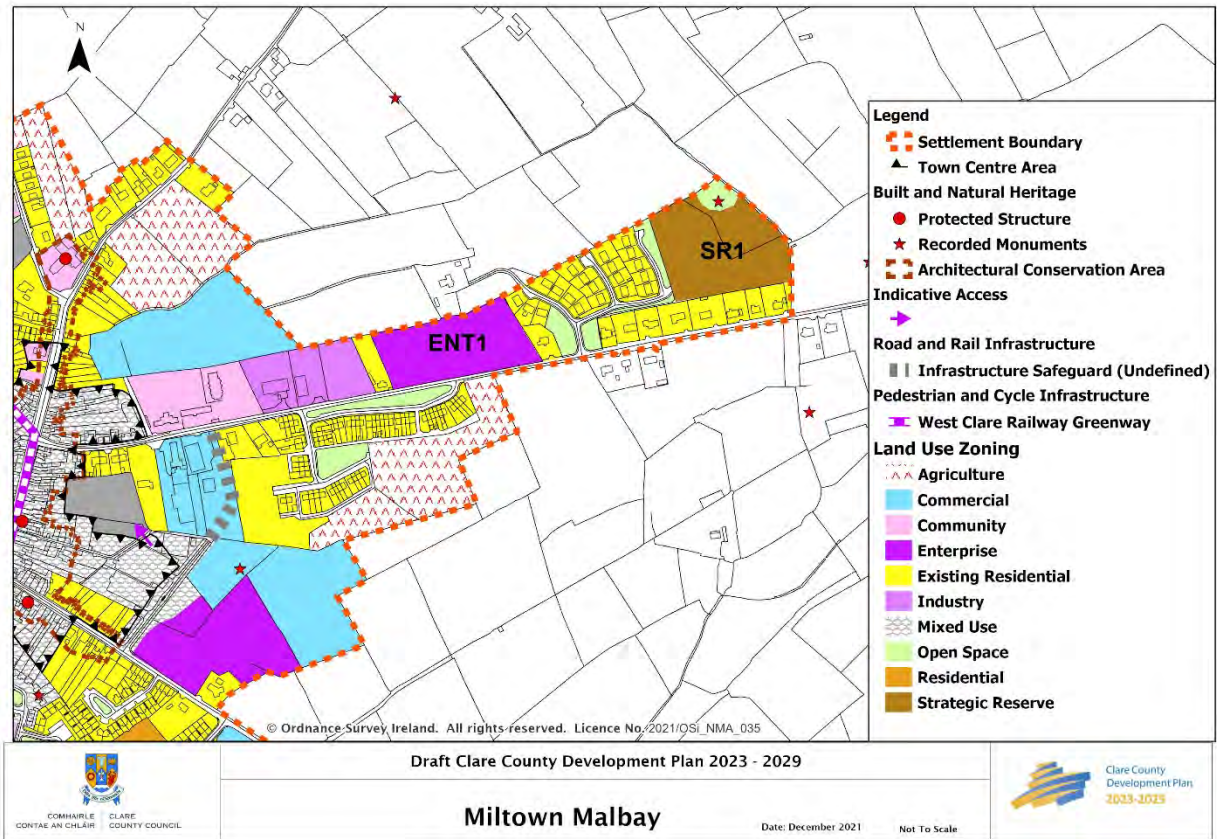
Please note that reference to the 'West Clare Railway Greenway' where it appears in the Legend of the following maps should be taken to be the '**Indicative Route of the West Clare Railway Greenway**'.



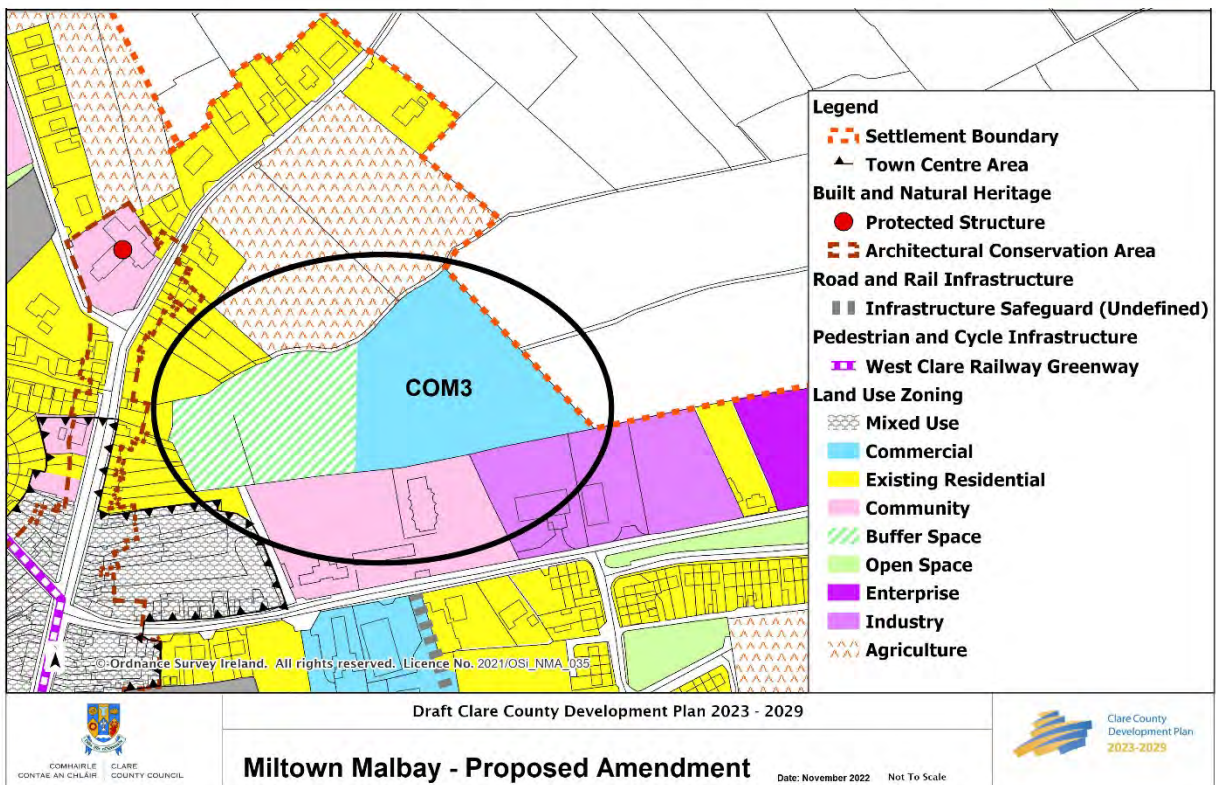
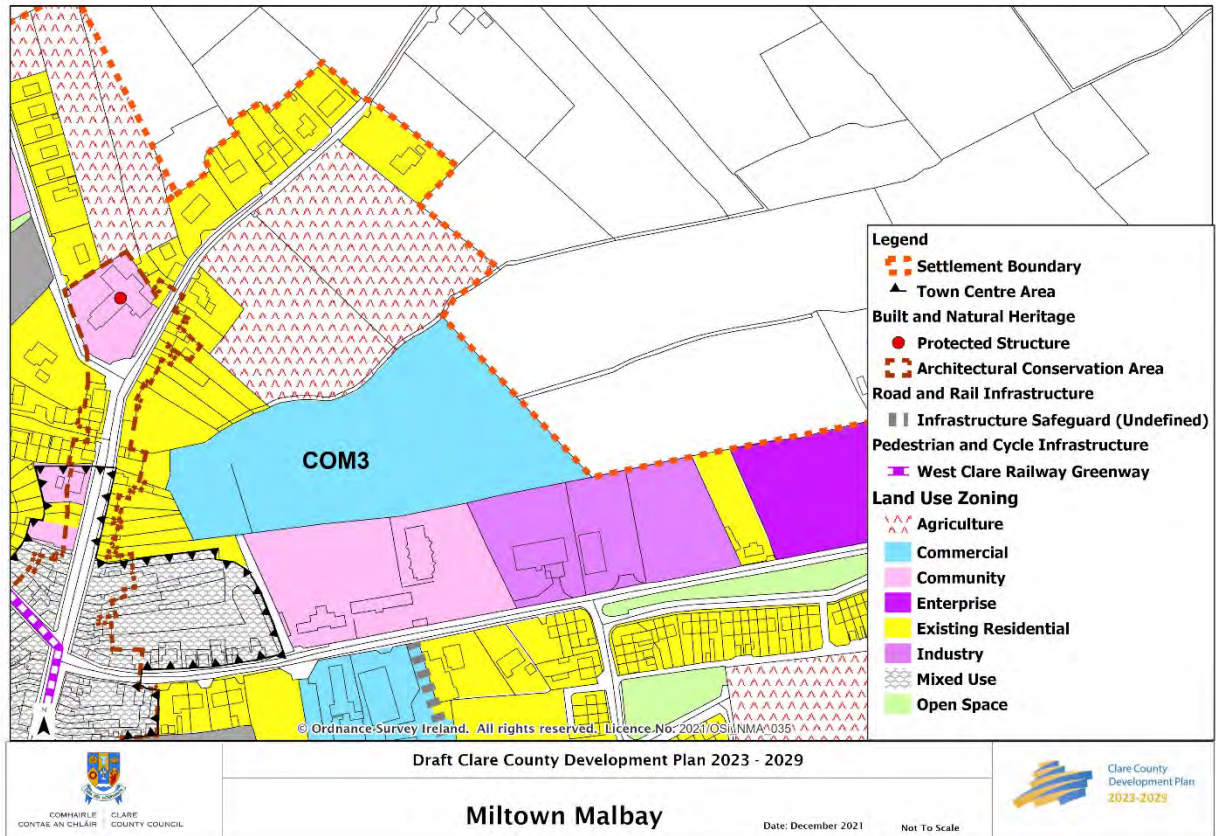
















## Section 3

### Large Villages

- Ballyvaughan – [Amendment proposed](#)
- Corofin – [Amendment proposed](#)
- Doonbeg – [Amendment proposed](#)
- Inagh – [Amendment proposed](#)
- Mullagh – [Amendment proposed](#)
- Quilty – [Amendment proposed](#)
- Liscannor – [Amendment proposed](#)
- Kilfenora – [Amendment proposed](#)
- Killimer – [Amendment proposed](#)
- Kilmihil – [Amendment proposed](#)
- Killadysert – [Amendment proposed](#)

## Ballyvaughan

### Location and Context

Ballyvaughan is a picturesque village located on the shores of Ballyvaughan Bay and first established as a 19<sup>th</sup> century fishing village. It is situated at the base of a valley providing expansive views of the surrounding upland Burren areas and across Galway Bay. The village is an attractive, quaint place with an identifiable village centre focussed on existing shops, petrol station, church, school, pubs and enterprise units. The village also has a primary care centre, community centre and playground.

The town centre has a distinct character and has been designated as an Architectural Conservation Area (ACA). It comprises 18<sup>th</sup> and 19<sup>th</sup> century two-storey houses which accommodate a hotel, pubs, shops, and restaurants, all of which contribute positively to the attractive traditional appearance of the village. To the east of the village is the auxiliary workhouse, which is a mid-19<sup>th</sup> century residential complex laid out in a quadrangle surrounded by rows of terraced single-storey stone gabled houses. Although some of the original structures within the complex are derelict, many of the single-storey buildings have been restored and are currently in use. This site is also designated as an ACA due to its unique character.

Given its scenic coastal location on the Wild Atlantic Way and its position on the edge of the Burren, Ballyvaughan has become a popular destination for visitors. There has been considerable growth in the range of holiday accommodation on offer in the village, including hotels, bed and breakfasts, guesthouses, and holiday homes.

As with many coastal towns and villages, there is an influx of tourists during the main holiday periods which sees a significant increase in the population. There are also a number of local events and activities that bring visitors to the village during the off-peak season. These include the Burren Peaks Walking Festival and bird watching at Bishops Quarter. Ballyvaughan has experienced a significant amount of development pressure in recent years, primarily in the form of holiday home developments. It is therefore essential to ensure that future development is balanced and contributes to a thriving village community which can support a range of viable year-round services, whilst retaining its distinctive village character.

The strategy for Ballyvaughan is to provide for small scale, well-designed permanent residential, commercial and community developments that have regard to the character of the settlement.

Water supply to Ballyvaughan is from the Ennistymon Regional Water Supply and is subject to the constraints of that supply. The existing public wastewater infrastructure in the village consists of a collection system and tidal holding tank located in the foreshore area. A new wastewater treatment plant, pumping station including pipework extensions are planned and it is expected that the project will be completed in 2023/2024. Once completed it will have capacity to cater for the target population over the lifetime of the plan.

A 'Regionally Important Aquifer' is located in the area, with 'Extreme' and 'High' groundwater vulnerability ratings. Protection of groundwater is therefore an important issue and will need to be considered in any future development proposals in the village.

Ballyvaughan Bay area is designated as a Special Area of Conservation (SAC) through the Galway Bay Complex SAC and a Special Protection Area (SPA) through the Inner Galway Bay SPA. A number of other SACs are located surrounding the settlement including Ballyvaughan Turlough SAC, Moneen Mountain SAC and Black Head-Poulsallagh Complex SAC. These are all vulnerable to groundwater contamination in the absence of an adequate wastewater treatment plant.

Development proposals must ensure that there are no adverse effects on the conservation objectives of the SACs and SPA or on-site integrity, or the integrity of any European site as a result of the proposed development. Accordingly, objectives relating to European sites and to appropriate assessment in particular CDP Objective 3.1 will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

In addition, the 'Ballyvaughan/Poul-na-clough Bay Pollution Reduction Program' produced by Clare County Council in compliance with the Quality of Shellfish Waters Regulations 2006, sets out a program for the designated shellfish growing waters of Ballyvaughan/Poul-na-clough Bay. Where appropriate development applications should address the potential risk of the introduction and spread of invasive species such as Japanese knotweed and three cornered leek via movement into the area. Appropriate signage shall be erected notifying users of invasive species and facilities provided for users to clean equipment.

#### **General Objective:**

- To encourage future development that contributes to a thriving village community, which can support a range of services that are viable on a year-round basis, whilst retaining the distinctive village character and setting.

#### **Employment and Enterprise**

The main economic activities in Ballyvaughan are sustainable farming of the surrounding Burren landscape and tourism activity. This is further diversified by the presence of artisan food producers, artists and other craft activities. The continued development of existing tourism operations must be supported as well as new opportunities to grow the tourism industry in the village. Opportunities also exist for the development of other forms of enterprise in the area to ensure sustainable, year-round employment opportunities for the local community.

In order to promote economic development, it is an objective:



- To support the continued development of existing tourism operations and facilitate the development of new tourism and leisure activities in Ballyvaughan, including the opportunities presented by its coastal location and for the development of ecological and marine-based tourism.
- To support the provision of a nursing home development in the Ballyvaughan area.
- To support the development of a footpath and cycleway along the N67 from Ballyvaughan to the Lisdoonvarna Road.

### **OP1 Former Culligan's Visitor Centre/Burren House**

This site is situated a short distance from the settlement boundary of Ballyvaughan on the N67. The existing building on site formerly accommodated a restaurant and gift shop. The site has an extensive parking area and commands stunning views of the bay. The redevelopment/reuse of this site would make a valuable contribution to the range of services and economic activities in Ballyvaughan. The provision of coach parking on site is a valuable asset and shall be retained in any redevelopment of the site.

### **MU1 Lisdoonvarna Road**

This is a key site on the southern approach to the village (from Lisdoonvarna). It is located between a Protected Structure, St. John the Baptist Church (RPS 156), and the existing filling station and shop. There are attractive views from the site towards Gleninagh to the west.

The site is suitable for a range of uses that will enhance the level of services available to local residents and visitors to the area. While residential uses will be considered on the site, the use of these lands solely for the development of holiday homes is not acceptable.

The existing stone wall along the roadside boundary of the site creates a strong physical and visual connection between the church and the village core and plays a key role in creating definition along the road edge in this area. This wall shall be retained and integrated into any future development proposals on the site.

Given the location of the site directly in the line of vision on the southern approach to the village, development proposals must be of a high standard of design, reflecting the rural character of the area and complementing the neighbouring church.

### **COM 2 and COM 3 Commercial Lands**

Given the location of these lands directly adjacent to the Inner Galway Bay SPA (004031), Galway Bay Complex SAC (000268) and the Galway Bay Complex NHA (000268) any future development, expansion or alteration of existing uses at these locations shall undertake screening for appropriate assessment. Ecological surveys to cover Otter species shall also be undertaken and shall inform any future development application.

## Housing and Sustainable Communities

While it is acknowledged that holiday homes are an essential component in providing a range of accommodation options for visitors, it is also important to provide for small scale, well designed residential development for permanent occupation. This will ensure that growth is balanced and contributes to a thriving village community which can support a range of services which are viable year-round, whilst retaining Ballyvaughan's distinctive village character. It is important to provide supporting amenities and facilities that are accessible to all.

It is an objective:

- To provide for residential development that will facilitate an increase in permanent occupancy.
- To support the development of facilities, amenities and services in the village that will cater for the needs of a range of users including current and future residents and will contribute to the sustainable development of the village into the future.

### R1 and MU2 South of Main Street

This site comprises an area of backland located off the N67 Main Street, bounded by existing town centre development to the north and existing residences to the east and west. The site area is accessed via an existing entrance from the N67, and an upgrade of this entrance will be required as part of future development proposals in order to provide vehicular access as well as footpaths and lighting within the scheme.

The site has the capacity to accommodate low density development providing dwellings for permanent occupancy. Proposals for development must incorporate high quality house design and layout.

The adjacent backlands to the west of the site are zoned Mixed Use, MU4, and offer an opportunity to provide an integrated mixed-use development in conjunction with R1 lands. Access to MU2 lands is constrained due to a restricted entrance between the community hall and an existing dwelling at the front of the site. Therefore, future access to the site may need to be provided from R1 lands. In this regard, an 'indicative future access' is identified on the accompanying settlement map and any future development on R1 lands will be required to provide/safeguard access to the western lands as part of any planning application.

### R2 North of the N67

This site is located on the N67 to the east of the village centre. The lands are slightly elevated with distant views of the Burren to the south and west. Development proposals for these lands must retain the attractive stone wall which runs along the majority of the roadside boundary except where removal is required to provide safe access to the development. Future access to this site must be provided within the 50kph speed limit, as indicated on the accompanying settlement map.

### R3 Lands North of the R477 (Opposite O’Loclainn’s)

This site shall be for low density, permanent occupancy housing. The layout shall retain the stone walls and existing trees on site and shall provide for a sufficient buffer around the national monuments. In this regard, future development on this site shall strictly adhere to CDP Objectives 16.8 to 16.10 contained in Chapter 16 of Volume 1 of the Plan. In addition, development proposals shall include mitigation to protect water quality (construction and operation), otter, lesser horseshoe bat, invasive species and Special Conservation Interest birds in line with NIR Mitigation 2, 3, 4a & 4b set out in Volume 10a of the Plan.

### Strategic Residential Reserve (SRR)

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

### Transport, Active Travel and Connectivity

Bus Eireann provide a regular bus service to and from Ennis and Galway City and TFI Local Link Limerick Clare also provide services to Ballyvaughan through its C5 Ennis-Corofin-Lisdoonvarna-Ballyvaughan-Ennistymon service twice on Tuesdays. to Corofin and Ennistymon. These services provide a valuable connection to other service centres and an alternative to the private car and encourages a modal shift to a more sustainable transport option.

There is a public footpath in the village linking the village centre to the church and existing residences on St Joseph’s Road to the south, west along the coast road serving the pier and Monk’s Bar. The provision of a public footpath to serve existing residences and zoned lands to the east of the village is supported in the Plan.

Enhancement of and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the town and its environs. There is a need for improved road safety features and parking in the village including additional footpaths, traffic calming measures and appropriate signage. The development of walking routes and trails within proximity to the village will significantly enhance the village amenities. The continued development of the Ballyvaughan Wood Loop is supported. This trail recently received funding under the Outdoor Recreation Infrastructure Scheme (ORIS) designed to support the further enhancement of recreational amenities such as mountain trails and forest walks, beaches, rivers, lakes, blueways and greenways.



## Place Making and Regeneration

The sense of place in the village is very strong due to the location, the built and natural environment and the high standard of care and maintenance. While there are some vacant buildings in the village, they are generally reasonably well maintained. However, they may deteriorate over time therefore it is important to bring these buildings back into active use.

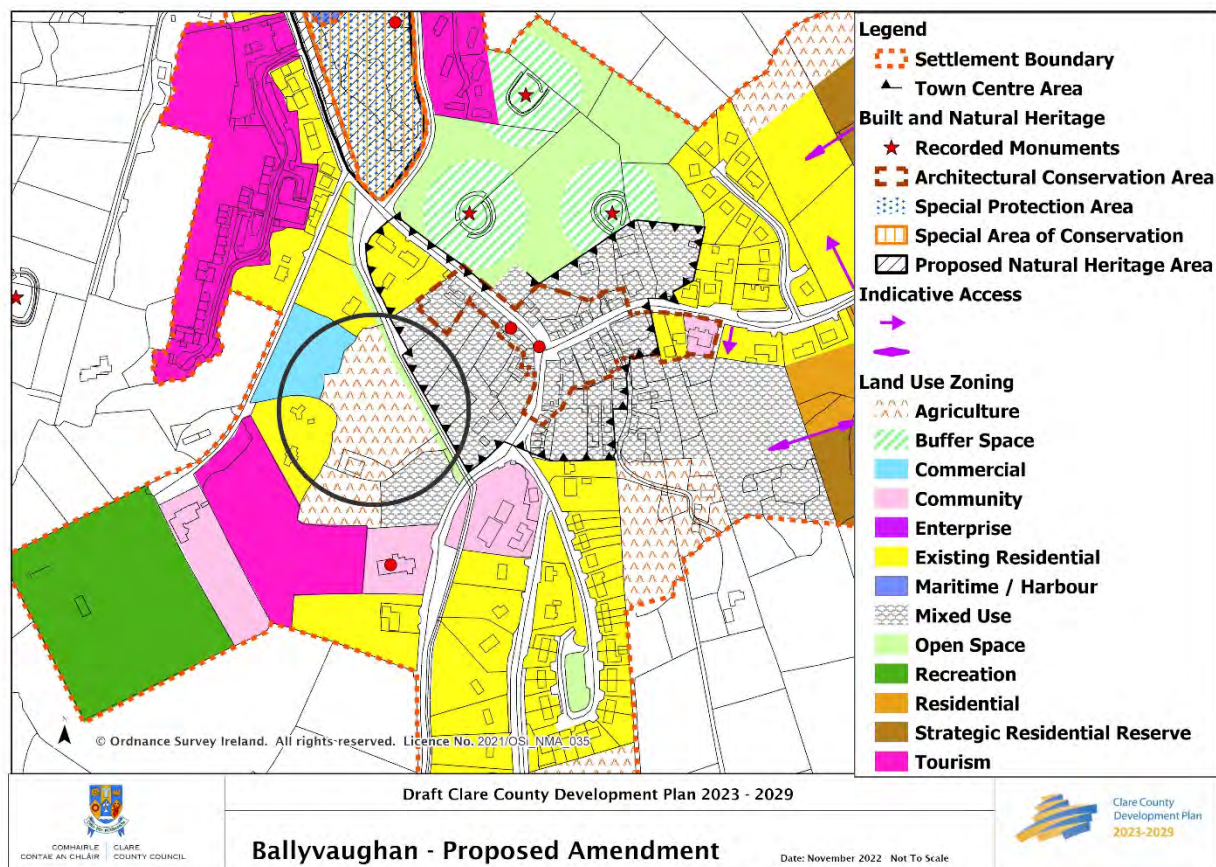
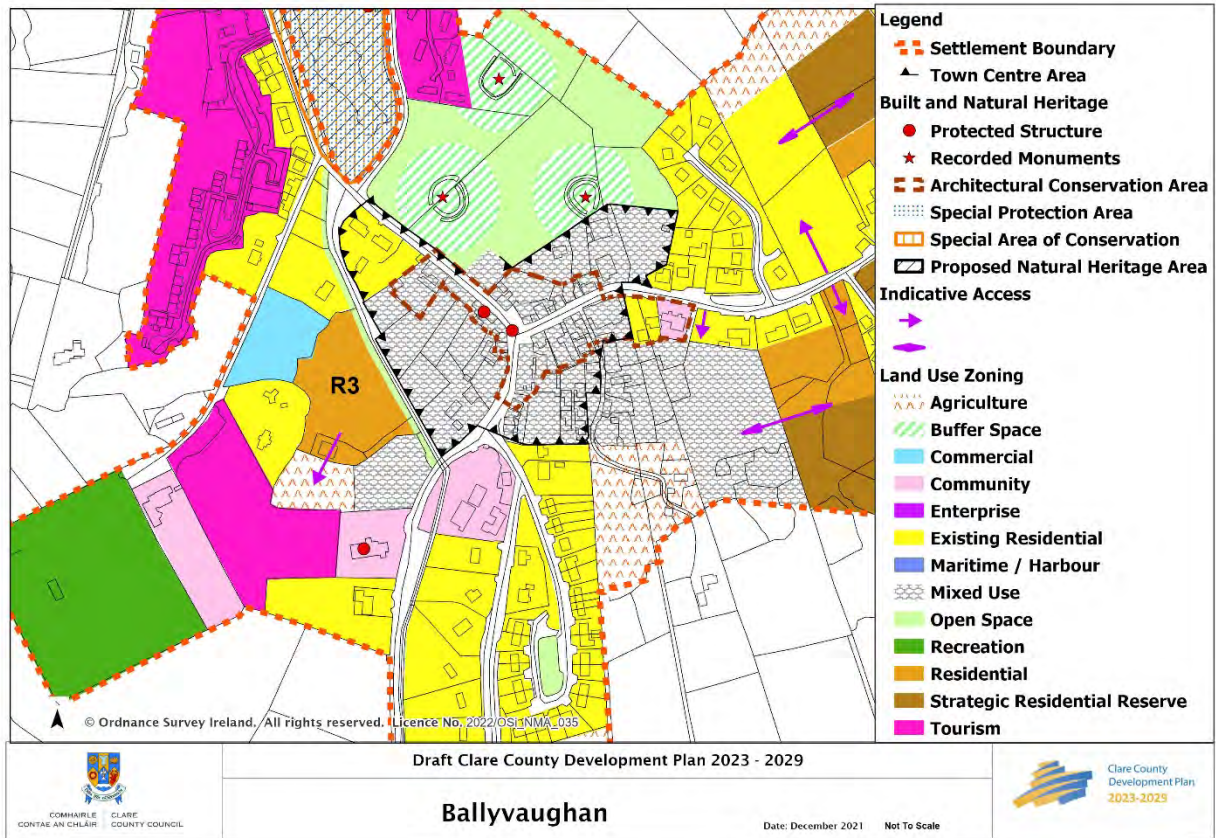
Ballyvaughan has a simple but attractive stone wall and grass verge boundary treatment. This has been lost in places where new development has occurred and been replaced by undefined setbacks. It is important to ensure future development in the village, particularly on the N67, retains the existing boundary treatment where possible by having suitably positioned access points off side roads.

It is an objective of the Council:

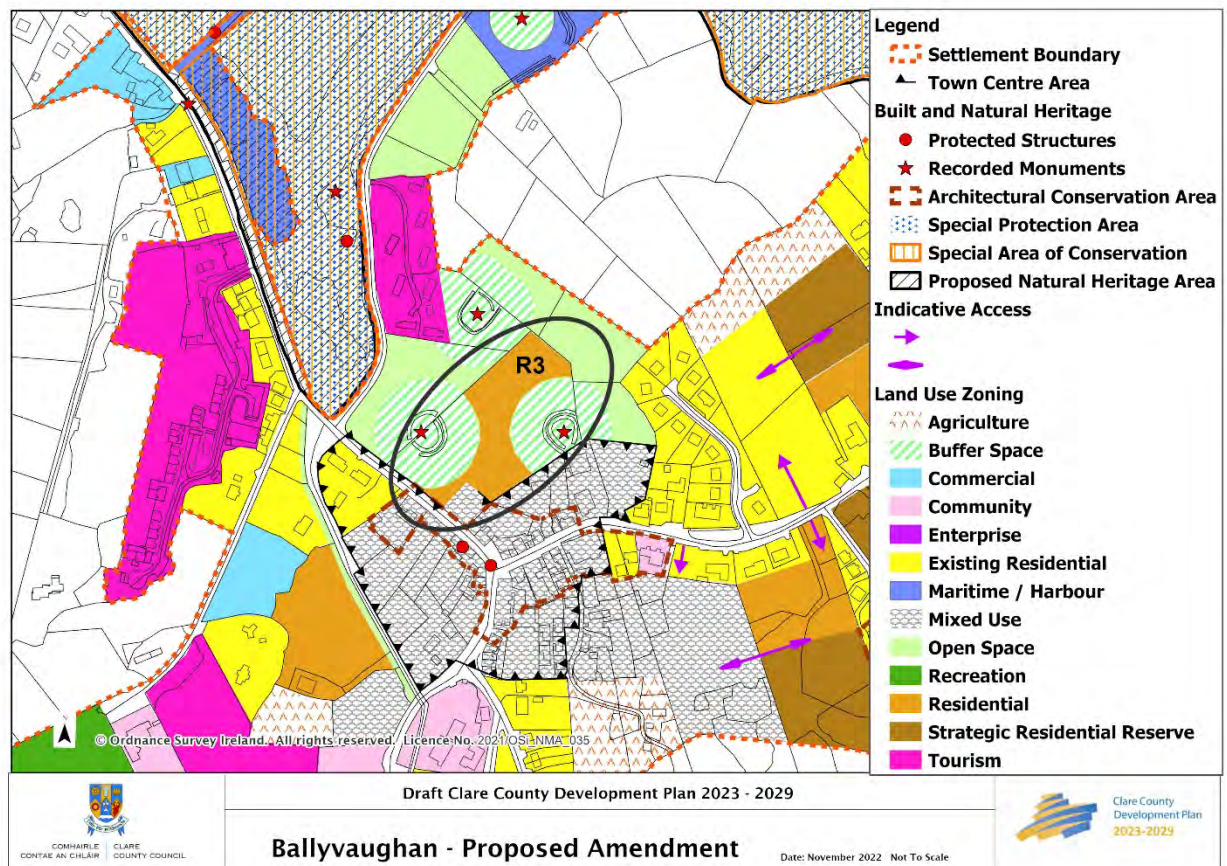
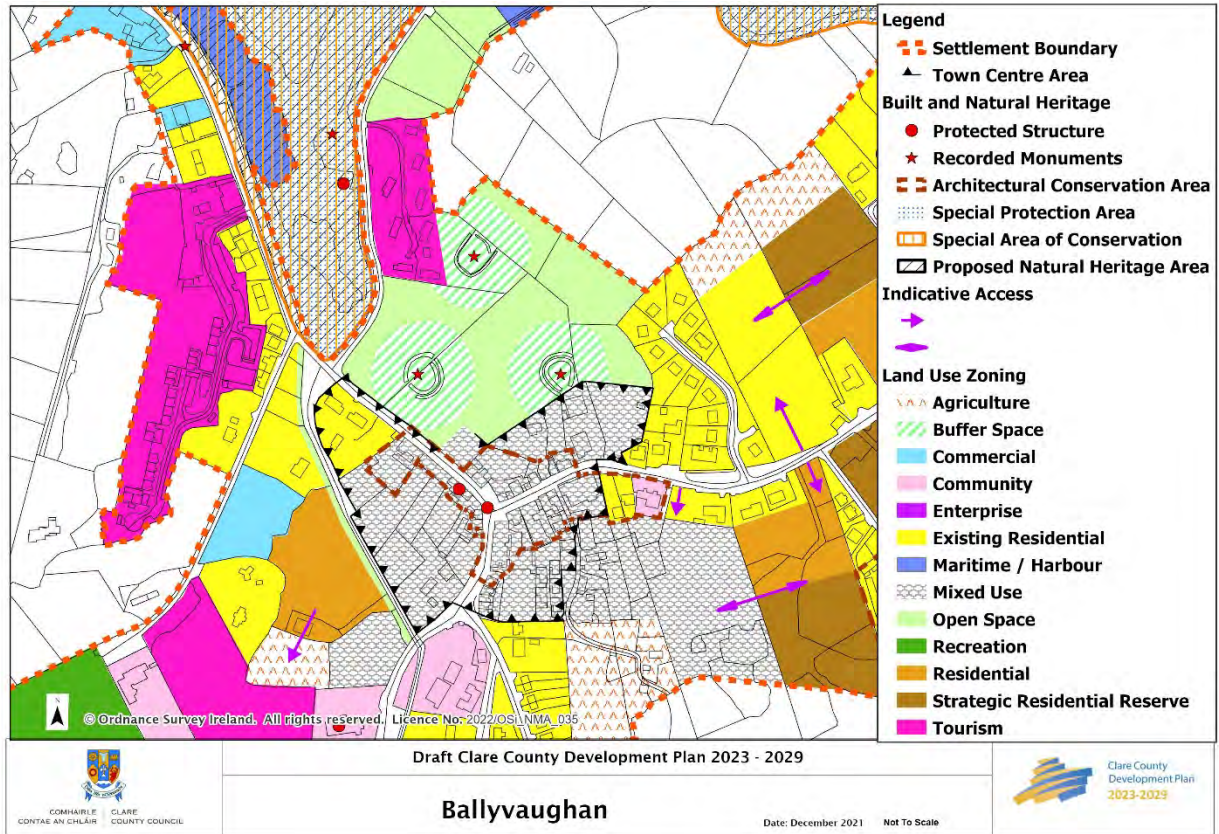
- To promote sustainable and compact growth to address issues of vacancy. This includes the reuse or redevelopment of vacant, underutilised sites and buildings for alternative uses.

## Flooding and Flood Risk

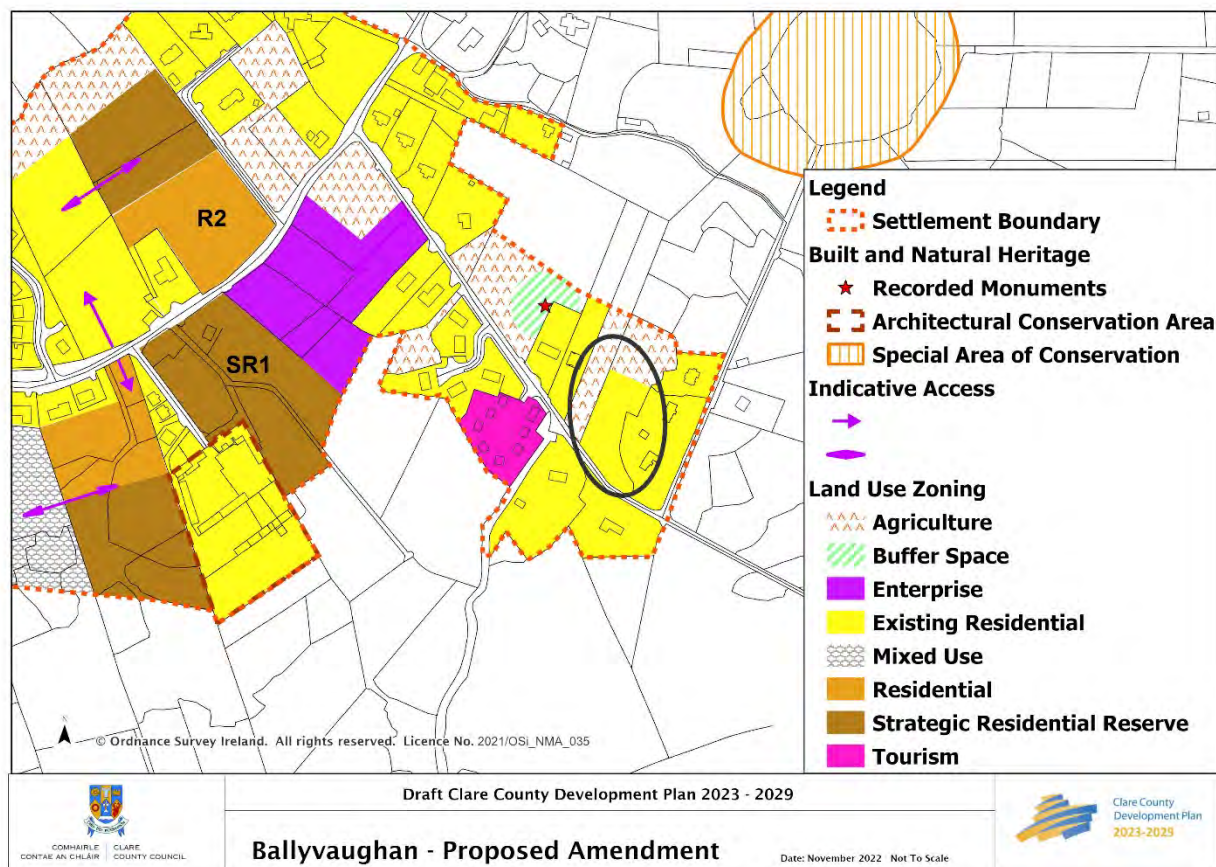
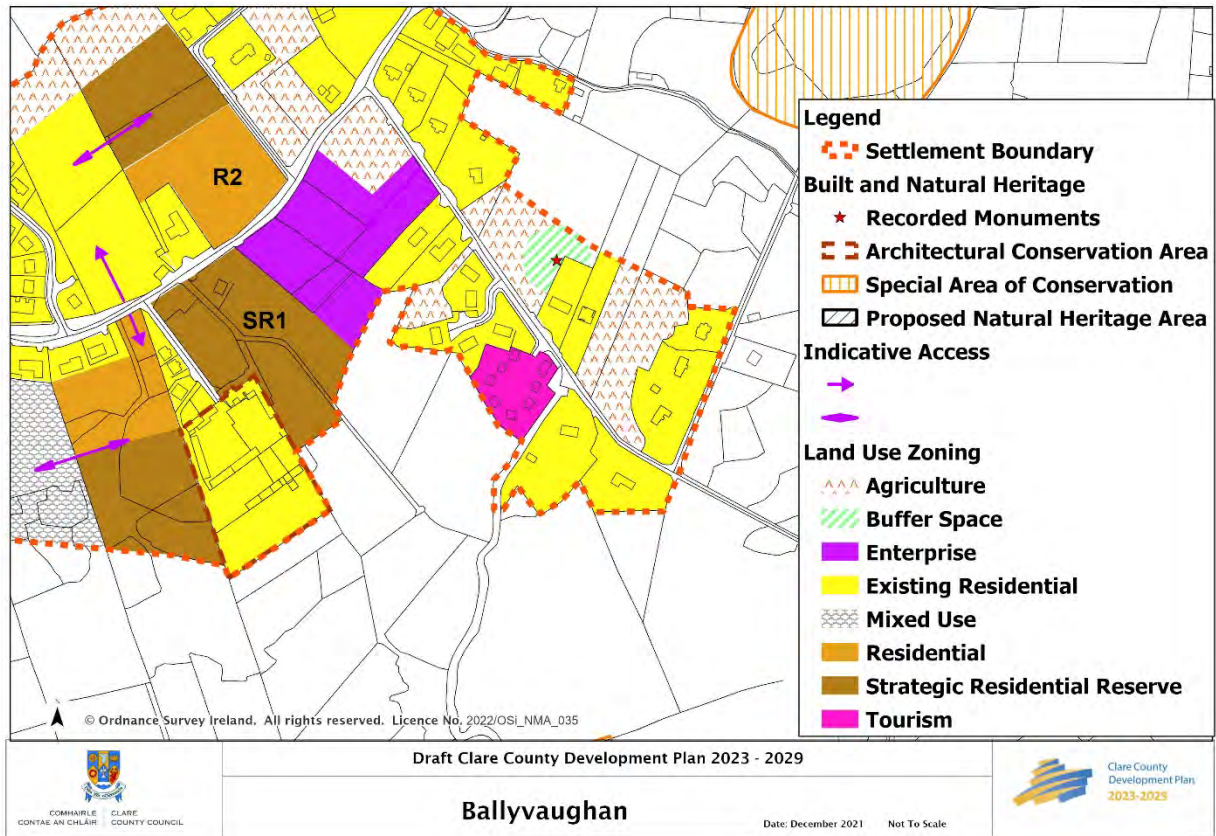
The Strategic Flood Risk Assessment in Volume 10(c) of this Plan shows flood risk is limited to existing development in Ballyvaughan. Given the history of flooding and known incidents of wave exacerbated storm damage, it is recommended that redevelopment of sites along the coastline are limited to less vulnerable uses, and sufficient measures are included in the design to ensure flood resilience. **Development in areas of Existing Residential lying within Flood Zones A/B should be in accordance with Section 5.28 of the Flood Risk Management Guidelines.**











## Corofin

### Location and Context

Corofin is located on the R476 regional route approximately 12 kilometres from Ennis, on the southeast edge of the Burren. Identified as a 'Large Village' in the Settlement Hierarchy of this Plan it has a distinctive character and setting, enhanced by the River Fergus which flows through the village. Corofin has a wide range of shops, services and facilities serving its resident and visitor community, including a post office, Garda Station, medical centre, church, library, school and a heritage centre and genealogy centre. The Architectural Conservation Area (ACA) within Corofin has been identified for its traditional shop fronts which positively contribute to a traditional street façade. The village is home of some very fine Protected Structures including Corofin Bridge (RPS 197), The Market House (RPS 438), St. Catherine's Church/Clare Heritage Centre (RPS 117), St. Bridget's Church (RPS 135), P. Crowley's Pub (RPS 436) and Richmond House (RPS 437).

Corofin lies within a wider Burren landscape, characterised by extensive areas of exposed limestone with areas of rich limestone pasture interspersed with loughs.

The strategy for Corofin is to provide for small-scale, well designed residential, tourism, commercial and community developments that have regard to the character of the village.

Corofin is located adjacent to the East Burren Complex Special Area of Conservation (SAC) and the Corofin Wetlands Special Protection Area (SPA). Future development must ensure there are no adverse affects on the Conservation Objectives of the SAC and SPA site integrity, or the integrity of any other European site. Accordingly, objectives set out in Volume 1 of this Plan relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

Corofin is also adjacent to the East Burren Complex Natural Heritage Area. NHAs are protected from works which would destroy or significantly alter, damage, or interfere with the features for which the sites were designated. Therefore, given the location of the Corofin settlement, any future residential development, commercial or employment generating development should be subject to screening for EIA.

Water supply is provided by the Corofin Public Water Supply and the existing wastewater treatment plant in Corofin has sufficient capacity to accommodate the population target.

### General Objectives:

- To ensure that future development in Corofin encourages a vibrant village community, which maintains and enhances the economic and service role of Corofin village to residents, tourists, and the surrounding rural area.

- To protect the built and natural heritage while allowing for balanced growth and development of the village and surrounding area.
- To make provision for additional car and bus parking facilities in the village that will contribute to an improved quality of environment and increased development potential.

### Employment and Enterprise

Enterprise lands are zoned for the development of enterprise and employment generating uses with a view to providing greater employment opportunities for residents of the village and the wider community.

A key priority will be to retain community and social facilities in the village and to encourage indigenous enterprises and service provision. There are also opportunities to develop the tourism and leisure potential of the area, particularly given Corofin's location in proximity to the Wild Atlantic Way, as a 'Gateway to the Burren' and less than a kilometre north of the former West Clare Railway line. The provision of a link between the proposed Greenway and Corofin has the potential to attract visitors to the village and support the development of retail and tourism offering in the village.

### Strategy for Growth and Sustainable Communities

Corofin has always attracted people wishing to live in proximity to Ennis and seeking a traditional village life experience with an abundance of natural amenities on the doorstep. It is important to ensure that growth is balanced and contributes to a thriving village community that can support a range of services. In this regard, lands have been zoned in the village to promote compact growth and support the village centre. Development proposals must ensure safe pedestrian and cycle connectivity to local services and the village centre.

It is an objective:

- To support the development of facilities, amenities and services in the village that will cater for the needs of a range of users including current and future residents and will contribute to the sustainable development of the village into the future.

### R1 Residential North of the Village

This site is located directly adjacent to the Architectural Conservation Area (ACA) in the village centre and west of existing residences in the Páirc na hEaglaise estate.

### R2 Residential West of the Village

This site is located directly adjacent to the Architectural Conservation Area (ACA) in the village centre. The aim is to retain the overall special historic or architectural character of an area as per CDP 16.8 of this plan (Vol.1) and in this regard any development within this zoning shall



be designed in line with the overall protective objectives and mitigation measures of the development plan.

In addition, any future development on these lands shall retain linkages across the landscape including existing hedgerows and treelines.

### R3 Residential South of the Village

This site is located directly adjacent to the south of the river and a portion of the lands to the north are within Flood Zone A and B. Any planning application on this site shall be accompanied by a Site-Specific Flood Risk Assessment. The adjoining lands identified as 'Open Space' can be incorporated into any future development proposals and can be utilized as the open space provision for any residential development on R3.

### R4 and R5 Lands Northwest of the Village Centre

The mature trees and hedgerows associated with these sites should be retained as part of any future development of the site. Development should be sympathetic to the surrounding landscape and uses on the edge of the settlement within the Corofin and Crusheen Loughlands and the Low Burren Landscape Character Area.

### Strategic Residential Reserve (SRR)

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

### ~~SR1 and SR2 Lands north of the Town Centre~~

~~The mature trees and hedgerows associated with these sites should be retained as part of any future development of the site. Development should be sympathetic to the surrounding landscape and uses on the edge of the settlement within the Corofin and Crusheen Loughlands and the Low Burren Landscape Character Area.~~

### Other Zonings

### REC 1 and REC 2 Recreation Lands

Corofin is located within an area identified as having high landscape suitability for bat species. All bat species are sensitive to light pollution and will avoid brightly lit areas. Inappropriate lighting around roosts may cause abandonment and lighting along commuting routes may cause preferred foraging areas to be abandoned, thus increasing energetic costs for bats (Schofield, 2008). Any proposals to install flood lighting on these sites must adhere to the Bats

& Lighting - Guidance Notes for: Planners, engineers, architects, and developers with respect to lighting (Bat Conservation Ireland, Dec 2010).

### Transport, Active Travel and Connectivity

Bus Eireann provides a regular bus service to and from Galway City, Ennis and Kilkee and ~~TFI Clare~~ Local Link ~~Limerick Clare~~ also provides a regular service to Ennis as well as Lisdoonvarna and ~~Miltown Malbay~~ through its C14 service on Saturdays and C5 service on Tuesdays. While there is an identified need for additional public transport services, the existing services offer the potential to provide an alternative to the private car and encourage a modal shift to a more sustainable transport option.

Road safety, road quality and inefficient car parking arrangements have been identified as key concerns in the village, particularly for pedestrians and cyclists. In this regard, the 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.

### Place Making and Regeneration

This historic village has a well-defined core and has benefitted from ~~the completion of the Village Paint Scheme 2021/2022. a painting scheme in 2021.~~ The addition of traditional street signs has enhanced the quality of the public realm and draws attention to interesting features and old lanes which could themselves be further enhanced. There are several vacant and derelict buildings in the village centre and the level of physical decline, dilapidation and dereliction in the village has been identified as a key issue. The plan supports the redevelopment or alternative use of these buildings to bring them back into functional use.

Walkability in the village is currently compromised at narrow parts of Main Street where there are no footpaths. The margins at the entrance to newer housing schemes are well defined with grass and neat edges but the approaches to the village would benefit from appropriate gateway features. The provision of a river walk, subject to the requirements of the Habitats Directives, would further enhance the public realm.

In this regard, Clare County Council are collaborating with National Parks & Wildlife Services (NPWS) to prepare an Enhancement Strategy for the village with the aim of maximising the potential of the village and its proximity to the Burren through thoughtful and sensitive interventions. The strategy will look to identify a suitable location and develop a design for a Burren National Park Visitor's Centre and Administration Facility for NPWS, as well as public realm improvements. These will be achieved through a streetscape enhancement plan and improving the tourist experience through the development of a new signage strategy and extension of the existing Park and Ride facility.

The development of the West Clare Railway Greenway along the former railway line as a proposed recreational route will include a connecting link to Corofin and is supported in this

Plan. Proposals to redevelop the former railway line will be subject to the requirements of the Habitats Directive.

It is an objective:

- To work with the owners of vacant, underutilised, and derelict sites/buildings to identify new uses and promote the re-use/redevelopment of these sites/buildings. In this regard, the Council will use its powers as necessary under the Derelict Sites Act 1991 and Housing and Urban Regeneration Act 2015.
- To promote sustainable and compact growth to address issues of vacancy and dereliction including the reuse or redevelopment of vacant, underutilised sites and buildings for alternative uses.
- To prepare an Enhancement Strategy for Corofin in collaboration with the NPWS within the lifetime of this Plan.
- To prioritise the development of the West Clare Railway Greenway.
- To support the development of appropriate micro enterprises along the West Clare Railway Greenway route, subject to proper planning and sustainable development and the requirements of the Habitats Directive.

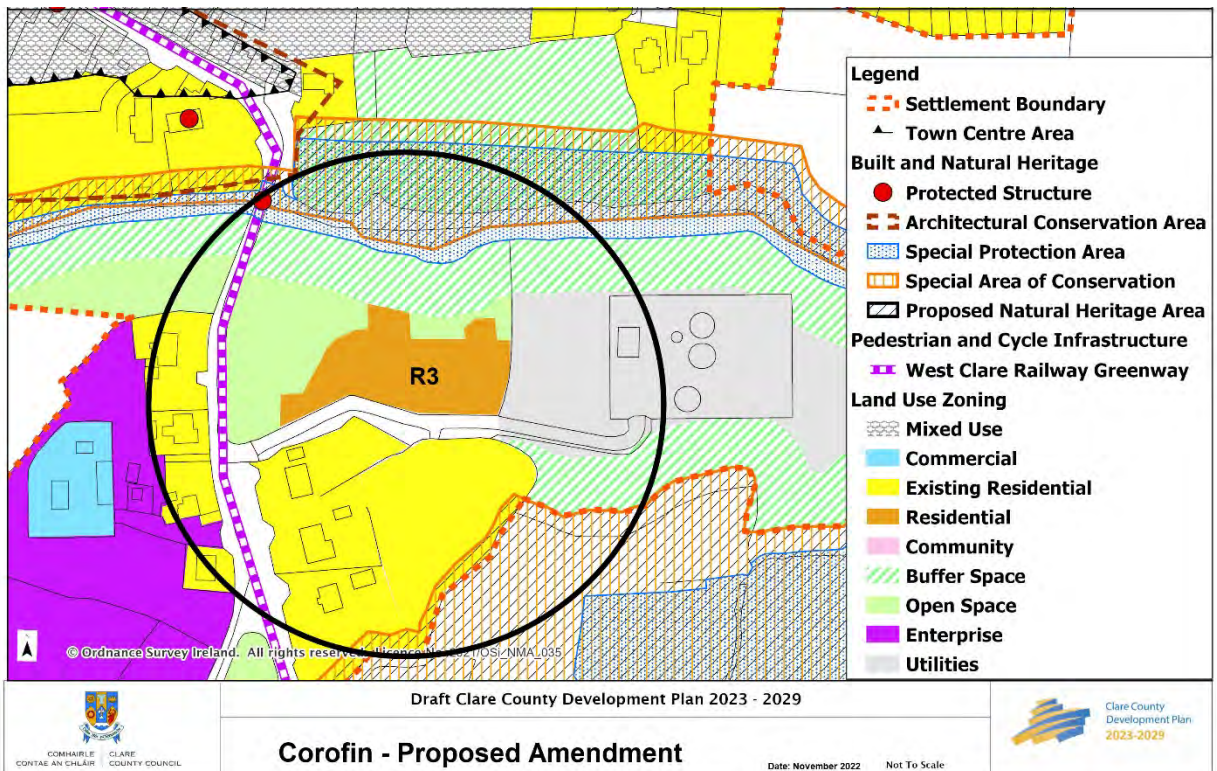
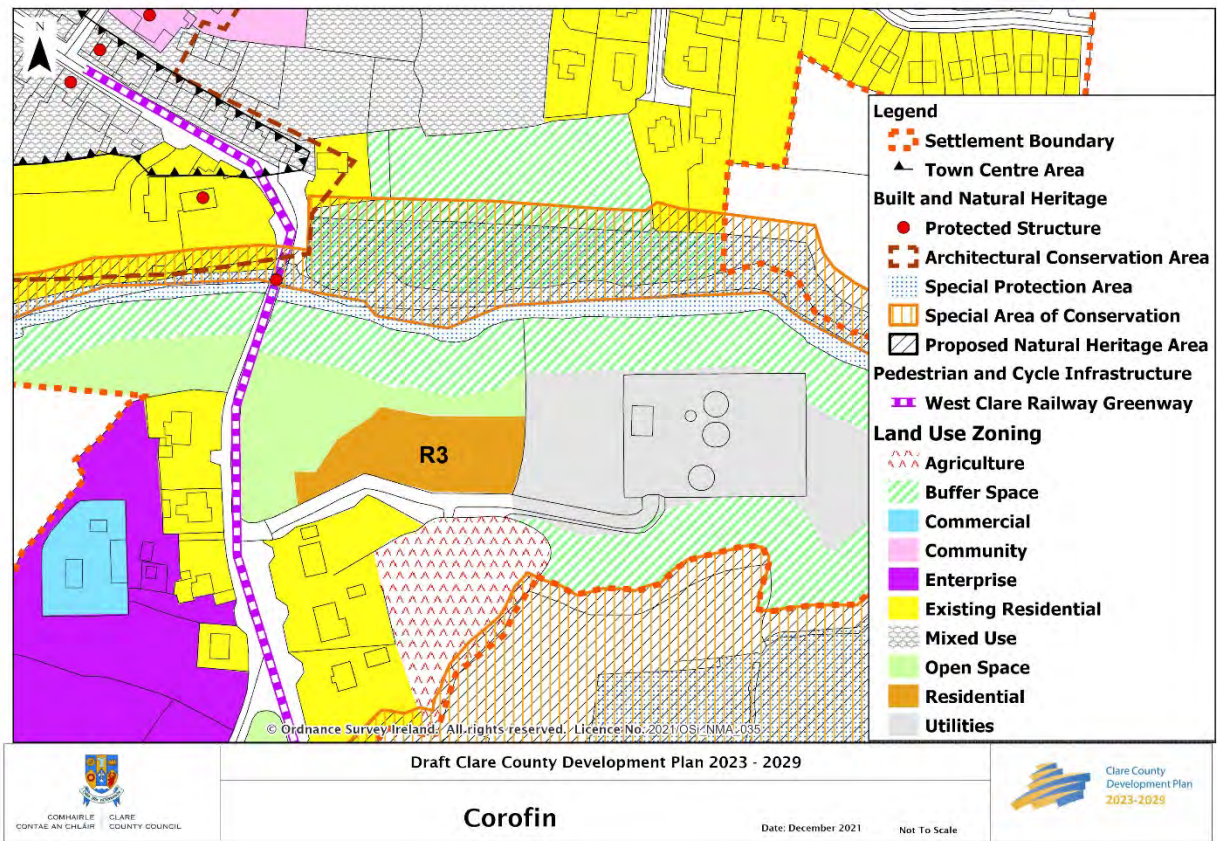
### Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that ~~open space and agriculture zonings are appropriate uses and should be retained. Risk to the other lands is limited to the margins and can be managed by restricting development/redevelopment to Flood Zone C.~~ development on areas of Existing Residential which lie within Flood Zones A/B must be in accordance with Section 5.28 of the Flood Risk Management Guidelines.

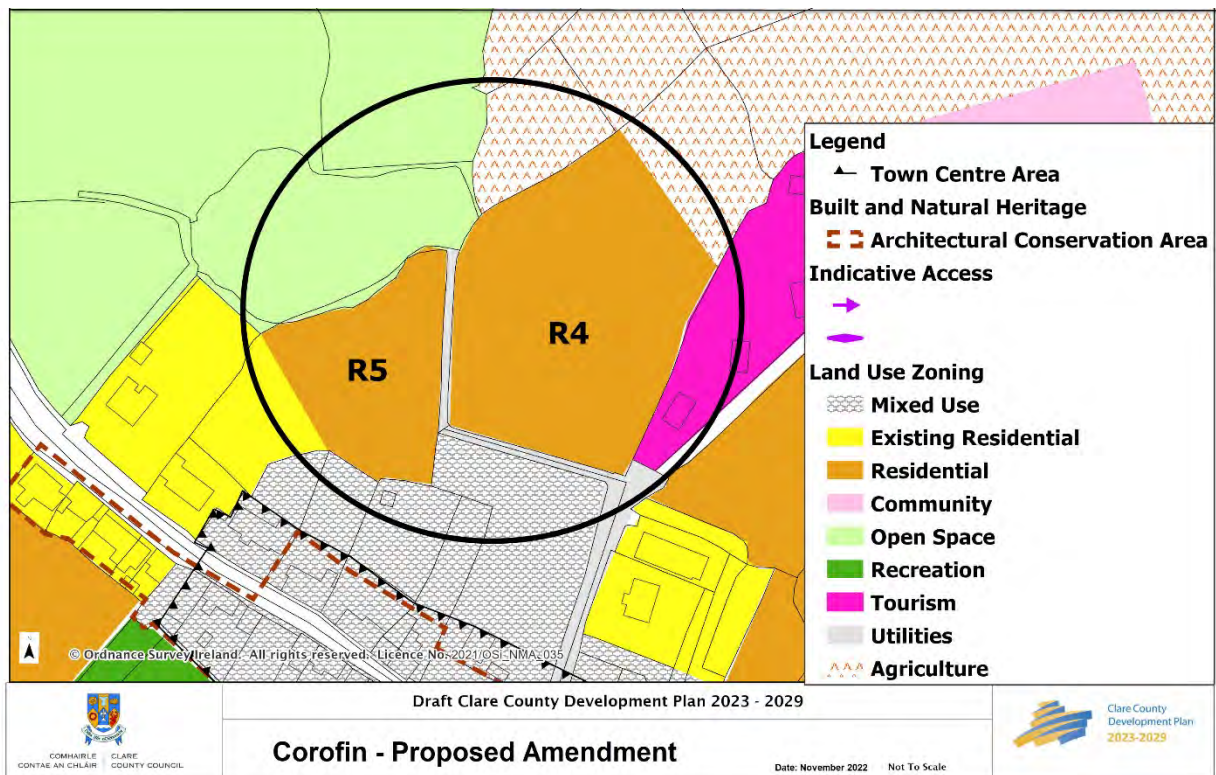
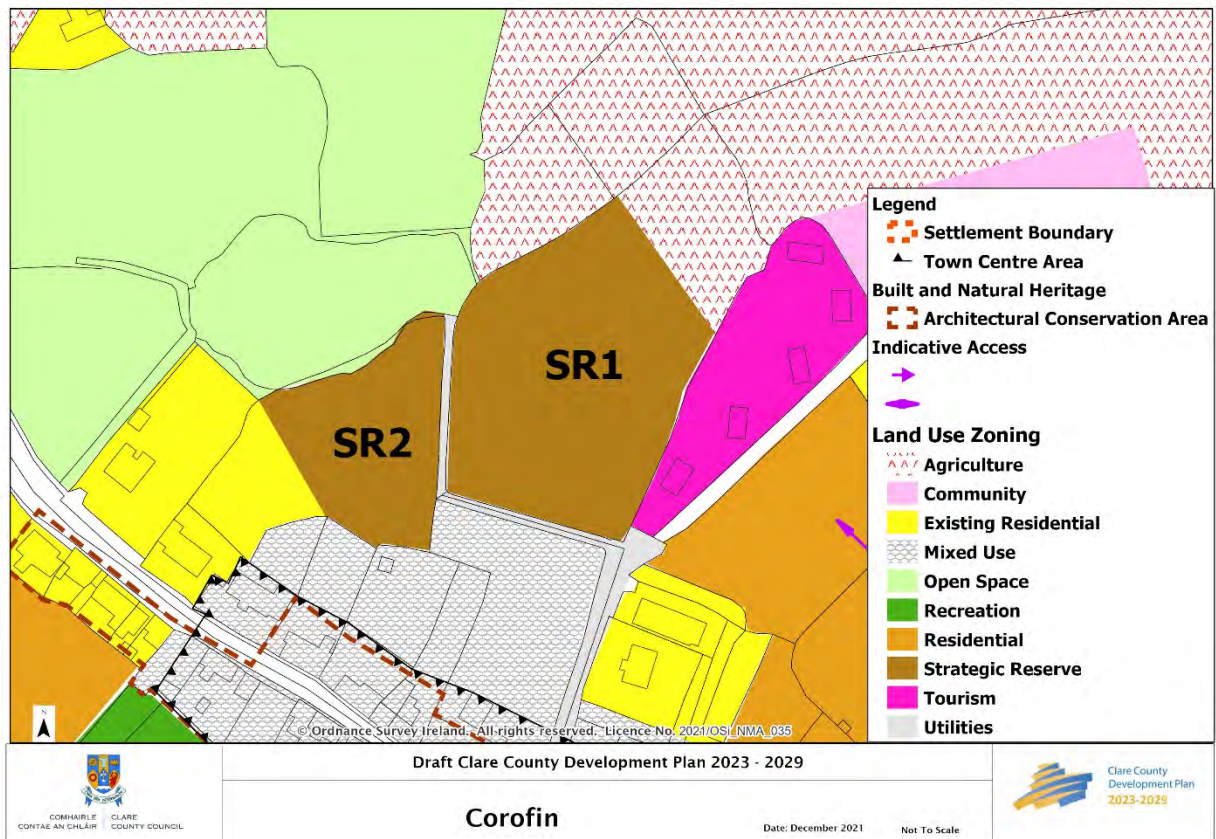
### **Map Note:**

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









## Doonbeg

### Location and Context

Doonbeg is a picturesque village situated on Doonbeg Bay on the Atlantic coast and is identified as a Large Village in the Settlement Hierarchy of this plan. The village is bisected by the Doonbeg River that flows into the bay. The village has an attractive main thoroughfare, with the historic castle (RPS 276) and lough forming a scenic backdrop. These scenic qualities give Doonbeg a high amenity value that has resulted in it becoming a popular tourist destination during the summer season. The village provides a range of services including shops, national school, post office, community centre, a number of public houses, bed and breakfasts, church and caravan park. Doonbeg has a thriving arts scene with an active drama group and jazz festival and yet the area has retained its significant village charm. The five-star Trump International Golf Links and Hotel, which attracts visitors from around the world is situated northeast of the village, adjacent to Doughmore Beach.

Doonbeg lies within a landscape of coastal farmland and dunes and sits in a relatively flat and open landscape. There are extensive views afforded of Doonbeg Bay on approach to the settlement, particularly from the west, which are an integral element of the character and setting of the village and as such should be safeguarded.

The strategy for Doonbeg is to ensure that the village maintains and increases its existing permanent population levels and services, and future growth is incremental and small scale in nature, relative and appropriate to its scale, size, and character.

The entire settlement of Doonbeg is located within the Doonbeg *Margaritifera margaritifera* (Freshwater Pearl Mussel (FPM)) Sensitive Area. While the current status of the FPM in this catchment is indicated as extant by the NPWS, recent studies have provided additional records which indicate that this population has in excess of 8,000 individual mussels placing it as a very important catchment in County Clare for this species. Therefore, any proposed development will need to take into consideration the potential negative effects on this species and its habitat.

Doonbeg Bay area is designated as a Special Area of Conservation (SAC) (Carrowmore Dunes SAC) and a Special Protection Area (SPA) (Mid Clare Coast SPA). Future development must ensure that there are no adverse effects on the conservation objectives of the SAC and SPA or on-site integrity, or the integrity of any other European site as a result of any proposed development. Accordingly, objectives relating to European sites and to appropriate assessment, in particular CDP Objective 3.1 will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.



Doonbeg is connected to the West Clare Regional Water Supply and by an existing public wastewater treatment plant which has some capacity and there are plans to increase the existing capacity, funded under Irish Water's Small Town and Villages Growth Programme 2020-2024.

### General Objectives

- To make provision for the sustainable growth of the village which will support existing services and encourage further expansion of the service base, whilst retaining its distinctive character.
- To provide for residential development to cater for the permanent population in the area.
- To ensure future development reflects the distinctive character of the area in terms of scale, design and location.
- To support the provision of traffic calming measures in Doonbeg.

### Employment and Enterprise

Doonbeg is located in proximity to areas identified as being suitable for wind energy development and to offshore test sites for pre-commercial wave energy devices. In this regard, there are opportunities for Doonbeg to play a key role in the future of County Clare as a low carbon economy and in supporting the marine renewable energy sector.

### Tourism

Located on the Wild Atlantic Way, Doonbeg is ideally placed to strengthen its economy based on tourism. The seasonal nature of tourism is both an opportunity and a challenge and is important to ensure that opportunities for the development of other forms of enterprise in the area are harnessed to ensure sustainable, year-round employment opportunities for the local community. Future developments on Tourism zoned lands shall provide for a range of uses, not only visitor accommodation, in order to ensure balanced growth which contributes to a year-round population in Doonbeg.

The development of the West Clare Railway Greenway along the former railway line as a proposed recreational route including a connectivity link to Doonbeg is supported in this Plan. The West Clare Railway Greenway will bring additional tourists to the village and provide opportunities to further grow the tourism offering in the village. Proposals to redevelop the former railway line will be subject to the requirements of the Habitats Directive.

It is an objective:

- To support the development of a diverse tourism product which offers the potential to expand the tourism season to provide year-round employment and economic activity.

- To support and facilitate farm-based/home-based/retail enterprises such as local and artisan produce, local arts and crafts and other small-scale employment opportunities in the village including the development of craft workshops at suitable locations.
- To prioritise the development of the West Clare Railway Greenway and linkage to Doonbeg village.
- To support the development of appropriate micro enterprises along the West Clare Railway Greenway route and links, subject to proper planning and sustainable development and the requirements of the Habitats Directive.

### **TOU 1 Tourism Lands**

Any future development on TOU1 should be sympathetic to the existing permanent residential use adjacent to this site and should be sympathetic to the permanent nature of this use.

### **TOU 2 Tourism Lands**

Future development proposals of all types on this site must be accompanied by a site-specific Flood Risk Assessment including delineation of Flood Zones, which take into account the joint probability of high tides and high river flows occurring simultaneously, in order to determine the suitability of the proposal and to establish appropriate finished floor levels. The addition of highly vulnerable development types (as identified in the “The Planning System and Flood Risk Management: Guidelines for Planning Authorities”) shall not be permitted in the delineated Flood Zones A or B. Development in Flood Zones A and B will be restricted to water compatible / less vulnerable uses respectively. The provision of a crossing point of the stream will be subject to a Section 50 consent from the OPW under the Arterial Drainage Act. Any future development proposals on TOU2 shall also have regard to the adjoining residential uses to the site.

### **Enterprise Lands**

ENT1 and ENT2 are designated for the development of enterprise and employment generating uses with a view to providing greater employment opportunities for residents of the village and the wider community. Access to future development taking place on these lands shall be located within the 50kph speed limit in the village.

### **Housing and Sustainable Communities**

Doonbeg offers a high-quality coastal environment in which to live. The village has a range of services but retains a significant village charm which attracts those seeking traditional village life. It is important to ensure that growth is balanced and contributes to a thriving village community that can support a range of services.

It is an objective:

- To support the development of facilities, amenities and services in the village that will cater for the needs of a range of users including current and future residents and will contribute to the sustainable development of the village into the future.
- To ensure future residential development in the village is for permanent occupation as opposed to holiday homes.

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

### **R1 South of the N67 on Eastern Side of the Village**

The site is located east of the village centre, bordered to the north by the N67. The development of the site for residential use will help to support the village centre and consolidate existing development on the eastern side of the village. Development on this site must be proportionate to the size and scale of the existing settlement. The site has the capacity to accommodate low density development providing dwellings for permanent occupancy. Proposals for development must incorporate high quality house design and layout including pedestrian and cycle permeability within the development and connectivity to the village centre. Any future development proposals on these lands must strictly adhere to the EPA Code of Practice for Waste Water Treatment Systems in order to ensure no significant long term effects on the Doonbeg River.

### **R2 and MU1 South of the N67**

These sites are centrally located in the village, south of Main Street. MU1 can be accessed directly from Main Street with the potential to access R2 through MU1. Both sites can be accessed from the local road that runs to the east. It is considered that there is an opportunity to provide for appropriate infill development on these sites whilst also helping to define the streetscape along Main Street and the local approach road to the east. Adequate pedestrian, cycling and vehicular access shall be required as part of any development proposals on these sites. ~~Any future development proposals on these lands must be strictly adhere to the EPA Code of Practise for Waste Water Treatment Systems in order to ensure no significant long term effects on the Doonbeg River~~ Future development proposals on the R2 site must also be accompanied by a site specific Flood Risk Assessment including delineation of Flood Zones, which take into account the joint probability of high tides and high river flows occurring simultaneously in order to determine appropriate finished floor levels.

### **R3 Southwest of the Village Centre**

These lands are located to the rear of an established residential area. Future proposals for development on this site must provide a mix of housing units to include independent living units for a variety of occupants in order to deliver more inclusive housing solutions within the community.



## Strategic Residential Reserve (SRR)

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

## Transport, Active Travel and Connectivity

In terms of public transport, Bus Eireann provide a regular bus service to and from Ennis and Kilkee and ~~Clare~~ TFI Local Link **Limerick Clare** also provide a daily service **Monday to Friday** to Ennis and Kilrush **through their R335 service. This stops four times a day in Doonbeg.** As well as providing a valuable and important connection to other service centres and areas of the County, these services also offer an alternative to the private car and encourages a modal shift to a more sustainable transport option.

In addition, the 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. Improved facilities for pedestrians such as footpath linkages between key elements of the village would encourage pedestrian movement and improve amenities in the area and complement Clare County Council's recent remediation and renewal of substantial sections of the public footpath network in Doonbeg village.

There is an existing 12km looped walk in the village which brings walkers on minor roads and bog tracks to the south of Doonbeg village and provides views of Doughmore Bay, Mattle Island and Mutton Island as well as Doonbeg River and Lough Doonbeg. The development of additional walking trails is supported including a coastal walk.

It is an objective:

- To support the development of a Cliff Walk from Quilty/Spanish Point to Doonbeg and on to Kilkee, which could become part of the wider Fáilte Ireland cliff walk initiative, including the Kilkee looped walk between Byrnes Head and Georges Head.

## Place Making and Regeneration

Doonbeg extends along the N67, and identifiable gateways are required on all approaches to the village which announce the village and calm traffic travelling through the village centre. While the open space around the river crossing effectively presents the river and lough to the passing public, the existence of Doonmore Pier close by on the coast is not apparent. The provision of wayfinding signage in the village to direct visitors to Doonmore Pier and Doonmore Castle is supported.

As with many towns and villages, integrating new suburban style housing with traditional urban forms presents difficulties. Care must be taken to keep road widths to their minimum sizes without routinely introducing setbacks. Access to zoned land should be from minor side roads in order to ensure the front roadside boundaries remain intact, for example on R1 lands identified above. Doonbeg is situated on the Wild Atlantic Way and the principles for place making on the Wild Atlantic Way are set out in Chapter 14, Volume 1 of this Plan.

## Open Space

The following areas are zoned for open space:

### OS1 Amenity Area on East Bank of Doonbeg River

This is an attractive amenity area in the centre of the village that has been improved over recent years. It is important that this area be protected and maintained.

### OS2 River Margin

This is an attractive landscaped area on the banks of the Doonbeg River with views of the castle to the west and Doonbeg Bay to the north. It is important that this area be protected and maintained.

### MAR1 Existing Pier and Harbour Area on Doonbeg Bay

This area is reserved for the future development of the pier and land-based facilities for the development of water-based commercial activities and for tourism and leisure uses. Funding was recently awarded under the Dept. of Agriculture's 2021 Fishery Harbour and Coastal Infrastructure Development Programme for upgrades to the pier including the provision of a floating ramp for easy access between the pier and the existing floating pontoon platform.

It is important that all development that takes place around the pier head area is sympathetic to its sensitive location around two Protected Structures Doonmore Castle (RPS 277) and Doonmore House (RPS 554) and is in accordance with the proper planning and development of the area. In addition, it is important that development proposals for water-based commercial activities are compatible with the tourism and leisure potential of the pier and harbour. The sensitive enhancement of the area to provide amenity for visitors is encouraged in the pier area.

Doonbeg Pier is in close proximity to an SAC where otter activity has been recorded and is within an SPA which is home to the Tree Sparrow, a rare species associated with the SPA although not annexed. Future development proposals must not impact on the favourable conservation status of the SAC and SPA. Any plan or project with the potential to impact on the SAC and/or SPA will be subject to screening for appropriate assessment and associated ecological assessments.

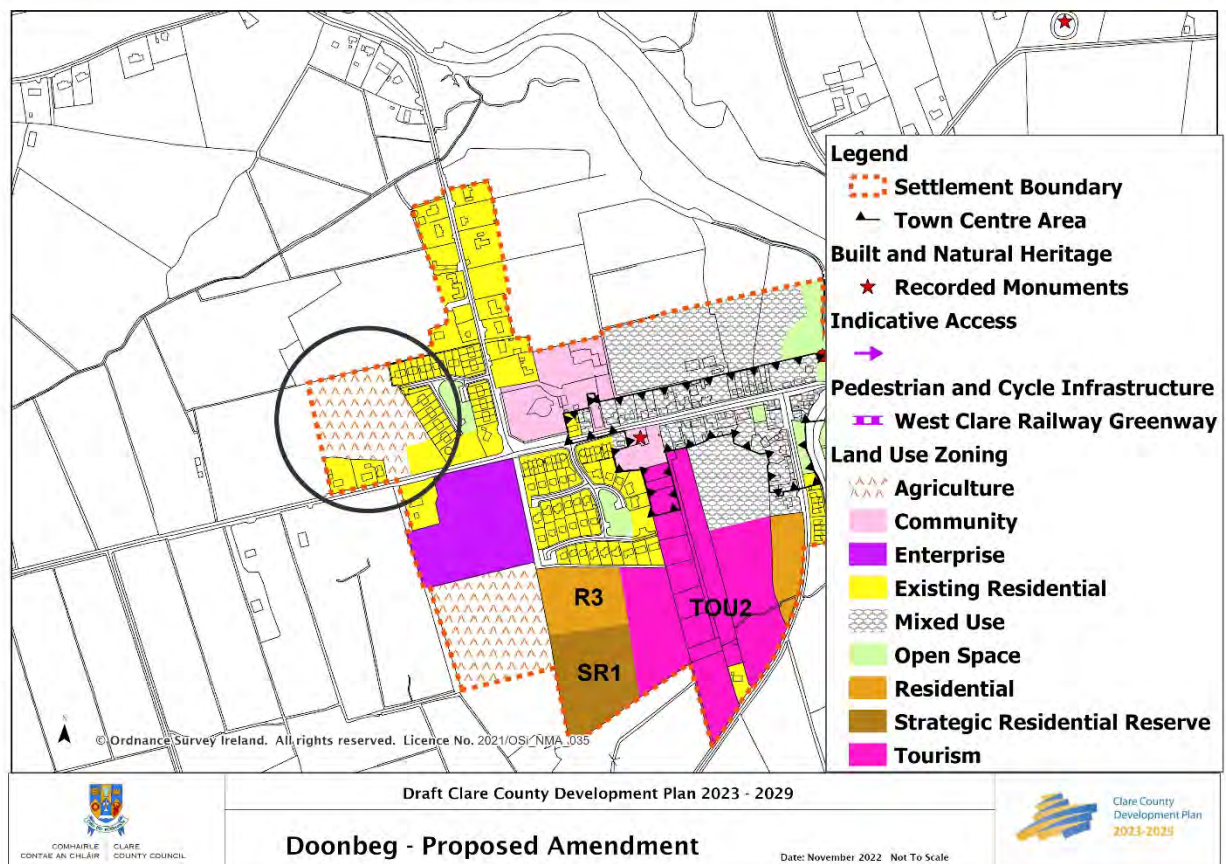
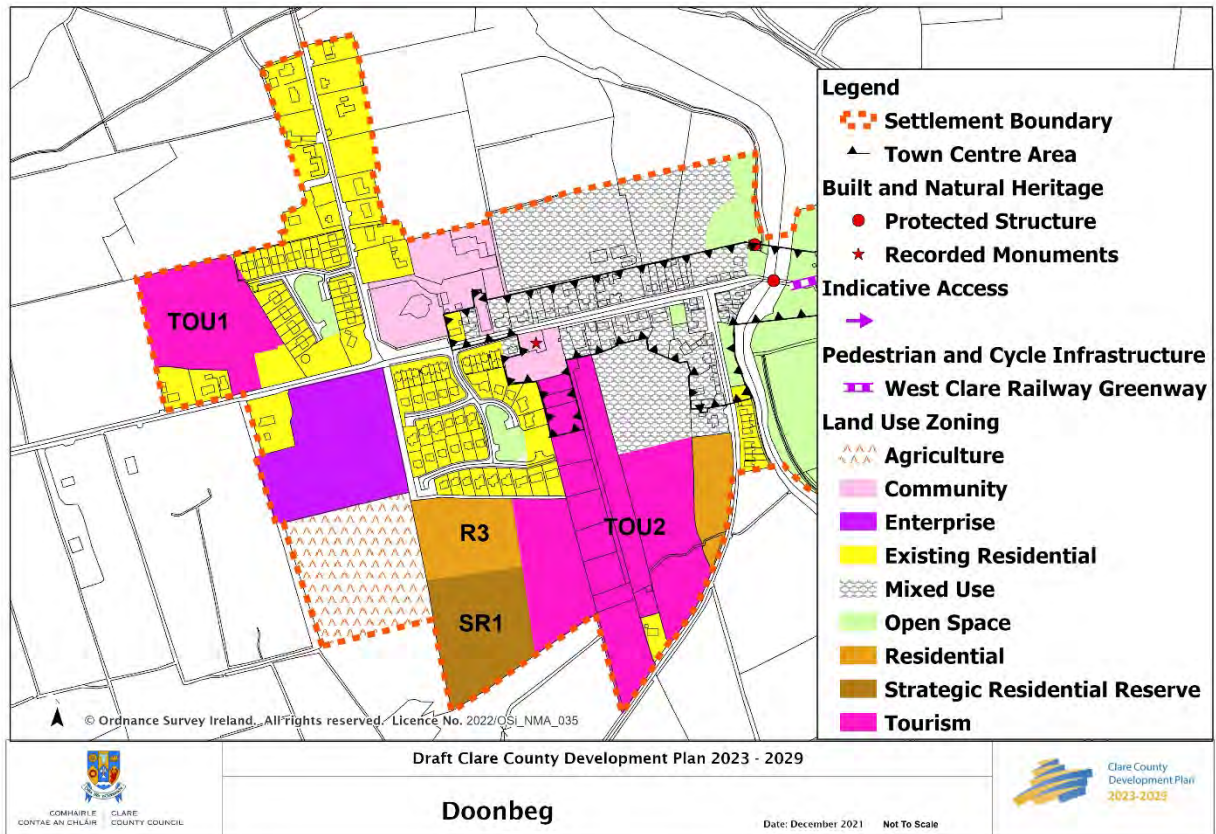
### Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that ~~flood risk related to redevelopment of lands within Flood Zone A and B can be managed through appropriate site layouts and building layouts, with a site-specific flood risk assessment to determine appropriate finished floor levels.~~ development on areas of Existing Residential which lie within Flood Zones A/B must be in accordance with Section 5.28 of the Flood Risk Management Guidelines.

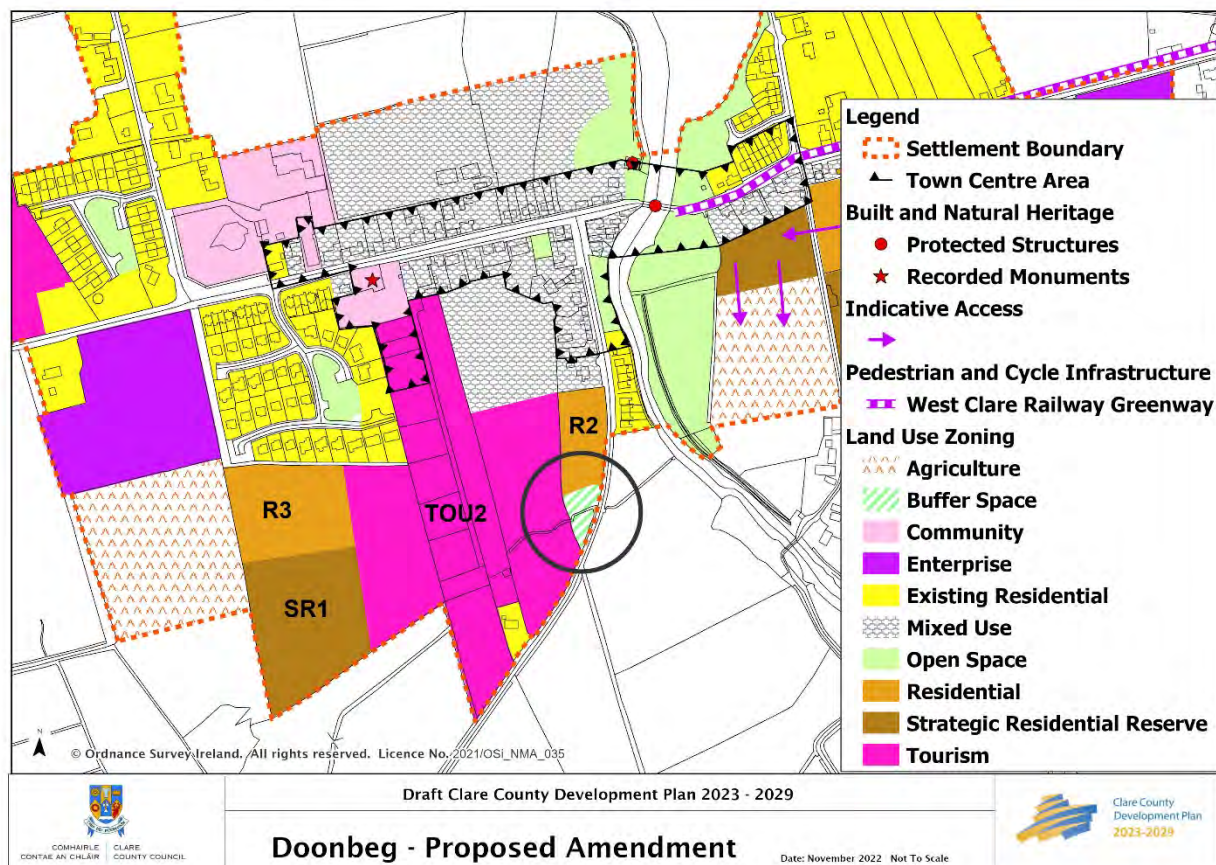
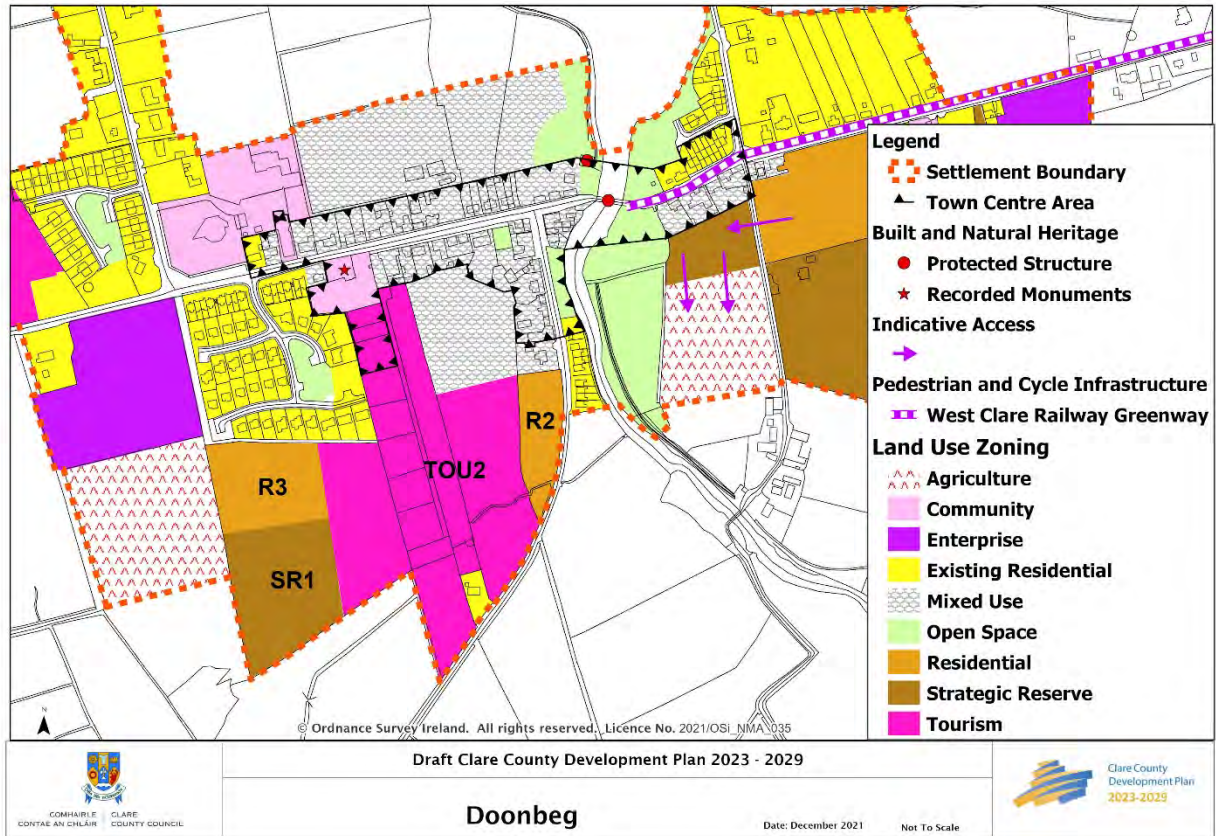
### **Map Note:**

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









## Inagh

### Location and Context

Inagh is situated on the main N85 national secondary route, between Ennis and Ennistymon. The village is identified as a Large Village in the Settlement Hierarchy of this plan. The village has grown on the western banks of the Inagh River and has an identifiable village centre. It has a number of services and facilities including a school, community centre, church and cemetery, shop, crèche, GAA club and a recycling centre. There is also a playground currently under construction in the village.

The strategy for Inagh is to provide for small scale, well designed residential, commercial and community developments which have regard to the character of the village. The strategy is to concentrate development to the west of the busy N85, providing for safe and improved pedestrian circulation within the settlement.

The Inagh River Estuary is a Special Area of Conservation. While the village of Inagh is not located in the SAC, it is situated upstream from the estuary. Any plan or project located within, adjacent to or which has the potential to impact on the integrity of an SAC or SPA, must be the subject of screening for appropriate assessment. Accordingly, objectives set out in Volume 1 of this Plan, relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

Water supply is sourced through the Inagh-Kilmaley Group Water Scheme. Inagh has a public wastewater treatment system with sufficient treatment capacity to serve the target population.

### General Objectives

- To facilitate and support the sustainable growth of the village to the west of the N85 which will support existing services and encourage further expansion of the service base.
- To provide for safe pedestrian and vehicular access and movement within the settlement.

### Employment and Enterprise

Inagh and the surrounding hinterland have developed a reputation for artisan food production and such enterprises are encouraged. A key priority will be to support community and social facilities in the village and to encourage indigenous enterprises and service provision.

In this regard, a new digital hub community facility is planned for the village which will be delivered through the Council's DigiClare initiative in line with the Clare Digital Strategy 2023, and is a collaboration between Clare County Council in partnership with Inagh Development



Ltd. The digital hub will be located within the former National School and will provide for remote working and hot desk facilities within the centre of the village. The aim in developing this facility is to stimulate the local economy by offering more flexible remote work options, reduced commuting levels and improved quality of life for the local community and potential future residents.

In order to further support enterprise development, the following lands are identified for commercial and mixed-use development:

### Commercial and Mixed Use Lands West of the N85

This area has been zoned with a view to establishing a mix of uses such as business, retail, or office uses as appropriate at this location. Retail and business uses will be encouraged at ground floor level with office or residential uses overhead. Developments solely for residential use will not normally be permitted. The Clare County Development Plan 2023-2029 Strategic Flood Risk Mapping SFRA shows that there is an identified flood risk associated with these lands. Accordingly, any planning applications made on these lands must be accompanied by a Site-specific Flood Risk Assessment.

### Housing and Sustainable Communities

The proximity of the settlement to Ennis and Ennistymon makes Inagh an attractive place to live for those who wish to have all the conveniences of a town nearby but experience country life and all it has to offer. It is important to ensure that growth is balanced and contributes to a thriving village community that can support a range of services.

#### R1 and R2 West of the village

These lands are situated in proximity to the village centre adjacent to established residential areas to the north and south. The church and associated car park are located immediately to the east. The site has the capacity to accommodate low density development and will reinforce the centre which has evolved around the school, shop, church, and community centre. An access road shall be provided within the site to provide for potential future access to the undeveloped lands to the north and west. ~~The EPA Code of Practise for Waste Water Treatment Systems must be strictly adhered to on these lands in order to ensure no significant long term effects on the Inagh River, impacts on the current status of the Inagh River and its objective of achieving good status under the Water Framework Directive.~~

#### Strategic Residential Reserve (SRR)

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

## Community Lands

Some small sections of the Community lands in Inagh are located within Flood Zone A. Any potential development on these lands within areas identified as Flood Zone A must apply the sequential approach, avoid highly vulnerable land uses and must submit a site-specific flood risk assessment with any planning application.

## Transport, Active Travel and Connectivity

In terms of public transport, Bus Eireann provides regular bus services to and from Ennis and Galway City and Clare Bus also provides a daily service to Ennis. These services have the potential to provide an alternative to the private car for residents and visitors and encourage a modal shift to a more sustainable transport option.

In addition, the 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. Improved facilities for pedestrians such as footpath linkages between key elements of the village would encourage pedestrian movement and improve amenities in the area.

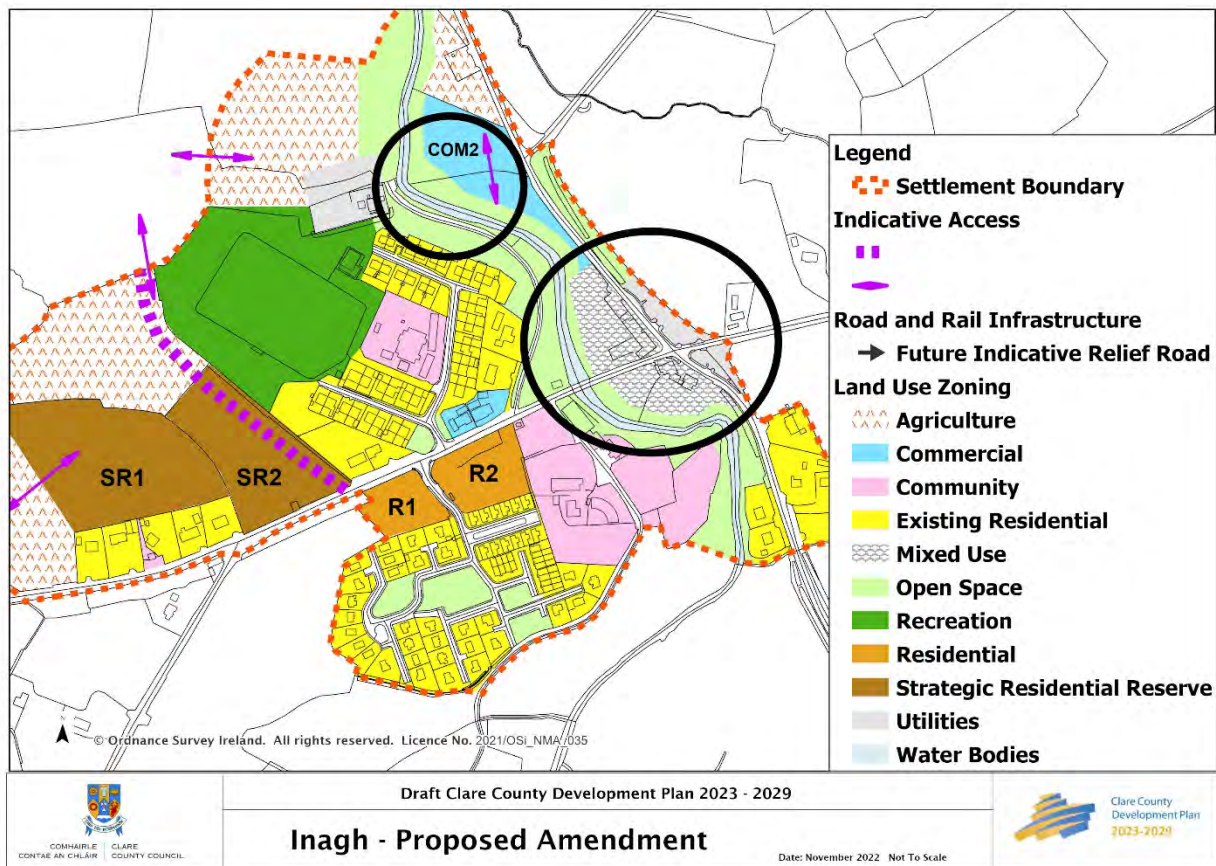
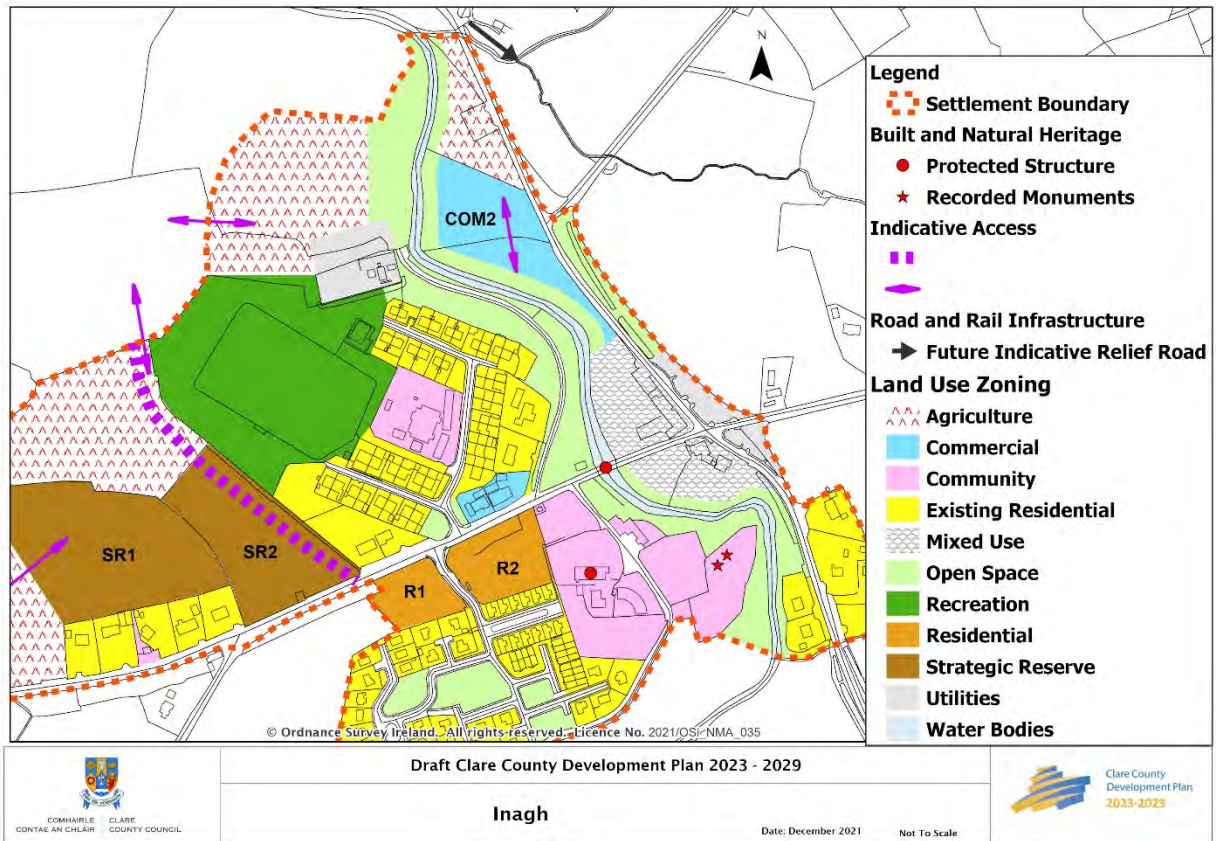
## Place Making and Amenity

The most frequently seen part of Inagh is the N85 junction with the R460. Effective gateways are needed on the northern and southern approaches to the village to announce the village and to calm traffic travelling through. Signage is needed to introduce the village centre which is hidden from this junction, and vertical definition is needed along the Miltown Malbay Road. Existing trees on the south side of the R464 should be protected and supplemented by a further single or double row along the roadside boundary of lands zoned for Residential development. Access to these lands should be provided from the entry road to Annaghduin estate to ensure the main roadside boundaries remain intact.

## ~~Flooding and Flood Risk~~

### ~~Commercial and Mixed Use Zoning, Lahinch Road (N85)~~

~~The Strategic Flood Risk Assessment Volume 10(c) of this Plan advises that a site-specific FRA will be required as part of any planning application relating to commercial and mixed use zoning lands fronting the N85. Risk could be largely managed by locating buildings within Flood Zone C and ensuring finished floor levels are appropriate. Should site levels change, it will need to be demonstrated that this will not increase risk elsewhere.~~





## Mullagh

### Location and Context

Mullagh takes its name from 'mullach', meaning the top, summit, head or ridge on which the village stands and is located only a short distance southeast of Quilty.

The village lies within an area characterised as coastal farmland and dunes and due to its elevated nature, situated on a ridge, the views northwards of the surrounding flat landscape are extensive to Quilty in the north and the Atlantic Ocean beyond. The surrounding landscape consists of relatively flat or rolling countryside with few trees.

The facilities in Mullagh include a public house, community centre, church, primary school, and sports field. There is an existing public footpath in the village which provides pedestrian connectivity between existing residences and the village core and community facilities such as the church, sports field and national school.

Water is provided by the West Clare Regional Water Supply and the village is currently connected to the Quilty Wastewater Treatment System.

### General Objectives:

- To support and encourage further growth and regeneration of the village centre, whilst protecting the distinctive character of the village through sympathetic design and siting of development.
- To consolidate and renovate the existing buildings, in particular along the main street, and to encourage the further development of retail and commercial services in the village core.
- To make provision for the tourism related developments in the village.

### Employment and Enterprise

Mullagh's proximity to Miltown Malbay, Quilty and Spanish Point can be harnessed to promote the economic development of the village. Mullagh and Quilty have the advantage of being fully serviced settlements which will give them the competitive edge in attracting investment and enabling them to accommodate a mix of uses to complement the high-quality school and sports facilities already in place in the village.

### Tourism

The popularity of the nearby tourist areas such as Quilty, Spanish Point, Miltown Malbay and Doonbeg is likely to continue to generate demand for holiday accommodation in Mullagh. The village is located c.1.5km east of the Wild Atlantic Way and has the potential to capitalise

on this demand to a greater extent and provision has been made within the village to facilitate this.

### **TOU1 Large Backland Site South of the Main Street**

TOU1 is a large greenfield site located to the rear of the main street and rises gradually from the road to the southern boundary. It is considered that this zoning will make provision for tourism related development that will bring people and economic activity to the area in a sustainable manner. The zoned area shall require a masterplan outlining a development strategy that has regard to relevant policies and available infrastructure.

### **Housing and Sustainable Communities**

While there is demand for holiday accommodation in the vicinity, it is important to ensure that future development is balanced and provides for permanent accommodation thus contributing to a thriving village community which can support a range of services, whilst retaining its distinctive village character.

### **R1 West of the Village opposite the Community Hall**

This is a greenfield site located on the western edge of the village opposite the community hall and adjacent to Finuremore Park estate. The land rises gradually from the roadside to the southern field boundary. Any new development shall have respect for the visual elements and character of the settlement with regard to layout, design etc. This site has the capacity to accommodate an in-depth development of permanent residential units to provide for local population growth. It would also allow for the natural extension to the existing housing development. Development must be reflective of the scale of the existing settlement and its target population. Access shall be restricted to a single access point. The mature trees bordering the site must be retained as part of any development proposals in the area.

### **R3 East of the Village**

This is a greenfield site located on the eastern edge of the village. Future development in the village, including on these lands, must take account of and protect the overall distinctive village character and amenity through compliance with the relevant policies of this plan and objectives development/control measures, e.g. sympathetic design and siting of appropriate development.

The lands have the potential to impact on the Mid Clare Coast SPA and Carrowmore Point to Spanish Point & Islands SAC. Any future development proposals shall include mitigation to protect water quality (construction and operation), Freshwater pearl mussel, birds and habitats, in line with NIR Mitigation 2, 3 and 4a set out in Volume 10a of the Plan.

### Strategic Residential Reserve (SRR)

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

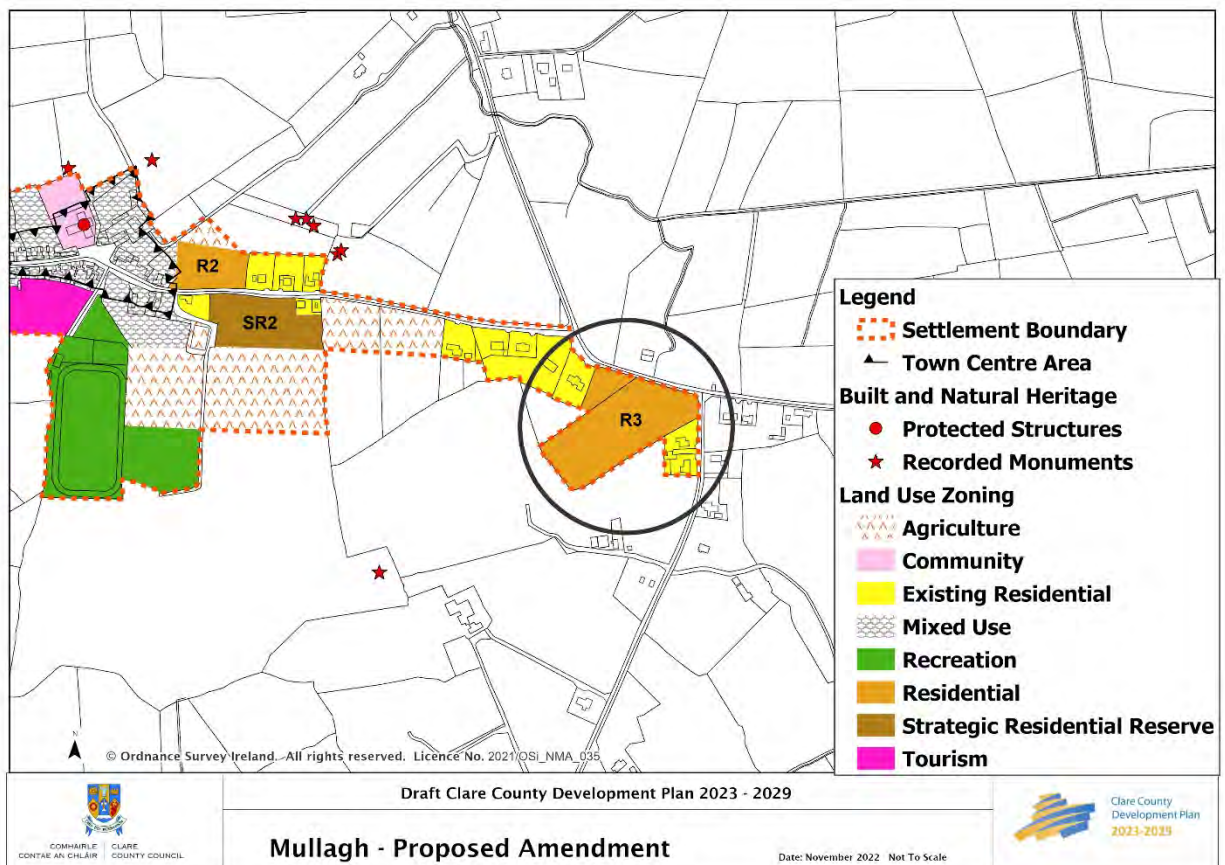
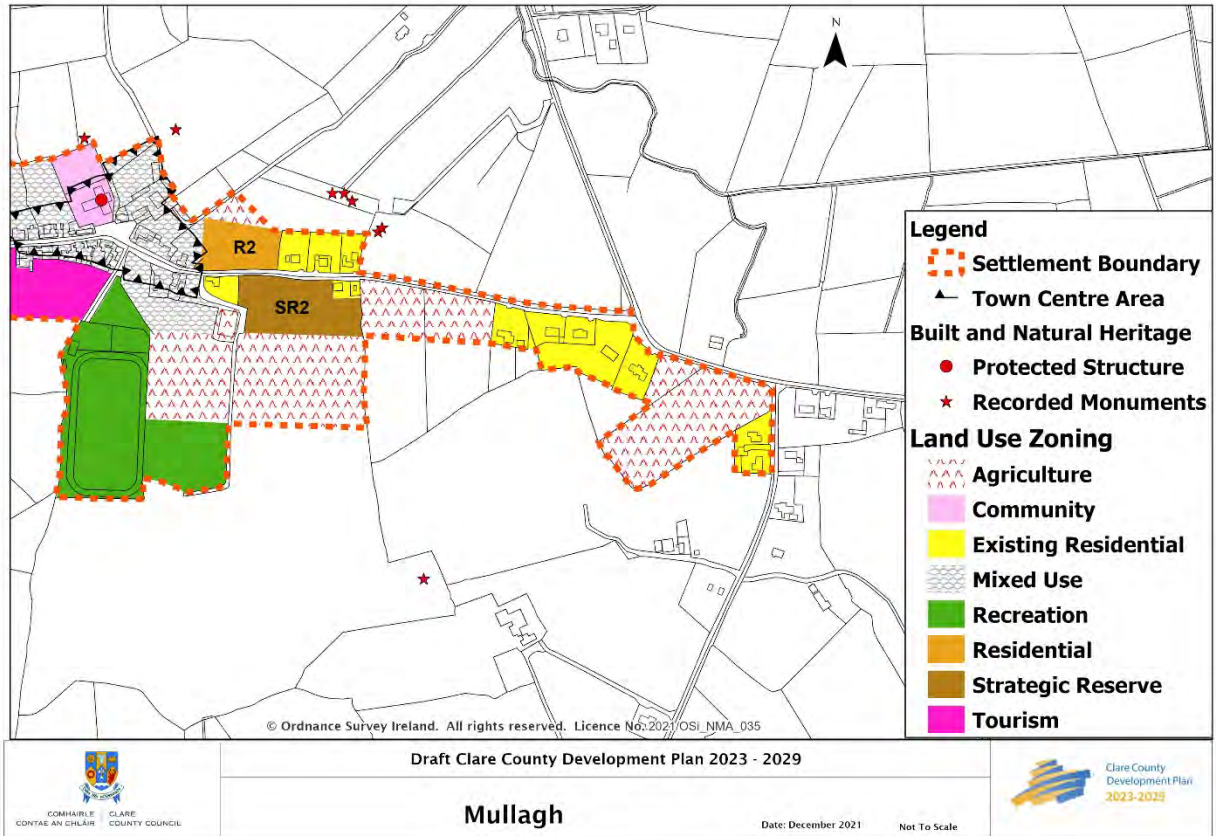
### Place Making and Regeneration

There is potential for the enhancement of the public realm and creating more attractive spaces. Within the village, spaces are more attractive where a building or boundary wall defines the limit of private property facing the public street. The use of medium to darker hue colours on painted boundary walls may stay fresh for longer and it is not always necessary for the house colour to match the boundary colour. The undefined margin or set back areas look untidy as the surfaces can be damaged by vehicle parking. There is scope for a suitable gateway feature on the triangle of grass at the intersection entering the village from the east.

There is a derelict cottage in the village centre which has been enhanced by painting the building and the provision of stone features and planting on the site. The incorporation of green features into public realm and other developments as well as the greening of public spaces will also enhance the overall amenity of the village and help to mitigate against climate change.

The redevelopment of the derelict and vacant buildings on the main street will be supported in order to revitalise the village centre and strengthen its existing character and service base.





## Quilty

### Location and Context

Quilty is a traditional fishing village located on the main N67 coast road on the Wild Atlantic Way. It is situated to the north of Doonbeg and south of Miltown Malbay. The focus of activity is around the junction at the village centre where the main services, including a public house/restaurant, supermarket, post office, credit union, hair and beauty salon are located. The National School is located south of the village centre and there is a filling station and tyre centre nearby.

The fishing pier located at Seafield plays an important role in the local economy and tourist product and has potential to strengthen this role in the future. The expansive beaches at Seafield with views towards Doonbeg to the south, offer plenty of opportunity for swimming, walking, seasonal bird watching and painting. The GAA pitch is located within the settlement and plays an important role in the social fabric of the village.

Quilty is located in a Heritage Landscape, as designated by the Clare County Development Plan 2023-2029 (CDP). Therefore, development in the area must have due cognisance of the Heritage Landscape policy and objectives in the CDP.

The village is connected to the West Clare Regional Water Supply. The village is served by the Quilty/Mullagh Sewerage Scheme which has design capacity sufficient to cater for the current load to the plant and future development over the period of the plan.

The village of Quilty adjoins Carrowmore Point to Spanish Point and the Islands SAC and Mid Clare Coast SPA. Future development must ensure that there are no adverse effects on the conservation objectives of the SAC or SPA or on the site integrity, or the integrity of any other European site as a result of any proposed development. Accordingly, objectives set out in Volume 1 of this Plan, relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

### General Objectives:

- To make provision for the sustainable growth of the village which will support existing services and encourage further expansion of the service base, whilst retaining its distinctive character.
- To ensure that future development reflects the distinctive character of the area in terms of scale, design and location.
- To support the community in the provision of a suitably sited playground to serve the village.

- To support and facilitate the development of the West Clare Railway Greenway the route from Kilkee to Spanish Point via Quilty and Doonbeg, as well as supporting infrastructure and services.
- To continue to examine the feasibility of providing a cliff walk from Quilty/Spanish Point to Doonbeg and Kilkee, subject to screening for appropriate assessment.
- To support the provision of signage for viewing spots over the lifetime of this Plan.
- To support the development of a settlement network along the Wild Atlantic Way including Quilty along with Doonbeg. Spanish Point and Miltown Malbay, to assist collaborative projects and the sharing of assets and strengths including developing its economic and tourism potential as a stopping point on this route.

### Employment and Enterprise

Quilty's economic activity is centred on tourism, fishing, and farming and, more recently, on its location on the Wild Atlantic Way. In order to promote economic activity in the village itself it is an objective:

- To promote economic and service development in the village and to encourage the redevelopment of existing buildings for these purposes, particularly the redevelopment of vacant buildings in the village core.

### Tourism

Tourism has become increasingly important to the village and, like other coastal tourist areas, Quilty experiences an influx of visitors during the summer months visiting the nearby beaches and harbour at Seafield. Due to the attractive location of Quilty as a tourist destination, the village has expanded significantly along the coast road to Seafield and Tromracastle. Holiday homes and second homes are a major feature along this road.

As well as serving the local community, The Star of the Sea Church, which is a Protected Structure (RPS 097) also attracts visitors curious about its history and architecture. As a result, the church is a popular choice for wedding ceremonies for locals and visitors alike who can appreciate views northwards towards the Cliffs of Moher and southwards towards Doonbeg from the church grounds.

Other tourist attractions in the area include the existing line of the West Clare Railway which has potential for walking and cycling.

Quilty is ideally located on the Wild Atlantic Way which affords significant opportunities to maximise tourism assets in the village and to develop additional facilities and services for visitors in tandem with other key settlements along this tourist route.

It is an objective:



- To facilitate the development of a diverse tourism product that will harness the advantage of Quilty's location on the Wild Atlantic Way and which offers potential to expand the tourism season to provide year-round employment and economic activity, subject to the requirements of the Habitats Directive.

### **TOU1 Northern Edge of the Village**

This site is located on the northern edge of the village, but also directly adjacent to the village centre. The zoned area shall require a masterplan outlining a development strategy that has regard to the policies in Volume 1 of this Plan. A limited form of holiday home accommodation may be provided as part of an overall tourism product on the site. Any development as part of TOU1 should provide for the development of the West Clare Railway line as a recreational route through the site. Development proposals on these lands must be mindful of the traditional coastal/rural character that is a dominant feature of the settlement. Development on this site must reflect both the scale and traditional character of the existing settlement.

### **TOU2 West of the Village**

The caravan park to the south of the school is served by an on-site treatment plant this plant should be operated in line with the EPA Code of Practice for Waste Water treatment systems at all times.

### **Housing and Sustainable Communities**

Quilty's coastal setting with panoramic views towards Spanish Point to the north and Doonbeg to the south makes it a most attractive place to live in West Clare.

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

### **R1 and SR2 South of the Village**

Development on these lands must be reflective of the scale of the existing settlement and its target population. Siting, scale and design shall be of a high standard. The corridor of the West Clare Railway line shall be preserved.

### **R2 and SR1 North East of the Village**

This is a greenfield site to the northeast of the village, which can provide for low density residential development in keeping with the dispersed development pattern of the area. The site is visible from the northern approach to the village and therefore high standards of siting, design and layout will be required of any development proposals on the site.

Layout for a housing scheme shall prioritise:

- a) a well-designed and defined boundary to the road with one entry point,

- b) house positions within the site shall be orientated to take account of key considerations such as solar gain, shelter, views to and from the site etc. and
- (c) a shelter belt along the north/south boundary.

### Strategic Residential Reserve (SRR)

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

### Transport, Active Travel and Connectivity

Bus Eireann and TFI Local Link Limerick Clare provide a valuable bus service to Quilty. TFI Local Link Limerick Clare provide a daily service from Monday to Friday to Ennis and Kilrush through the R335 service. This stops twice a day in Quilty. This service provides an alternative to the private car for residents and visitors and encourages a modal shift to a more sustainable transport option.

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, including the development of the West Clare Railway Greenway and the provision of a cliff walk from Quilty to Doonbeg, subject to screening for appropriate assessment.

### Place Making and Regeneration

Like many settlements on the west coast the approaches to Quilty are straight roads with low earth and stone embankments. This openness encourages speed so identified gateways are needed as a traffic calming measure. This will have the dual advantage of slowing traffic on the approach to the village and providing a sense of arrival at Quilty. The arrival gateways should be designed using 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). Shelter belt type planting at right angles to the road could create some enclosure.

Road edges and boundaries within the village would generally benefit from some effective definition. Given its location on the Wild Atlantic Way, particular care is required to properly define boundaries to the N67 and on local roads when new developments are being designed. On the main street many of the buildings have completely open front areas and while this facilitates vehicle movements it is not balanced for pedestrian safety and the undefined surface is unsightly.

Vacant properties in the village need to be improved and encouraged to be brought back into active use where possible to contribute to the overall regeneration of the village.

Quilty is situated on the Wild Atlantic Way and the principles for place making specific to the Wild Atlantic Way are set out in Chapter 15, Volume 1 of this Plan.

### Coastal Erosion - Beach North of Quilty

It is noted that the coast to the north of the village, in the vicinity of Emlagh Point and the beach at Cossaunagh, is subject to coastal erosion. The rate of erosion is relatively modest, eroding approximately 1 metre every 3-4 years. A small section of rock armour has been put in place to protect the adjoining N67. Proposals for development in this area must be set back at a sufficient distance from the coast to allow for the natural retreat of the coastline and to ensure that the development will not be undermined by erosion in the future.

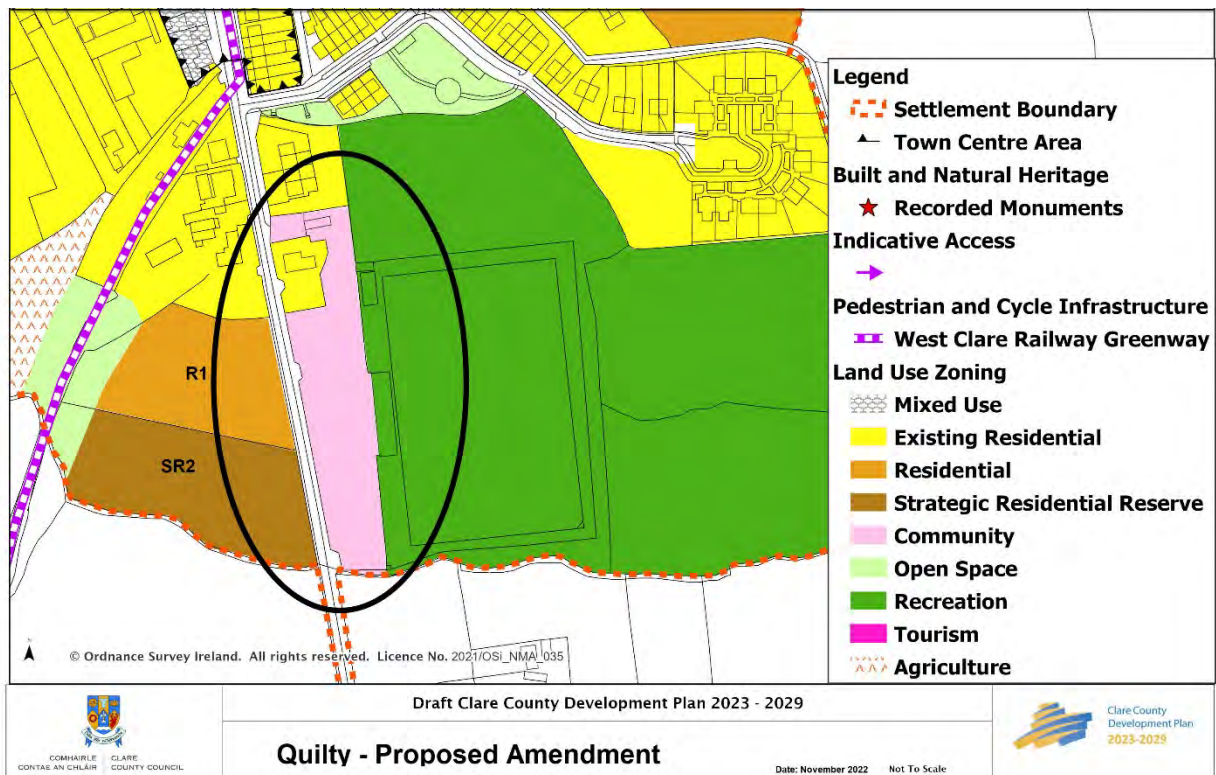
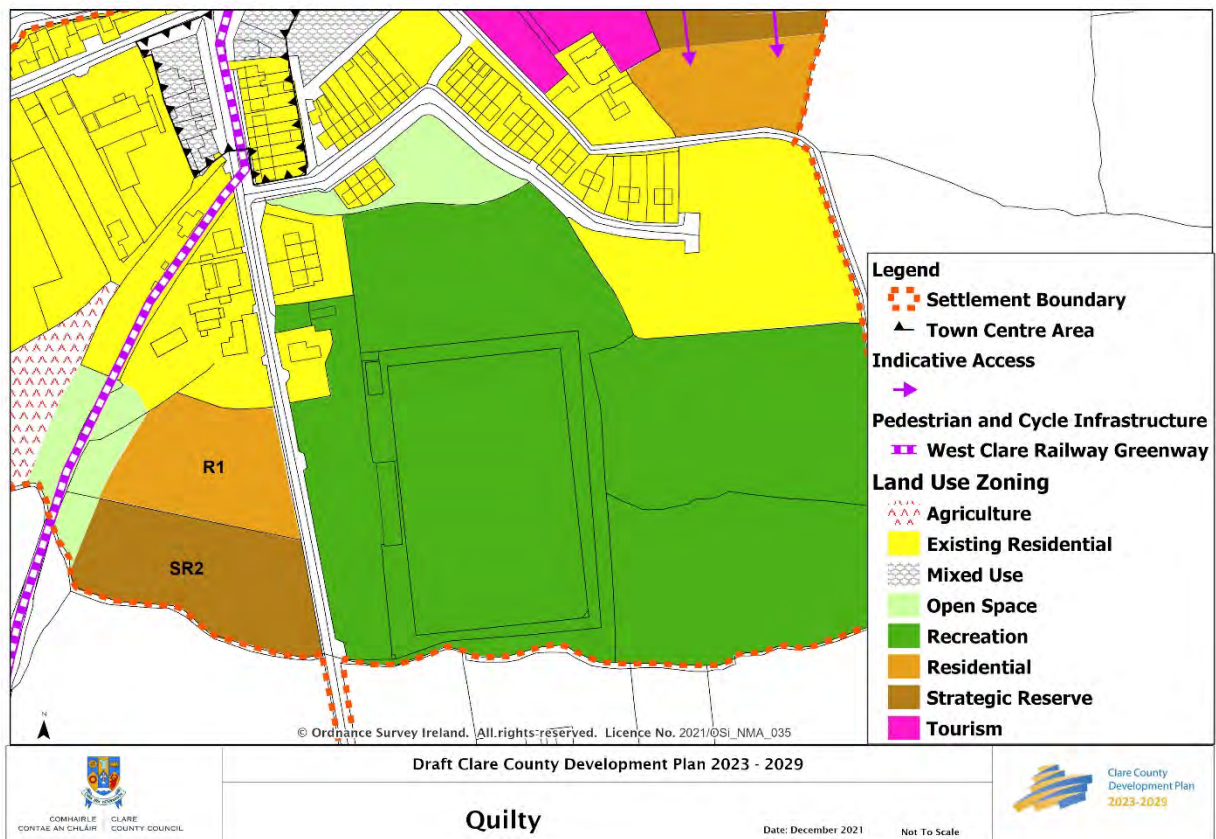
### Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that a coastal protection scheme is underway which will provide some protection to Quilty, although there will be no defined standard of protection. A strategic coastal erosion plan will also be developed. New/extensive redevelopment of the town centre will be considered premature until the findings of this assessment are available. Redevelopment/refurbishment of existing properties should take into account historical flooding and should seek to minimise flood risk through building resilience measures. **Development in areas of Existing Residential lying within Flood Zones A/B should be in accordance with Section 5.28 of the Flood Risk Management Guidelines.**

### **Map Note:**

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





## Liscannor

### Location and Context

Liscannor is an attractive coastal village situated on the north shore of Liscannor Bay on the Wild Atlantic Way. It is identified as a Large Village in the Settlement Hierarchy of this plan and it is located on the main route (R478) between Lahinch and the iconic Cliffs of Moher. The village has an operational harbour from which fishing boats and pleasure boats operate. It also has a church, national school, community centre, service station and shop, public houses and visitor accommodation including a hotel. In addition to the fishing activity in the village, tourism has grown considerably over recent years. The Cliffs of Moher Coastal Walk takes walkers from Hags Head outside Liscannor village along by the world-famous Cliffs of Moher and into the village of Doolin. The village is also known for its maritime history and is associated with John Holland, who developed the first submarine to be formally commissioned by the U.S. Navy in 1900.

Growth in tourism is also evident by the increase in the number of holiday homes in the village. As with the larger seaside resorts, Liscannor experiences a significant increase in population during the peak holiday months which can place a considerable strain on the village infrastructure.

The village is connected to the Ennistymon Public Water Supply. There is a public wastewater network in Liscannor and a project is underway to construct a WWTP, which a planned upgrade to this will provide sufficient capacity to meet the needs of the target population over the plan period. The proposed upgrade is due to be completed in 2022 2023.

Any future residential development, commercial or employment generating development should be subject to the provision of a public sewerage scheme given the proximity to Liscannor Bay and the Inagh River Estuary SAC to the west and the impacts on water quality in line with the requirements of the Water Framework Directive. Accordingly, objectives set out in Volume 1 of the Plan relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

### General Objectives

- To consolidate the existing village, support the tourism industry in the area and encourage the development of a range of amenities and services for both permanent residents and visitors to the area.
- 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 encourage proposals for suitably scaled and appropriate commercial or employment-generating development.
- To support the provision of infrastructure to allow for future growth.
- To provide for residential development to cater for a permanent population in the area.

### Employment and Enterprise

Located on the main route (R478) between Lahinch and the iconic Cliffs of Moher, tourism plays a key role in the economy of Liscannor and this is evident in the activity and vibrancy of the village. Fishing is also an important industry, supplying surrounding restaurants with top quality seafood.

Located on the Wild Atlantic Way Liscannor is ideally placed to strengthen its economy based on tourism activity. However, the seasonal nature of tourism is both an opportunity and a challenge. It is important to ensure that opportunities for the development of other forms of enterprise in the area are harnessed to ensure sustainable, year-round employment opportunities for the local community.

It is an objective:

- To make provision for the development of tourism and leisure activities in Liscannor, and to take advantage of the opportunities presented by its coastal location and harbour area and its association with the broader tourism product of North Clare, in particular the Cliffs of Moher and associated cliff walk.
- To support the development of a diverse tourism product which offers the potential to expand the tourism season to provide year-round employment and economic activity.
- To support and facilitate farm-based/home-based/retail enterprises such as local and artisan produce, local arts and crafts and other small-scale employment opportunities in the village including the development of craft workshops at suitable locations.

### TOU5 Tourism Lands

The site has been zoned for tourism use to accommodate the development of a camping and/or 'glamping' site and facilities for campervans and touring caravans. The use of the site for the development of holiday homes or permanent mobile home bays shall not be permitted. Direct pedestrian linkage to Holland Drive must be provided as part of any future development on the site.

The zoning of this site for the development of a camping and campervan site does not prohibit a development of the same nature from locating at an alternative suitable site in the village.



## Housing and Sustainable Communities

Liscannor's beautiful location north of Lahinch and its proximity to all the amenities and activities associated with the coastline makes it a very attractive place to live. It is also located only a short distance from Ennistymon, the main Service Town where a range of services, schools and shops are available.

Liscannor has experienced a significant amount of development pressure in recent years, primarily in the form of holiday home development. It is therefore important to ensure future development is balanced and contributes to a thriving village community which can support a range of services which are viable year-round, whilst retaining its distinctive village character. Future residential development shall be for permanent occupation only.

### R2 Rear of Church and Community Centre

This site is located to the south of Main Street, at the rear of the church and community centre. The southern boundary of the site is defined by the access road to Holland Drive housing estate and the western boundary is defined by Holland Street. There are undeveloped lands to the east zoned as Strategic Residential Reserve SR2.

The site is located in close proximity to the school, church and community centre and is within walking distance of the shops and services on Main Street. Development of the site will contribute to the consolidation of the village centre and reinforce the vitality and viability of the village centre. Proposals for low density development for permanent occupancy only will be considered on the site. Full account should be taken of the landscape and visual amenity of the area including its coastal and seascape settings, and the enhancement/maintenance of the coastal streetscapes through quality architectural design.

A masterplan shall be prepared prior to the submission of any planning application demonstrating an integrated approach to development of this site.

### R3 Lands to the north of Main Street

This site is located to the rear and north of existing development in the village centre and is located within walking distance of the amenities and services on Main Street.

Proposals for permanent occupancy residential development only will be considered on the site. Full account should be taken of the landscape and visual amenity of the area including its coastal and seascape settings, and the enhancement/maintenance of the coastal streetscapes through quality architectural design.

A masterplan shall be prepared prior to the submission of any planning application demonstrating an integrated approach to the development of this site. Safe pedestrian connectivity to the main street and village centre shall be provided as part of any future development on the lands.

The lands have the potential to impact on the River Inagh SAC. Any future development proposals shall include mitigation to protect water quality (construction and operation) in line with NIR Mitigation 4a set out in Volume 10a of the Plan.

#### **R4 Lands to the south of Main Street**

This area of land is located to the south of Main Street, at the rear of the houses at Holland Court. The southern boundary of the site is defined by the access road to Holland Drive housing estate and the western boundary is defined by Holland Street. The site is located in close proximity to the school, church and community centre and is within walking distance of the shops and services on Main Street.

Development of the site will contribute to the consolidation of the village centre and reinforce the vitality and viability of the village centre. Proposals for permanent occupancy residential development only will be favourably considered on the site. Full account should be taken of the landscape and visual amenity, i.e. coastal and seascape settings, and the enhancement/maintenance of the coastal streetscapes through quality architectural design.

Any proposed development must be sensitive to the landscape and shall take account of access to lands to the west. Provision must be made for safe pedestrian links and cycleways within the development and connectivity with the village centre.

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

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

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

In terms of public transport, Bus Eireann provides a regular bus service to and from Galway City, Ennis and Kilrush. These existing services have the potential to provide an alternative to the private car for residents and visitors and encourage a modal shift to a more sustainable transport option.

In addition, the 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. For example, the continued development of the Cliffs of Moher Coastal Walk which recently received funding under the Outdoor Recreation Infrastructure Scheme (ORIS) designed to support the enhancement of recreational amenities such as mountain trails and forest walks, beaches, rivers, lakes, blueways and greenways. Improved facilities for

pedestrians such as footpath linkages between key elements of the village would also encourage pedestrian movement and improve amenities in the area.

### Place Making and Regeneration

Liscannor extends along the R478 and effective gateways are required on all approaches to the village to announce the entry point to the village. Attention to the treatment of verges and setbacks to help calm traffic travelling through the village centre and the enhancement of the sense of place are also required. Traditional front boundary treatment of stone walls with simple white plastered 'bellmouth' is a very attractive local feature which also enhances sense of place and should be retained.

Large undefined forecourt areas such as that outside Vaughan's Pub and Restaurant would benefit from some enclosure by tree planting while still retaining the existing parking spaces. There are a number of vacant and underutilised buildings that detract from the overall character of the village, and the plan supports the redevelopment or alternative use of such buildings in order to bring them back into active use.

The centre of the village of Liscannor 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 as per Objective CDP 16.1 of this plan (Vol.1).

Liscannor is located on the Wild Atlantic Way and the principles for place making on the Wild Atlantic Way are set out in Chapter 16 Volume 1 of this Plan.

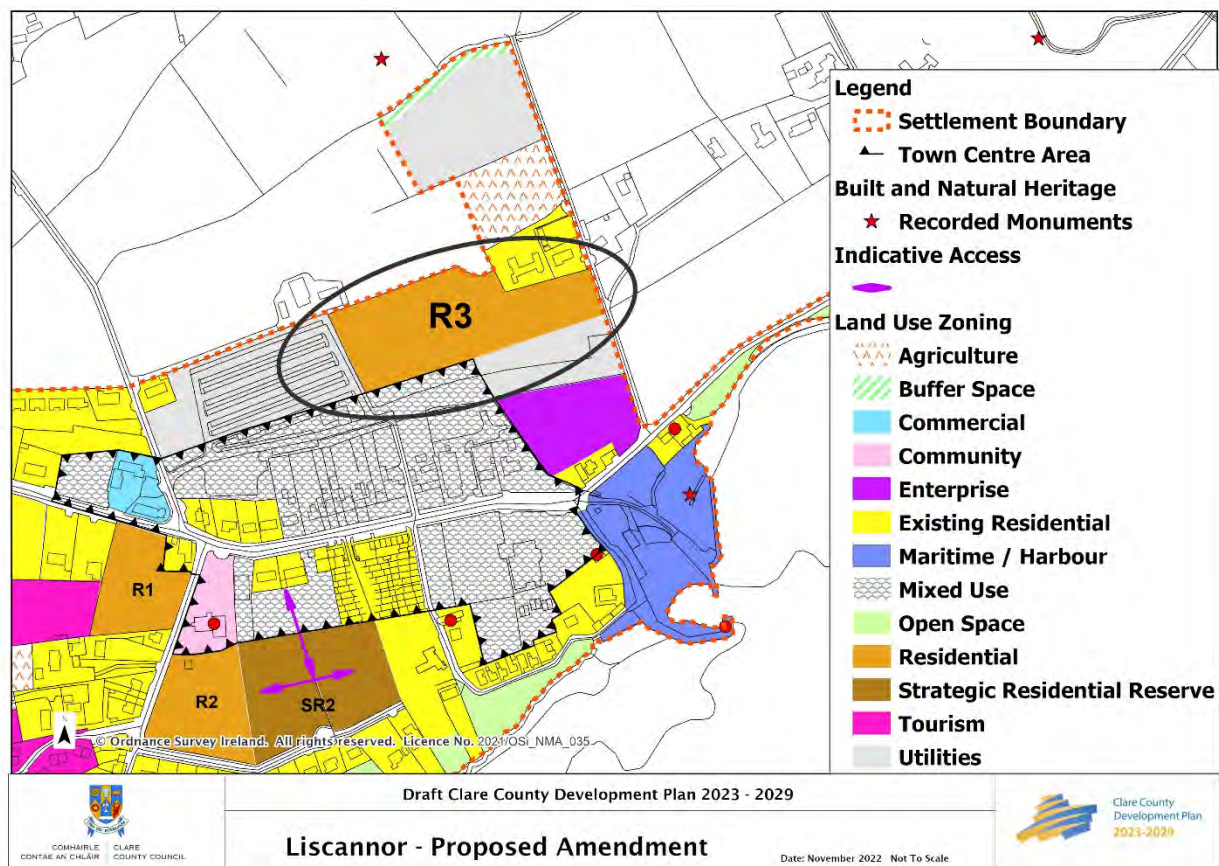
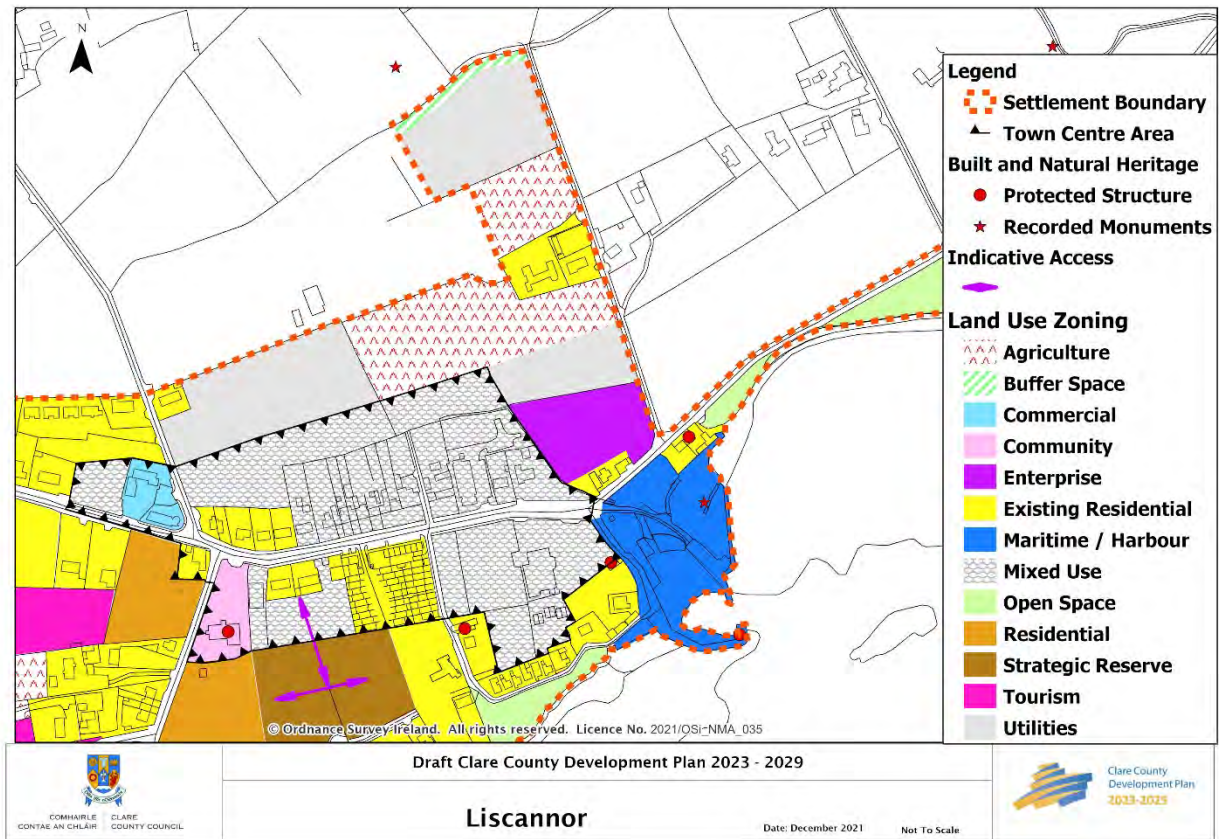
It is an objective of the Council:

- To promote sustainable and compact growth to address issues of vacancy including the reuse or redevelopment of vacant, underutilised sites and buildings for alternative uses.

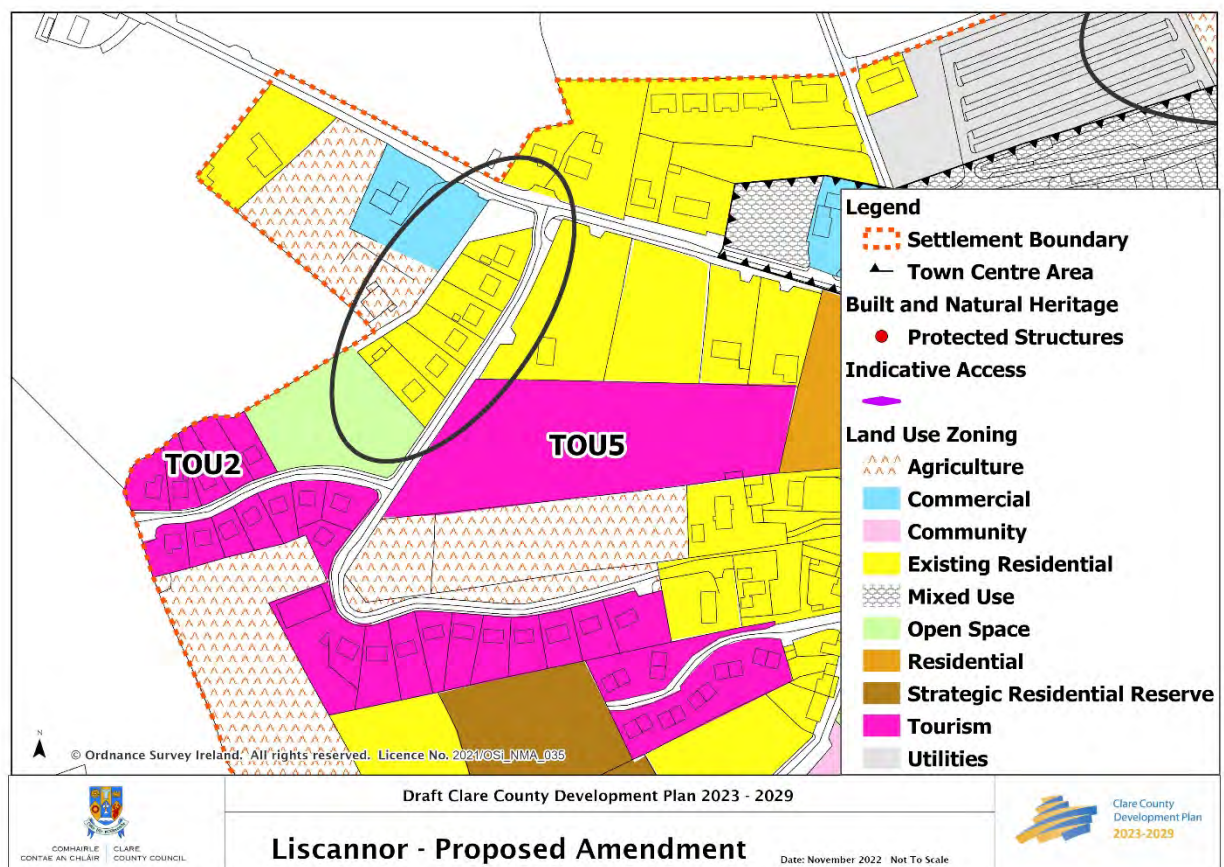
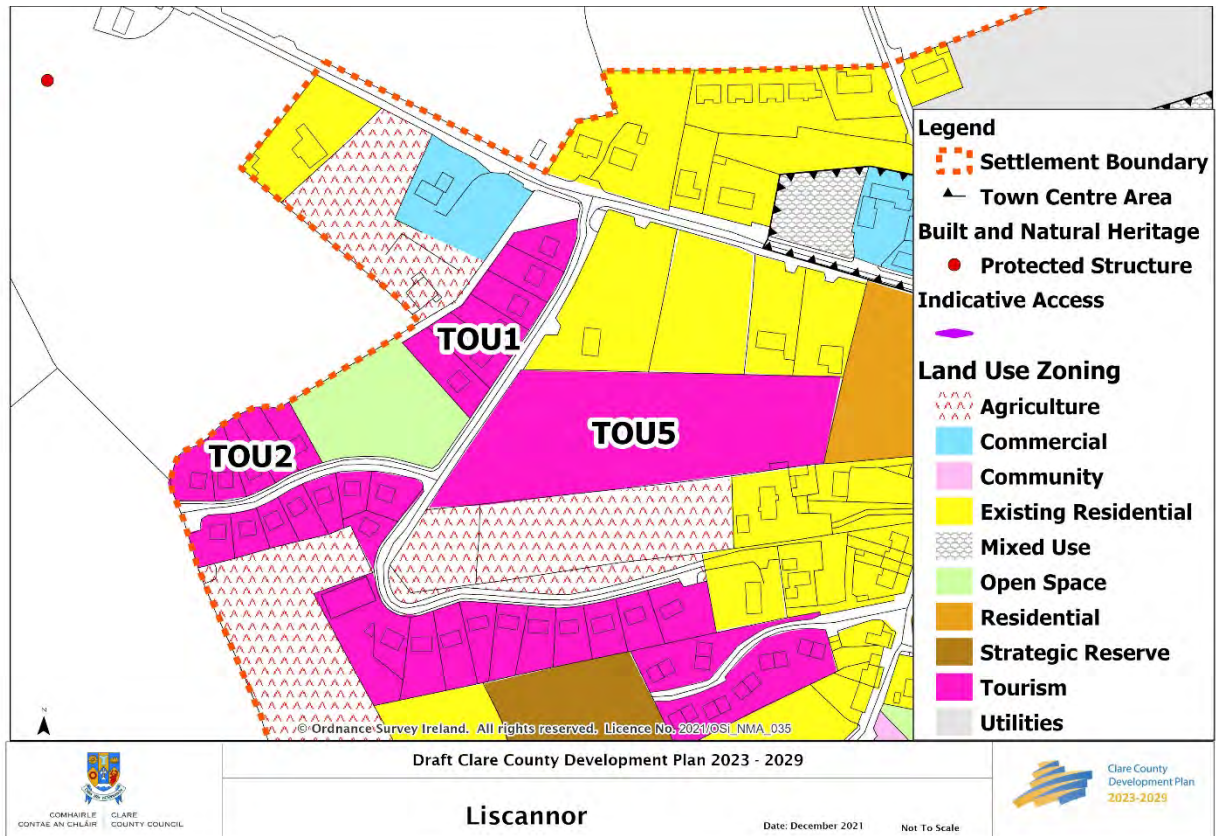
### Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that a coastal protection scheme is underway which will provide some protection to Liscannor, although there will be no defined standard of protection. A strategic coastal erosion plan will also be developed. New/extensive redevelopment of the village centre should be considered premature until the findings of this assessment are available. Redevelopment/refurbishment of existing properties should take into account historical flooding and should seek to minimise flood risk through building resilience measures.

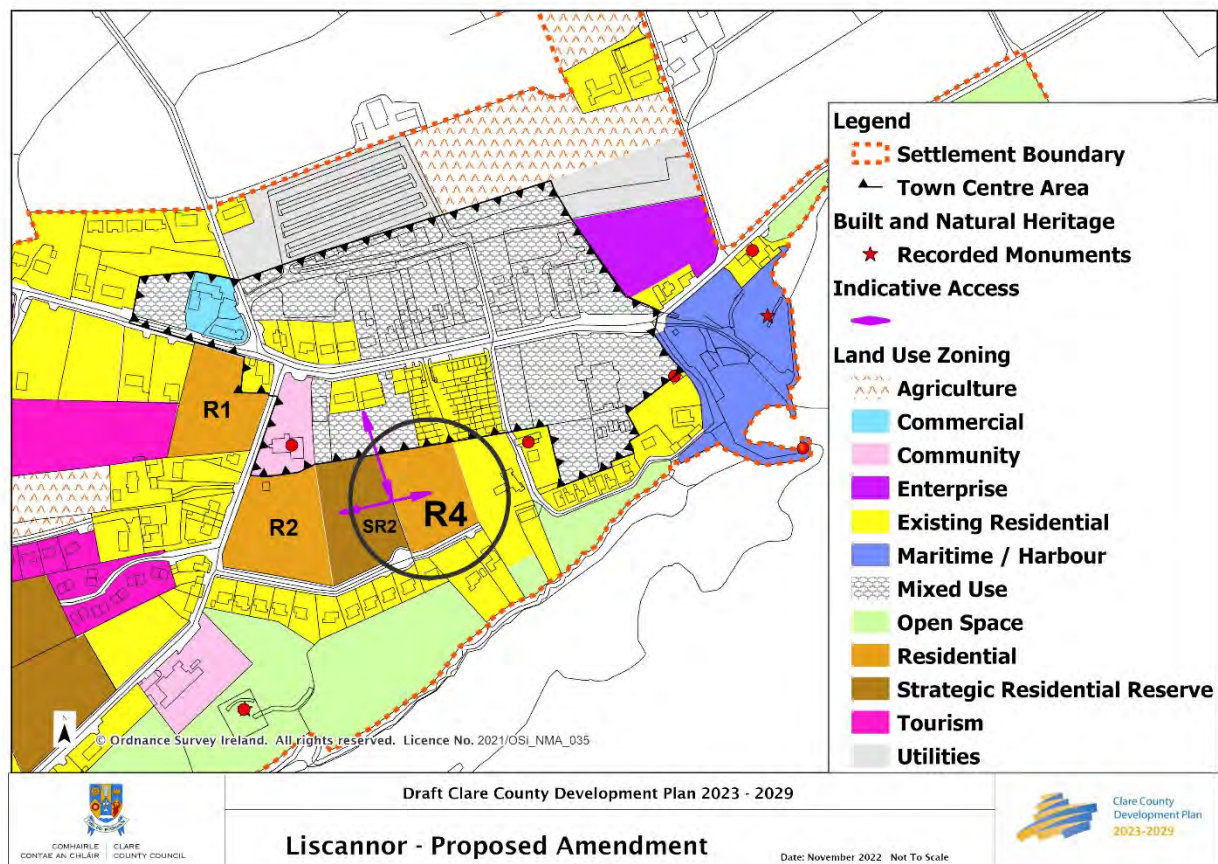
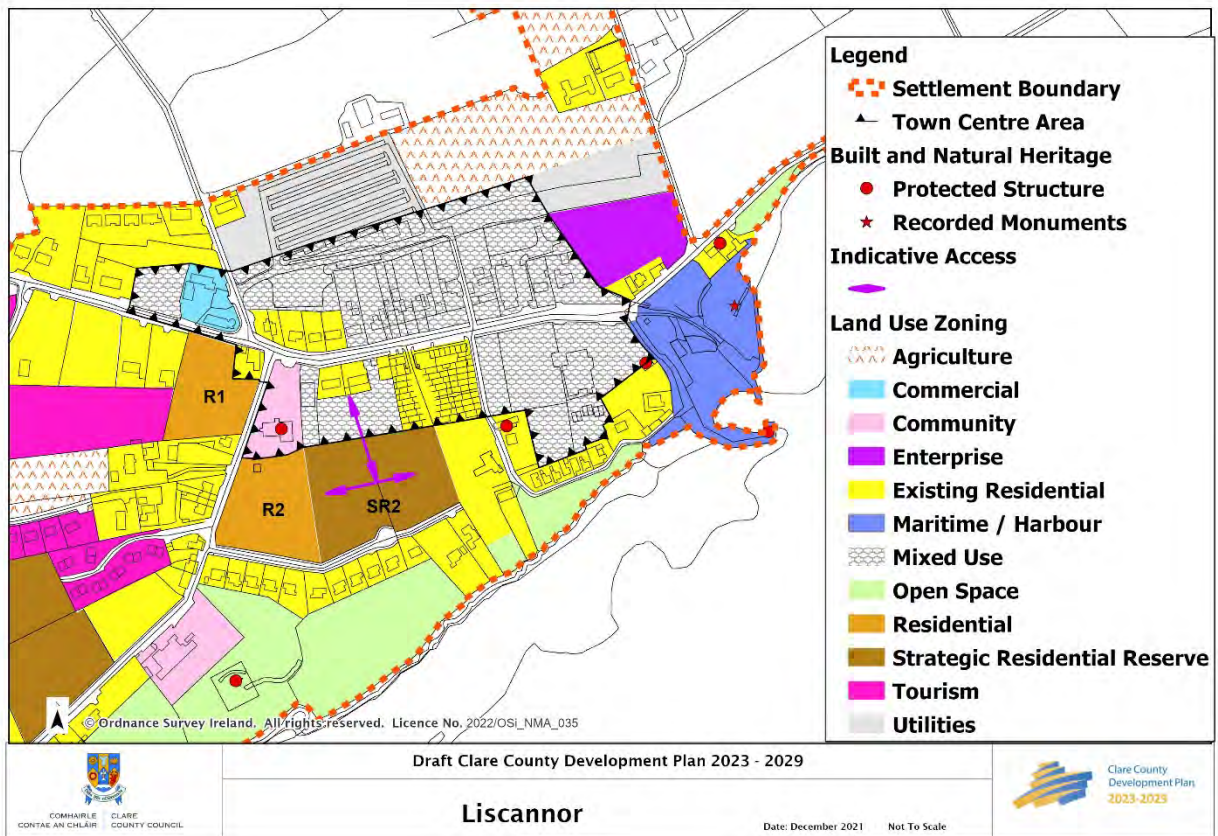














## Kilfenora

### Location and Context

Kilfenora is located midway between Ennistymon and Lisdoonvarna at the junction between the R481 and the R476. It is identified as a Large Village in the Settlement Hierarchy of this plan. The village is centred on Kilfenora Cathedral (RPS 124) which is dedicated to Saint Fachtna who founded the monastery here during the 6<sup>th</sup> century.

Kilfenora has a school, church, a number of pubs, shops and a tearoom. Lying on the southern edge of the Burren, it is very much seen as the gateway to the Burren area and is home to The Burren Centre. The village is also renowned for its traditional music and is home to the world famous Kilfenora Céilí Band. Both these assets contribute to an important local tourism economy. There are a number of important social, community and recreational facilities outside the settlement boundary including the local sporting complex and the Deanery, which is located to the northwest. The Deanery is used by the local GAA and has ample car parking making it accessible for the whole community. In addition, Kilfenora Mart is an important part of the local heritage and culture of Kilfenora and is located east of the village.

In line with the provisions of the Settlement Strategy contained in Volume 1 of this Plan, the strategy for Kilfenora is to provide for small scale, well designed residential, commercial and community developments which have regard to the character of Kilfenora itself.

Kilfenora is connected to the Ennistymon Regional Water Supply. There is an existing wastewater treatment plant serving the village which has sufficient capacity to meet the needs of the target population over the plan period. An upgrade of the existing wastewater treatment infrastructure ~~to increase capacity~~ is expected to be completed in 2022.

Any alterations to existing development or any new development, including residential, commercial or employment generating development, on identified lands will be strictly contingent on the provision of appropriate wastewater treatment facilities that can fully demonstrate no adverse effects on the receiving environment, water courses or adjacent ecological designations. Developments must comply with relevant EPA standards and requirements to ensure that all future development is sustainable in the long term. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

### General Objectives

- To consolidate the existing village form, support the tourism industry in the area and encourage the development of a range of amenities and services for both permanent residents and visitors to the area, subject to the requirements of the Habitats Directive.

- 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 provide for the growth of tourism-based development to contribute to an increase in local economic activity in the village.
- To support the provision of infrastructure to allow for future growth.
- To Support the continued development of existing community facilities located outside of the Kilfenora settlement boundary such as the Deanery sporting complex and Kilfenora Mart.

### Employment and Enterprise

Kilfenora is a convenient base for the many fishing opportunities the area offers. There are numerous lakes such as Likeen Lake and Lough Lake, which have stocks of rainbow and brown trout. Kilfenora is seen as the gateway to the famous Burren region and the village is steeped in history and culture. While tourism plays a key role in the economy of Kilfenora, sustainable agriculture in the surrounding Burren remains an important part of the local economy. In order to support economic development in the area, the Council will facilitate home-based economic activity and encourage farm enterprise and agri-tourism in Kilfenora including artisan food production and local crafts.

A key priority will be to retain community and social facilities in the village and to encourage indigenous enterprises and service provision. There are opportunities to develop the tourism and leisure potential of the area, particularly given Kilfenora's location as a gateway to the Burren.

The cultural and economic benefits of a rich traditional music heritage should be further explored by the hosting of festivals, events, and tuition so that Kilfenora becomes a centre of excellence for traditional music artists.

In order to support economic development, the village centre is zoned for mixed use, commercial and tourism purposes.

### Housing and Sustainable Communities

Kilfenora offers a high-quality rural environment in the heart of the Burren in which to live. It is important to ensure that growth is balanced and contributes to a thriving village community that can support a range of services. In this regard, lands have been zoned in the village to promote compact growth and support the village centre. Development proposals must ensure safe pedestrian and cycle connectivity to local services and the village centre.

It is an objective:

- To support the development of facilities, amenities and services in the village that will cater for the needs of a range of users including current and future residents and will contribute to the sustainable development of the village into the future.
- Future developments on Residential Zoned lands shall provide for an appropriate housing mix and shall have regard to the density, character, and form of existing residential development in Kilfenora.

### Strategic Residential Reserve (SRR)

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

All development proposals on zoned lands shall take cognisance of the associated Landscape Character Areas (LCA) (Kilfenora Farmland and the Low Burren LCA) and must be planned and developed in a manner sympathetic with the surrounding prospects and views.

### Transport, Active Travel and Connectivity

In terms of public transport, Bus Eireann provides a regular bus service to and from Ennis and Kilrush and ~~Clare~~ TFI Local Link Limerick Clare also ~~provides a daily service~~ provides a service on Tuesdays to Ennis and Lisdoonvarna through its C5 route. These existing services have the potential to provide an alternative to the private car for residents and visitors and encourage a modal shift to a more sustainable transport option.

In addition, the 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. Improved pedestrian connectivity such as footpath linkages between key elements of the village encourage pedestrian movement and improve amenities in the area.

### Place Making and Regeneration

This is a village where the core area is substantial and the approaches to the village retain their original rural character with informal continuous stone walls and grass verges. Ideally new housing should also share this informal quality and any wide areas of on-street parking shall be broken up by the provision of landscaping in the form of planting and trees.

There are a number of vacant and derelict buildings in the village. The plan supports the redevelopment or alternative use of such buildings in order to bring them back into active use.



The main square is a large open space which would benefit from a simple landscaping scheme, including some trees, to better define the area by providing a civic space which is more pedestrian friendly.

### **T1 Central Square Area**

This is the site of the old market square and now acts primarily as a parking area for local and visitor traffic. However, the area has potential to be developed into a space that continues to serve as a parking area, but that is enhanced to provide an attractive focal point to the village.

It is envisaged that an environmental improvement project will be prepared for the square area during the lifetime of the Plan which will incorporate the design of an appropriate parking and landscaping arrangement as part of the overall scheme.

It is an objective of the Council:

- To promote sustainable and compact growth to address issues of vacancy including the reuse or redevelopment of vacant, underutilised sites and buildings for alternative uses.
- To prepare a scheme for the enhancement of the square to provide an attractive focal point in the village.

## Killimer

### Location and Context

Killimer is a small village located along the N67 with picturesque views of the Shannon Estuary. It is centred on its main services, which are the Killimer-Tarbert vehicle ferry terminal, a petrol station, shop and public house. Killimer is a gateway to County Clare and the Shannon Estuary for those arriving in the County by ferry. It is therefore very important to promote the tourist attractions of West Clare and the wider County at Killimer.

To the east of the central area, the village comprises a loose arrangement of dwellings and agricultural buildings along the road. To the west, the large, wooded grounds of Besborough House (RPS 483) provide an attractive setting on the estuary side of the road, opposite which is a housing estate and a small number of buildings on the edge of the settlement.

The expansive views of the Shannon Estuary, County Kerry and the wooded grounds of Besborough House provide an attractive setting for Killimer. Its proximity to the main service centre of Kilrush and to ESB Moneypoint contribute to its appeal as a popular place to live.

The settlement of Killimer is adjacent to the Lower River Shannon SAC and the River Shannon and River Fergus Estuaries SPA. Future development must ensure that there are no adverse effects on the SAC and SPA site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives set out in Volume 1 of this Plan relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

Killimer is served by the West Clare Regional Water Supply and the Killimer Wastewater Treatment Plant which both have capacity to cater for the target population over the lifetime of the plan.

### General Objectives:

- To consolidate the existing village, support the tourism industry in the area and encourage the development of a range of amenities and services for both permanent residents and visitors to the area.
- 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 Killimer as a visitor base for exploring the surrounding area.
- To support the provision of infrastructure to allow for future growth of the village.

- To support the development of a settlement network along the Shannon Estuary including Killimer along with Ballynacally, Killadysert, Knock and Labasheeda, to assist collaborative projects and the sharing of assets and strengths including developing its economic and tourism potential as a stopping point on the Shannon Estuary Way.

### Employment and Enterprise

Killimer is located in proximity to Moneypoint Power Station which will continue to play a key role in the energy requirements of the country as Ireland moves towards a low carbon economy. The importance of the ferry to the local and indeed the regional economy, particularly tourism, is well recognised. Killimer also offers a strategic location as a base for maintenance crews servicing the renewable energy sector in Counties Clare, Kerry, and Limerick. The ferry offers quick and easy access to wind farms along both sides of the estuary. The ferry also plays a key role in supporting agriculture, in particular the dairy industry, carrying fleet associated with the milk processing industry.

Killimer is located on the Wild Atlantic Way is ideally placed to strengthen its economy based on tourism activity due to the existing ferry terminal, scenic landscape, and stunning views of the Shannon Estuary. There are opportunities for the development of a range of tourism-related activities including local crafts and signature food products as well as niche activities such as bird watching and landscape painting.

In order to promote economic development including appropriate tourism and maritime/transport uses, the following zonings are identified:

#### ENT1 North of N67 and East of the River

This site has been designated for the development of enterprise and employment generating uses with a view to providing greater employment opportunities for residents of the village and the wider community.

#### TOU1 South of the N67

This site has been identified for tourism development with a view to capitalising on its scenic location with views across the Shannon Estuary. This site is located in proximity to high quality transport infrastructure and provides an opportunity to establish the village as a visitor base for exploring the surrounding area.

The development of the subject site solely for holiday home development will not be favourably considered. In the interest of the sustainable development of the village, a mix of tourism related uses is considered appropriate at this location.

Any tourism-related development proposal on the site must contribute to the tourism product, be freely accessible to residents and general visiting communities, and must be



integrated into the village recognising the importance of maintaining existing public realm features, seascapes, and views. Proposals must be sensitive and in keeping with the natural assets bounding the site, creating a unique quality environment that maximises its existing natural beauty. The scale and proportion of any development must consider the overall impact on the village and must be designed having due regard to the visual amenity of the wider area, especially when viewed from the estuary.

Due to a curve in the road, any entrance onto the N67 would require significant setback to achieve sight lines which would encourage increased traffic speeds and have a negative impact on the existing public realm. Access to T0U1 lands should therefore be provided from the access road to the ferry port east of the site. Natural features along the northern site boundary with the N67 and along the eastern road to the ferry terminal shall be retained and enhanced where possible. Provision must be made for safe, convenient pedestrian and cycle permeability within the development and connectivity to the village centre and to the ferry terminal.

### **TOU2 Western Edge of the Village**

Access to this site shall be provided from the local road at the west of the site. No direct access will be permitted onto the adjoining National Secondary Route.

### **MAR1 Lands to the North of the Ferry Terminal**

This site has been identified for maritime uses to allow for the future expansion of the ferry terminal if required or for uses directly associated with the adjoining marine/transport uses. Future development of the existing pier for maritime/transport uses must be compatible and protect the existing setting and views of the estuary at this location as well as the designated European sites adjacent to the pier. All future development shall be screened for appropriate assessment.

### **Housing and Sustainable Communities**

While there is demand for holiday accommodation in the vicinity, it is important to ensure that future development is balanced and provides for permanent accommodation thus contributing to a thriving village community which can support a range of services, whilst retaining its distinctive village character.

### **R1 Central to the Village and North of the N67**

This is a greenfield site located central to the village at the rear of existing residences along the N67. The land rises gradually from the roadside to the rear and is accessed through an infill site between two existing houses. Any new development shall have respect for the visual elements and character of the settlement with regard to layout, design etc. This site has the capacity to accommodate an in-depth development of permanent residential units to provide for local population growth and would allow for the natural extension of existing residential

development. Development must be reflective of the scale of the existing settlement and its target population.

Access shall be restricted to a single access point. Future access to the site could be provided from the N67 or from Mixed Use lands MU1 to the east. In this regard, 'indicative future access' identified on the accompanying settlement map and any future development on R1 and MU1 lands will be required to provide/safeguard access to the western lands as part of any development proposal. The natural landscaping bordering the site should be retained.

## R2 West of the Village

This is a greenfield site towards the edge of the village east of an existing housing estate and fronting the N67. The site is located at the top of a hill before a significant bend in the road towards the village. Any new development shall have respect for the visual elements and character of the area in relation to layout, design etc. This site has the capacity to accommodate permanent residences to provide for local population growth and is a natural extension of existing residential development. Development must be reflective of the scale of the existing settlement and its target population.

Access shall be restricted to a single access point and the provision of future access to agricultural lands at the rear of the site must be considered in any development proposal. In this regard, 'indicative future access' identified on the accompanying settlement map and any future development on R2 lands will be required to provide/safeguard access to the northern lands as part of any development proposal. The natural landscaping bordering the site in particular along the N67 shall be retained.

## Transport, Active Travel and Connectivity

~~Clare~~ TFI Local Link ~~Limerick~~ ~~Clare~~ provide a regular bus service to and from Ennis and Kilrush. ~~While there is a need for additional public transport services, the~~ The bus stops at the Ferry terminal ten times a day from Monday to Friday and eight times on a Sunday. The existing services offer the potential to provide an alternative to the private car and encourages a modal shift to a more sustainable transport option.

There is an extensive public footpath in the village, linking existing residences to the west to the services and facilities in the village centre including the ferry terminal. The plan supports the extension of the public footpath to serve existing residences to the east and north of the village centre as well as the graveyards to the east. Further enhancement of and provision for green infrastructure such as walking and cycling routes would support pedestrian/cyclist safety and promote active recreation and sustainable travel in the village and its environs.

## Place Making and Regeneration

The approach to the village from the ferry could be enhanced by hedge planting on the east side of the roadway. The existing landmark landscaping scheme at the junction makes a

significant contribution to sense of place and announces the point of entry to the ferry terminal. The edge of site TOU1 could be further enhanced by additional landscaping including a row of trees. It is important that views of the Shannon Estuary are preserved in the interest of protecting the landscape character and village setting., The retention of existing views from the N67 on either side of the village is of particular importance.

Within the village itself, there is capacity to absorb appropriate new development on a number of infill sites, with potential for some more in-depth development on lands to north of the N67. Killimer is situated on the Wild Atlantic Way, the principles for place making on the Wild Atlantic Way are set out in Chapter 16, Volume 1 of this Plan.

### **Flooding and Flood Risk**

The Strategic Flood Risk Assessment (Volume 10(c)) accompanying this Plan advises that redevelopment of the utilities should seek to minimise flood risk, but development can be located within Flood Zone C. Open Space and Agricultural Land zonings are appropriate and should be retained.



## Kilmihil

### Location and Context

The name 'Kilmihil' is derived from Cill Mhichil, Michael's Church, the Michael in question being St. Michael, the Archangel. The shrine of St. Michael is located on Main Street in the village. Kilmihil is centred on its main crossroads but takes on a linear form, ribboning along the main Ennis Road. It has an attractive central 'core' with a mixture of traditional and modern buildings that form fine streetscapes.

The village is well situated on the R484, just off the main Ennis to Kilrush road. It has a comprehensive range of services, including a church, national school, GAA grounds, health centre, doctor's surgery, graveyard, petrol station, a number of public houses, a small supermarket and a number of other small retail outlets. St. Michael's Community College serves post primary students from the village and its hinterland. There are a number of vacant and derelict buildings in the village and the plan supports the redevelopment or alternative use of such buildings in order to bring them back into active use.

Kilmihil is situated within an area defined as peatland fringe, characterised by rolling drumlin landform and shallow ridges nestled at the edge of the upland plateau environment to the north. In the low-lying areas, small loughs and water-logged peaty hollows of ecological importance predominate. The higher slopes to the north of the settlement have areas of peatland and rough, open pastureland.

Kilmihil is connected to the West Clare Regional Water Supply and there is sufficient capacity to cater for the population target. The village is served by its own wastewater treatment plant which is currently at capacity. Any future development including alterations to existing commercial or employment generating development will require private wastewater treatment subject to suitable site-specific conditions and must comply with the EPA Code of Practice for 'On Site Wastewater Treatment Systems'.

In addition, the system has a combined sewerage network and during storm events the plant is hydraulically overloaded. New storm tanks and modifications to inlet works are required to prevent hydraulic washout. The treatment plant discharges to the Doonbeg River which forms part of the Doonbeg *Margaritifera* (Freshwater Pearl Mussel) sensitive area and thus the assimilative capacity of receiving waters shall be the controlling factor in any works that are proposed for the area. In this regard, the Council will support investigations into the feasibility of providing 'Innovative/Sustainable Solutions' for the provision of wastewater treatment infrastructure in Kilmihil. However, any proposed development will need to take into consideration the potential effects on this species and its habitat. Accordingly, objectives set out in Volume 1 of the Plan relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

## General Objectives

- To consolidate the existing village, support the tourism industry in the area and encourage the development of a range of amenities and services for both permanent residents and visitors to the area, subject to the requirements of the Habitats Directive.
- To promote sustainable and compact growth to address issues of vacancy and dereliction including the reuse or redevelopment of vacant, underutilised sites and buildings for alternative retail and commercial uses will be particularly encouraged.
- 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 the necessary infrastructure to allow for future growth in the village.

## Enterprise and Employment

Enterprise and industrial lands are zoned for the development of enterprise and employment generating uses with a view to providing greater employment opportunities for residents of the village and the wider community.

### ENT1 North of R484 East of the Village Centre

The former mart site and the former Mangan's Wholesale site both offer potential for economic development in Kilmihil. The Council will encourage their reuse and regeneration for the benefit of the village. In addition, in order to support economic development, the following site is also identified:

### IND1 North of R484 West of the Village Centre

This land is located to the rear of the existing industrial buildings in the village and is zoned to allow for either the extension of existing businesses or for the development of new industries in Kilmihil.

## 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.

### VGA5 Lands on the Ennis Road

The lands are low-land and prone to water logging. The rear and eastern boundary of the site is bounded by the Kilmihil Stream which is currently at 'Bad Status'. Any future development on these lands will need to ensure the water quality in the Kilmihil Stream is not further compromised.

### Transport, Active Travel and Connectivity

Bus Eireann provides a regular bus service to and from Ennis and Doonbeg. While there is a need for additional public transport services, the existing services offer the potential to provide an alternative to the private car for residents and visitors and encourages a modal shift to a more sustainable transport option.

Road safety is a key concern, particularly for pedestrians and cyclists, due to the straight nature of the R484 within the village which facilitates speed. The enhancement of and provision for green infrastructure such as walking and cycling routes would support pedestrian/cyclist safety and promote active recreation and sustainable travel in the village and its environs.

### Place Making and Regeneration

Kilmihil has a well-defined core area which has already introduced build outs and street trees to soften street parking on the main street. Suitable street name signs would further enhance the core area. The R484 passes through the village and the straight approach roads facilitate speed. Public realm enhancements at entry points to the village are needed. This could include the formation of transition areas and gateways to help calm traffic as it enters Kilmihil and to act as welcome features to announce arrival in the village. Unkempt vacant and underutilised sites on the approaches need to be cleared and tidied and nicely gated in advance of a more sustainable use.

### C1 Lands Opposite School

These lands have been identified for community purposes with a view to providing parking facilities to serve the school.

### C2 New Cemetery

These lands accommodate the new cemetery in the village and include additional lands for further expansion and the provision of a road along the northern boundary to access agricultural lands to the west



### C3 Old Cemetery

This site contains the ruins of St. Michael's Church and the old cemetery in the village.

### C4 Community Lands

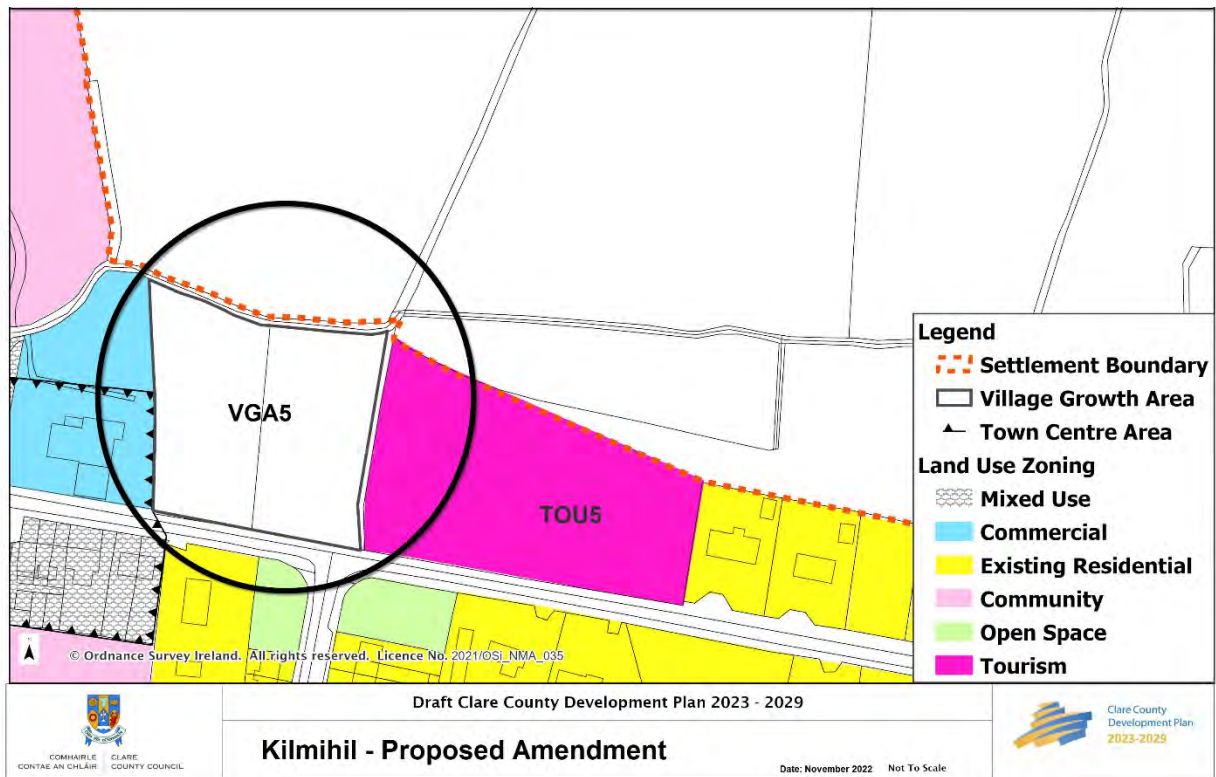
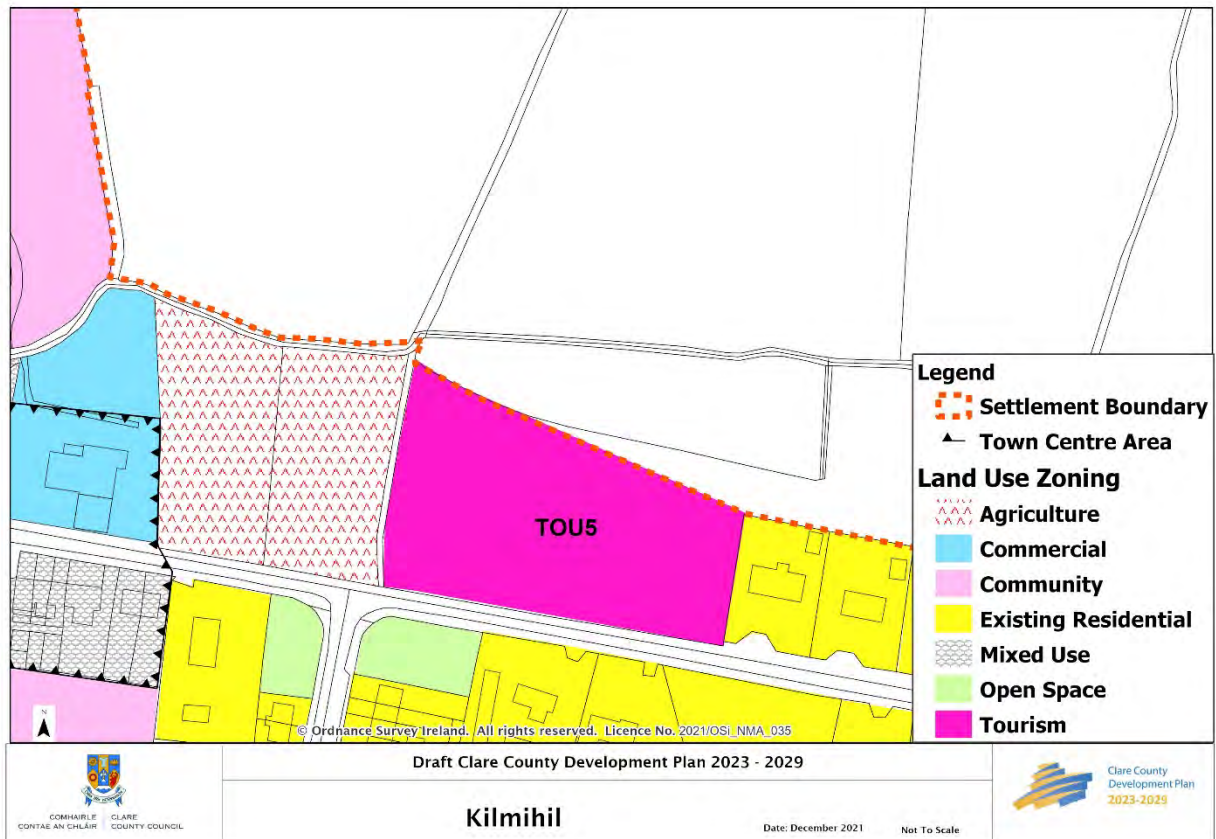
This site is located east of the village centre and is identified as being suitable to accommodate community development in the village. Vehicular access to this site can be achieved via direct access to Church Street. Any development proposals for this site must make provision for direct pedestrian and cycle access to Church Street and submit a Flood Risk Assessment carried out in accordance with 'The Planning System and Flood Risk Management: Guidelines for Planning Authorities'.

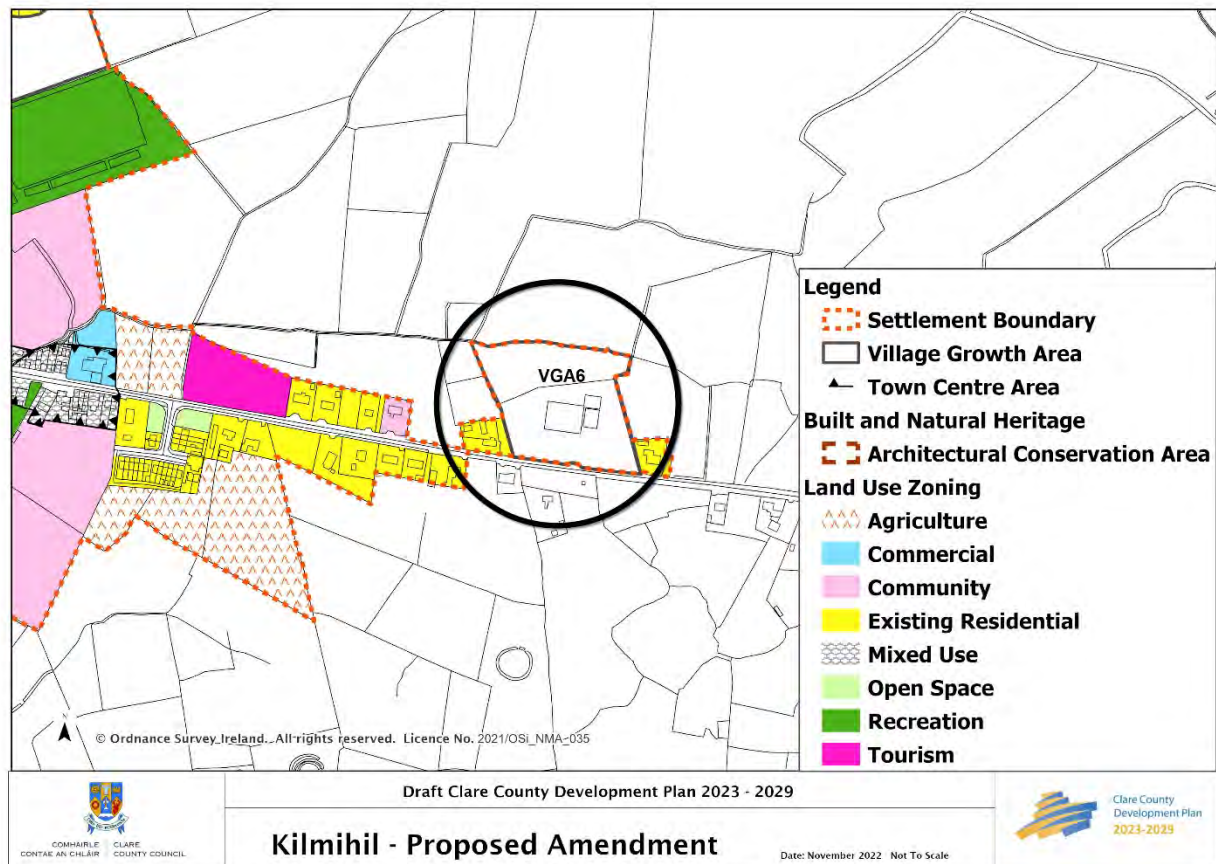
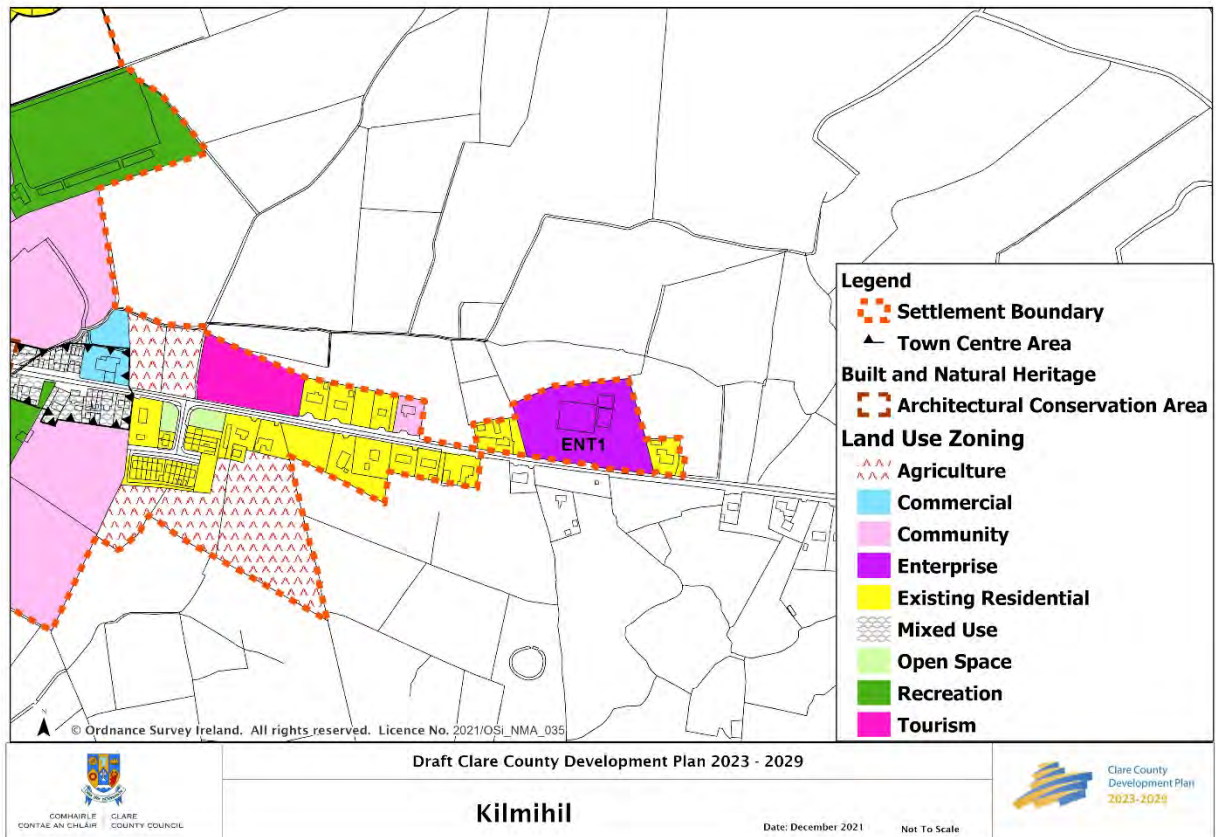
### Architectural Conservation Area (ACA)

The centre of the village is a designated Architectural Conservation Area. 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 of this designation is to ensure that the overall special historic or architectural character of an area or place is retained.

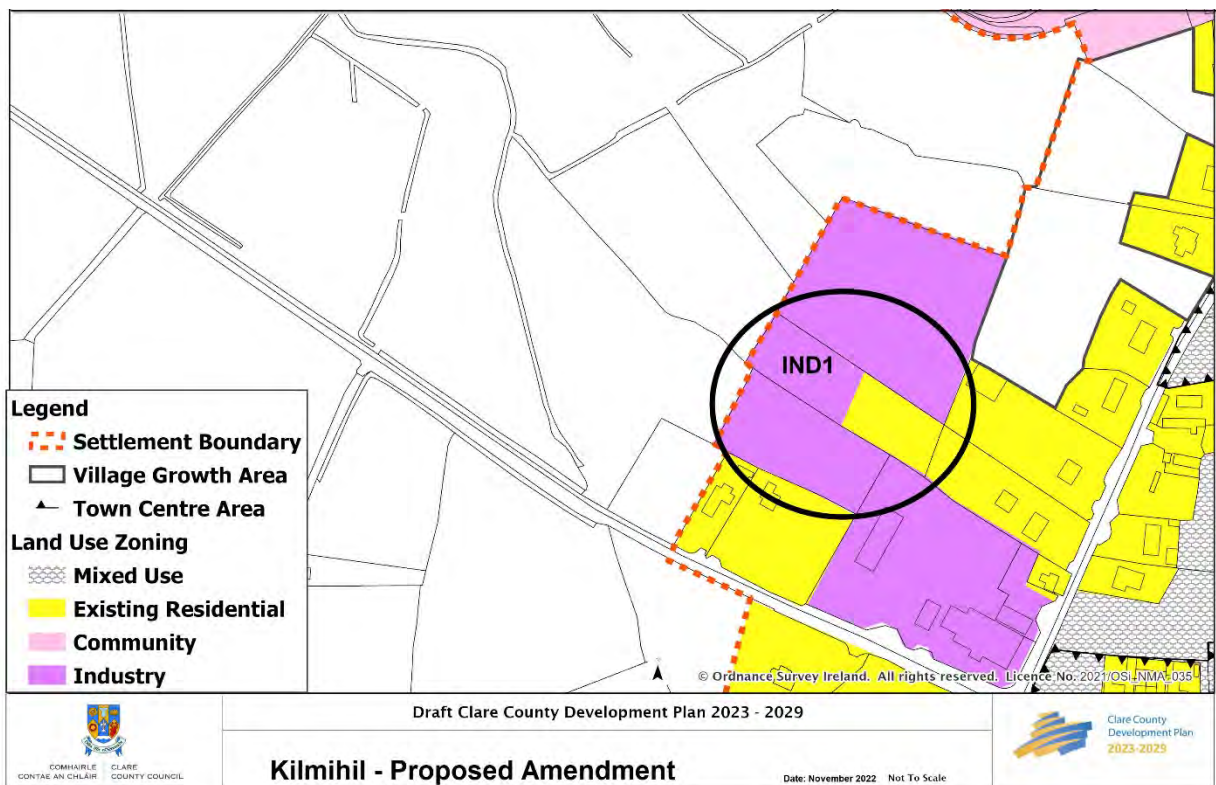
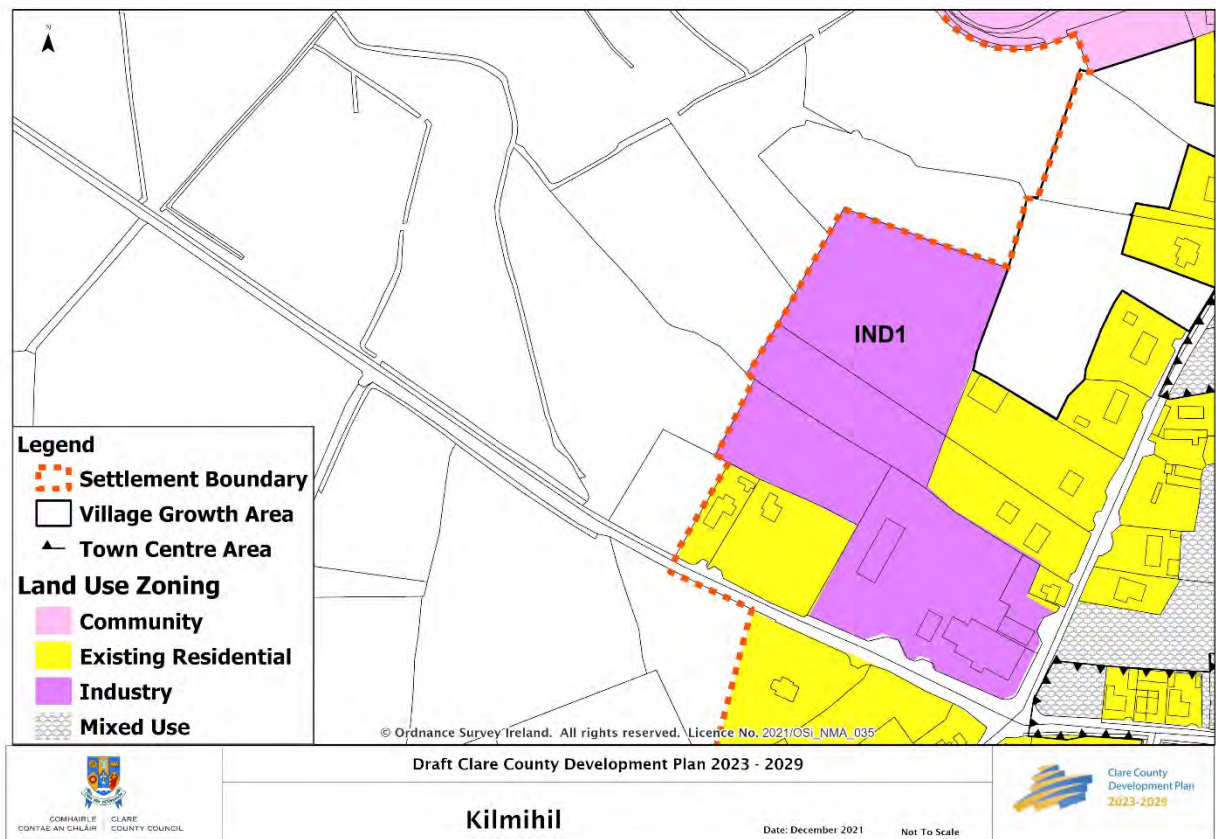
### Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that ~~there is flood risk to community lands (C4), and that any further development of Existing Residential lands can be managed through appropriate site layouts and building layouts, with development limited to Flood Zone C. Risk to lands zoned Residential can be similarly managed, provided development is carried out in line with the guidance in the SFRA.~~ there is an unmapped watercourse to the southeast of the settlement which runs adjacent to a small area of existing residential. A Site Specific Flood Risk Assessment will be needed for flood zones to be defined. Development should be in accordance with Section 5.28 of the Flood Risk Management Guidelines taking into account the flood zones arising from the Site Specific Flood Risk Assessment. No development will be permitted within Flood Zones A or B.









## Killadysert

### Location and Context

Killadysert is located on the R473 regional route c.20km southwest of Ennis. The settlement itself has an easily identifiable core, centred on the main square. It is identified as a Large Village (Tier 2) in the Settlement Hierarchy of this Plan. There are a range of services available, including a post office, library and a range of retail outlets. The Village also has a number of pubs, a church, national school and a community hall. The secondary school in the centre of Killadysert provides a modern educational facility that has the capacity to accommodate additional pupils in the future. A children's playground has also been provided.

Killadysert is situated in an attractive but quite robust landscape nestled into the bank of the Shannon Estuary. There are many mature trees to the south of the settlement, forming an important picturesque gateway to the Village. In the interest of conserving this landscape, site consideration becomes critical in maintaining important views of the estuary from within the settlement.

The Village has grown quite significantly over recent years but has managed to retain a 'village-like' character of its own, particularly along its main thoroughfare. Its proximity to Ennis is likely to maintain the demand for housing but care must be taken to ensure the preservation of its distinctive character.

Public water is supplied by the Killadysert Public Water Supply sourced from Gortglass Lough/Cloonsnaghta Lough and there is sufficient capacity to cater for the target population. Killadysert has its own wastewater treatment plant but an upgrade is required in order to accommodate future development. Until such time as an upgrade to the existing infrastructure is completed, any future development, including alterations to existing commercial or employment generating development, will require private wastewater treatment subject to suitable site-specific conditions and must ensure they comply with the EPA Code of Practice for On Site Waste Water Treatment Systems in order to ensure that there are no significant long-term effects on the River Shannon and the surrounding cSAC and SPA designations.

Killadysert adjoins the Lower River Shannon candidate Special Area of Conservation (cSAC), with the River Shannon and River Fergus Estuaries Special Protection Area (SPA) located in close proximity to the village. Future development must ensure that there are no adverse effects on the conservation objectives of the SAC and SPA or on site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives set out in Volume 1 of this Plan, relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this Plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

## General Objectives

- To consolidate the existing Village, support the tourism industry in the area and encourage the development of a range of amenities and services for both permanent residents and visitors to the area, subject to the requirements of the Habitats Directive;
- 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 promote sustainable and compact growth to address issues of vacancy and dereliction including the reuse or redevelopment of vacant, underutilised sites and buildings for alternative uses including residential, retail or commercial purposes;
- To support the development of the harbour area as a local amenity and tourism and leisure facility to contribute to the tourism product in the Village and the wider area subject to the requirements of the Habitats Directive;
- To support the provision of infrastructure to allow for future growth of the Village;
- To support the development of a settlement network along the Shannon Estuary including Killadysert along with Ballynacally, Knock, Labasheeda and Killimer, to assist collaborative projects and the sharing of assets and strengths including developing its economic and tourism potential as a stopping point on the route; and
- To support the development of a new primary school at a suitable location.

## Employment and Enterprise

The location of the Village on the Shannon Estuary, close to Cahiracon Pier and associated area of deep water, confers a special advantage on Killadysert. The Village has the potential to act as a base to support marine-related industry in the Cahiracon area. There are also a number of islands in the estuary close to Killadysert and the possibility of their use for tourism activity should be further explored over the lifetime of the Plan.

## Retail Development

Retail provision in villages such as Killadysert is important as it removes the need to travel to other service centres, reducing traffic congestion and greenhouse gas emissions. Small centres such as Killadysert also fulfil an important service provision role for their rural catchment population. Whilst it is unlikely that these centres will attract sufficient expenditure to support large scale provision of retail or comparison goods, they remain an important focus of the community and consequently their continued vitality and viability should be supported.

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



## Tourism

Killadysert is ideally located on the Shannon Estuary Way which affords significant opportunities to maximise tourism assets in the Village and to develop additional facilities and services for visitors in tandem with other key settlements along the Shannon Estuary Way. There is considerable potential for the Village to develop its tourism product, capitalising on its convenient and attractive location.

It is an objective:

- To facilitate the continued development of existing tourism assets and support the development of additional tourist facilities and services along the Shannon Estuary Way; and
- To support and facilitate the sustainable use of the Estuary by the cruise ship industry and its tourism potential for Killadysert (See Chapter 12 Shannon Estuary, Volume 1)

The following areas have been zoned for Tourism and Leisure uses:

### MAR1 Harbour and Quayside Area

The quay at Killadysert (RPS 582) has potential for tourism and leisure-related development and in particular Killadysert Pier provides an opportunity for enhanced land/sea access and associated infrastructure.

This site is reserved for the future development of the pier and land-based facilities associated with water-based commercial activities and for tourism and leisure uses. It is important that any development proposals for water-based commercial activity are not detrimental to the tourism and leisure potential of the harbour. For the period of this Plan the provision of accommodation in the form of holiday homes shall not, in general, be considered favourably on lands zoned for maritime uses in Killadysert.

Any development of the harbour and quayside area must ensure that there are no adverse effects on the site integrity of the Lower River Shannon SAC and River Shannon and River Fergus Estuaries SPA, or the integrity of any other European site as a result of the proposed development.

### TOU1 Land East of Quay Road

This site is located on the eastern side of the Village and is bounded by the harbour area to the south and the access road to the harbour to the west. It has been zoned to make provision for mixed use, tourism related development, which will bring people and revenue to the area in a sustainable manner.

The site lends itself to such development as it can accommodate in-depth development on an area of land that is closely associated with the harbour as well as the Village Centre. Development of this site will help to support existing services and facilities in the Village. The provision of accommodation in the form of holiday homes shall not, in general, be considered favourably on this site. It is intended to make provision for mixed-use, tourism-related development.

Proposals for tourism-related retail developments must be subject to a Retail Impact Assessment to ensure that the proposed development will not impact negatively on the vibrancy and viability of the Village Centre.

There is a stream flowing through the centre of the site that flows directly into the SAC. Developments taking place on these lands must have cognisance of this feature and ensure that potential negative impacts on the SAC are mitigated.

### **OS5 Land East of Quay Road**

The existing trees on the site shall be retained as part of any future development at OS5

### **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.

### **Place Making and Amenity**

The core area has a strong and distinctive sense of place. Village Centre buildings are well presented although there are a number of vacant buildings which would benefit from redevelopment or alternative use in order to bring them back into active use. Suitable street name signage on buildings would aid wayfinding for visitors. On the main street, south from the triangle, the wide street could accommodate trees and planting in order to break up the existing on-street car parking. The public spaces down by the harbour would benefit from an overall enhancement scheme to avoid piecemeal improvements and guard against visual clutter. This is a beautiful area which should be enhanced as an important public space.

It is an objective of the Council:

- To promote sustainable and compact growth to address issues of vacancy in the village and the reuse or redevelopment of vacant, underutilised sites and buildings for alternative uses.

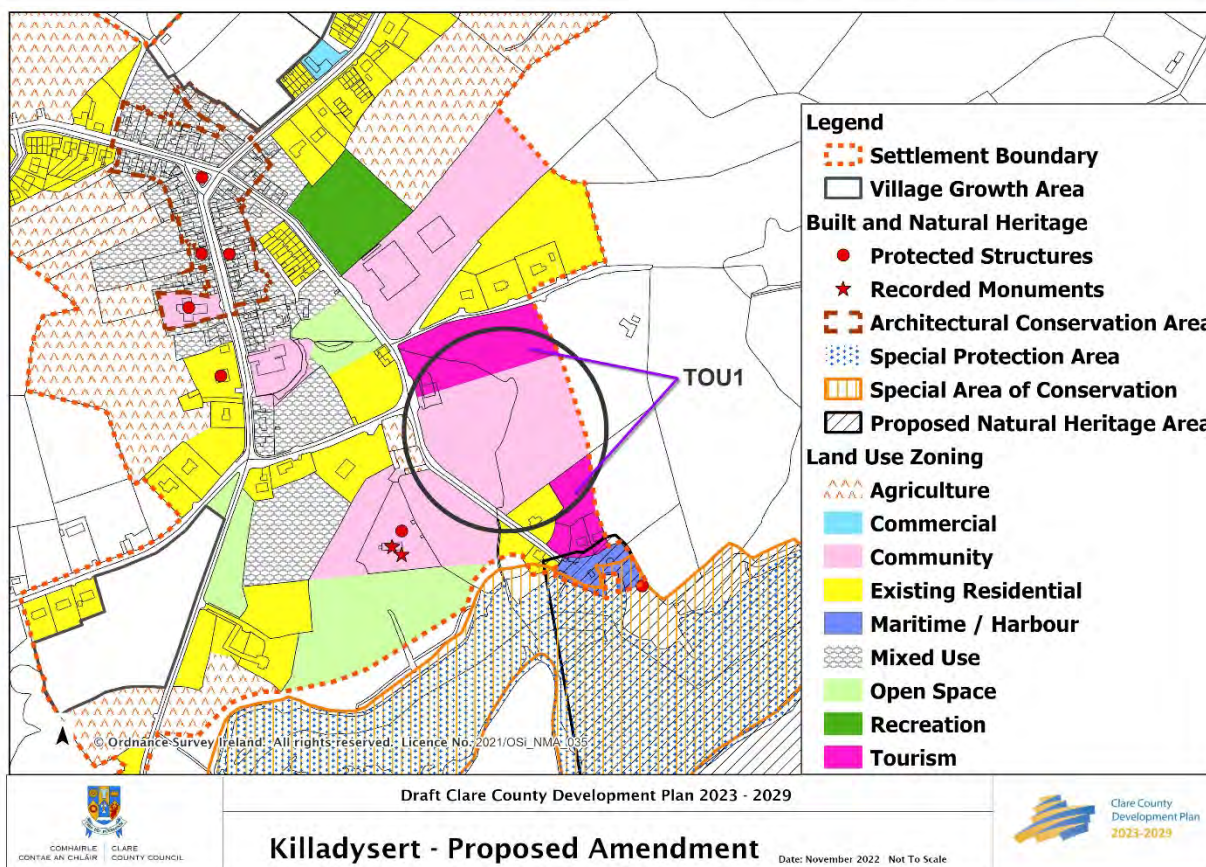
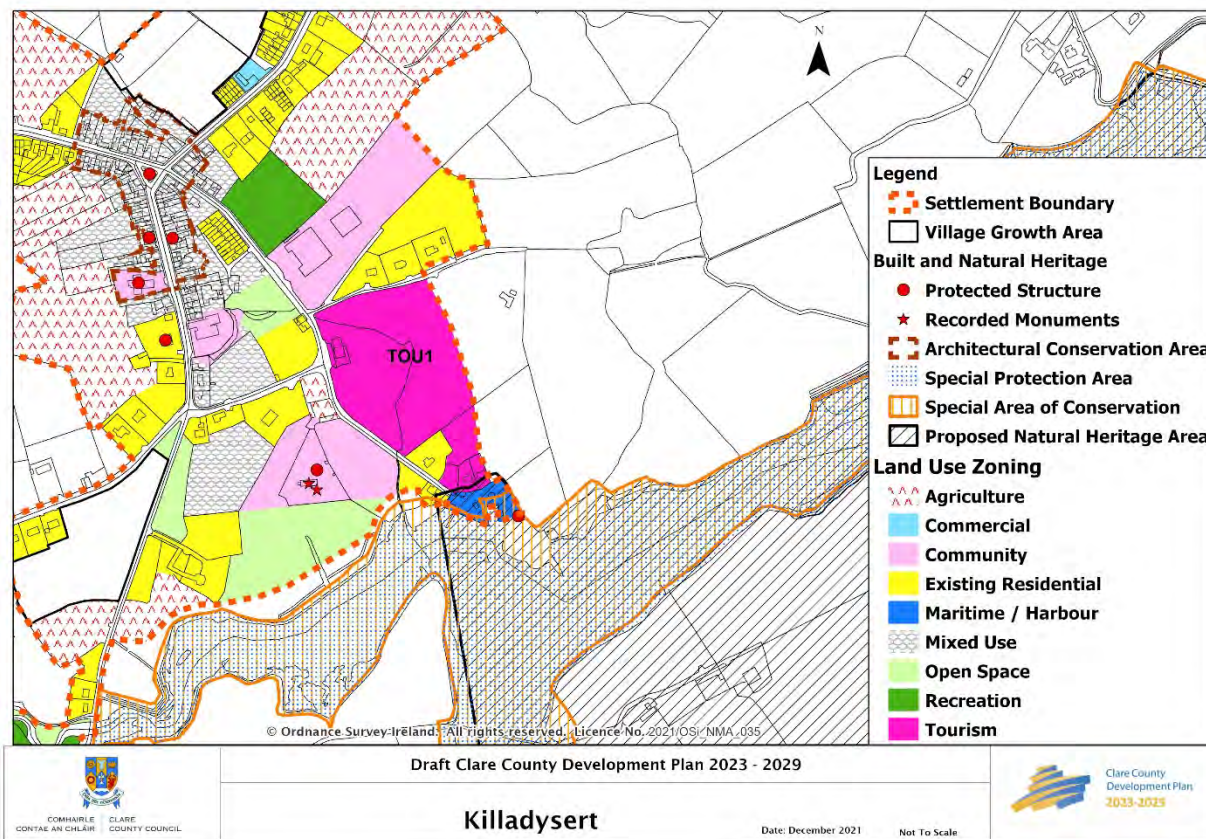
### Architectural Conservation Area

The centre of Killadysert has been designated as an 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.

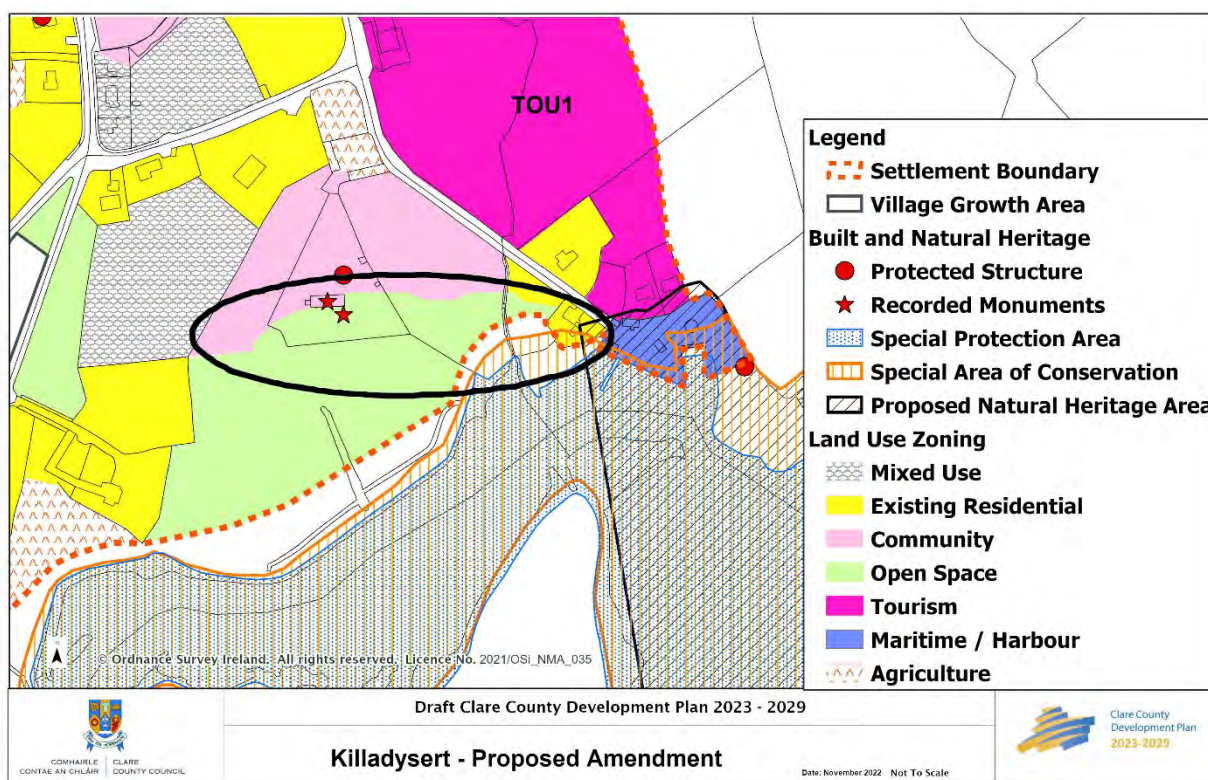
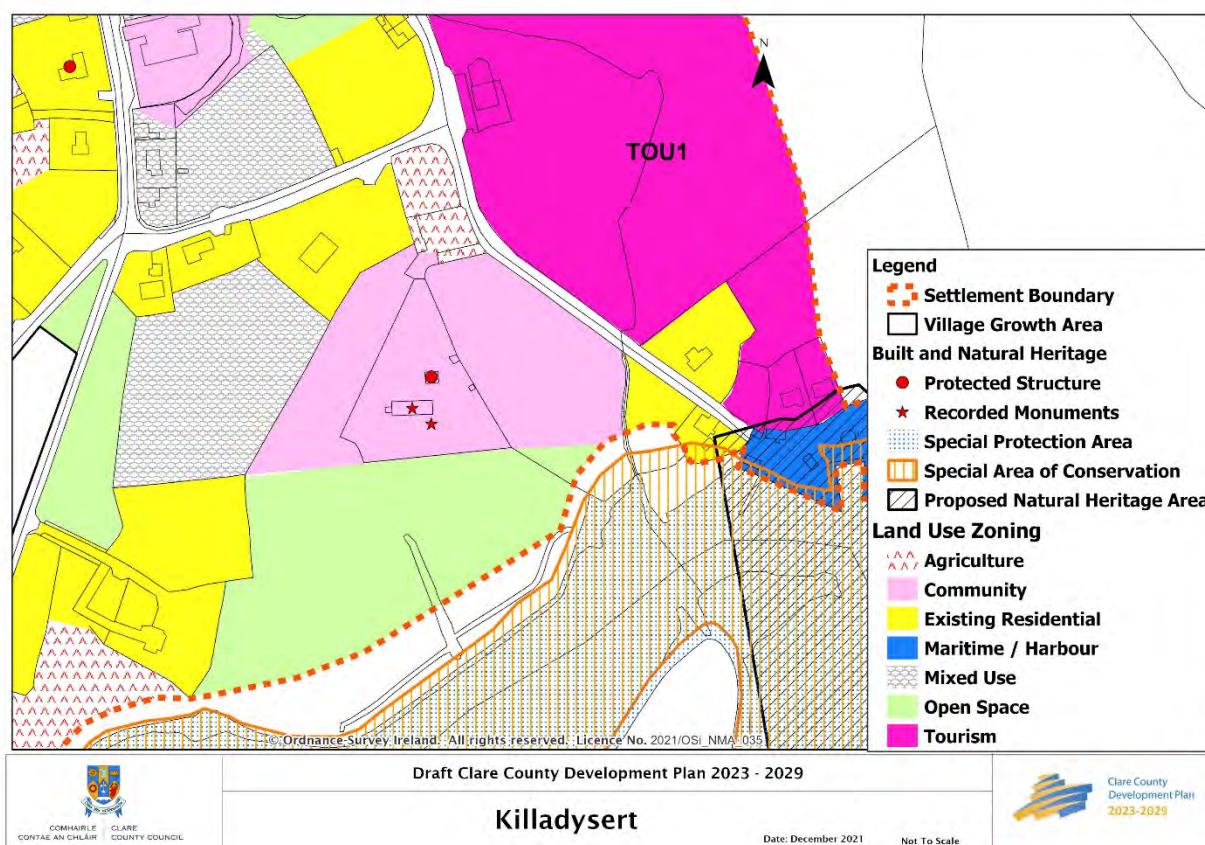
### Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that ~~flood risk to the community lands can be managed through appropriate site layouts and building layouts, with development limited to Flood Zone C.~~ there should be no new development on areas of Existing Residential within Flood Zones A/B and only minor development in accordance with Section 5.28 of the Flood Risk Management Guidelines.













## Section 4

### Small Villages

- |                    |                             |
|--------------------|-----------------------------|
| • Ballyea          | – No Amendments proposed    |
| • Ballynacally     | – <u>Amendment proposed</u> |
| • Bellharbour      | – <u>Amendment proposed</u> |
| • Boston           | – <u>Amendment proposed</u> |
| • Carrigaholt      | – <u>Amendment proposed</u> |
| • Carron           | – <u>Amendment proposed</u> |
| • Connolly         | – No Amendments proposed    |
| • Cooraclare       | – <u>Amendment proposed</u> |
| • Cranny           | – No Amendments proposed    |
| • Creegh           | – <u>Amendment proposed</u> |
| • Cross            | – No Amendments proposed    |
| • Doolin           | – <u>Amendment proposed</u> |
| • Doonaha          | – No Amendments proposed    |
| • Fanore           | – <u>Amendment proposed</u> |
| • Inch             | – <u>Amendment proposed</u> |
| • Kilbaha          | – <u>Amendment proposed</u> |
| • Kilnaboy         | – No Amendments proposed    |
| • Kilmaley         | – <u>Amendment proposed</u> |
| • Kilmurry McMahon | – <u>Amendment proposed</u> |

- Kilshanny
  - Knock
  - Knockerra
  - Labasheeda
  - Lissycasey
  - Moy
  - Moyasta
  - Querrin
  - Ruan
  - Spanish Point
  - Tubber
- No Amendments proposed
  - Amendment proposed
  - Amendment proposed
  - Amendment proposed
  - Amendment proposed
  - No Amendments proposed
  - Amendment proposed
  - No Amendments proposed
  - No Amendments proposed
  - Amendment proposed
  - No Amendments proposed

## Ballyea

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



## Ballynacally

### Location and Context

Ballynacally is a small, picturesque, rural village nestled into the estuary landscape west of the Shannon Estuary and on the route of the Shannon Estuary Way. It is located on the R473, 10 miles southwest of Ennis. Ballynacally has developed along the main road and is centred on the former Fair Green a pretty open space and playground lined on one side by attractive cottages. Other services in the village include a community hall, GAA grounds, a number of public houses, the Estuary Way Café, a post office, health centre and a children's nursery.

The name Ballynacally is generally translated as Baile na Cailleadh, the nuns land, because it belonged to the nuns of Killone convent. The area has been inhabited since the earliest times and there are a number of forts in the immediate vicinity. Despite the close proximity to Ennis, the village has a unique character that has not been compromised by inappropriate development.

Buildings in Ballynacally are served by private wastewater treatment systems. Water in the area is provided by Lissycasey Group Water Scheme.

The water quality of the Ballynacally River is currently at 'good status' however the Ballynacally Creek which it feeds into is at 'moderate status'. Any future residential development including alterations to existing residential developments, commercial or employment generating development will require private wastewater treatment subject to suitable site-specific conditions and must ensure they are in compliance with the EPA Code of Practice for 'On Site Wastewater Treatment Systems'.

Ballynacally is located on Ballynacally Creek, just upstream of the Lower River Shannon Special Area of Conservation (SAC) and the River Shannon and River Fergus Estuaries Special Protection Area (SPA). Future development must ensure that there are no adverse effects on the SAC's and SPA's site integrity, or the integrity of any other European site as a result of proposed development. Accordingly, objectives set out in Volume 1 of this Plan, relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

### General Objectives

- To encourage growth in the village that will consolidate the existing built form, contribute to the vitality of the village and its community whilst preserving and enhancing its unique character;
- ~~To ensure that existing population levels and services are maintained~~ To support the maintenance and sustainable growth of the existing population and services.

- To ensure that growth in Ballynacally is incremental in nature, relative and appropriate to the scale, size and character of the population and services in the village;
- To support the provision of infrastructure to allow for future growth of the village;
- To support the development of a settlement network along the Shannon Estuary including Ballynacally along with Killadysert, Knock, Labasheeda and Killimer, to assist collaborative projects and the sharing of assets and strengths including developing its economic and tourism potential as a stopping point on the Shannon Estuary Way.

### Employment and Enterprise

Ballynacally is located within a short commuter distance of the centres of employment at Ennis and Shannon. In order to promote economic activity in the village itself it is an objective:

- To promote economic and service development within the village. The redevelopment of existing buildings for these purposes will be encouraged, particularly the redevelopment of vacant buildings in the village core.

### Tourism

Ballynacally is ideally located on the Shannon Estuary Way which affords significant opportunities to maximise tourism assets in the village and to develop additional facilities and services for visitors, in tandem with other key settlements along the Shannon Estuary Way.

- To facilitate the continued development of existing tourism assets and support the development of additional tourist facilities and services along the Shannon Estuary Way.

### ENT1

These lands have been designated for the development of enterprise and employment generating uses with a view to providing greater employment opportunities for members of the local community. Development proposals for these lands must retain the trees and hedgerow that form the boundaries of the site.

### 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.

In addition to compliance with the policies and objectives set out in Volume 1 of this Plan, any development proposals on areas identified for growth shall consider the following:

#### **VGA1 Lands to the east of the R473 and VGA2 Lands to the west of the R473**

VGA1 is located north of the village centre in proximity to GAA pitches. This area is considered suitable for development with an existing public footpath along the roadside boundary providing connectivity with the village centre. Development proposals on these lands must retain trees on the site and the existing stone wall along the roadside boundary.

VGA2 is located in close proximity to the centre of the village and is considered suitable to accommodate future development in the settlement. Development here will mark the entrance to the village from the north and therefore a high standard of design and layout will be required in order to ensure that it enhances the character of the village.

Parts of both these areas are elevated in relation to the adjoining public road and neighbouring lands and therefore single storey buildings may be required on some parts of the site in order to ensure that future development is not visually intrusive and integrates well into the existing village setting.

#### **VGA3 Lands to the South of the Village Centre**

The lands have the potential to impact on the Lower River Shannon cSAC and River Shannon & River Fergus Estuaries SPA. Any future development proposals shall be designed to ensure that a minimum 10m wide buffer is retained along the stream and shall include mitigation to protect water quality (construction and operation), otters, fish and Special Conservation Interest birds in line with NIR Mitigation 2, 3 and 4a set out in Volume 10a of the Plan.

#### **VGA4 Lands to the West of Village Centre**

The lands have the potential to impact on the Lower River Shannon cSAC and River Shannon & River Fergus Estuaries SPA. Any future development proposals shall be designed to ensure that a minimum 10m wide buffer is retained along the stream and shall include mitigation to protect water quality (construction and operation), otters, fish and Special Conservation Interest birds in line with NIR Mitigation 2, 3 and 4a set out in Volume 10a of the Plan.

#### **Place Making and Regeneration**

The village is set within an attractive rural environment consisting of rolling landscapes and shallow ridges with picturesque views of the estuary which give the village a particular charm. Given the relatively sparse natural vegetation in contrast to other parts of the County, it is important that existing trees and hedgerows are protected. The need to preserve views and



vistas is a critical factor. The high stone walls along both sides of the road between Ballynacally village and the cluster of Ballycorick are a distinctive feature that contributes to the character of the two areas and should be protected.

The well-defined village core has preserved unique elements and presents them beautifully. The retention of the green as a public space without parked cars conveys a timeless character. New development has not occurred on the main approaches, and this further supports the unspoilt appearance. It will be vital that any new development which does occur along the main road retains the character and the integrity of the front boundaries. There should be no need for setbacks within the settlement and the road edge should be retained by either footpath or grass verge.

The centre of the village of Ballynacally 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.

### REC1

These lands are located near the centre of the village and are occupied by Clondegad GAA club and their associated facilities. These lands are zoned for recreational purposes and shall be retained as such in order to meet the sports and recreation needs of the local community.

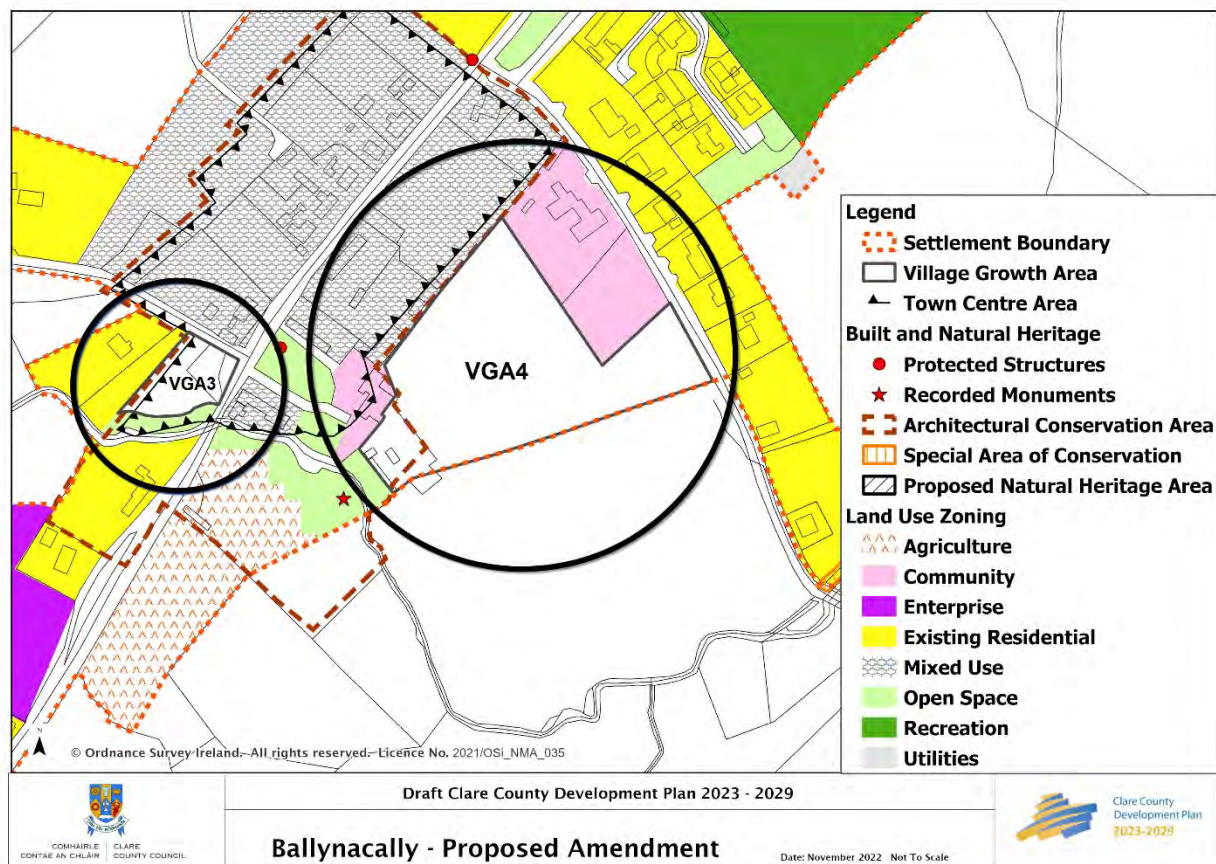
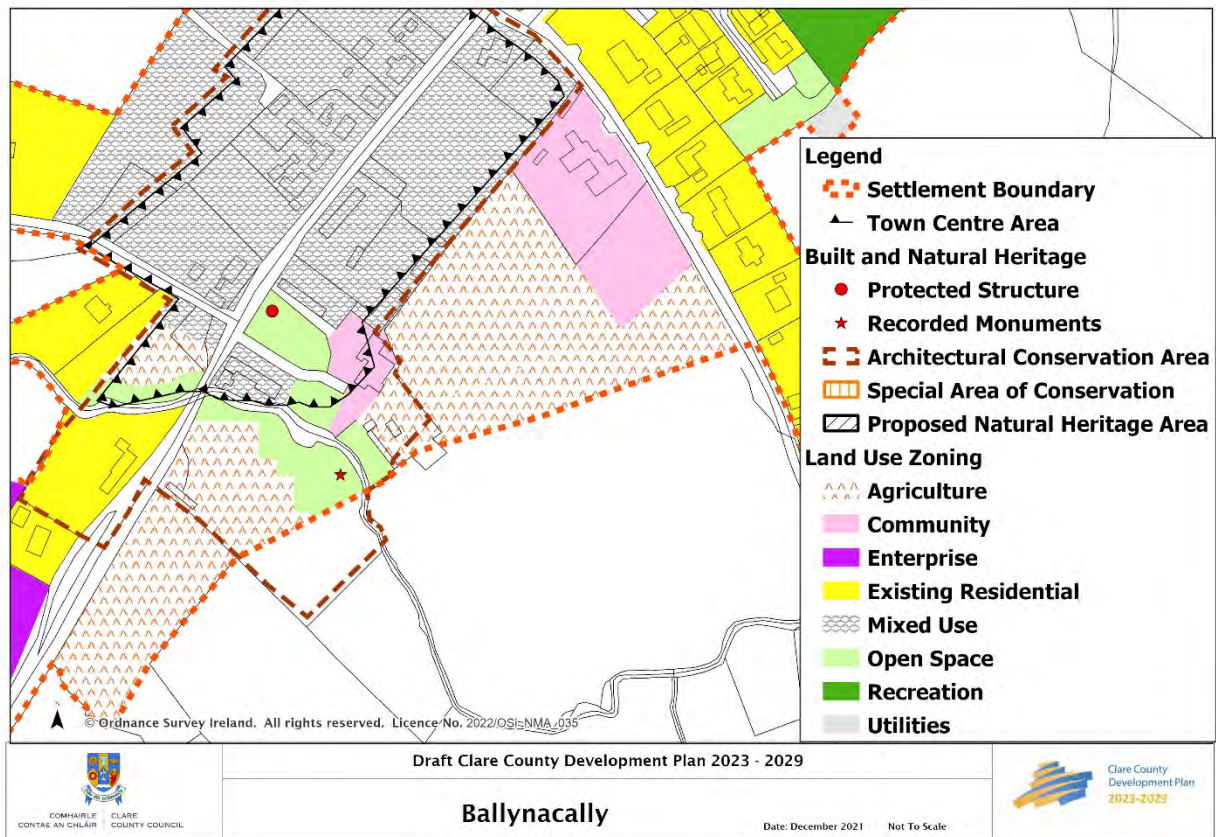
### UT1 Utilities

This is the location of the wastewater treatment plant that serves the adjoining housing development. A small area of additional lands has also been designated to allow for future expansion of the plant should it be required.

### Flooding and Flood Risk

The Strategic Flood Risk Assessment (Volume 10(c)) accompanying this Plan advises that ~~Open Space zoning is appropriate and should be retained. It further advises that~~ there should be no new development on areas of Existing Residential within Flood Zones A/B and only minor development in accordance with Section 5.28 of the Flood Risk Management Guidelines.

Flood risk on Community lands ~~flood risk related to redevelopment of lands within Flood Zone A and B~~ can be managed by applying the sequential approach and through appropriate site and building layouts, with a site-specific flood risk assessment to determine appropriate finished floor levels, with highly and less vulnerable development limited to Flood Zone C. ~~Redevelopment of the mixed use development land should be limited to less vulnerable uses.~~



## Bellharbour

### Location and Context

The Wild Atlantic Way, as it runs along the northern coast of County Clare, passes through Bellharbour. The village is situated on an inlet off Ballyvaughan Bay and a small quay serving the settlement is located at the water's edge.

Bellharbour is located on the main N67, a designated Scenic Route, between Ballyvaughan and the County Galway border. There are many visitor attractions in the area including The Flaggy Shore, the historic Mount Vernon house, with a variety of restaurants, public houses, artisan food producers and yoga centres nearby. The Burren Outdoor Education Centre is situated south of the Village.

Bellharbour is a small village and its harbour-side location makes it an attractive visitor destination, with a number of holiday home developments within short walking distance of the harbour. However, the sensitivity of its location needs to be considered carefully when assessing development proposals.

The strategy for Bellharbour is to encourage small-scale incremental residential growth that will be reflective of the rural nature of the settlement, while also encouraging the reuse of vacant or derelict sites and properties within the Village. Also, proposals for any suitably-scaled and appropriate commercial or employment-generating development will be encouraged. The Village has a permanent resident population and provision should be made to encourage its future growth.

The village is served by Turlough Public Water Supply which has sufficient capacity to serve projected population growth. Bellharbour has no public wastewater treatment scheme, and any development proposals must be served by private waste water treatment systems which are in compliance with the *EPA Code of Practice for Waste Water Treatment Systems* and must be strictly adhered to in order to ensure no significant long term effects on the surrounding European sites.

The village lies on Pouldoody Bay which is designated as both a Special Area of Conservation (SAC) (Galway Bay Complex SAC) and a Special Protection Area (SPA) (Inner Galway Bay SPA). In addition, Moneen Mountain SAC and the East Burren Complex SAC lie in close proximity surrounding the village. Future development must ensure there are no significant effects on the conservation objectives or site integrity of the surrounding European sites or any other European site as a result of any future potential development in the Village. Accordingly, objectives set out in Volume 1 of this Plan, relating to European sites and to Appropriate Assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this Plan (Volume 10a) relevant mitigation measures and recommendations at site and project level.



The “Ballyvaughan/Poulnaclough Bay Pollution Reduction Program (PRP)” produced by Clare County Council in compliance with the Quality of Shellfish Waters Regulations 2006 and updated in 2012 promotes compliance with the objectives of this pollution reduction programme and with the objectives of the Shellfish Waters Directive for the designated shellfish growing waters of Ballyvaughan/Poulnaclough Bay. Future development proposals will be required to demonstrate adherence to this PRP and the overall protection of water quality with respect to Shellfish waters.

### General Objectives

- To make provision for the sustainable growth of the Village which will support existing services and encourage further expansion of the service base, whilst retaining its distinctive character; and
- To promote Bellharbour as a destination on the Wild Atlantic Way.

### Employment and Enterprise

There is an identified need to provide for greater commercial opportunities to meet the needs of the local community and the tourism industry. Accordingly, mixed use zoning and commercial zoning are provided to encourage economic development and enterprise at this location within the settlement. Proposals for employment generating development in the Village will be supported and facilitated where appropriate.

### Tourism

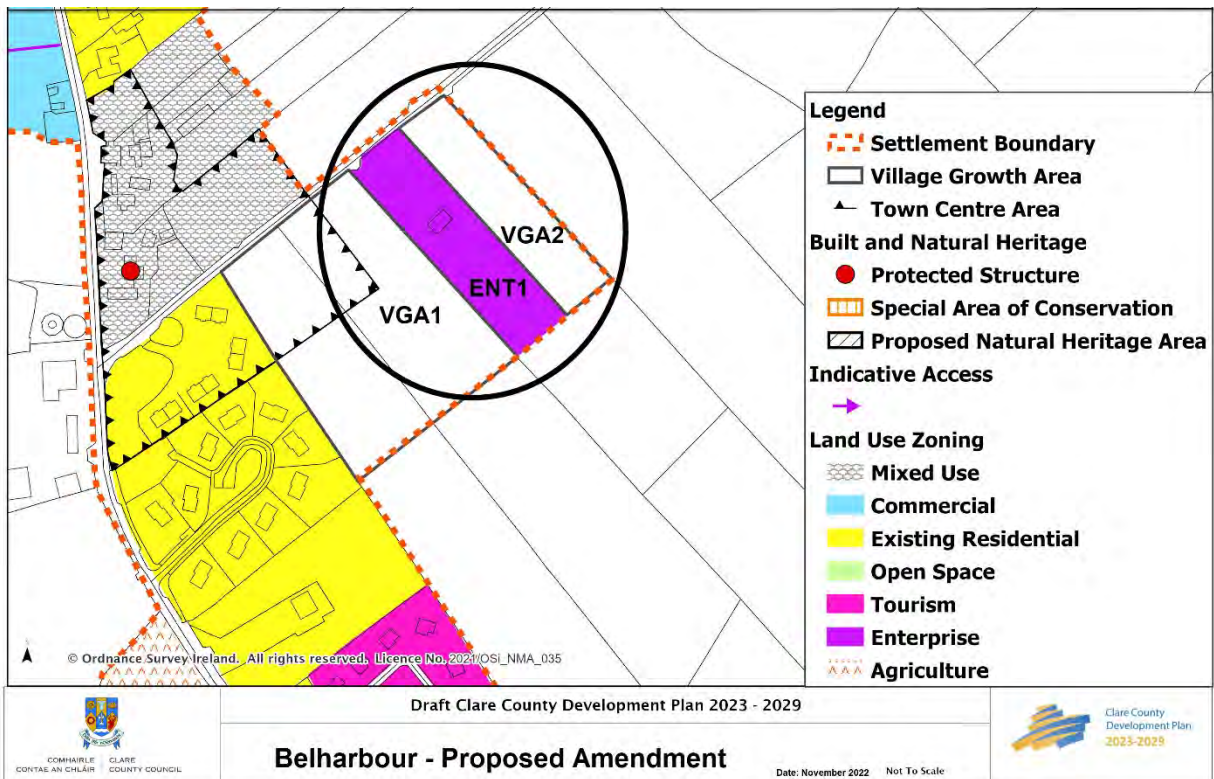
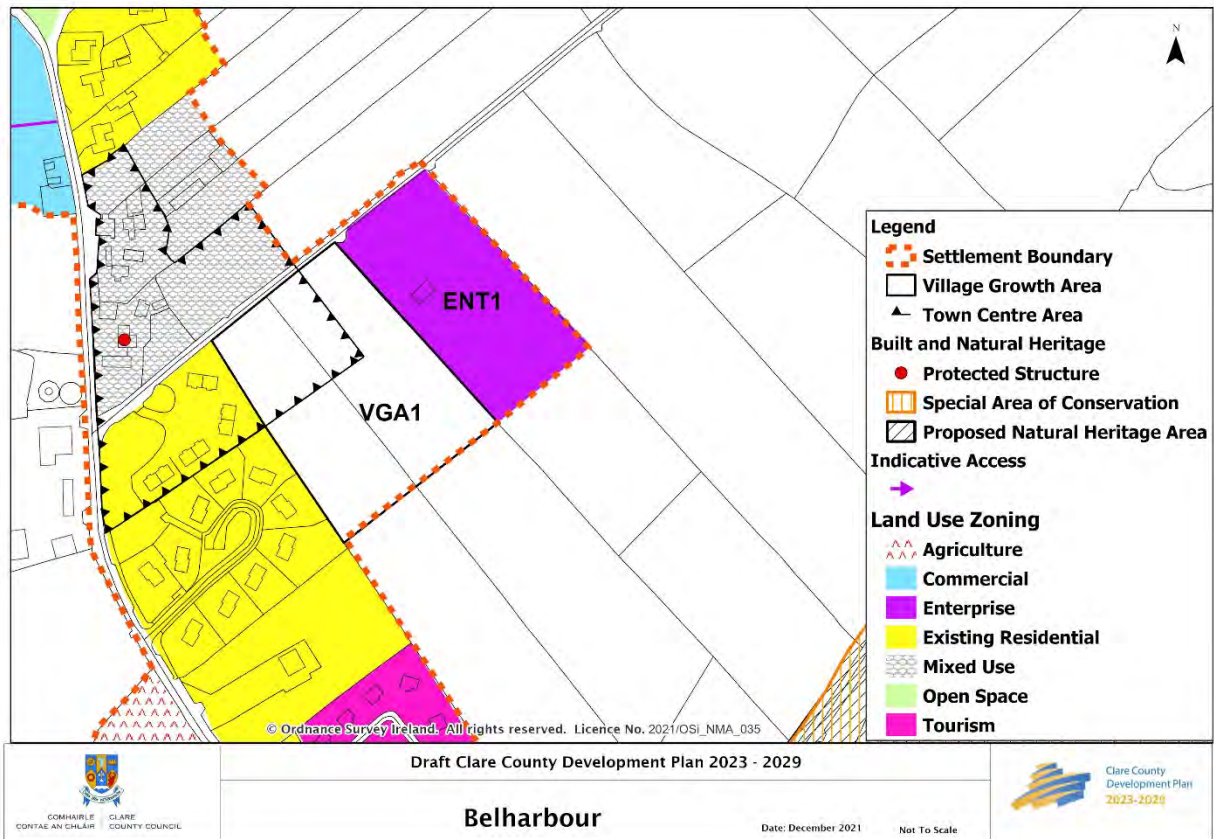
The Burren Outdoor Education Centre (LCETB) is located in close proximity to Bellharbour and provides outdoor recreational experiences to support the development of social, emotional and team-building skills. This facility provides an opportunity to enhance the development of educational tourism in County Clare.

### 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.

## Flood Risk

A Strategic Flood Risk Assessment was carried out as part of the preparation of this Plan and advises that there is potential overland flow paths (unmapped) from the turlough and the coast as well as a ground water risk associated with the turlough west of the village. A Site Specific Flood Risk Assessment needs to be carried out to address surface water and ground water risks. The sequential approach should be applied. ~~The SFRA advises that there is some flood risk to open space, maritime zoning and part of the Village Centre.~~ The SFRA is set out in Volume 10(c) of this Development Plan.





## Boston

### Location and Context

Boston is a small rural village consisting of a school, church and a small number of houses located on the eastern edge of the Burren National Park. **Childcare services in the village are provided by the Boston Community Childcare Group.** While the Village is served by a Group Water Scheme, it has no public water treatment system, and it lies within an area of extra extreme groundwater vulnerability. Boston has experienced little growth in recent years partly arising from the lack of wastewater infrastructure.

Boston is located within the East Burren Complex Special Area of Conservation (SAC). Future development must ensure that there are no adverse effects on the integrity of the SAC or the integrity of any other European site as a result of the proposed development. Accordingly, objectives for European sites and appropriate assessment as set out in Volume 1 of this Plan will apply to any future development proposals in this area. The Natura Impact Report accompanying this Plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

### General Objective

- To make provision for the sustainable growth of the Village which will support existing services and encourage further expansion of the service base, whilst retaining its distinctive rural character.

### Employment and Enterprise

In order to support economic development, the Council will facilitate and encourage **the development of appropriate enterprise and employment generating uses with a view to providing greater employment opportunities for members of the local community including farm enterprise and Agri-tourism.** ~~in Boston and~~ The Council 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 Boston 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 Regeneration**

Although a small village, local commitment is evident in the attractive sense of place with neat boundaries, well defined road edges and well-presented buildings.

## Carrigaholt

### Location and Context

Carrigaholt is a large, picturesque fishing village situated on the southern side of the Loop Head Peninsula. It is set within an important natural environment and is centred on two piers (RPS 509 and RPS 515). Although both piers are used by fishing boats, only the one to the south of the village is fully operational on a commercial basis serving fishing boats and the Dolphin watch boat during the tourist season. The piers and Carrigaholt Castle (RPS 263) are distinctive landmarks in the Village. The shell fishing industry plays a key role in the local economy. An extension to the pier would benefit this industry, as well as those using the pier for recreation and tourism uses such as the Dolphin watch boat.

The Village has a very attractive centre, displaying distinctive streetscapes and local character. It contains a traditional mix of residential uses and other services including a grocery store, take-away and seafood shop, several public houses, a post-office, health centre, national school, the Dolphin watch information centre and a small carparking and amenity area overlooking Carrigaholt Bay.

Coláiste Eoghain Uí Chomhraidhe is a Residential Irish College located approximately 2.5km from Carrigaholt. It has been a successful Summer College for thousands of school children for many years, not only providing them with an opportunity to practice their 'Gaeilge' but to also visit the local sights and attractions of the Loop Head Peninsula such as the lighthouse, the Little Ark Church and to go dolphin watching in Carrigaholt. The Coláiste is over 100 years old and is temporarily closed due to a lack of funding to carry out essential upgrades to comply with current health and safety regulations. The Irish College is a valuable resource that provides opportunities for the development of complementary uses in and around the Village.

Carrigaholt is located within a Heritage Landscape, offering uninterrupted views of Carrigaholt Bay and beyond. Lands adjacent to the river, to the north of the bridge, are prone to flooding. Inland of Carrigaholt, the landscape is flat, open and marshy, making it an important habitat for certain bird species.

Like many of the coastal settlements of West Clare, Carrigaholt village is increasingly reliant on tourism and as a result, the village is seasonally quiet and there is high demand for holiday home developments.

It is critical to retain and enhance the character of Carrigaholt and to assess the role of the natural open areas in relation to flood risk management. Future development will be concentrated to the south of the village centre where it will contribute to the development of a strong village core and where the landscape has the capacity to absorb in-depth development.



It is a focus of this Plan to allow for the leisure and tourism development at the harbour area, including improved land/sea access, to take advantage of the opportunities presented by the location of the village on the estuary and the existing infrastructure and amenities in the area.

The village is served by Clare Bus with regular services to Kilrush and Kilkee with onward services to Ennis.

Carrigaholt is connected to the West Clare Regional Water Supply and is not currently served by a public wastewater treatment system. In the absence of a wastewater treatment scheme, any development on village growth areas must strictly adhere the *EPA Code of Practise for Waste Water Treatment Systems* in order to ensure no significant long term effects on the Lower River Shannon cSAC.

Carrigaholt adjoins the Lower River Shannon candidate Special Area of Conservation (cSAC), with the River Shannon and River Fergus Estuaries Special Protection Area (SPA) located in close proximity to the Village. Accordingly, objectives set out in Volume 1 of this Plan relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this Plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

### General Objectives

- To consolidate the existing Village, support the tourism industry in the area and encourage the development of a range of amenities and services for both permanent residents and visitors to the area, subject to the requirements of the Habitats Directive;
- 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 the community in the provision of a suitably sited playground to serve the Village;
- To allow for settlement growth in order to provide permanent homes for the local population;
- To support services and facilities that are complementary to the use of Coláiste Eoghain Uí Chomhraidhe;
- To make provision for the development of new commercial/recreation and leisure activities centred on the two piers to reinforce and expand on their existing uses subject to the requirements of the Habitats Directive;
- To facilitate the extension and/or upgrade of the facilities in place at MAR1 in the Village consistent with the Strategic Infrastructural Framework Plan (SIFP) and subject to the requirements of the Habitats Directive;
- To support the provision of infrastructure to allow for future growth; and
- To support the development of a settlement network in the Loop Head Peninsula including Carrigaholt along with Cross and Kilbaha, to assist collaborative projects and

the sharing of assets and strengths including developing its economic and tourism potential as a stopping point on the Wild Atlantic Way and Loop Head Peninsula.

### Employment and Enterprise

The main economic activity in Carrigaholt relates to tourism and fishing and future economic development in the Village is likely to continue to concentrate on these areas.

There is potential to promote the development of the existing pier and harbour areas in the Village as a tourism and leisure facility. Infrastructure works to improve land/sea access at the piers and developments that complement the natural amenity around the river and bridge area will be necessary in order to capitalise on the potential of the area. Such improvements could bring significant economic benefits to the Village.

Other specific objectives for economic development are:

- To encourage further retail and commercial development. This development shall be located in the centre of the Village with a focus on the redevelopment of the existing unused structures for retail or commercial purposes; and
- 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.

### Tourism

Carrigaholt is a destination stop on the Wild Atlantic Way and this provides the Village with the potential to strengthen and diversify its tourism product offer to the visitor.

Provision needs to be made to allow for the growth of the tourism industry and to support the existing operations. However, it is also important to capitalise on opportunities that exist for the development of other forms of enterprise in the area to ensure sustainable, year-round employment opportunities for the local community. It should be noted that for the period of this Plan the provision of accommodation in the form of holiday homes shall not, in general, be considered favourably.

In this regard it is an objective:

- To support the continued development of existing tourism assets and support the development of additional tourist facilities and services within the Loop Head Peninsula in a sustainable manner.

### TOU1 West Street

This site is situated to the rear of West Street, to the southwest of the Village Centre. Its central location lends itself to tourism related development, situated close to the Village

services and to the harbour and pier areas. The zoning of this site for Tourism purposes makes provision for tourism related development in order to bring people and revenue to the area in a sustainable manner. For the period of this Plan the provision of accommodation in the form of holiday homes on this site will not, in general, be considered favourably.

### **ENT1 West of the Village**

These lands have been designated for the development of enterprise and employment generating uses with a view to providing greater employment opportunities for members of the local community. Any proposed development within ENT1 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.

### **MAR1 Existing Quay, adjacent to Carrigaholt Castle (RPS 263)**

The commercial activity at this pier focuses on fishing enterprise and the Dolphin watch boat, which operates during the tourist season. Future developments in this area will focus on marine-related commercial activity. The Council will facilitate proposals for the extension/upgrade of the facilities currently in place at MAR1 in Carrigaholt.

Future developments must not impact on the favourable conservation status of the annex habitats for which the Special Area of Conservation, in which the pier is located, is designated. Any future development associated with MAR1 must also ensure the requirements of the Habitats Directive, the Water Framework Directive and the Marine Strategy Framework Directive are strictly adhered to.

### **MAR2 Old Quay, near Carrigaholt Bridge (RPS 194)**

This area is reserved for the future development of the pier and land-based facilities for tourism and leisure uses.

Future developments must not impact on the favourable conservation status of the annex habitats for which the Special Area of Conservation, in which the pier is located, is designated. Any future development associated with MAR2 must ensure the requirements of the Habitats Directive, the Water Framework Directive and the Marine Strategy Framework Directive are strictly adhered to.

### **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.

### Place Making and Regeneration

The core area of the Village is strong and well-defined by buildings and simple plastered boundary walls with hedges behind. It is valuable to have the large central space adjacent to the harbour and the work on defining the space needs to continue. There are trees growing successfully in the vicinity and similar species could be used to further enhance this space.

At the outskirts of the Village the undefined setbacks in front of housing developments would benefit from planting with grasses compatible with the coastal location which could become naturalised. Carrigaholt is situated on the Wild Atlantic Way and the principles for place making on the Wild Atlantic Way are set out in Chapter 14 of Volume 1 of this Plan.

### OS1 Area on the Northern Bank of the Moyarta River

This is a low-lying area which has historically been a flood plain during the winter months at the place where the river meets the sea at Carrigaholt Bay. Given its naturally low-level in relation to sea level, the proximity of the sea itself, the expected rise in sea levels associated with global warming and the implementation of 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' (2009), it is necessary that the area remains available as a flood plain. In addition, it is a wildlife habitat and an attractive amenity in the village for both the local community and visitors to the area.

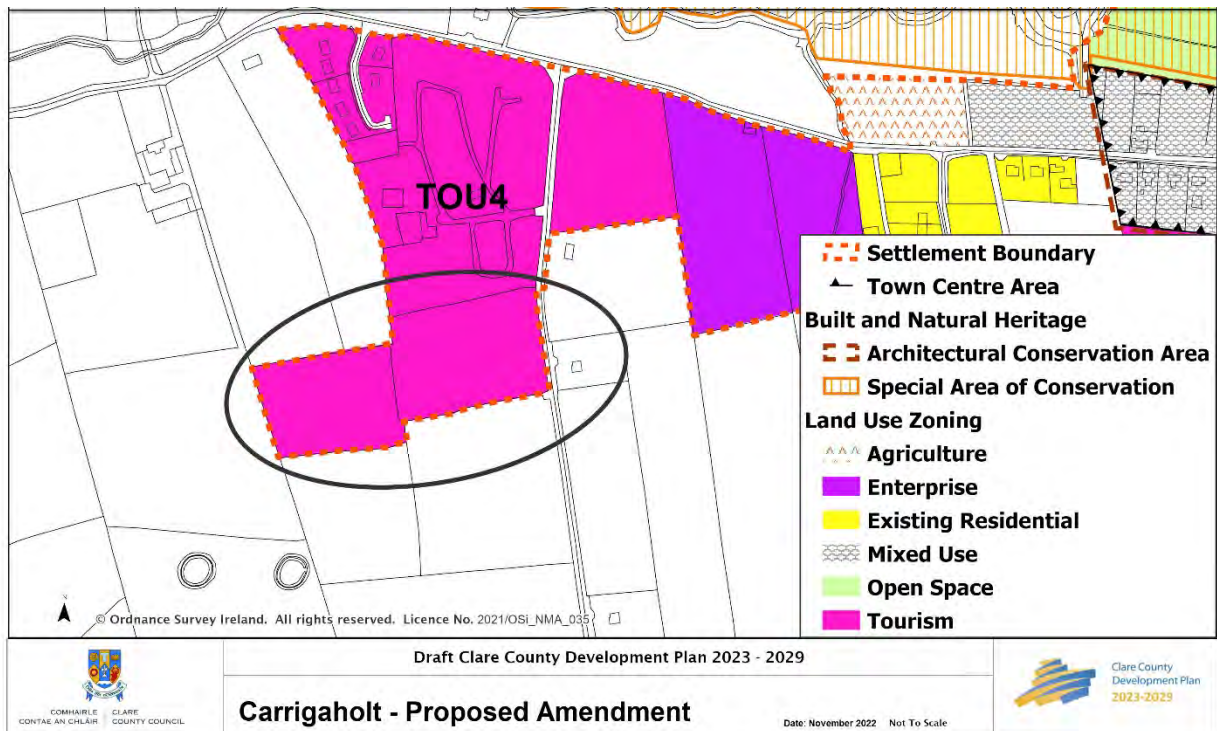
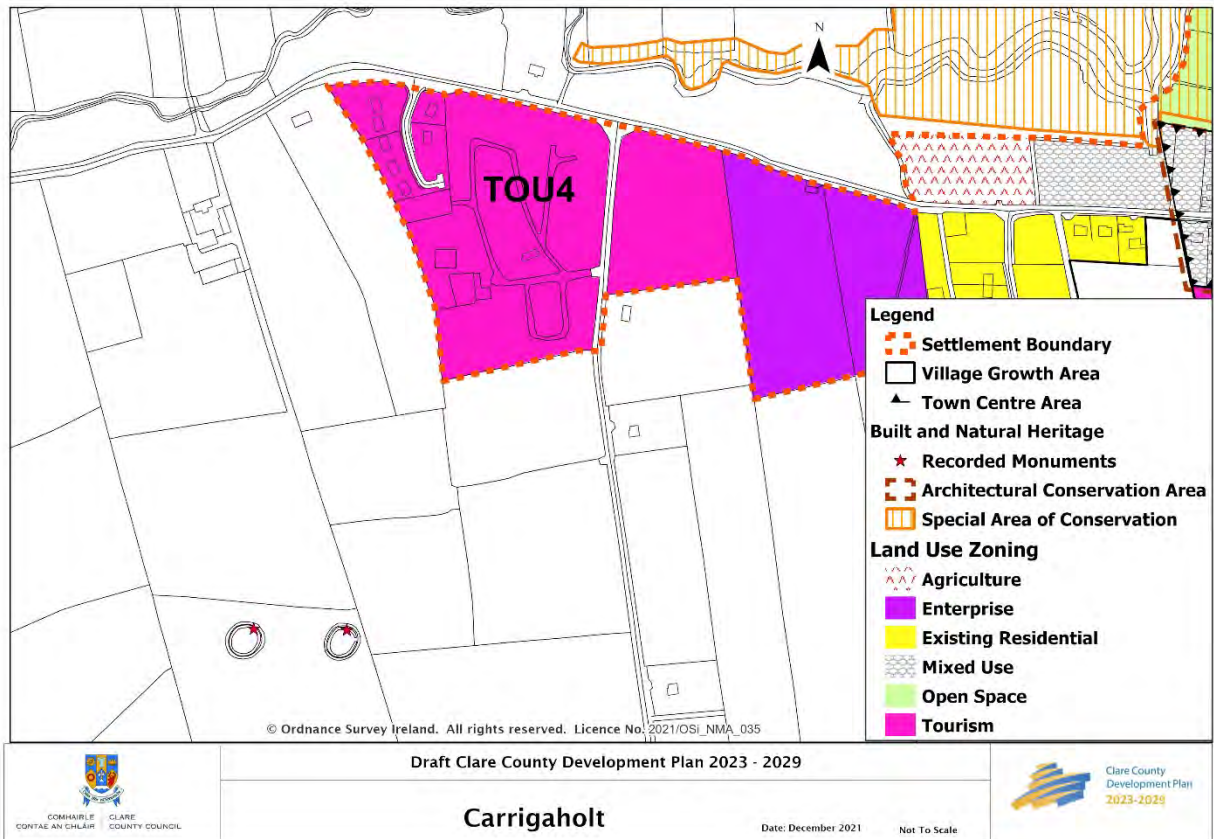
### Architectural Conservation Area (ACA)

The centre of the Village of Carrigaholt has been designated as an Architectural Conservation Area (ACA). These 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

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that flood risk to Carrigaholt is split between tidal and fluvial. On the sites which are along the river, and protected from direct coastal impacts, redevelopment should still take into account tide levels.

Along the coastline, given the history of flooding and known incidents of wave exacerbated storm damage, it is recommended that redevelopment is limited to less vulnerable uses, **even in Flood Zone C**, and sufficient measures are included in the design to ensure flood resilience.



## Carron

### Location and Context

The village of Carron is situated to the north of the Burren National Park, approximately 5 kilometres off the R480 to Ballyvaughan. It is a small village consisting of a school, church, post office, pub/ restaurant and hostel. The NUI Galway field research centre is located near the village, as is the Burren Perfumery. Carron is also the trail head for numerous looped walks in the Burren, which attract year-round visitors to the area. The Michael Cusack visitor centre and DigiClare – Connecting Communities Hub is located approximately 1.5km from Carron village. Michael Cusack's passion for Gaelic games led him to become the founder of the GAA which is an important part of Irish heritage. The strategy for Carron as a small village is to encourage small-scale incremental residential growth that will be reflective of the rural nature of the settlement.

Carron is also in an area of extreme groundwater vulnerability which will have implications for future development requiring adherence to the provisions of the Environmental Protection Agency Guidelines relating to wastewater treatment and disposal.

Carron is adjacent to two Special Areas of Conservation (SACs); Moneen Mountain SAC to the west of the village and East Burren Complex SAC to the east of the village as well as both being designated as proposed Natural Heritage Areas (pNHAs). Future development must ensure that there are no adverse effects on the SAC's site integrity, or the site integrity of any other European site as a result of the proposed development. Accordingly, objectives set out in Volume 1 of this Plan relating to European sites and to Appropriate Assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this Plan (Volume 10a) relevant mitigation measures and recommendations at site and project level.

### General Objective

- To make provision for the sustainable growth of the village which will support existing services and encourage further expansion of the service base, whilst retaining its unique and distinctive character.

### Employment and Enterprise

The sustainable and successful development of tourism is critical to the economy of Carron, which is well positioned to offer a high quality year round product to the discerning visitor. Agriculture also plays a key role in the sustainable management of the Burren in which Carron is situated. Strengthening the links with NUI Galway through the expanded use of the field research centre for lecture series and exhibitions should be encouraged. The recent opening of the DigiClare Cusack Centre Hub and Broadband Connection Point in the Michael Cusack Centre provides an important support for rural social enterprises and the wider



community by providing flexible, affordable hot desks, video conferencing and printing facilities, and high-speed broadband. The hub provides valuable facilities for local community groups and organisations in the area providing a venue for meetings and presentations. The initiative ensures remote areas like Carron, are provided with some access to high-speed broadband while waiting for the National Broadband Plan roll-out to reach them.

### 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 stunning landscape surrounding Carron north of the Burren National Park offers a unique environment for those seeking to live in a rural settlement and take advantage of the many free outdoor amenities in the vicinity.

The delivery of any new development in Carron 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.

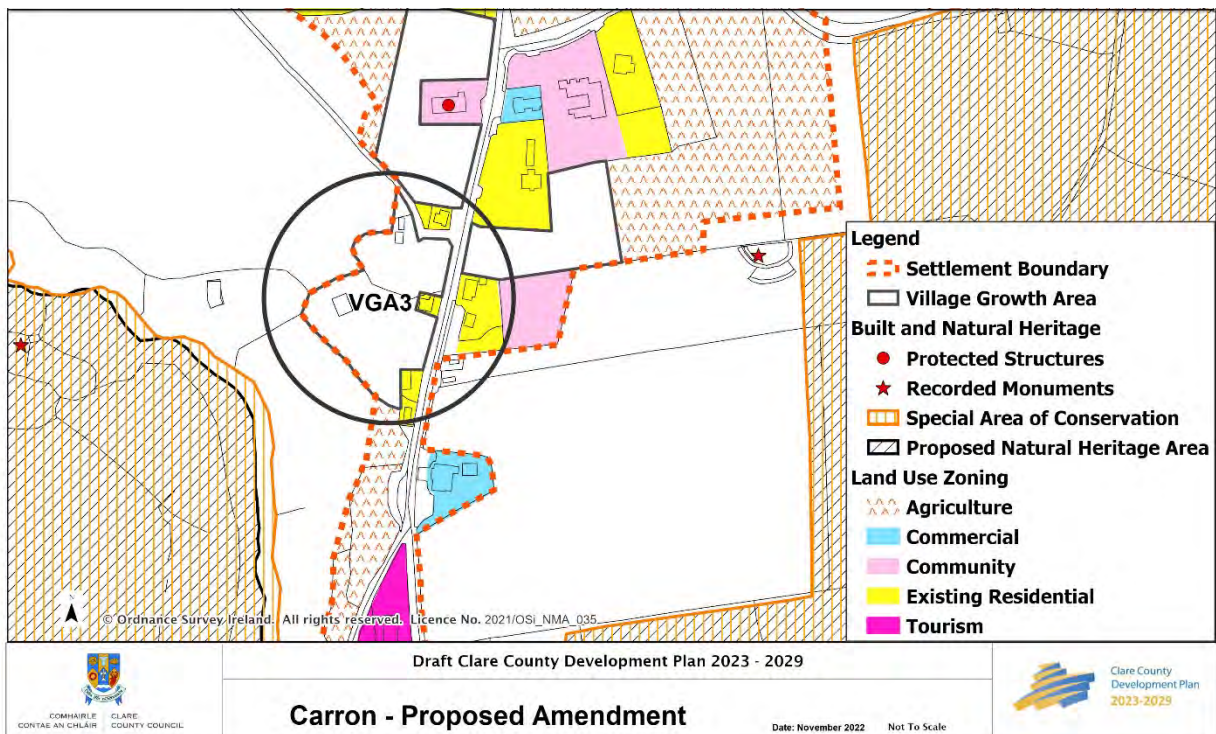
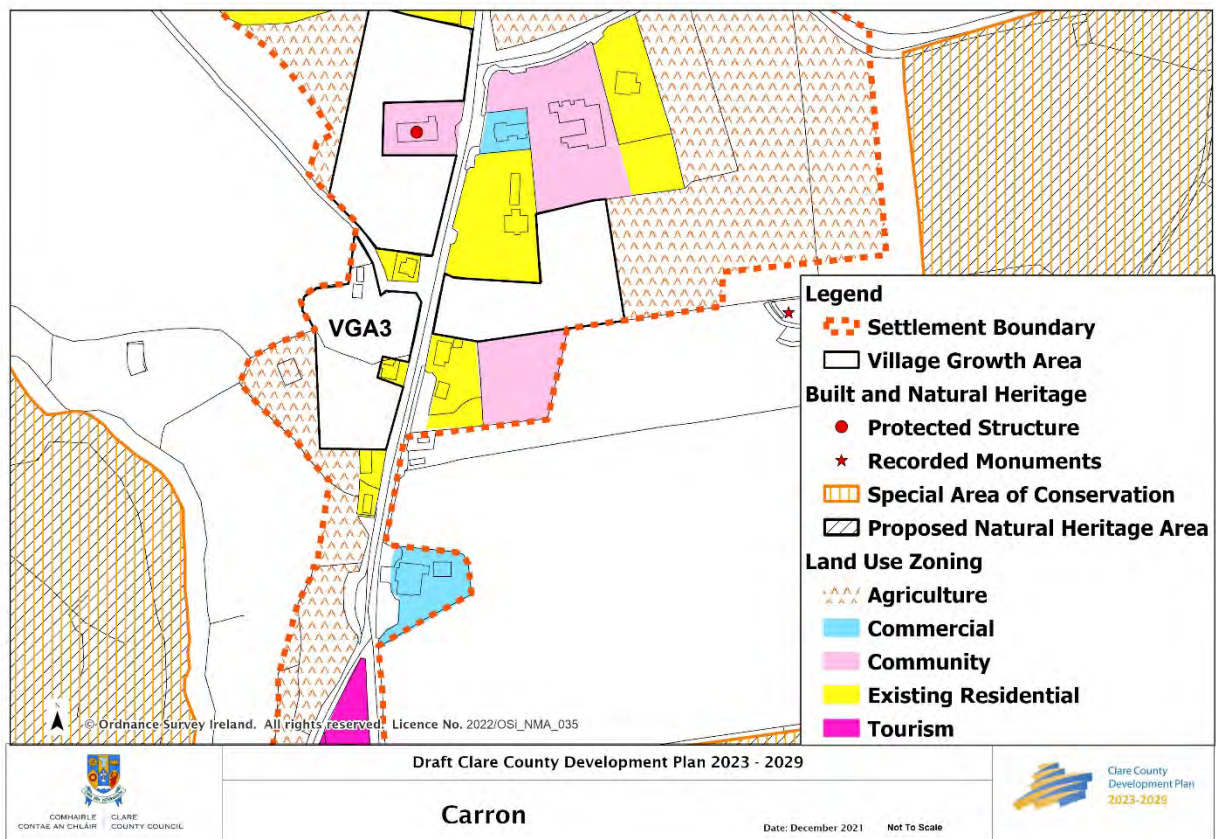
### VGA3 Lands to the Southwest of the Village Centre

Any development application must be accompanied by an Ecological Impact Assessment and Screening for Appropriate Assessment and/or a Natura Impact Statement, whichever is deemed relevant. The assessments should be informed by detailed ecological surveys and should address, but not be limited to a habitat survey which specifically addresses the presence of the Annex 1 habitat Limestone pavement across the site, hydrogeological assessment specifically addressing the connectivity with the Turloughs in the surrounding hinterland, bat survey in terms of loss of potential foraging areas and roosts.

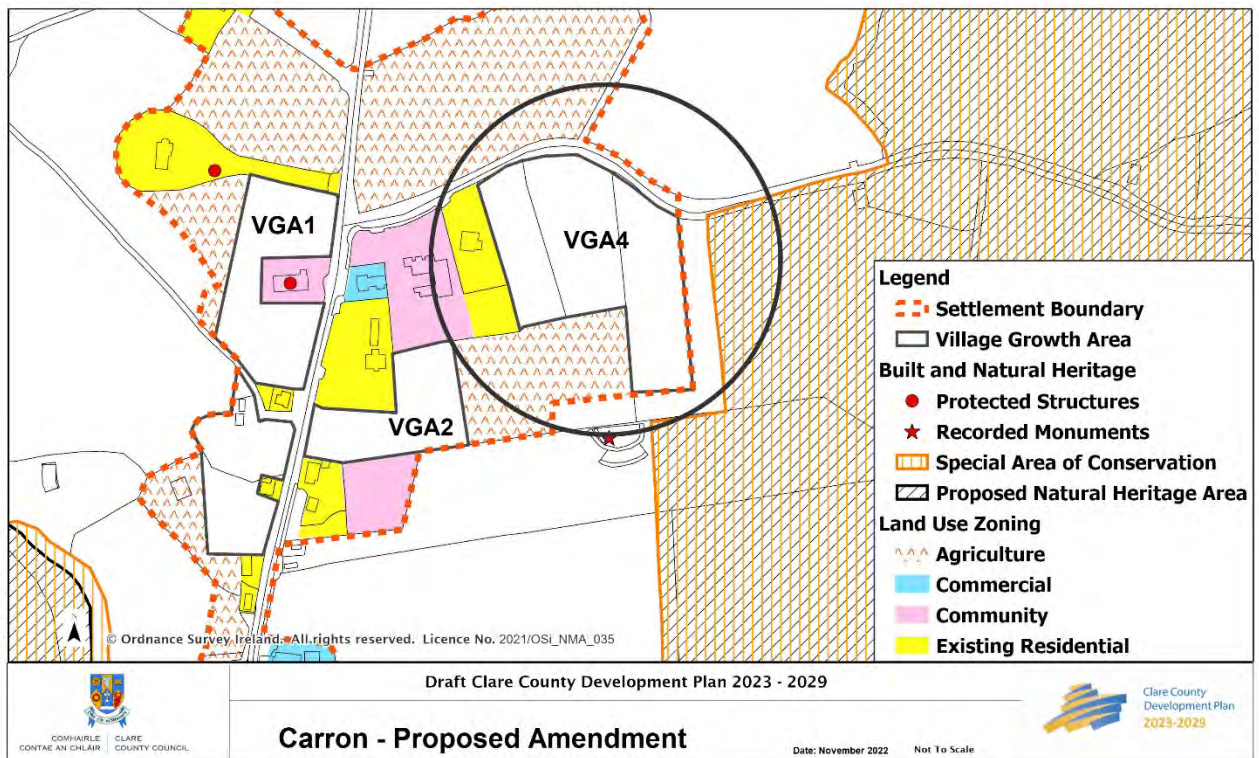
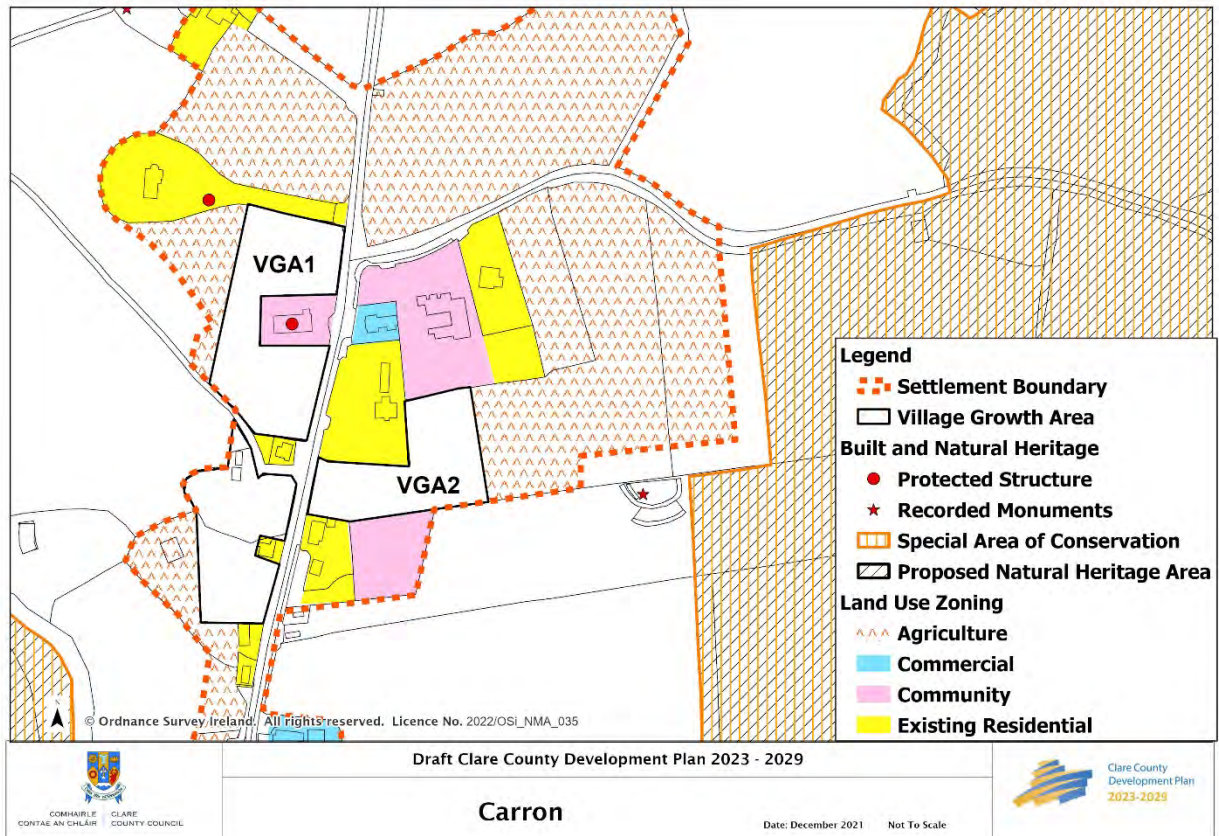
In addition, any future development must be designed to ensure that no development occurs on the scrub/wood habitat area within the site. It must also be demonstrated that any development will not impact upon the water quality of Carran Trough and mitigation in line with NIR Mitigation 2, 3 and 4a set out in Volume 10a of the Plan shall apply.

### **VGA4 Lands to the East of the National School**

The lands have the potential to impact on the Moneen Mountains SAC & East Burren Complex SAC and the lesser horseshoe bat. There is a narrow parcel of mixed woodland within site which has potential to support bats. Any future development proposals shall be designed to ensure that no development occurs within 25m of the SAC and that linkages to the SAC are not only maintained but enhanced. In addition, mitigation in line with NIR Mitigation 2, 3 and 4a set out in Volume 10a of the Plan shall apply.







## Connolly

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

## Cooraclare

### Location and Context

Cooraclare has a picturesque rural setting and the bridge and Doonbeg River provide an attractive gateway into the village on the southern approach. The village is surrounded by a rolling rural landscape with significant tree cover and low ridges.

Located on the R483 regional route Cooraclare has a tight-knit main thoroughfare that gives the Village a pleasant character. There are a significant number of services in the Village including a large community hall, school, petrol station, shop, church, post-office, florist, and several public houses. There is a public footpath in the village providing pedestrian connectivity from existing residences to services. Only a short distance from the main Service Town of Kilrush, the village is well located to accommodate future growth.

As there is no public wastewater treatment infrastructure serving the village. In this regard, the Council supports the provision of a new public wastewater treatment plant to serve the village and a funding application has been made under the Multi-Annual Rural Water Programme 2022- 2025; Measure A8 - Waste Water Collection Treatment Needs for Villages and Settlements without access to Public Wastewater Services. The provision of such a system falls under the remit of Irish Water and until such time as public wastewater infrastructure is in place, any future development, including alterations to existing commercial or employment generating development, will require private wastewater treatment subject to suitable site-specific conditions and compliance with the *EPA Code of Practice for On Site Wastewater Treatment Systems*. Cooraclare is connected to the West Clare Regional Water Supply. The Natura Impact Report accompanying this plan (Volume 10a) relevant mitigation measures and recommendations at site and project level.

The village experiences a substantial amount of through traffic being located on a main regional route. A significant amount of this is commuter traffic between Kilrush and Miltown Malbay and during the summer season tourist traffic uses this route to access the Killimer car ferry. There is potential for businesses in the village to attract in some of these holiday makers. The traffic flows need to be properly managed in a way that ensures a safe environment for all pedestrians and motorists in the village.

### General Objectives

- To consolidate the existing built form, whilst allowing for growth that will support the village centre, ensuring its vitality whilst preserving and enhancing the character of the village;
- To encourage the incremental and small-scale expansion of the settlement that is relative and appropriate to the scale, size and character of the population and services in the village;



- The redevelopment of existing unused structures for retail or commercial purposes will be particularly encouraged;
- To support the provision of infrastructure to allow for future growth of the village; and
- To manage the flow of traffic through the village to ensure the safety of road users and pedestrians and to minimise the negative impacts of heavy volumes of traffic.

### Employment and Enterprise

Cooraclare's proximity to the N68 makes it suitable for businesses seeking convenient access to the hinterland of Kilrush and beyond. It is situated on R483 which provides good links to the N67 and the settlements on the Wild Atlantic Way. This advantage should be harnessed for the benefit of the settlement, by improving signage and facilitating economic development.

In order to promote economic development, the following zoning objectives are identified for Cooraclare:

#### MU4 and MU5 Mixed Use Village Centre

These lands are located at the centre of the village and comprise the existing buildings in the Village Core and several small backland areas. These buildings/lands can accommodate a mixture of uses. The centre of the village of Cooraclare 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 as per Objective CDP 16.5 of this plan (Vol 1).

#### ENT1 Enterprise

These lands have been designated for the development of enterprise and employment-generating uses to provide greater employment opportunities for members of the local community. ~~OS1 The existing treeline and hedgerows along the southern boundary of ENT1 provides a valuable foraging and commuting route for bats as well as an important ecological corridor of wider biodiversity value should be maintained in any future development proposals on the site.~~

### 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.~~

Cooraclare's proximity to Kilrush and the Wild Atlantic Way together with the existing services and community makes it an attractive place to live.

In addition to compliance with the policies and objectives set out in Volume 1 of this Plan, any development proposals on areas identified for growth shall consider the following:

#### ~~VGA1 East of the Village~~

~~The EPA Code of Practice for Wastewater Treatment Systems must be strictly adhered to on these lands in order to ensure no significant long-term effects on the Doonbeg River.~~

#### ~~VGA2~~ LDR1 West of the Main Street

These lands are located in close proximity to the village centre and have been identified as being suitable for village growth due to their location in close proximity to many of the existing services in the area. The mature trees and hedgerows associated with these lands should be retained as part of any future development as foraging and commuting routes for bats but also as ecological corridors of wider biodiversity value. The EPA Code of Practice for Wastewater Treatment Systems must be strictly adhered to on these lands in order to ensure no significant long-term effects on the Doonbeg River.

The Open Space zoning OS3 must be strictly adhered to in relation to any future development on ~~VGA2~~ LDR1. The mature trees located within OS3 should be retained as part of any future development.

Due to the location of these lands, close to a small tributary of the Doonbeg River, a Site Specific Flood Risk Assessment must accompany any proposals for development on these lands.

#### LDR3 West of the Village

The EPA Code of Practice for Wastewater Treatment Systems must be strictly adhered to on these lands in order to ensure no significant long-term effects on the Doonbeg River.

#### ~~VGA 3~~ ~~VGA4 West of the Village~~ LDR4 and LDR6 West of the Village

The mature trees and hedgerows associated with these lands should be retained as part of any future residential development as foraging and commuting routes for bats but also as ecological corridors of wider biodiversity value.

The EPA Code of Practise for Wastewater Treatment Systems must be strictly adhered to on these lands in order to ensure no significant long term effects on the Doonbeg River.

### Place Making and Regeneration

The core area of Cooraclare is strong and well-defined by buildings, although there are some that are vacant or underutilised. A key issue for the village is traffic management given the volume using the R483 as a through route at certain times. Since a wide road width encourages speed, undefined setbacks at the approaches create a feeling of width which has the unwelcome effect of encouraging speed while also looking unsightly. Junctions at both approaches and in the village centre at the old creamery are exceptionally wide. There is an existing green area with benches by the river on the southern approach to the village and a community garden at the northern approach. There are also several green areas within the village that could be enhanced. The incorporation of green features into public realm including the greening of public spaces would add significantly to the overall amenity of the village, promote biodiversity, and help to mitigate against climate change.

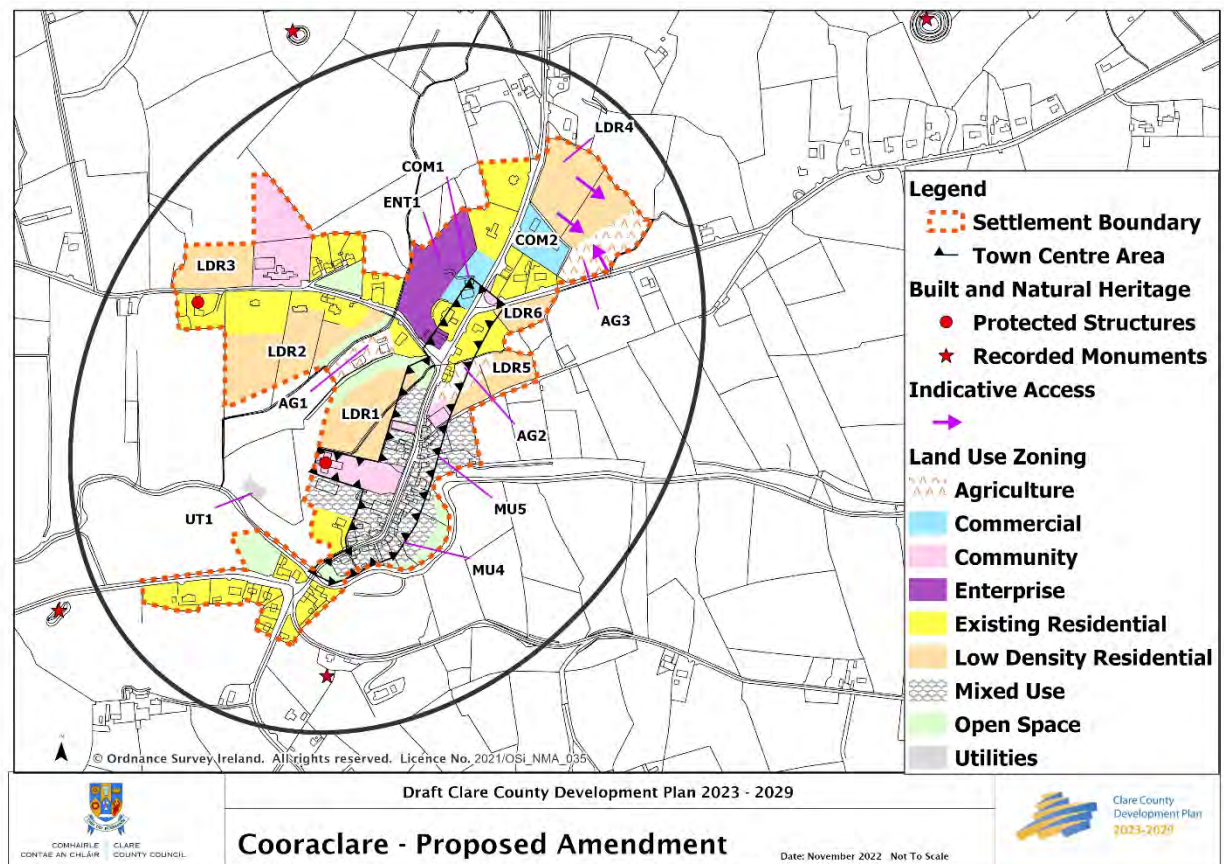
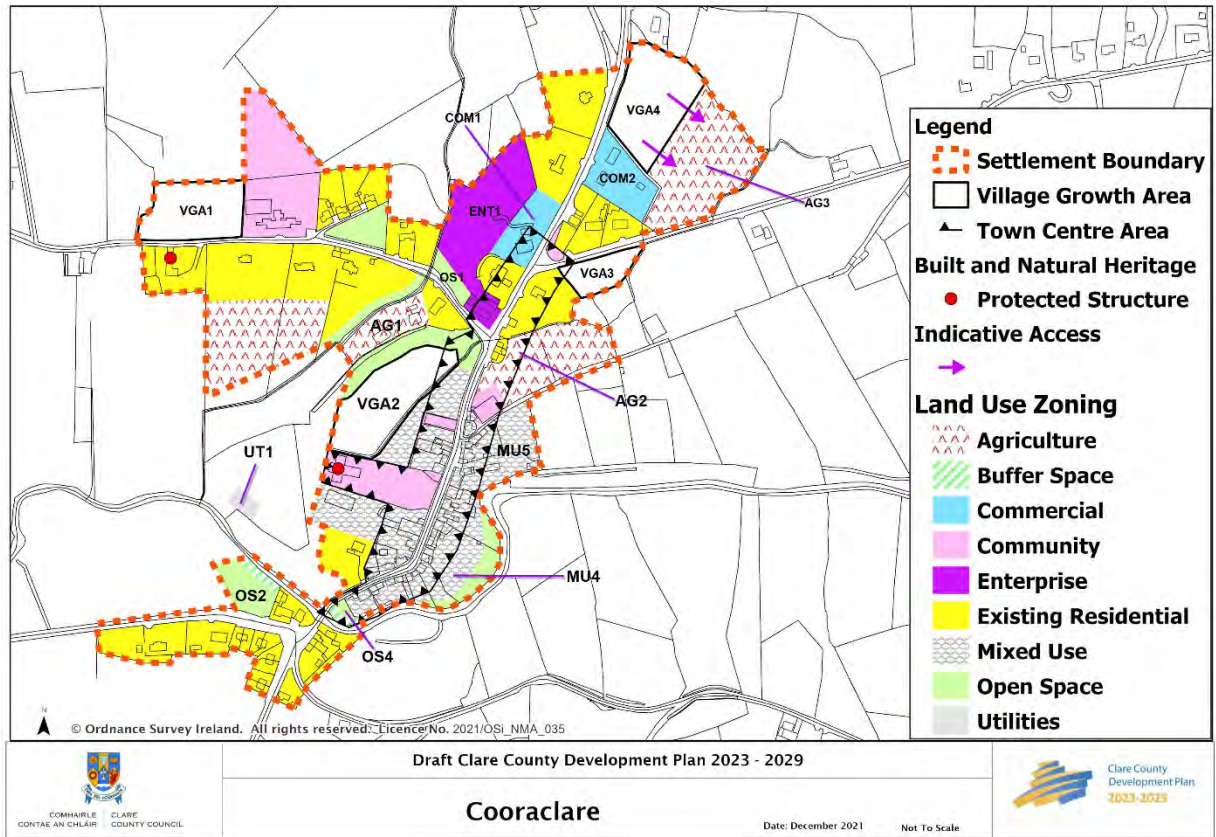
It is an objective of the Plan:

- To support proposals to enhance the public realm in Cooraclare, with a particular focus on visual enhancement schemes and measures for the reduction of traffic speeds in the village; and
- To support the enhancement and development of public spaces, biodiversity, and the overall amenity of the village.

### Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that there is limited encroachment of Flood Zones A and B. Redevelopment within these areas is likely to be low impact and risks can be managed through appropriate site layouts and building layouts, with development limited to Flood Zone C. **Any development proposals for lands within Flood Zones A/B should be in accordance with Section 5.28 of the Flood Risk Management Guidelines.**





## Cranny

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

## Creegh

### Location and Context

Creegh is located on the R483 regional route north of Cooraclare and west of Doonbeg. It lies on the northern bank of the Creegh River and Creegh Bridge which provides a picturesque gateway to the village when approaching from the south. The Creegh River flows westerly through the village and is a favourite spot for anglers. The village is centred on the crossroads of the R483 and R484. There are a number of services and facilities in the village including a school, community hall, public houses, a church, shop and fast-food restaurant. ~~The village is also served by the Clare Local Link bus with daily services to Ennis and Kilrush.~~ The village is also served by TFI Local Link Limerick Clare with daily bus services to Ennis and Kilrush. The R335 stops at St. Mary's Church twice a day from Monday to Friday. The C9 service stops in Creegh twice on a Thursday. The reuse, redevelopment, or enhancement of existing vacant buildings in the village centre is encouraged as a means of promoting its regeneration and sustainable development.

The topography within the village is relatively flat, gently sloping down to the river. Views within and from the village are quite extensive. The surrounding landscape is flat or gently rolling and not as robust as that of Cooraclare or Kilmihil, and so has less capacity to absorb development without being detrimental to landscape character.

Creegh is on the route between Kilrush and Quilty and experiences substantial traffic flowing through its main thoroughfare. Water supply is provided via the West Clare Regional Water Supply. The village is not served by a public wastewater treatment plant. Any future development including alterations to existing commercial or employment generating development will require private wastewater treatment subject to suitable site-specific conditions and must ensure they are in compliance with the *EPA Code of Practice for 'On Site Wastewater Treatment Systems*. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

### General Objectives

- To encourage growth in the village that will consolidate the existing built form, contribute to the vitality of the village and its community whilst preserving and enhancing the unique character of the settlement;
- To support the provision of infrastructure to allow for future growth of the village;
- To ensure that growth in Creegh is incremental in nature, relative and appropriate to the scale, size and character of the population and services in the village;
- To support the development of additional green areas in the village.



## Employment and Enterprise

Agriculture remains an important part of the local economy in the smaller settlements of west Clare. In order to support economic development, the Council will facilitate home-based economic activity and encourage farm enterprise and Agri-tourism in Creagh.

### ENT1 Enterprise

These lands are located to the east of the existing settlement and are accessed off an existing local roadway. These lands have been designated for the development of enterprise and employment-generating uses with a view to providing greater employment opportunities for residents of the village and the wider community.

### ~~ENT2 Enterprise~~

~~Siting and design of development will be an important factor in the development of this site and any plans for development must address the capacity of the site and the settlement to absorb the proposed development from a visual, environmental, and social perspective. A riparian buffer of at least 10m is provided along the boundary of ENT2 along the banks of the tributary of the Creagh River to provide protection of water quality and the river corridor at this location. Any new development on these lands shall not restrict other commuting routes along the 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.

### VGA1 West of Main Street

This is a large, flat site bounded to the north by the R484. The public footpath runs to the northwest edge of the site. The site is central to the village and development of either permanent residential or other non-residential uses will consolidate and support the village centre. Any future development on the site will require very sympathetic design in order to complement the existing village character. Siting, scale, and design shall be of a high standard and all development proposals must demonstrate the suitability of the site to accommodate wastewater treatment systems.

### **VGA2 East of Main Street**

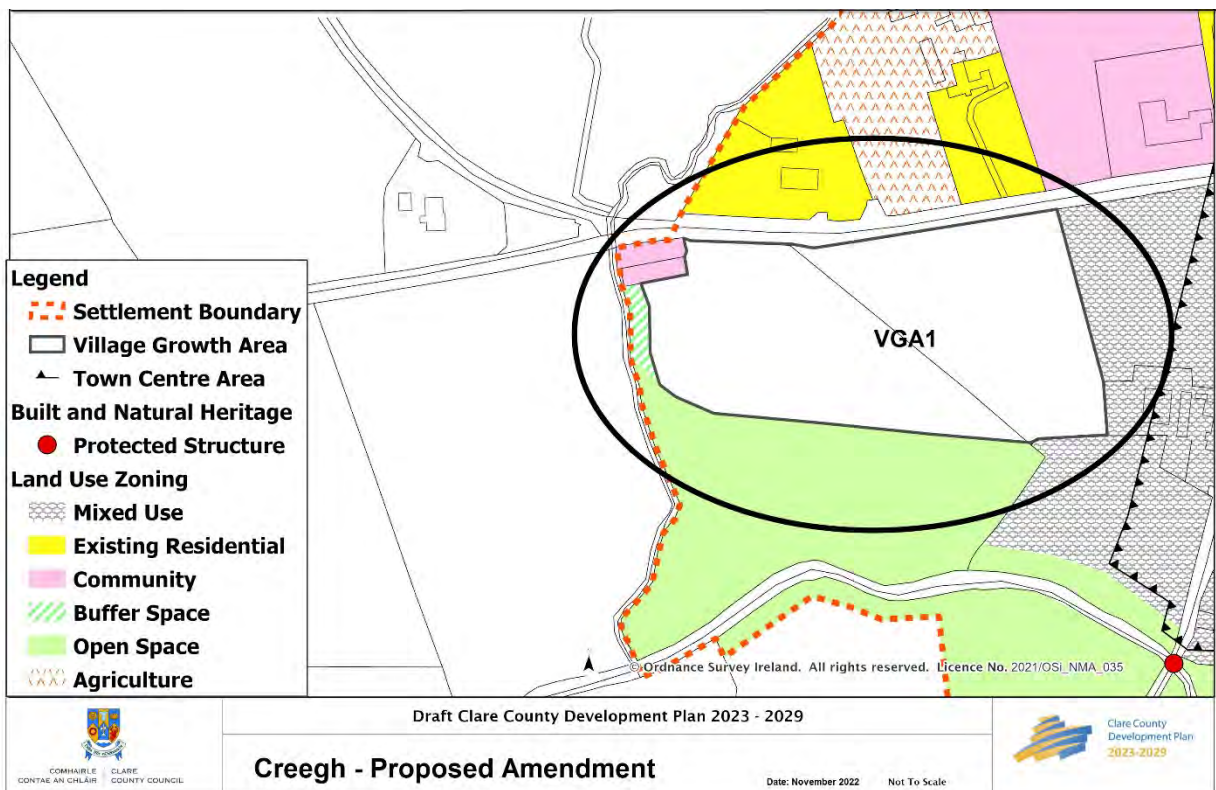
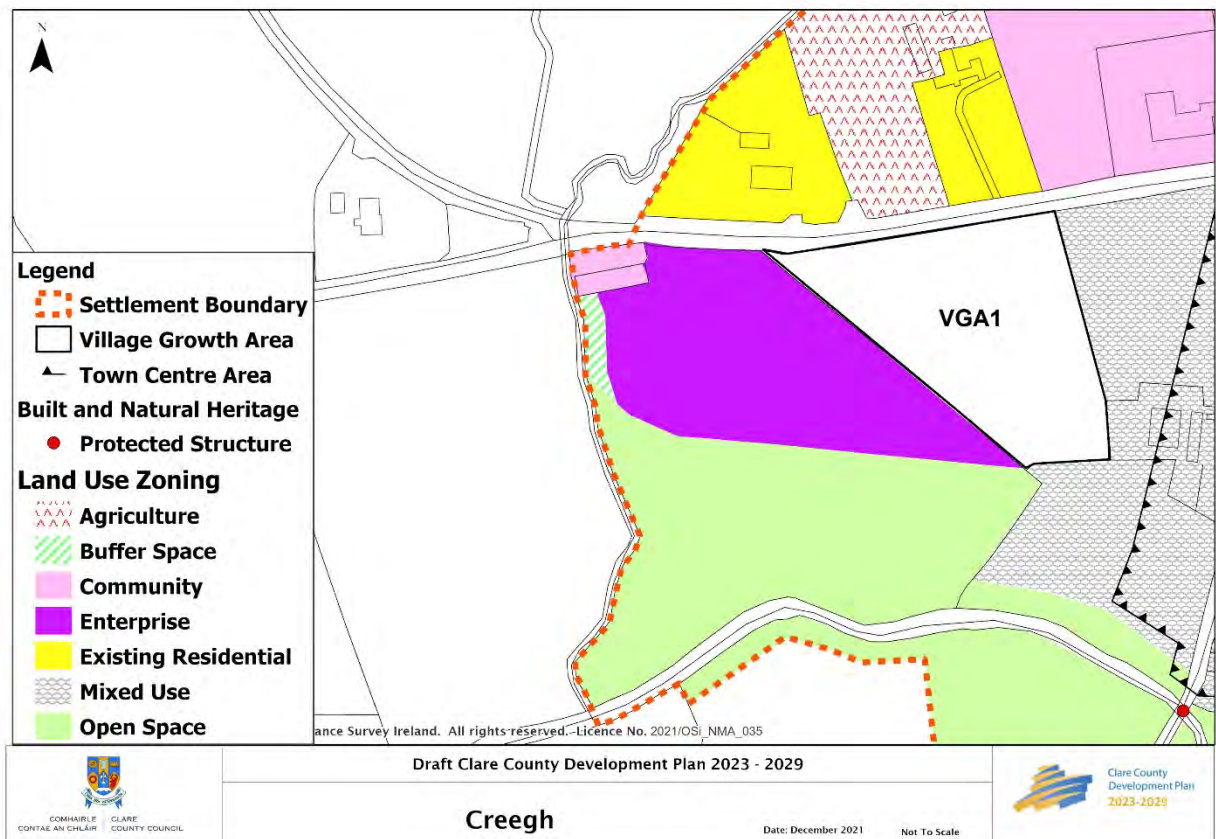
These lands are located to the east of the existing settlement and are accessed off an existing local roadway. There is a public footpath along the roadside boundary connecting the site to the village centre. These lands may be able to accommodate small scale development to help to enhance and strengthen the service base. Development must be reflective of the scale of the existing settlement and its target population. Siting, scale, and design shall be of a high standard and all development proposals must demonstrate the suitability of the site to accommodate wastewater treatment systems.

### **C1 and C2 Lands in the Village Centre**

These lands are located to the west of the village centre. Any new development on Community zoned lands (C1) shall not restrict other commuting routes along the river and a 10m buffer zone shall be provided along the bank (where there is not existing development).

### **Flooding and Flood Risk**

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that a small area of Existing Residential lands encroaches into Flood Zone A/B and any redevelopment should be in accordance with Section 5.28 of the Planning System and Flood Risk Management Guidelines 2009. Minor risks through encroachment of Flood Zone A/B into the mixed use lands can be managed via the Development Management process.





## Cross

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

## **Doolin (including Doolin Pier)**

### **Location and Context**

Doolin is set in a scenic coastal landscape and has developed as a settlement with distinct character. It is identified as a Small Village in the Settlement Hierarchy of this plan. Doolin is located on the Wild Atlantic Way and is renowned for traditional music and commercial ferry services operating from Doolin Pier to the Aran Islands in County Galway which attract many tourists to the area. Doolin has experienced significant development in recent years, the majority of which has consisted of visitor accommodation including Bed and Breakfast accommodation, hostels and holiday home developments. The Cliffs of Moher Coastal Walk linking Doolin to Liscannor via the world-famous Cliffs of Moher attracts additional tourists to the area. Due to the linear nature of growth in Doolin there are four identifiable service areas within the village in addition to Doolin Pier. These are Fisher Street, Fitz's Cross, Coogyulla Cross and Roadford with no single identifiable village centre.

Doolin has a strong and well developed, year-round tourist industry. While winter months are generally quieter than the peak tourist season, Doolin does not experience the extremes of seasonality evidenced in other tourism reliant areas of the County. While the achievement of this year-round vibrancy provides greater employment security and economic growth, it also places pressure on the village infrastructure.

There are significant traffic congestion issues in the village, particularly during the summer season, due to the volume of visitors accessing Doolin Pier and local services and activities such as restaurants, pubs, walking tours etc. There is an identified need for an integrated traffic management plan in order to address the issue. This could include a review of speed limits and signage in the village, in particular safety signage for visiting walkers and drivers, in order to promote increased road safety i.e., walk on the right, drive on the left. Additional car parking is also required at the trail head of the Cliff Walking Trail to accommodate walkers. While there are existing parking facilities in the village, walkers using the trail head currently walk c.2km on a narrow busy road to reach the trail head at the Doolin Community Centre. In addition, with almost 1 million visitors a year, there is an identified need for additional litter management facilities in the area.

Doolin is connected to the Ennistymon Regional Water Supply. There is no public wastewater treatment infrastructure in Doolin which limits the capacity for development in the village. Any future development including alterations to existing commercial or employment generating development, will require private wastewater treatment subject to suitable site-specific conditions and must ensure they comply with the EPA Code of Practice for 'On Site Wastewater Treatment Systems'. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

## General Objectives

- To consolidate the existing village, support the tourism industry in the area and encourage the development of a range of amenities and services for both permanent residents and visitors to the area, subject to the requirements of the Habitats Directive.
- 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 increased connectivity in the village including increased pedestrian permeability through the development of a public footpath and public lighting scheme linking Roadford to Fisher Street, and Fitz's Cross to Coogyulla Cross, as well as Doolin Pier.
- To provide for the further development of a diverse tourism product which supports the year-round tourism activity and enhances employment and economic activity.
- To support the development of an integrated Traffic Management Plan for the overall settlement and pier, including a review of speed limits in the village and signage.
- To support the provision of infrastructure and services to allow for future growth including the provision of additional car parking facilities and litter management facilities.
- To improve vehicular and pedestrian access to Doolin Pier and maximise the opportunities for tourism and economic development provided by the pier.
- To facilitate the development of a visitor services building in the vicinity of Doolin Pier.

## Employment and Enterprise

Doolin has four individual service areas and there is an identified need to better integrate these population centres and provide safe access to local facilities such as the national school, community centre, playground, church, shop and Doolin Pier. This can be achieved by increasing pedestrian and cycle connectivity in the village through the provision of public footpaths and a lighting scheme linking all three centres and the pier. The trail head for the Doolin – Cliffs of Moher – Liscannor coastal trail begins at the community centre and the provision of such infrastructure will also be of benefit to visitors and tourists in the area.

## Tourism

Tourism is the main economic activity in Doolin. A 'Tourism Growth Centre' is identified in the centre of the village encompassing the area around Fitz's Cross. The streetscape and character of Fitz's Cross has evolved around the tourism market and the area is home to two hotels and two holiday home developments which defined the boundary of Fitz's Cross.

There is an identified opportunity to encourage small to medium conference and seminar business to make use of the facilities in Doolin especially in the off-season periods. This could be supported by existing infrastructure including accommodation, seminar rooms and broadband. Proximity to Shannon Airport and the nearby cities of Galway and Limerick make Doolin an ideal location for conference tourism.



Located on the Wild Atlantic Way Doolin is ideally placed to strengthen its economy based on tourism activity. However, the seasonal nature of tourism is both an opportunity and a challenge. It is important to ensure that opportunities for the development of other forms of enterprise in the area are harnessed to ensure sustainable, year-round employment opportunities for the local community. Should the growth in tourism in North Clare and in particular Doolin warrant the development of car parking facilities at the Trail Head for the Cliffs of Moher Walking Trail the applicant must ensure that visitor pressures from tourism associated with creation of such a car park do not impact negatively on the capacity of local services (including water, wastewater) or on the natural environment. Any proposals for such a facility must be undertaken in conjunction with the findings of the Cliffs of Moher Strategy 2040 and its associated Environmental Assessments.

It is an objective of the Council

- To support the development of a diverse range of sustainable tourism services and facilities in the area including the provision of conference tourism facilities that support existing tourism services in the area.
- To strongly support the development of Doolin in association with Lisdoonvarna, to assist in collaborative projects and the sharing of assets and strengths including developing its economic and tourism potential as a stopping point on the Wild Atlantic Way.

### **TOU1 Tourism**

This site forms a boundary with the Cronagort Stream or Aille River which is currently at 'poor status' under the Water Framework Directive. Any future development at this site must ensure the achievement of at least 'good status' and should not interfere with the achievement of the objective for this waterbody. The encroachment of Flood Zone A on these lands is limited to the riverside margins. Planning applications can address flood risk by limiting buildings to Flood Zone C. Where access may be prevented during a flood event, it is recommended that an emergency plan be prepared and put in place.

### **MU1 Roadford Bridge**

This site is in an excellent location adjoining the existing cluster of development in the Roadford service centre of the village. The site has the capacity to accommodate mixed use/tourism-based development that will contribute to the range of services and amenities in the village.

The design and layout of future development on this site must complement the historic character of this part of the village. The site is located in proximity to a number of protected structures. Therefore, development proposals in this area shall reflect the traditional layout, height and form of the buildings and structures in this part of the village.

The site directly adjoins lands that have a recorded flood history and parts of the subject site are identified as being at risk of flooding. No raising of land levels will be permitted on this site. Lands that are within Flood Zones A and B may be developed for water-compatible uses only. A detailed Stage 3 Flood Risk Assessment must accompany any future development proposals on this site to confirm the flood extent in this area. Only development proposals that can clearly demonstrate that there will be no resultant flooding/increase in flood risk, either on the subject site or other properties, will be considered.

If measures to mitigate or manage flooding are proposed and such measures are likely to result in significant effects on the environment or a European site, the proposed development and flood mitigation measures must undergo environmental assessment and appropriate assessment, in accordance with Objective CDP 3.1 of Volume 1 of this Plan.

Any future developments on this site must be connected to public wastewater treatment infrastructure with adequate capacity to accommodate the proposed development or shall be serviced by an on-site treatment plant that will ensure no impact on water quality in the area.

### **Doolin Pier and Harbour Area**

Doolin Pier has a long history of visitor ferry operations to the Aran Islands and as such generates a considerable amount of visitor traffic through the holiday period which is a significant contributor to the local economy. *In addition, the Pier and adjacent area is a valuable recreational area for locals and visitors for activities such as sea swimming, surfing, diving and kayaking.* The Irish Coast Guard station (RPS 546) is located in the vicinity of Doolin Pier. Funding has recently been awarded under the Dept. of Agriculture's 2021 Fishery Harbour and Coastal Infrastructure Development Programme for upgrades to the pier including installation of additional mooring bollards.

It is important that all development that takes place around the pier head area is sympathetic to its sensitive location as well as the proper planning and sustainable development of the area.

There is an identified need to consolidate existing facilities and infrastructure at the pier including the provision of a visitor services building and associated vehicle parking areas. The development of a purpose-built visitor centre will help to improve the spatial relationship between the Pier and the village, and is essential as part of pier, tourism and community infrastructure, and connectivity with the Aran Islands. Development proposals will need to strike a balance between the provision of vehicle parking and the preservation of the character of the location, and a private wastewater treatment plant will be required in the absence of public wastewater infrastructure. In addition, the Doolin Pier area is zoned Maritime/Harbour and is located adjacent to a Special Area of Conservation and a proposed Natural Heritage Area. Accordingly, objectives set out in Volume 1 of this Plan, in particular

CDP Objectives 3.1 & 15.5 relating to European sites and to appropriate assessment will apply to any future development proposals in this area.

Development proposals forthcoming on the lands identified with the zoning objective 'Maritime/Harbour' will be required to be accompanied by an Ecological Impact Assessment together with the undertaking of Appropriate Assessment and Environmental Impact Assessment if deemed appropriate at an application stage. The assessments must take into consideration the Qualifying Interest Features of the European Sites located within proximity and the potential for negative effects to arise in terms of displacement, loss of foraging habitat and potential nesting sites. In addition, careful consideration must be given to the presence of limestone pavement across the site and the potential loss of this habitat. Proposals will have regard to the mitigation measures as identified in the Natura Impact Report prepared as part of the Appropriate Assessment of the Clare County Development Plan 2023-2029.

The cliff habitat at this location may be used as feeding areas for these Qualifying Interests and therefore should be afforded protection. Therefore, any future development proposals shall be designed to ensure that no development occurs within 30m of the Cliff Edge to allow for connectivity between the European sites located up and downstream of this area for which Kittiwake and Chough are designated species amongst others, and to allow for an increase in anthropogenic noise to be mitigated at this location.

It is an objective of the Council:

- To harness the economic and social benefit of Doolin Pier to encourage associated activities related to maritime and tourism use, including recreational uses, and to upgrade visitor facilities at this location including the provision of associated vehicle parking areas.

### **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.

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

In terms of public transport, Bus Eireann provides a regular bus service to and from Galway City, Ennis and Kilrush. These services have the potential to provide an alternative to the



private car for residents and visitors and encourage a modal shift to a more sustainable transport option.

In addition, the enhancement of and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the town and its environs. Improved facilities for pedestrians such as footpath linkages between key elements of the village would encourage pedestrian movement and improve amenities in the area.

There are opportunities to develop looped walks around the village which showcase the spectacular scenery and historic heritage of the area, including medieval castles and churches, standing stones, ring barrows, a court tomb, stone forts, ice age remains and a stone age 'flint factory'. There is also an opportunity to provide a riverside walking trail (with the agreement of landowners) between Fisher Street and Roadford along the Aille River, and to develop nature walks along a number of local bog roads.

It is an objective of the Council

- To support the development of walking trails in the area including looped walks around the village, a riverside walk along the Aille River and nature walks along local bog roads.

### **Place Making and Amenity**

The effective gateway to Doolin from the north on the R479 is at Knockfin Church although this is outside the settlement boundary.

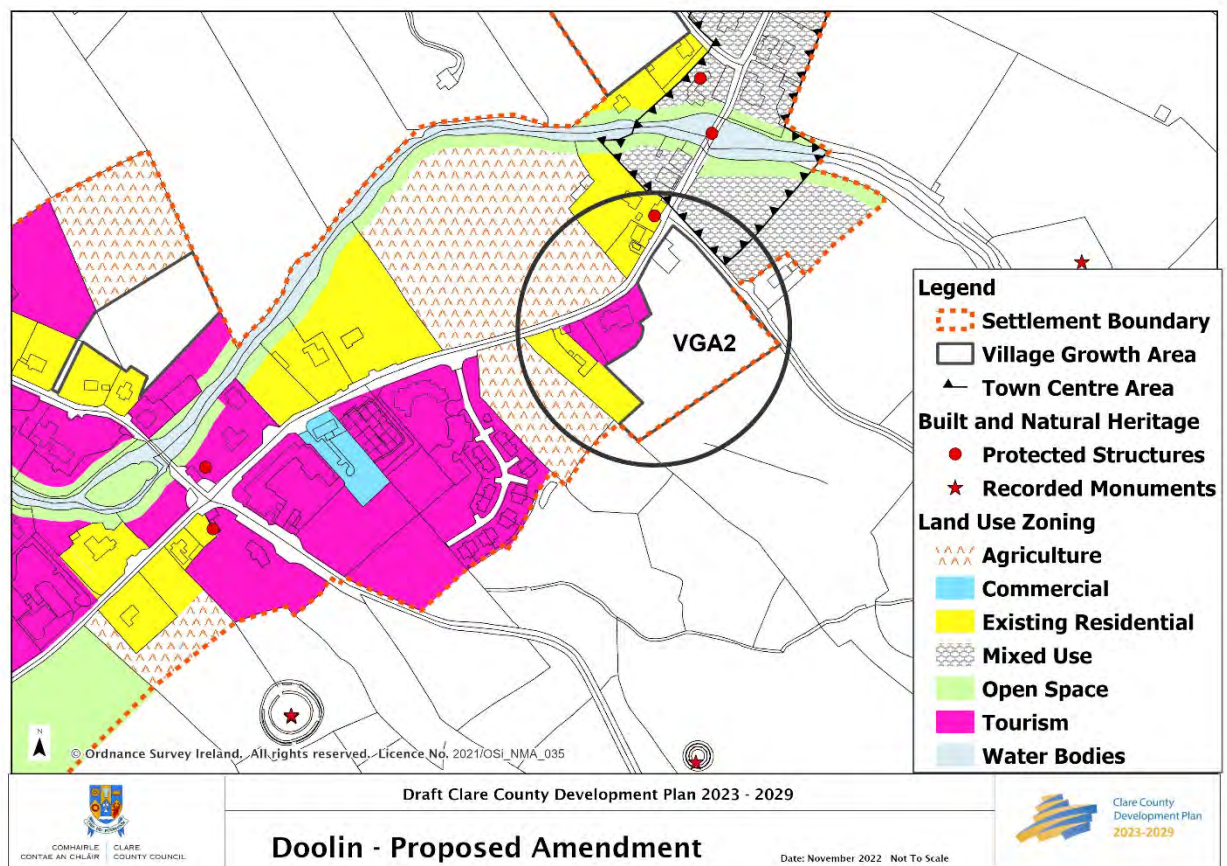
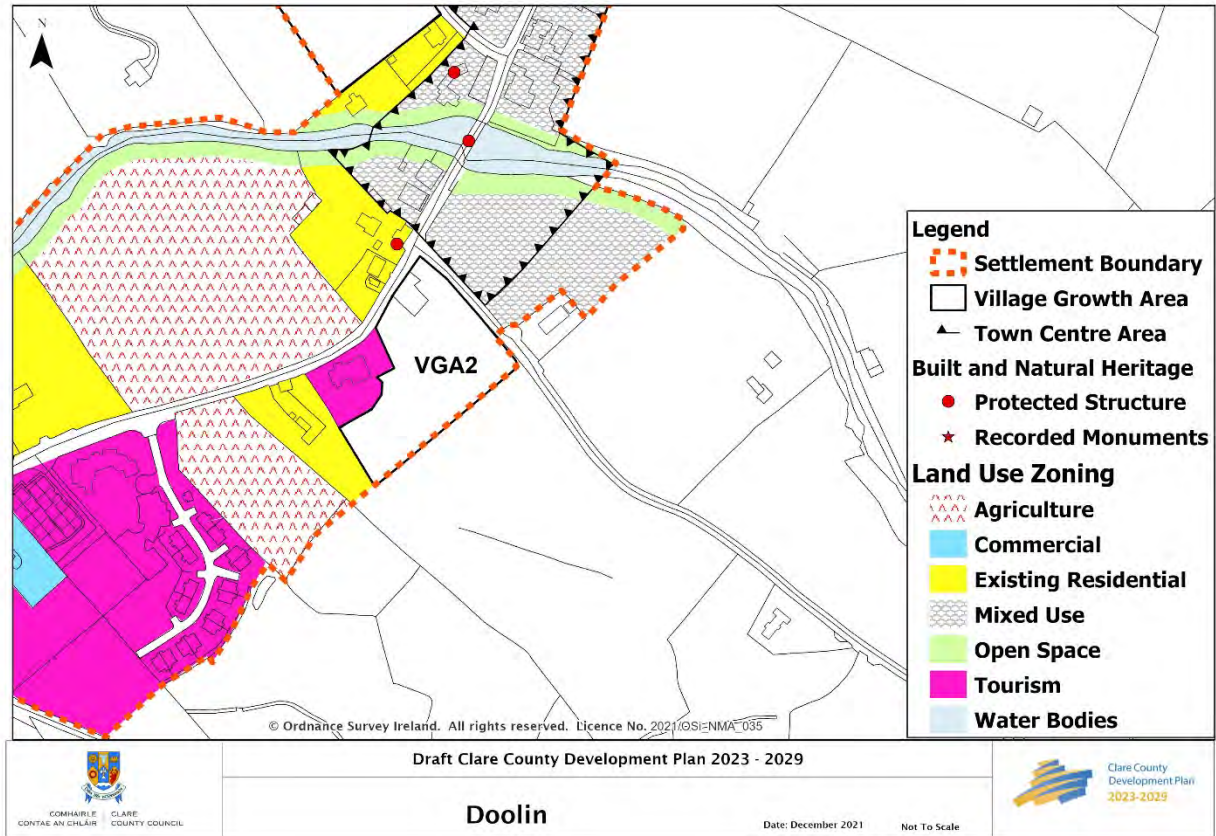
Due to the extended nature of the settlement much of the public realm coincides with the space of the public road. The boundary between the fields and the narrow road is principally stone walls with an informal grass edge. These need to be retained while allowing for enhanced pedestrian and cycle connectivity, which could be achieved for example by providing footpaths to the rear of the stone walls.

In Fisher Street the historic haggarts should be regenerated and enhanced as a unique feature of the village. Doolin is situated on the Wild Atlantic Way. The principles for place making on the Wild Atlantic Way are set out in Chapter 16, Volume 1 of this Plan.

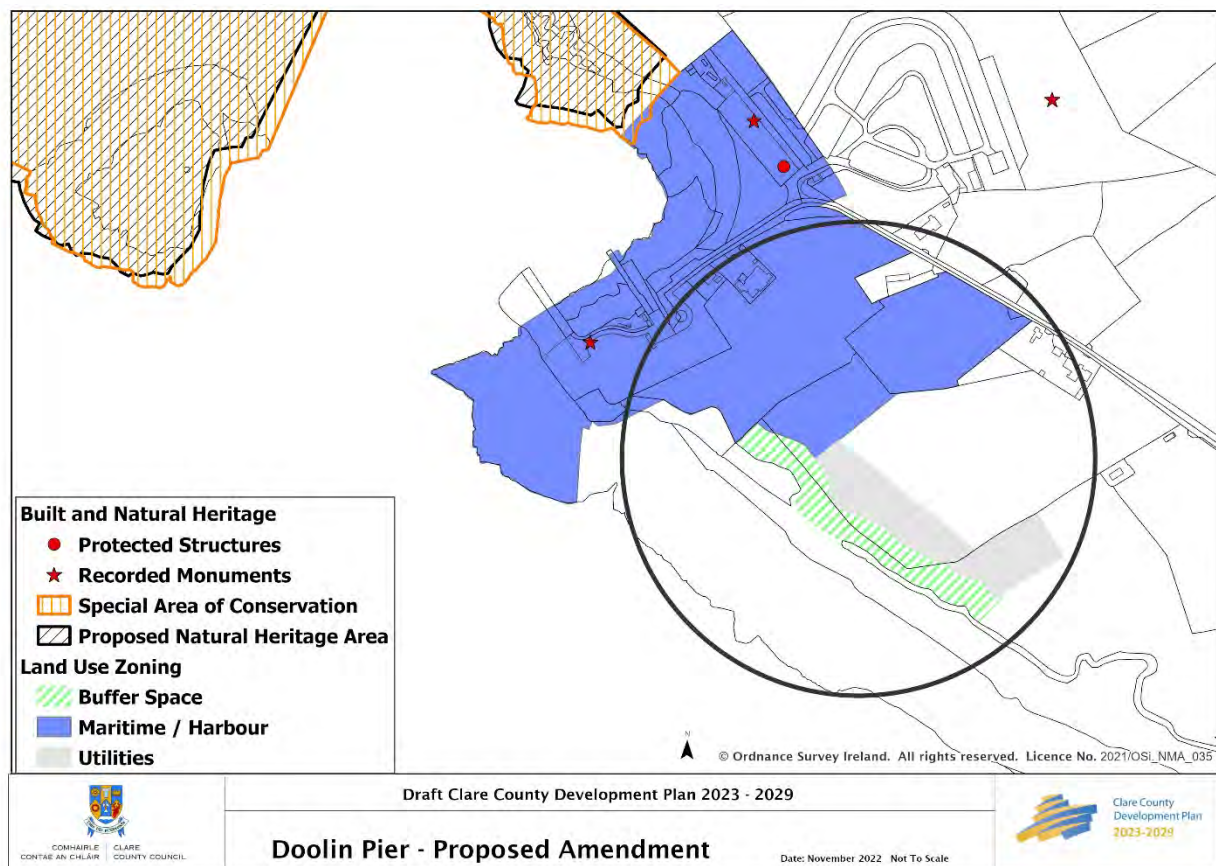
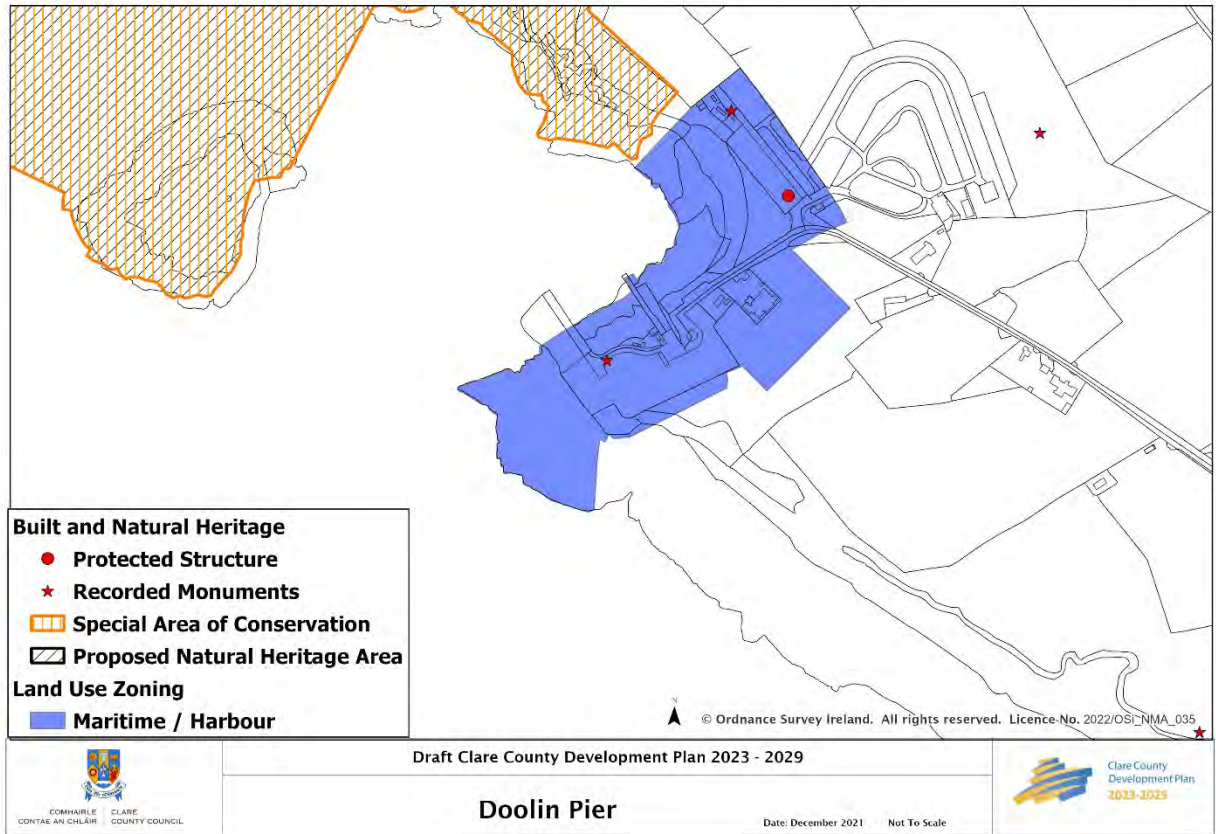
### **Flooding and Flood Risk**

~~The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that the encroachment of Flood Zone A on some zoned land is limited to the riverside margins. Planning applications can address flood risk by limiting buildings to Flood Zone C. Where access may be prevented during a flood event, it is recommended that an emergency plan should be prepared and put in place.~~

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that the encroachment of Flood Zone A/B on some zoned land is limited to the riverside margins, largely contained within open space/buffer zoned areas with some minor encroachment on tourism and mixed use zoned lands. There should be no new built development in these areas and only minor development in accordance with Section 5.28 of the Planning Guidelines will be permitted.









## Doonaha

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

## Fanore

### Location and Context

Fanore is located on the western coastline of North Clare, straddling the R477 coastal route and Wild Atlantic Way, between Doolin and Ballyvaughan. It is identified as a Small Village in the Settlement Hierarchy of this Plan. Development has spread over an extensive area and is served by a pub, shops, church and school. There is also a range of tourist accommodation including a mobile home park situated among the sand dunes on the seaside of the coast road. Fanore serves as a trail head for looped walks of Black Head and Caher Valley which overlook the sand dune beach at Fanore and provide breath-taking views towards Galway Bay to the north.

Fanore has seen limited development scattered along the R477 in recent years. Development has primarily served the second homes and holiday homes market, however the development of a café and two shops opposite O'Donohues pub has contributed to establishing an identifiable village centre, around which development can be focused to serve a permanent population. The strategy for Fanore is to encourage small-scale incremental residential growth that will be reflective of the rural nature of the settlement.

Fanore receives its water from a public water supply. There is no public wastewater treatment system in the village and any future development including alterations to existing commercial or employment generating development, will require private wastewater treatment subject to suitable site-specific conditions and must ensure they comply with the *EPA Code of Practice for 'On Site Wastewater Treatment Systems'*.

The settlement boundary of Fanore adjoins Black Head-Poulsallagh Special Area of Conservation (SAC) to the east, west and south of the village. Future development must ensure that there are no adverse effects on the conservation objectives of the SAC or on-site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives set out in Volume 1 of this Plan, relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

### General Objectives

- To consolidate the existing village, support the tourism industry in the area and encourage the development of a range of amenities and services for both permanent residents and visitors to the area, subject to the requirements of the Habitats Directive;
- 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 provide for residential development to cater for a permanent population in the area;

- To support the provision of infrastructure to allow for future growth as well as the development of social and recreational facilities to serve the existing community; and
- To protect the structure and function of sand dunes at Fanore and prohibit any development that would damage the integrity (ecological and visual) of these areas or prevent full compliance with the requirements of the Habitats and Birds Directives.

### Employment and Enterprise

The sustainable and successful development of the tourism industry is critical to settlements along the west coast of County Clare. Tourism can contribute to the viability of local enterprises particularly in settlements such as Fanore. Its location on the Wild Atlantic Way provides an opportunity to strengthen its economy based on tourism. The village already offers numerous activities to visitors including surfing, swimming, and hill walking.

### 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.

### Transport, Active Travel and Connectivity

Bus Eireann provides daily bus services to and from Galway City and Ennis, and TFI Local Link Limerick Clare provides a ~~regular bus service to Ballyvaughan, Lisdoonvarna and Ennis~~ bus service to Ennistymon through its C5 on a Tuesday. This stops in Fanore twice on Tuesdays. These services provide a valuable connection to service settlements and an alternative to the private car and encourages a modal shift to a more sustainable transport option.

There is no public footpath in the village. The provision of a public footpath linking existing residences to the village core is supported in this Plan. In addition, the 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.

### Place Making and Regeneration

Due to the linear form of the settlement, identifiable gateways are required on all approaches to announce the village and give a sense of arrival. At the southern approach, definition is required in the widened car parking area opposite the pub and there is an opportunity to provide wayfinding signage around this four-road junction to direct visitors. The natural

boundaries need to be retained along the R477 as it passes through the settlement. Any setbacks required for lines of sight must be surfaced with sea compatible grasses. Fanore is located on the Wild Atlantic Way. The principles for place making on the Wild Atlantic Way are set out in Chapter 16 Volume 1 of this Plan.



## Inch

### Location and Context

Inch is located only 8km from Ennis on the R474 (Ennis to Miltown Malbay) road and is identified as a Small Village in the Settlement Hierarchy of this Plan. The school and church at the centre of the village provide the nucleus around which the settlement has developed.

The landscape in the area is relatively robust with rolling hills and mature trees and hedgerows. The lands fall away to the southwest of the village and this area is more exposed with views across the countryside.

Water is supplied by the Inagh-Kilmaley Group Water Scheme and is adequate to serve the population target set out in the Core Strategy. There is no public wastewater treatment in the village. Any future development, including alterations to existing commercial or employment generating development, will require private wastewater treatment subject to suitable site-specific conditions and must ensure they comply with the *EPA Code of Practice for On Site Wastewater Treatment Systems* in order to ensure that there are no significant long-term effects on the Inch (Clare) River which is currently at 'moderate status'.

### General Objectives

- To consolidate the existing village, support the tourism industry in the area and encourage the development of a range of amenities and services for both permanent residents and visitors to the area, subject to the requirements of the Habitats Directive;
- 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 provide for residential development to cater for a permanent population in the area; and
- To support the provision of infrastructure to allow for future growth.

### Economic Development

Agriculture remains an important part of the local economy in the smaller settlements near Ennis. In order to support economic development, the Council will facilitate and encourage farm enterprise and agri-tourism in the village. The Council will also support home-based economic activity where feasible. Proximity to Ennis and Shannon provides employment and educational opportunities within a short commuting distance.

### 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.

### VGA 1 Lands to the Southwest

Any future development on VGA1 lands must not restrict access to lands to the rear of the site.

### Transport, Active Travel and Connectivity

~~TFI-Clare~~ Local Link ~~Limerick Clare~~ provides a bus service to Ennis on ~~alternate days~~ **Fridays and Saturdays through the C12 service**. This service provides an alternative to the private car and could help encourage a modal shift to a more sustainable transport option.

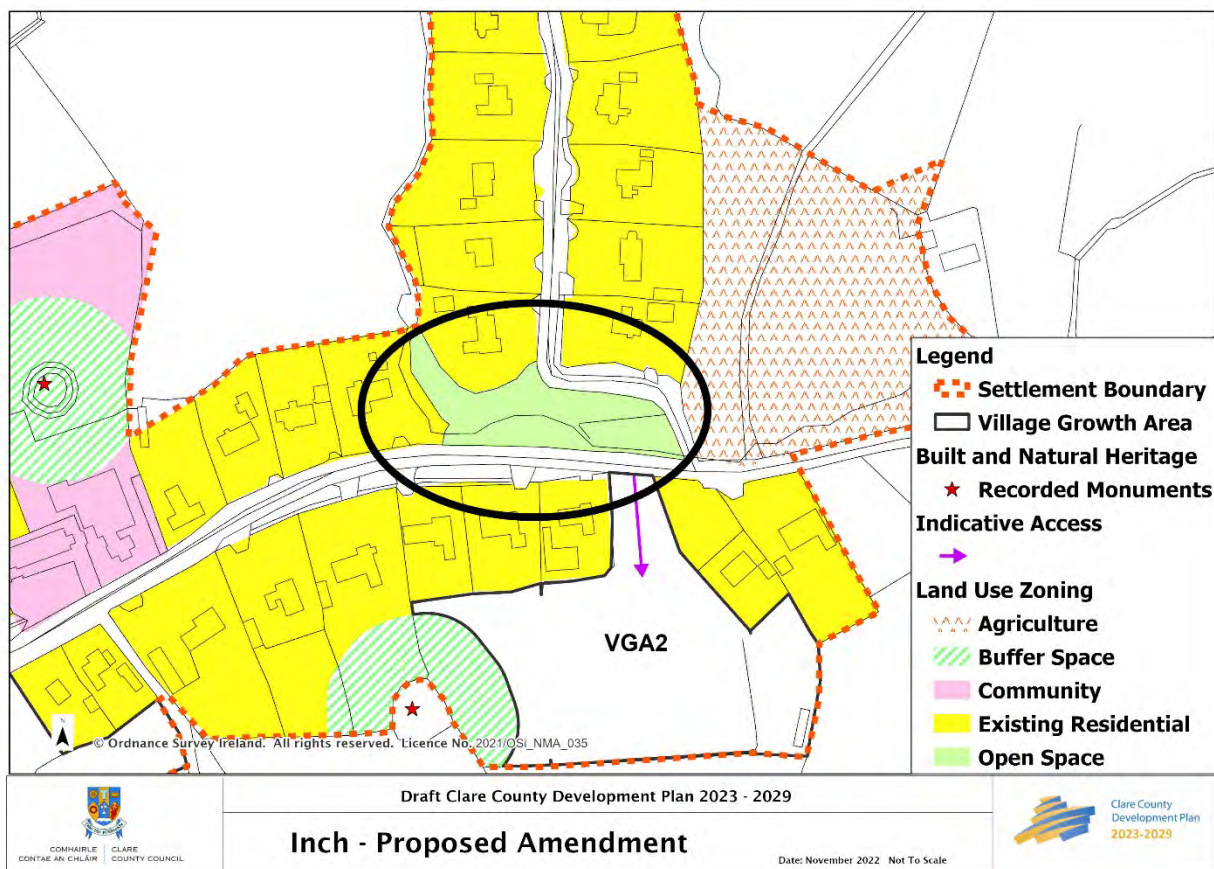
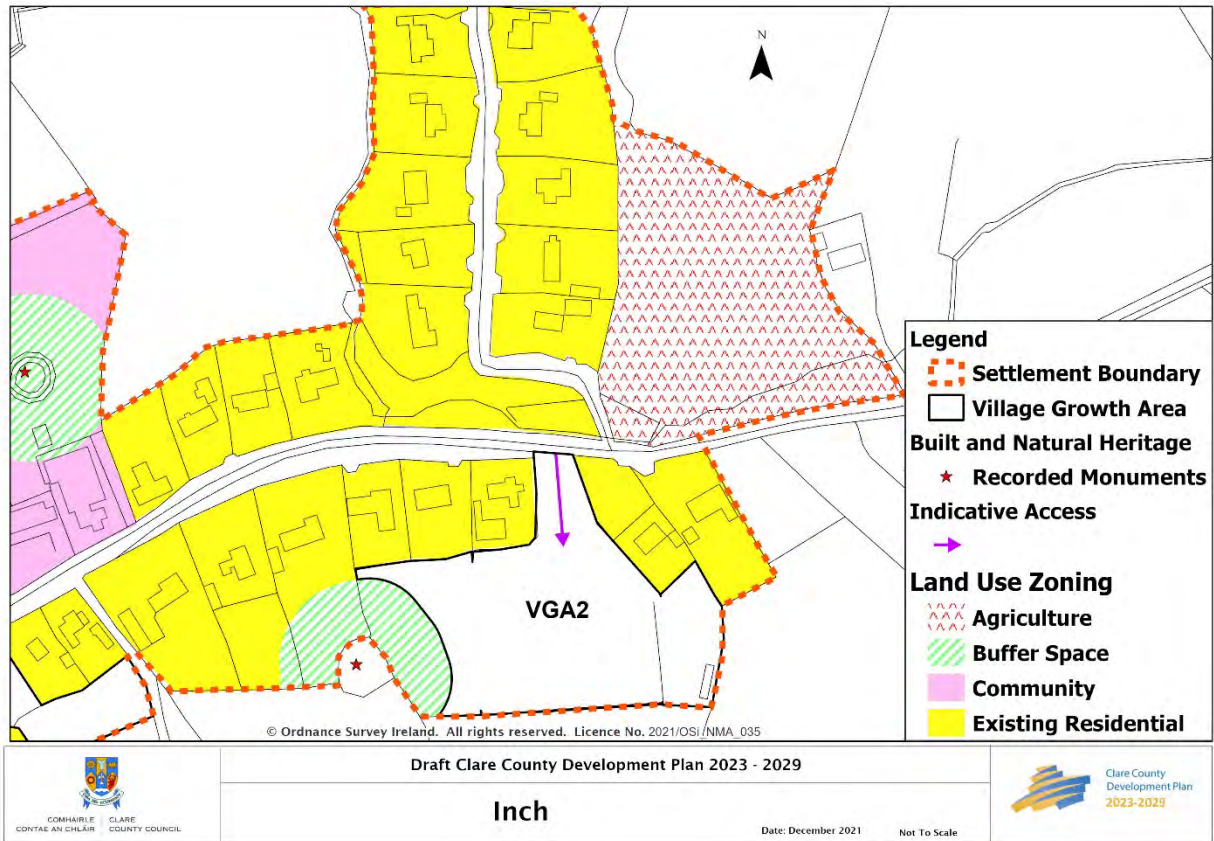
There is a small stretch of public footpath opposite the school and church at the centre of the village. The extension of the public footpath to link existing residences to the village core is supported in this Plan. In addition, the enhancement of and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the village and its environs.

### Place Making and Regeneration

Due to the linear form of the settlement, identifiable gateways are required on main approaches to announce the entry points to the village to give a sense of arrival and to calm traffic travelling through the village. The public realm is well maintained with flowers and planting along roadside verges and open spaces.

### ~~Flooding and Flood Risk~~

~~The Strategic Flood Risk Assessment (Volume 10(c)) accompanying this Plan advises that the proposed residential zoning in Inch can be developed, providing building footprints are located within Flood Zone C. Thresholds should be set a minimum of 0.5m above the bank top height.~~



## Kilbaha

### Location and Context

Kilbaha is a small village and is the most southerly and westerly located village on the Loop Head Peninsula. A short distance to the north of Kilbaha lie the Bridges of Ross, a well-known lookout point for bird watchers observing the seasonal migrations. Kilbaha has a small harbour that is overlooked by the ruin of Doondalhen House which dominates the bay area and is a prominent feature in the village landscape. Further west along the peninsula lies Loop Head Lighthouse which is open to the public.

Kilbaha has a distinctive picturesque coastal setting with outstanding views that need to be protected. A high ridge to the west of Kilbaha along the R487 allows for excellent views of the landscape to the north and the Atlantic Ocean beyond. Outstanding views of Kilbaha Bay, the Shannon Estuary and rocky coastline contribute to the main character of the settlement.

Kilbaha offers a high-quality environment in which to live. It is important to provide for small scale well-designed development as well as year-round facilities and services that promote a thriving village centre while retaining Kilbaha's distinctive village character and setting.

The settlement has developed in a linear form with the main services located centrally around the bay. It is a priority to ensure the continued viability of the existing services, which includes two pubs (Keating's pub and the Lighthouse Inn), a community hall and a playground. Kilbaha Gallery and Crafts is located less than a kilometre west of the village centre and Kilbaha church, which houses the Church of the Little ~~Are~~ Ark, is less than a kilometre to the northwest.

The village is also served by TFI ~~Clare~~ Local Link Limerick Clare with daily bus services to Kilrush and Kilkee on the R339 ~~and Clare Bus with daily services to Kilrush and Kilkee~~ and onward services to Ennis.

Kilbaha is connected to the West Clare Regional Water supply. There is no wastewater treatment infrastructure in this settlement. In addition, due to the proximity of the ocean and the generally impermeable soil conditions, wastewater treatment can be problematic in the area. Any future residential development including alterations to existing residential developments, commercial or employment generating development will require private wastewater treatment subject to suitable site-specific conditions and must ensure they comply with the *EPA Code of Practice for On Site Wastewater Treatment Systems*.

Kilbaha adjoins the Lower River Shannon Special Area of Conservation (SAC), with the River Shannon and River Fergus Estuaries Special Protection Area (SPA) located further upstream in the Shannon Estuary. Future development must ensure that there are no adverse effects on the SAC and SPA site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives set out in Volume 1 of this Plan relating to



European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

### General Objectives:

- To ensure that future growth in Kilbaha 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 consolidate development in the existing settlement which will help support and encourage development of services and facilities, enhance its viability and vitality, whilst safeguarding its unique character and distinctive natural environment;
- To support the provision of infrastructure to allow for future growth of the village; and
- To support the development of a settlement network in the Loop Head Peninsula including Kilbaha along with Cross and Carrigaholt, to assist collaborative projects and the sharing of assets and strengths including developing its economic and tourism potential as a stopping point on the Wild Atlantic Way and Loop Head Peninsula.

### Employment and Enterprise

Loop Head's reputation for sustainable tourism will continue to play a key role in the economy of the peninsula for those seeking alternative holiday experiences based on the unique environment, heritage and activities the peninsula has to offer including Kilbaha and the neighbouring settlements of Cross and Carrigaholt.

### Tourism

The Council will continue to support Kilbaha and its neighbouring settlements on the Loop Head Peninsula including community groups and other stakeholders working to improve and diversify the tourism product on offer to the discerning visitor. In this regard it is an objective:

- To support the continued development of existing tourism assets and support the development of additional tourist facilities and services within the Loop Head Peninsula in a sustainable manner. For the period of this Plan the provision of accommodation in the form of holiday homes shall not, in general, be considered favourably.

### MU1 Existing Mixed Use Site

This is an existing mixed-use site in the village core that currently accommodates the Lighthouse Inn pub/restaurant and bed and breakfast. There is additional undeveloped land which forms part of the site that could accommodate additional services/businesses that would benefit the village and the local community.

## **TOU1 Tourism Lands in the Village Core**

It is recognised that Kilbaha is geographically well located to provide additional tourism facilities that are necessary to enable appropriate development on the peninsula. This site has been identified as a suitable location for tourism related development within the village. Development on this site must be reflective of the scale, size and character of the existing settlement.

## **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.

In addition to compliance with the policies and objectives as set out in Volume 1 of this Plan, any development proposals for dwellings on areas identified for village growth shall be for permanent occupancy only.

## **Amenity Areas**

### **OS1 Area around the Ruins of Doondalhen House**

This is a large, elevated greenfield area of land that surrounds the distinctive landmark of Doondalhen House (in ruins) overlooking Kilbaha Bay. The site provides an important amenity and contributes greatly to the character of the village. The loss of this area would threaten the character of the village of Kilbaha and therefore it is important that this area is retained as open space in the future. Any future development at OS1 shall:

- a) Be appropriate to the lands in question, taking into account ecological sensitivities and constraints;
- b) Comply with the objectives of the County Development Plan, particularly in relation to protection of nature conservation sites, habitats and species;
- c) Be subject to ecological impact assessments and/or appropriate assessments as necessary; and
- d) Any landscaping or planting shall be appropriate in areas of ecological sensitivity and should comprise native species appropriate to the area and local site conditions and require minimal management input. An ecologist should advise in this regard.

## Place Making and Regeneration

Kilbaha is distinctive in that the original historic settlement is not contained within the current settlement boundary. The present-day village curves around the bay of Kilbaha and the main priority is to protect views to the sea. The original village of Kilbaha stretched along the road towards the Loop Head Lighthouse. The pattern of houses and farms in the historic village area, together with the ladder field pattern, makes it a unique place and landscape on a popular stretch of the Wild Atlantic Way as well as the Loop Head Peninsula. The traditional house/site layout of 'gable to the road' should be reflected in the design and layout of new developments in the area in order to retain and strengthen the distinct and unique character of the area.

The principles for place making on the Wild Atlantic Way are set out in Chapter 14 Volume 1 of this Plan.

## Public Realm

Upgrades to and provision for green infrastructure such as walking and cycling routes that promote active recreation and sustainable travel in the village and its environs.

## Flooding and Flood Risk

~~The Strategic Flood Risk Assessment (Volume 10(c)) accompanying this Plan advises that Open Space zoning is appropriate and should be retained. Along the coastline, given the history of flooding and known incidents of wave exacerbated storm damage, it is recommended that redevelopment is limited to less vulnerable uses, and sufficient measures are included in the design to ensure flood resilience.~~

The Strategic Flood Risk Assessment (Volume 10(c)) accompanying this Plan advises that, given the history of flooding and known incidents of wave exacerbated storm damage, that redevelopment is limited to less vulnerable uses, and sufficient measures are included in the design to ensure flood resilience.

## Killnaboy

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



## Kilmaley

### Location and Context

Kilmaley is situated on and between the R474 road to Miltown Malbay and Kilmaley Bridge, approximately 11km from Ennis. The village has a church, school, retirement home and community housing, GAA pitches and all-weather pitches, community centre, pub, shop, post office and a playground. Its proximity to Ennis makes Kilmaley an attractive place to live. The main services and facilities in Kilmaley are located in two distinctive areas at either end of the link road between the Post Office at Kilmaley Bridge and the crossroads of the R474. Development has mostly occurred between these two centres.

The development strategy centres around the two identified core areas. Development should be concentrated in these areas in order to support the viability and vitality of the existing services. These centres focus around the school, church and post office to the south of the village and around the community centre, shop, pub and new housing development to the north of the village. The broad range of social, sporting, educational and community facilities in Kilmaley singles out this settlement as a very attractive place to live for those seeking good community networks in a rural setting, all within a short distance from Ennis. Kilmaley Voluntary Housing Association has set a national example of community health and residential provision.

The R474, which runs to the north of the village, experiences significant through-traffic and as such, concentrating development on the southern side of the R474 and minimising access off and across the main road has been a significant consideration in informing zoning for future growth. The strategy for Kilmaley is to provide for small scale, well-designed residential, commercial and community developments which have regard to the character of the village itself.

Water supply is sourced through the Inagh-Kilmaley Group Water Scheme and has capacity to accommodate growth. The village does not have a public wastewater treatment system therefore all future development will be dependent on the suitability of the land to accommodate on-site treatment systems. Any future development including alterations to existing commercial or employment generating development, will require private wastewater treatment subject to suitable site-specific conditions and must ensure they comply with the *EPA Code of Practice for On Site Wastewater Treatment Systems*. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

### General Objectives

- To make provision for the sustainable growth of the village, ensuring that future growth is aligned with the availability of water supply and wastewater services;

- To support and facilitate the development of recreational and community facilities to serve the local population;
- To make provision for the development and maintenance of physical infrastructure that will effectively accommodate the resident population and allow for the future growth of the village.

### Enterprise and Employment

In order to promote economic development in Kilmaley, land for Mixed Use zoning has been identified at the junction of the village with the R474. This zoning will facilitate the expansion of existing services in the village (see also Place Making and Amenity below). Commercial zoning is also provided at the shop and petrol station to the south.

### 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.

Land has been designated for village growth that is easily accessible and well located in relation to the school and other community facilities. The delivery of any new development in Kilmaley 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 development in Kilmaley is highly dependent on the suitability of the land to accommodate on-site wastewater treatment systems.

### VGA 1 Lands North of the School

This site has the potential to accommodate a small-scale cluster housing development situated directly adjacent to the school. Development on this site will reinforce the southern centre of the village, supporting the services to ensure their viability and vitality. The topography of the site is undulating, and any future residential development proposals shall be required to provide high quality design of dwellings and layout, paying particular attention to the levels and contours of the site. Access to the site will be from the local road running along the eastern boundary of the site.

## Place Making and Amenity

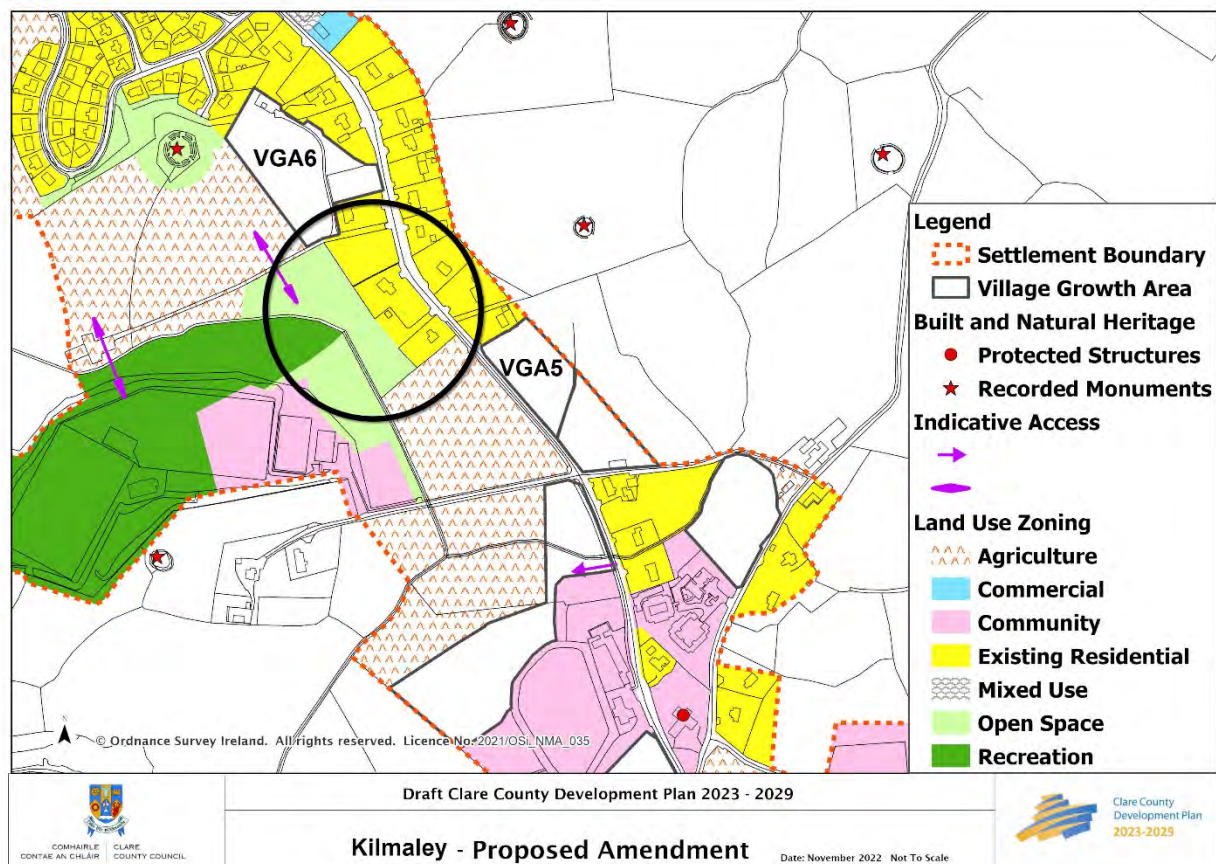
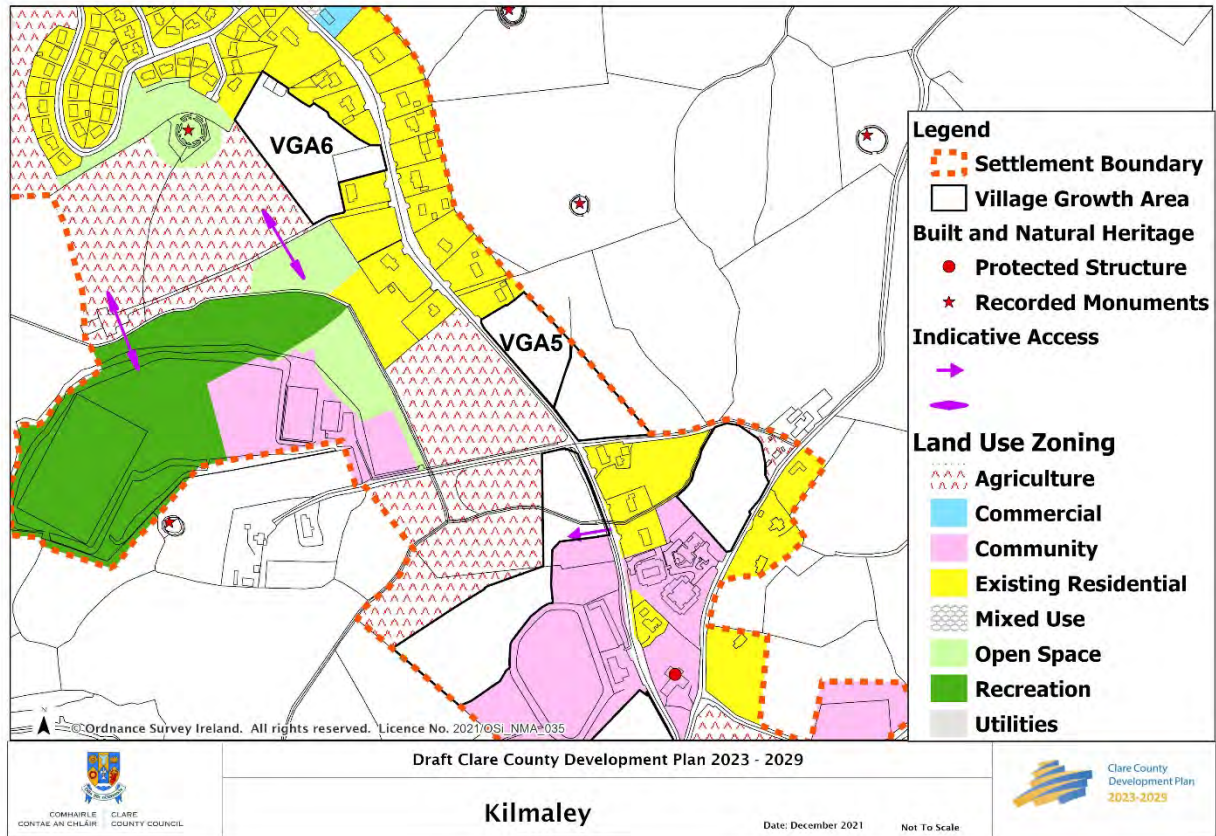
This village is characterised by its extended form, stretching between the R474 to the north and Kilmaley Bridge to the south. The commercial facilities are concentrated at each end of the settlement with a road, but no footpath linkage between them. Footpaths within the village are currently planned as part of the Active Travel Programme which will provide safe pedestrian connectivity within the village.

The majority of the development of the village has focused around these two commercial centres and along the link road between them, including the school, church, GAA pitches, a housing development and individual houses. The inconsistent treatment of the margins and set-backs in terms of both depth and surface treatment needs to be addressed. The Council will support community efforts to improve the public realm of Kilmaley to bring about the required enhancement. An effort has been made at the R474 end of the village to define edges and reduce an over-wide junction and thus improve pedestrian comfort and safety.

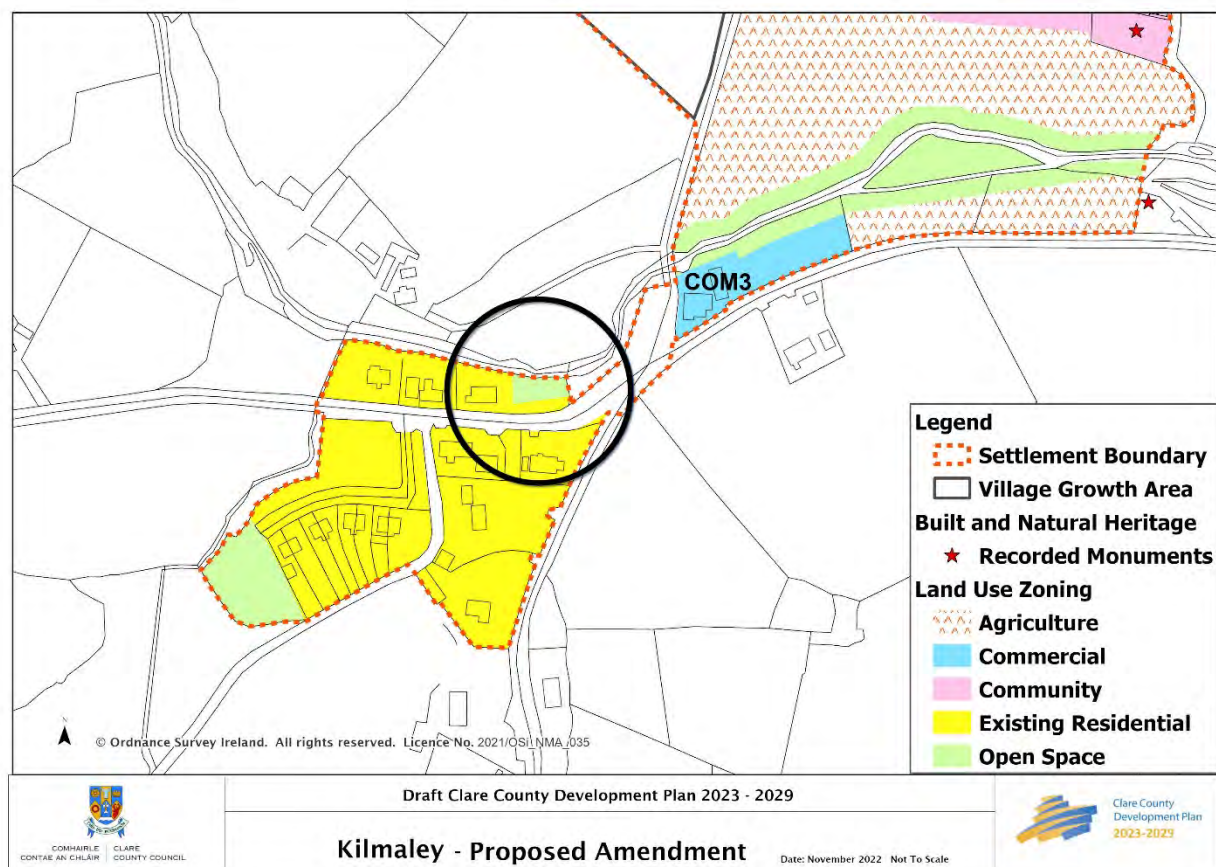
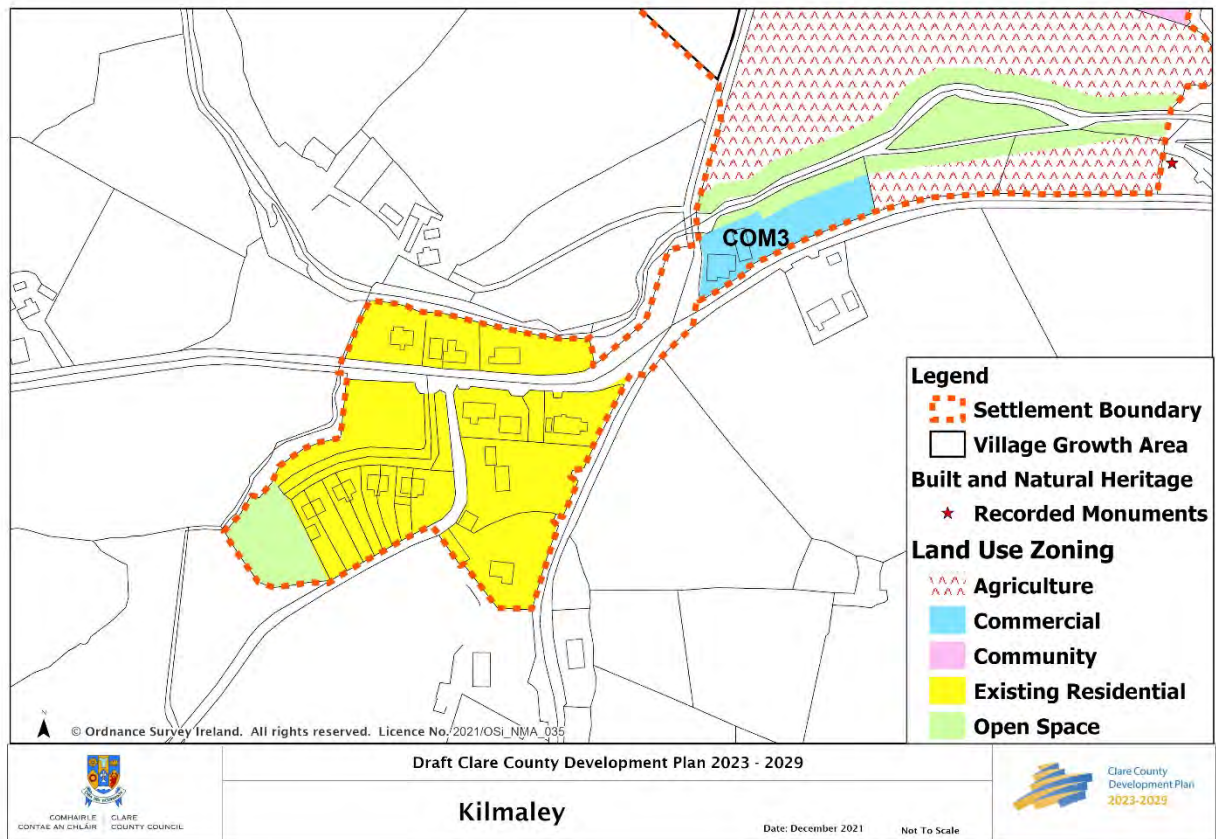
It is important that development of the Mixed Use lands around the R474 junction forms clear edges to the public road to assist with both place making and traffic calming, as required by the Design Manual for Urban Roads and Streets (DMURS).

## Flooding and Flood Risk

~~The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that there is fluvial risk to Kilmaley with some areas at risk of pluvial flooding. Flooding is also shown backing up from the main river and along its tributaries. However, risk is mainly limited to agricultural land and open space, with small encroachment in community and existing residential lands. Further development within the Community zoned land within Flood Zone A or B should be for less vulnerable or water compatible uses, and future residential development should be located within Flood Zone C.~~ The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that there is fluvial risk to Kilmaley with some areas at risk of pluvial flooding. There should be no new development within Flood Zone A or B, and only minor development, as indicated under Section 5.28 of the Planning Guidelines, such as extensions, will be permitted.







## Kilmurry McMahon

### Location and Context

Kilmurry McMahon is a small village, centred on St. Mary's Church, and consists of a small cluster of houses and farm buildings. There is a shop and post office at the junction with the R473 to the south of the settlement and a primary school and community centre to the north of the village, which provide services to residents of the village and the wider rural hinterland.

Kilmurry McMahon offers a high-quality rural environment for those seeking to live in the countryside and is also a convenient distance from Kilrush. It is a traditional crossroads village situated on the R485, a busy commuter route to Ennis and Shannon. There is an existing public footpath connecting the school and community centre.

Kilmurry McMahon is well served by the TFI Local Link Limerick Clare R337 bus service ten times a day from Monday to Saturday and twice on a Sunday. The bus stops at Morrissey's Post Office.

There is no wastewater treatment infrastructure in the village. Any future residential development including alterations to existing residential developments, commercial or employment generating development will require private treatment subject to suitable site-specific conditions and must ensure they are in compliance with the EPA Code of Practice for 'On Site Wastewater Treatment Systems'.

### General Objectives:

- To encourage the incremental and small-scale expansion of the settlement that is relative and appropriate to the scale, size and character of the population and services in the village;
- To support the provision of infrastructure to allow for future growth of the village;
- To support traffic calming in the village in order to address traffic and pedestrian safety;
- To improve the footpath network in the village, in particular linking the national school to the village centre, shop and post office;
- ~~To support the Local Link Rural Transport strategy including the development of direct rural bus links from Kilmurry McMahon to larger settlements such as Ennis and Kilrush; and~~
- To support the development of a settlement network along the Shannon Estuary including Kilmurry McMahon along with Ballynacally, Killadysert, Knock, Labasheeda and Killimer, to assist collaborative projects and the sharing of assets and strengths including developing its economic and tourism potential as a stopping point on the Shannon Estuary Way.

## Employment and Enterprise

Agriculture remains an important part of the local economy in the smaller settlements around the County. In order to support economic development, the Council will facilitate and encourage farm enterprise and Agri-tourism in Kilmurry McMahon as well as supporting home-based economic activity where feasible. Proximity to Kilrush provides employment and educational opportunities within short commuting distance.

## Tourism

Kilmurry McMahon is ideally located on the Shannon Estuary Way providing opportunities for maximising tourism assets and developing additional facilities and services for visitors, in tandem with other key settlements along the Shannon Estuary Way. It is an objective:

- To facilitate the continued development of existing tourism assets and to support the development of additional tourist facilities and services along the Shannon Estuary Way.

## 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.

There are three areas identified for village growth within the settlement. The Crompaun River runs to the west of the settlement and must be taken into consideration in any development proposals to ensure that any potential negative impacts are mitigated. Any development will be subject to strict compliance with the EPA Code of Practice for Wastewater Treatment systems and other uses appropriate to the size and scale of the village. Any proposals should enhance connectivity within the village and support the sustainable use of existing services and facilities. It is envisaged that growth would occur incrementally and over a longer period of time in a manner appropriate to the character and environmental sensitivities of the settlement.

## Place Making and Regeneration

The village is situated in the heart of West Clare in a robust rolling agricultural landscape with significant areas of roadside tree cover. There are extensive picturesque views to the south which overlook large tracts of the countryside and Clonderlaw Bay. These views should be preserved in the interest of maintaining the landscape character and the village setting.

The incorporation of green features into public realm and other developments as well as the greening of public spaces will also enhance the overall amenity of the village and help to mitigate against climate change. It is an objective:

- To support the preservation of key views to and from the village in order to protect the landscape character and setting of the village; and
- To support the enhancement and development of public spaces and the overall amenity of the village.



## Kilshanny

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

## Knock

### Location and Context

Knock is a small village nestled on the shore of the Shannon Estuary ~~centred~~ centered on a small quay and sheltered by a high ridge to the north. It has a unique character due to its attractive setting. As one approaches the settlement from the east, there is a descent into the village levelling out almost at water level along the coast road. Extensive views are afforded across the Shannon Estuary, Clonderlaw Bay and the Kilkerrin Peninsula. The high ridge to the north of the settlement provides a contrasting backdrop.

Knock's idyllic and tranquil setting on the estuary, located a short distance from Killimer and Kilrush, offers a high-quality living environment for those seeking to experience rural life.

The village consists mainly of close-knit residential buildings and has two public houses. It is served by ~~Clare~~ TFI Local Link Limerick Clare with regular bus services to Ennis and Kilrush through the R337 which stops at The Fisherman's Hut nine times a day Monday to Saturday and four times on a Sunday.

There are several vacant buildings in the village centre and the reuse, redevelopment or enhancement of these is encouraged as a means of regenerating the village centre and promoting sustainable development. There is a need to ensure pedestrian connectivity to existing facilities within the village, therefore the provision of a public footpath is supported.

There is no wastewater treatment infrastructure in this settlement. Any future development including alterations to existing commercial or employment generating development will require private wastewater treatment subject to suitable site-specific conditions and must ensure they are in compliance with the *EPA Code of Practice for On Site Wastewater Treatment Systems* in order to ensure that there are no significant long-term effects on the Tonavoher River and the adjacent River Shannon and European sites. Water is supplied by a group water scheme.

Knock adjoins the Lower River Shannon Special Area of Conservation (SAC) and the River Shannon and River Fergus Estuaries Special Protection Area (pSPA). Future development must ensure that there are no adverse effects on the SAC and SPA site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives set out in Volume 1 of this Plan, relating to European Sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this Plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level. The estuarine area adjoining the village is also designated a proposed Natural Heritage Area.

## General Objectives

- To consolidate development in the existing settlement which will help support and encourage development of services and facilities, enhance its viability and vitality, whilst safeguarding its unique character and distinctive natural environment;
- To ensure that future growth in Knock 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 support the provision of necessary infrastructure to allow for future growth of the village;
- To improve the footpath network in the village, in particular linking the residential properties to the national school;
- To support and facilitate repair to the sea wall and its ongoing maintenance; and
- To support the development of a settlement network along the Shannon Estuary including Knock along with Killadysert, Ballynacally, Labasheeda and Killimer, to assist collaborative projects and the sharing of assets and strengths including developing its economic and tourism potential as a stopping point on the Shannon Estuary Way.

## Employment and Enterprise

Agriculture also remains an important part of the local economy in the smaller settlements along the estuary. In order to support economic development, the Council will facilitate home-based economic activity and encourage farm enterprise and agri-tourism in Knock.

## Tourism

Knock is well positioned on the Shannon Estuary Way to facilitate the development of tourism and leisure activities associated with the estuary. It is an objective:

- To facilitate the continued development of existing tourism assets and support the development of additional tourist facilities and services along the Shannon Estuary Way.

In order to promote economic development, the following zoning objective for the pier and harbour area is identified:

### MAR1 Pier

There is potential to develop the quayside at Knock for leisure and recreational use including the development of the existing pier and harbour areas as a tourism and leisure facility. There is also the potential to develop water-based commercial activities, but these must be compatible with the tourism and leisure potential of the pier. Development proposals for this area must prioritise the protection of the setting and views afforded of the estuary in this

location. Development proposals for the pier and surrounding area must be accompanied by an assessment of the proposals on coastal erosion in the area.

### **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.

In addition to compliance with the policies and objectives set out in Volume 1 of this Plan, any development proposals on areas identified for growth shall consider the following:

#### **VGA1 Lands to the North of the R486**

This area is located close to the centre of Knock and is identified as being suitable for development. The area is slightly elevated in relation to the R486 and therefore siting and design will be of particular importance to ensure that development does not detract from the character of the village. Dependent on layout and design, single storey buildings may be required. Siting, scale and design shall be of a high standard and development proposals must demonstrate the suitability of the site to accommodate a wastewater treatment system and must be accompanied by a Strategic Flood Risk Assessment to ensure that the development itself will not be liable to or give rise to flooding in other areas.

### **Place Making and Regeneration**

Knock's beautiful setting on the estuary and the dramatic descent into the village from the east and west gives it a very memorable sense of place. The woodlands, the riverside area and the pier contribute greatly to the character of the area.

#### **Woodland in the Area**

There are many mature trees within and surrounding the village of Knock. These trees occur both individually and in small clusters and contribute greatly to the character and amenities of the area. The trees represent the remaining pockets of Knock Wood, which once extensively covered the surrounding area. These trees should be retained and incorporated into any future development proposals in the area.



## Riverside Areas

All new development on areas adjoining the river in the village must be set back a minimum of 10 metres from the river's edge to protect the river from pollution, to conserve the riparian zone and to allow for seasonal changes in the water level of the river.

### OS1 Adjacent to the Pier

It is important to preserve this area of land as it contributes to the setting of the settlement, allows for significant views of the estuary and provides an important amenity for residents and visitors.

## Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan indicates that there is flood risk to some lands within the settlement. Any further development of the existing residential lands can be managed through appropriate site layouts and building layouts, with development limited to Flood Zone C. **Only minor development, as indicated under Section 5.28 of the Planning Guidelines, such as extensions, will be permitted.**

## Knockerra

### Location and Context

Knockerra is a small village situated south of the N68 (Ennis to Kilrush) Road and southwest of Knockerra Lough. It is a picturesque settlement centred on a main crossroads and it includes a school, church, parish hall, garage/shop and a graveyard. There is a pretty green area on the southern approach to the village and a public footpath connects the church, school and existing residences to the south.

Knockerra offers a high-quality rural environment in which to live. The surrounding landscape is undulating and quite robust with significant vegetation that adds to the overall character of the settlement. There is potential for development to consolidate the existing village and to incorporate green features to enhance the public realm and other developments to the overall amenity of the village. There are several vacant buildings in the village. The reuse, redevelopment, or enhancement of existing vacant buildings in the village centre is encouraged as a means of regenerating the village centre and promoting sustainable development.

There is no wastewater treatment infrastructure in this settlement. Any future development including alterations to existing commercial or employment generating development will require private wastewater treatment subject to suitable site-specific conditions and must ensure they are in compliance with the EPA Code of Practice for 'On Site Wastewater Treatment Systems'. Knockerra is connected to the public water supply.

### General Objectives

- To consolidate development in the existing settlement which will help support and encourage development of services and facilities, enhance its viability and vitality, whilst safeguarding its unique character and distinctive natural environment;
- To ensure that future growth in Knockerra is incremental and small scale in nature, relative and appropriate to the scale, size, and character of the population and services in the village; and
- To support the provision of infrastructure to allow for future growth of the village.

### Employment and Enterprise

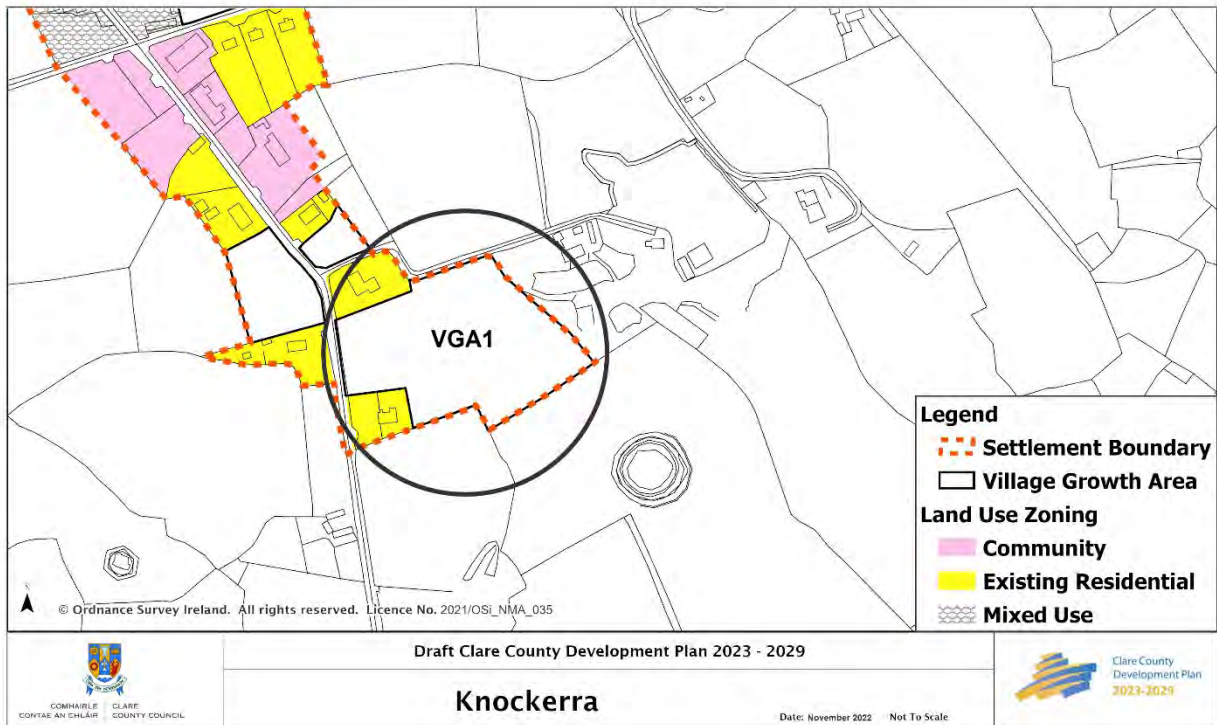
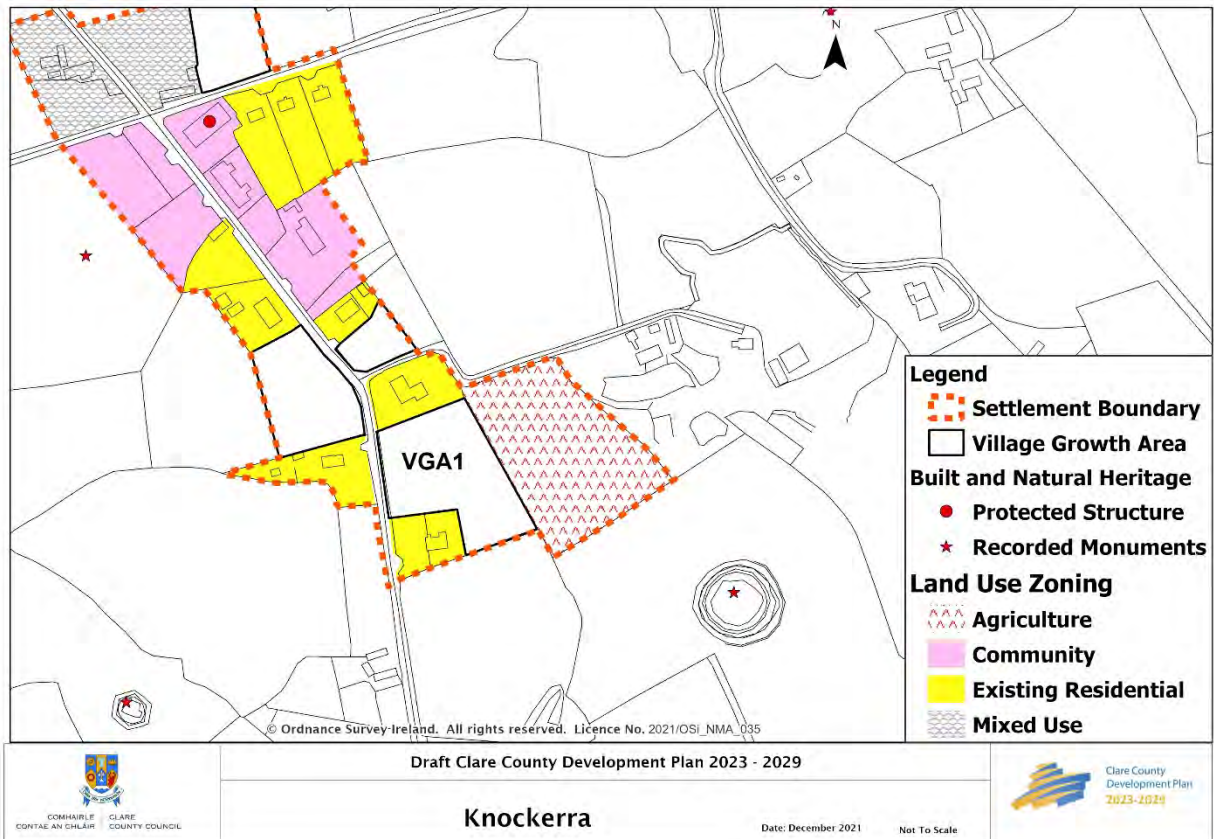
Agriculture remains an important part of the local economy in the smaller settlements around the county. The Council will support enterprise and Agri-tourism in Knockerra as well as home-based economic activity where feasible.

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

### VGA1 Lands to the Southeast of the village centre

Any proposals should enhance connectivity within the village and support the sustainable use of existing services and facilities. It is envisaged that growth would occur incrementally and over a longer period of time in a manner appropriate to the character and environmental sensitivities of the settlement.





## Labasheeda

### Location and Context

Labasheeda takes its name from the Irish, Leaba Shioda, which can mean either Sheedy's Bed or 'the silken bed' and is situated on the banks of the Shannon Estuary. It is identified as a Small Village in the Settlement Hierarchy of this Plan. Labasheeda has a small harbour from which a ferry used to operate across the River Shannon to Tarbert. This was at the time when Labasheeda traded primarily with Limerick.

The picturesque village affords outstanding views of the Shannon Estuary to the south of the main street. Views are also afforded of the Kilkerrin Peninsula and Mountshannon Wood. The land is flat to the north and immediately to the rear of the main street and gradually rises up behind the village providing an attractive, rural backdrop. The village is served by a primary school, community centre, a number of public houses and a café. Located just outside the village there is a recently opened glamping site which enhances the tourism offer in the area.

Labasheeda has an attractive urban centre which is reflected in its designation 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 as per Objective CDP16.5 in Volume 1 of this Plan.

The overall strategy for Labasheeda is to provide for small-scale, well-designed residential, commercial and community developments which have regard to the character of the village itself.

Labasheeda is connected to the West Clare Regional Water Supply and has sufficient capacity to cater for the population target. There is no public wastewater treatment apart from the Mountshannon Estate, which is served by its own system. The remainder of the village is served by individual septic tanks or discharges directly to the foreshore. Any future development including alterations to existing commercial or employment generating development, will require private wastewater treatment subject to suitable site-specific conditions and must ensure they comply with the *EPA Code of Practice for On Site Wastewater Treatment Systems*.

Labasheeda adjoins the Lower River Shannon candidate Special Area of Conservation (cSAC) and River Shannon and River Fergus Estuaries Special Protection Area (SPA). Future development must ensure that there are no adverse effects on the conservation objectives of the SAC's and SPA's or on site integrity, or the integrity of any other European sites as a result of the proposed development. Accordingly, objectives set out in Volume 1 of this Plan, relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

## General Objectives

- To encourage development in Labasheeda 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 support and encourage further growth of the village centre, whilst protecting the distinctive character of the village through sympathetic design and siting of development;
- To encourage the further development of retail and commercial services in the village core. The redevelopment of existing unused or derelict structures for retail or commercial purposes will be particularly encouraged;
- To support the provision of infrastructure to allow for future growth;
- To support the development of tourism in the village including ecological and marine-based activities around the harbour subject to the requirements of the Habitats Directive; and
- To support the development of a settlement network along the Shannon Estuary including Labasheeda along with Killadysert, Knock, Ballynacally and Killimer, to assist collaborative projects and the sharing of assets and strengths including developing its economic and tourism potential as a stopping point on the Shannon Estuary Drive.

## Employment and Enterprise

Agriculture remains an important part of the local economy in the smaller settlements around the County. In order to support economic development, the Council will facilitate home based economic activity and encourage farm enterprise and agri-tourism in Labasheeda.

### ENT1

These lands have been designated for the development of enterprise and employment generating uses with a view to providing greater employment opportunities for residents of the village and the wider community. **Any development proposal should ensure buildings located on these lands have a minimum threshold of 4.2mOD.**

## Tourism

Labasheeda has developed little in the way of tourism, yet there is considerable potential to develop its tourism product, capitalising on its attractive and accessible location and being situated on the Shannon Estuary. Labasheeda has potential to develop its tourism and leisure sector, especially ecological and marine based tourism.

In order to facilitate this, the following areas have been zoned for tourism and leisure development:

### TOU1 North of the Main Street

This site is situated to the north and rear of the main street and provides an opportunity for a small-scale in-depth tourism development that will enhance the distinctive and attractive character of the village while reinforcing and supporting the consolidation of the existing village centre. Development of this site solely for holiday homes is not considered appropriate. However, holiday homes can be accommodated on the site as an element of an overall tourism development. Tourism development that capitalises on the marine-tourism potential of the village are encouraged. There are a number of opportunities for access from the main street and development on the site shall be proportionate in siting, scale and design to the existing village. Any masterplan for this site shall give particular attention to matters of design and layout and how these matters reflect the character of the village. It must also address the capacity of the site and the village to absorb the development that is proposed from a visual, environmental, and social perspective.

### MAR 1 Harbour and Quayside

The small quay is an attractive amenity area, providing good quality land/sea access with potential for further development. There is an attractive amenity area at the pier and potential to develop water-based commercial activities which are compatible with the tourism and leisure potential of the harbour. A portion of the site is located within the River Shannon and River Fergus Estuaries SPA (Site code 004077) and the Lower River Shannon SAC (site code 002165). The detailed conservation objectives for the Lower River Shannon cSAC, including the attributes and targets set out in the objectives, should inform the appropriate assessment screening of any future development at MAR 1.

### Transport, Active Travel and Connectivity

TFI Local Link **Limerick Clare** provides a regular bus service to Ennis and Kilrush which provides a valuable connection to the County town and also offers an alternative to the private car and encourages a modal shift to a more sustainable transport option. **The service is the R337 and stops at St. Kieran's church ten times a day from Monday to Saturday and four times a day on a Sunday.**

There is an existing public footpath in the village linking the community hall to the west, the village centre, and residences to the northeast. There is also a stretch of public footpath serving existing residences in the Mountshannon estate to the southwest. However, this stops c.100m short of the public footpath in the village. The extension of the public footpath to link existing footpaths in the village and improve connectivity is supported in the Plan.

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.

### 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.

### Place Making and Regeneration

Any further development between the main street and the estuary shall have simple boundaries to the rear of the footpath and will be required to maintain the visual connection between the estuary and open space. The development of sites on the regional road heading north shall retain the rural character of the road boundary and will ensure that road width does not exceed DMURS recommendations. It is preferable that buildings are accessed via existing lanes and do not open directly onto the street

There are a number of vacant and derelict buildings in the village. The Plan supports the redevelopment or alternative use of such buildings in order to bring them back into active use.

It is an objective of the Council:

- To promote sustainable and compact growth to address issues of vacancy including the reuse or redevelopment of vacant, underutilised sites and buildings for alternative uses.

### OS1 South of R473

This area of land provides a valuable amenity and important setting to the harbour. It contributes to the setting of the village and affords important views of the harbour and the Shannon Estuary.

### OS2 South and Rear of Main Street

This area contributes to the character of the village and shall be retained. It is an important amenity space within the village, especially when viewed from the estuary. It will also be an important amenity in any future leisure and tourism development of the pier and harbour.

### OS3 Western Edge of the Village

This area, between the shore and the Mountshannon Estate, is on a small headland at the western edge of the village. It is a valuable amenity and provides an attractive setting for the



existing housing estate. The site is located close to the old quay and enhances the setting of the village when viewed from land or sea.

## Utilities

### UT1 Site North of Main Street, Rear of the School

This site is reserved for the provision of future wastewater treatment infrastructure.

## Flooding and Flood Risk

Refer to the ~~The~~ Strategic Flood Risk Assessment in Volume 10(c) of this Plan regarding advice associated with any potential for flood risk. ~~advises that there is tidal flood risk to Labasheeda primarily through backing up of the westernmost of the two small streams passing through the settlement. In this regard it advises that development management should ensure any buildings located on the Mixed Use zoned lands have a threshold of 4.2mOD, which is the 200 year tide plus climate change plus freeboard. Compensatory storage is not required as risk is tidal.~~

## Lissycasey

### Location and Context

Lissycasey is located on the N68 national secondary route c.15km from Ennis. It is identified as a Small Village in the Settlement Hierarchy of this plan. It is a linear settlement that stretches along the road for a considerable distance with two service centres, one at each end. The village has expanded considerably in recent years, mostly in a linear manner, particularly along the southern side of the N68. The village provides a range of services for local residents including a garage, a supermarket, school and childcare centre, community hall, credit union, church, playground and post office. There are also a number of amenities in the area including an eco-park and the riverside/cascades walk.

Due to its location on the N68 high volumes of traffic travel through the village. Lissycasey is well-presented and public areas are maintained to a high standard, however, spatial definition within the settlement could be enhanced by a simple but carefully designed tree planting scheme.

Lissycasey has its own private group water supply scheme and there is no public wastewater treatment infrastructure serving the village. Any future development including alterations to existing commercial or employment generating development will require private wastewater treatment subject to suitable site-specific conditions and must ensure they comply with the *EPA Code of Practice for On Site Wastewater Treatment Systems*. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

### General Objectives

- To consolidate the existing settlement and make provision for future growth to support the village services.
- To ensure that future growth is balanced and sustainable and is relevant and appropriate to the scale, size, and character of the existing village.
- To support the provision of infrastructure to allow for future growth.
- To support the provision of a safe and pleasant living environment for residents of the village by facilitating traffic calming measures and pedestrian permeability.

### Employment and Enterprise

Lissycasey is set in rich agricultural farmland which forms the economic base for the village. The high quality and unspoilt natural landscape have given rise to the setting up of a spring water bottling company sourced from organically managed farmland in the hills above the village. There are significant opportunities to build on Lissycasey's reputation for having a clean, green environment including the development of a range of green/organic food

synonymous with the village, and diverse farm-based and home-based enterprises are encouraged. The following site has been identified for enterprise development:

### ENT1

This site provides an opportunity for the development of enterprise and employment generating uses.

The site is located southeast of an existing residential development and therefore screening/landscaping will be required as part of any future development proposals for this site. In addition, the ground conditions in the area must be taken into account in the design of proposed structures and any wastewater treatment facilities on the site.

### 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.

### VGA 2

This site adjoins the N68 National Secondary Road, at a point outside the 50-60kph speed limit. No vehicular access to the VGA2 site shall be permitted from the N68, unless the relevant speed limit decreases to 50-60kph. The site also adjoins the L2148 local road. Vehicular access to the VGA2 lands shall be taken from that point, which is shown on the settlement plan map. Any development on the eastern / roadside section of the VGA2 lands shall not preclude access through to the western section of the lands. Access and movement between the two sections of the VGA2 site shall be in accordance with the access point shown on the settlement plan map.

### Traffic Management

Traffic calming measures in the form of traffic islands and pedestrian crossings have been installed in some parts of the village. Further works may be required throughout the lifetime of this Plan to ensure that the high volumes of traffic passing through the village are effectively managed.

### Transport, Active Travel and Connectivity

In terms of public transport, Bus Eireann and TFI Local Link Limerick Clare provide regular bus

services to and from Ennis and Kilrush. These services provide a valuable connection to the service towns and an alternative to the private car for residents and visitors and encourages a modal shift to a more sustainable transport option. The TFI Local Link Limerick Clare service is the R335 Ennis-Quilty-Kilrush and stops at the cemetery and Fanny O'Dea's bar twice a day from Monday to Friday. The C19 service on Fridays stops in Lissycasey twice that day.

In addition, the 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. Improved facilities for safe pedestrian linkages between key elements of the village would encourage pedestrian movement and improve amenities in the area. In this regard, as part of the National Transport Authority's Active Travel 2021 programme funding has recently been allocated for improvements to footpaths in Lissycasey.

### Place Making and Regeneration

In spite of its linear form, much has been done to enhance the village public realm by ensuring a high level of consistency and maintenance of the boundaries between public and private spaces. Grass surfaced margins, where used, enhance the public space. However, the challenge presented by the wide, straight national route passing through the village is such that more needs to be done. The absence of vertical, enclosing elements encourages speed through the village. A planting scheme of single or double rows of trees on opposing sides of the road could form periodic areas of enclosure that act to slow traffic and provide crossing areas.

There are a number of vacant and derelict buildings in the village. The plan supports the redevelopment or alternative use of such buildings in order to bring them back into active use.

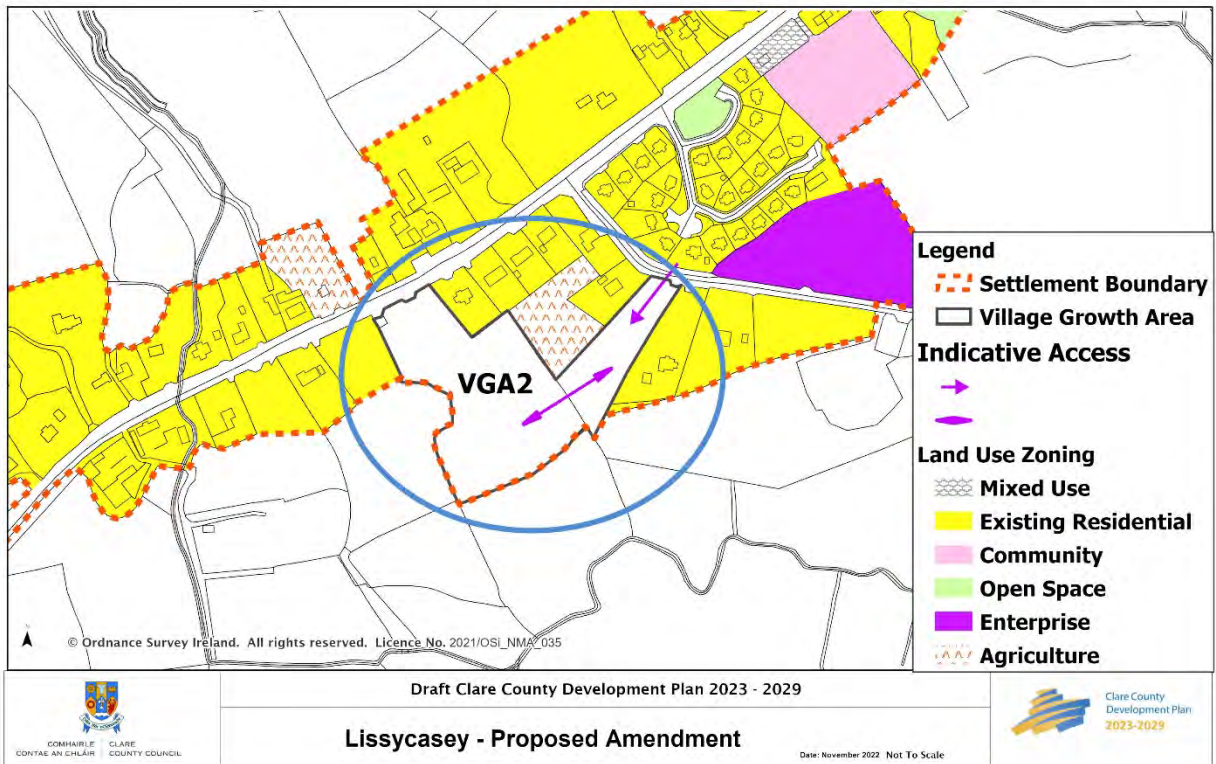
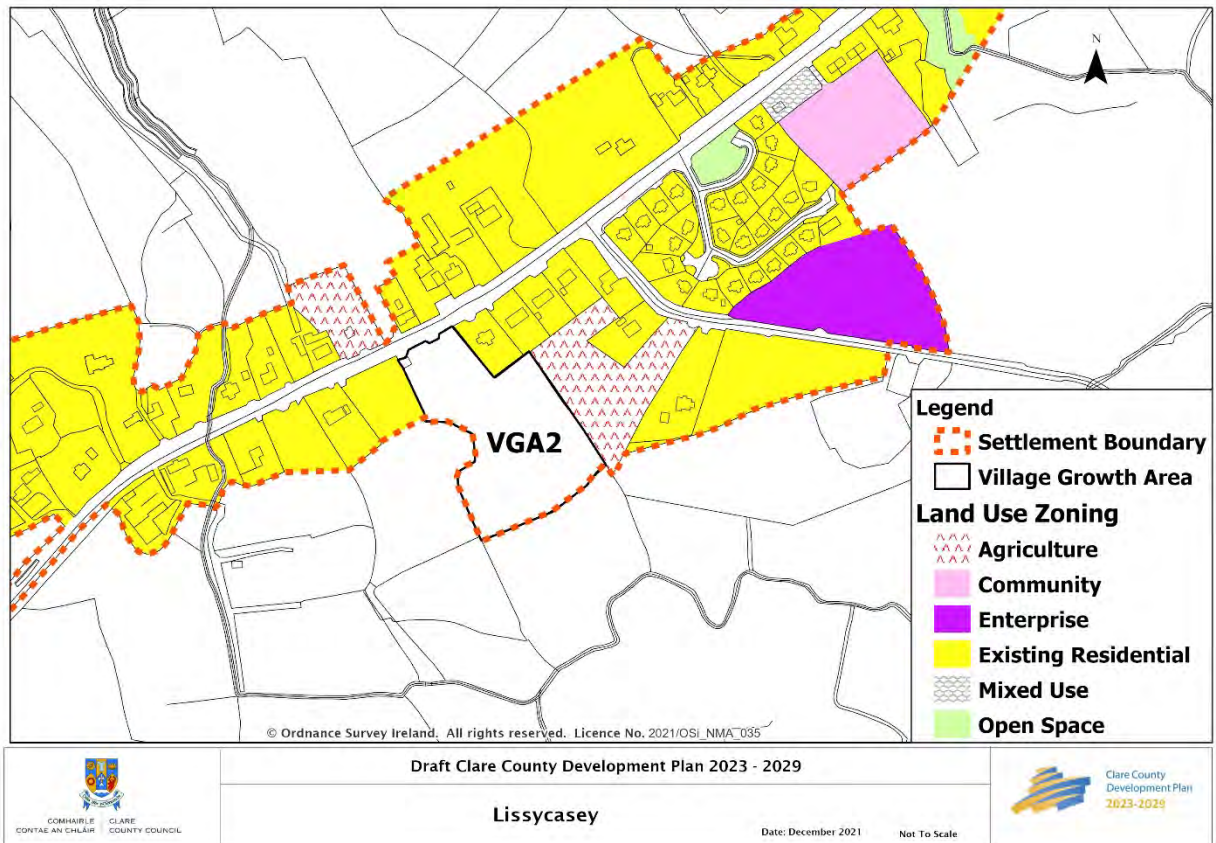
It is an objective of the Council:

- To promote sustainable and compact growth to address issues of vacancy including the reuse or redevelopment of vacant, underutilised sites and buildings for alternative uses.

### Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that there is limited flood risk in Lissycasey, with three small streams passing through the settlement. The lands on the bank of the streams may be at some flood risk which includes commercial, agricultural, and existing residential and open space uses. ~~The SFRA advises that open space zoning and agriculture are appropriate and should be retained.~~ Redevelopment of the commercial and residential sites should be controlled through development management and risks associated with the culvert blocking should be assessed and used to inform finished floor levels. There should be no new development within Flood Zone A or B, and only minor development, as indicated under Section 5.28 of the Planning Guidelines, such as extensions, will be permitted.





**Moy**

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

## Moyasta

### Location and Context

Moyasta is situated on the N67, northeast of Poulmasherry Bay and centred on the old railway station.

The village consists of a school, public house and contains a small number of dwelling houses. Bus Eireann runs daily bus services to Ennis, Kilrush and Kilkee. There is an existing public footpath from the national school to the centre of the village, which also passes over the old West Clare Railway line.

The village is served by the Moyasta Group Water Scheme. There is no public wastewater treatment infrastructure in the village. Any future development including alterations to existing commercial or employment generating development will require private wastewater treatment subject to suitable site-specific conditions and must ensure they are in compliance with the *EPA Code of Practice for On Site Wastewater Treatment Systems*.

Moyasta adjoins the Lower River Shannon Special Area of Conservation (SAC) and the River Shannon and River Fergus Estuaries Special Protection Area (pSPA).

Future development must ensure that there are no adverse effects on the site integrity of the SAC and SPA, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives set out in Volume 1 of this Plan, relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

### General Objectives:

- To ensure that growth in Moyasta is incremental in nature, relative and appropriate to the scale, size and character of the population and services in the village.
- To make provision for the continued development of Moyasta train station and the West Clare Railway as an important tourism asset for the village and larger West Clare area, including the development of the West Clare Railway Greenway.
- To support the provision of infrastructure to allow for future growth of the village.
- To improve the footpath network in the village, in particular linking the national school to the village centre.
- To ensure that developments shall not adversely affect species and habitats designated for protection by the Habitats Directive.

- To make provision for a safe and pleasant living environment, and the future development of the village by supporting traffic calming measures in the area.
- To support the development of a settlement network including Moyasta and other settlements along the Shannon Estuary and Wild Atlantic Way, to assist collaborative projects and the sharing of assets and strengths including developing its economic and tourism potential as a stopping point.

### Employment and Enterprise

While agriculture and tourism play a key role in the economy of Moyasta, it is also important to ensure that opportunities exist for the development of other forms of enterprise in the area, to ensure sustainable, year-round employment opportunities for the local community.

### MU1 Lands West of N67

This site is located in the village core and comprises an existing public house and provides an opportunity for expansion of the existing use and an additional mix of uses such as retail and commercial.

### Tourism

Moyasta is well positioned on the N67 National Road from Kilrush to Kilkee on the Wild Atlantic Way and the Shannon Estuary Way driving routes. The surrounding landscape is relatively flat, with good views of Poulmasherry Bay on the approach to the village from the southeast and from within the village. In addition to compliance with the policies and objectives set out in Volume 1 of this Plan, any development proposals on areas identified for tourism shall consider the following:

### TOU1, TOU2 and TOU3 West Clare Railway and Station

The West Clare Railway is a major part of West Clare's history and although much of the structure is dismantled, Moyasta Junction has been developed as a tourist facility. It includes the fully restored 'Slieve Callan' steam engine. It is a specific objective of the Plan to facilitate the development of the West Clare Railway as an important tourism and recreational product for the area. The railway lands are located both to the west and east of the N67, with lands to the west located adjacent to a designated SAC. It is essential to achieve a balance between the development of the station and the implications for traffic safety and natural heritage.

These lands have been zoned for tourism purposes solely to accommodate development associated with the West Clare Railway line and proposals for other forms of tourism development on these lands will not, generally, be acceptable to the Planning Authority. Development on the tourism lands to the west of the N67 must not encroach on the adjacent SAC. Future development proposals on this site must also be accompanied by a site-specific Flood Risk 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.

In addition, any development proposals on areas identified for growth shall consider the following:

### VGA1 and VGA2 North of the Settlement

These areas are located to the north of the village and are accessed from an existing local roadway. These areas may be able to accommodate small-scale development to help to enhance and strengthen the existing service base. Development on the subject lands must be reflective of the scale of the existing settlement. Siting, scale, and design shall be of a high standard and development is subject to safe access being provided from the local roadway only and not directly off the N67. The EPA Code of Practice for Wastewater Treatment Systems on these lands must be strictly adhered to in order to ensure no significant long-term effects on the River Shannon and River Fergus SPA and the Lower River Shannon cSAC.

### Zoning on other Lands

#### OS1 East of the N67 and OS2 West of the N67

The zoning of OS1 and OS2 as open space together with the Buffer at BU1 must be strictly adhered to in order to provide sufficient buffering from the village development to the river.

#### AG1 and AG2 West of the N67

Any development on these lands will be strictly dependent on the adherence to the requirements of the CDP 2023-2029 with respect to the accompanying appropriate assessment in ensuring no significant direct or in-direct effects on the receiving environment and in particular the qualifying interest features of the SAC, SPA and the pNHA at this location.

### Place Making and Regeneration

Effective gateways are needed at the entry points into the village on the N67. Several issues contribute to excessive speed within the village including the undefined set back at Garrihy's,

the carpark opposite and the school parking area. At a minimum a change of surface colour may help reduce speed. The link with the West Clare Railway is particular to Moyasta and an appropriately scaled focal point would enhance the village. Traditional brightly coloured buildings contribute to the sense of place. Moyasta is on the Wild Atlantic Way and the principles for place making on the Wild Atlantic Way are set out in Chapter 14 Volume 1 of this Plan.

### Transport, Active Travel and Connectivity

In terms of public transport, Bus Eireann provide a regular bus service to and from Ennis and Kilkee and people in Moyasta can hail the TFI Local Link Limerick Clare buses who also provide a daily service to Ennis and Kilrush. ~~Clare Local Link also provide a daily service to Ennis and Kilrush.~~ As well as providing a valuable and important connection to other service centres and areas of the County, these services also offer an alternative to the private car for residents and visitors and encourages a modal shift to a more sustainable transport option.

In addition, the enhancement of and provision for green infrastructure such as walking and cycling routes would promote active recreation and sustainable travel in the town and its environs. Improved facilities for pedestrians such as footpath linkages between key elements of the village would encourage pedestrian movement and improve amenities in the area. The development of the West Clare Railway Greenway along the line of the old West Clare Railway as a proposed recreational route is supported in this Plan and in particular the provision of enhanced connections to the village centre and community facilities such as the local school.

### Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that much of the existing development in Moyasta is within Flood Zone A, with risks increasing as sea level rise and climate change take effect. Redevelopment of existing buildings will require careful consideration, and design should take into account flood resilience measures, with raised floor levels being a minimum requirement. Only minor development, such as extensions, in existing residential areas within Flood Zone A/B will be permitted, as indicated under Section 5.28 of the Planning Guidelines.

## Querrin

### Location and Context

Querrin is a small village centred on a crossroads consisting of a school, a small number of residential and agricultural buildings and an eco-campsite with electric car charging point. There is another small concentration of buildings near the quay at Querrin Point which includes a small development of holiday cottages and Querrin House, a recorded monument. Querrin Quay is also a Protected Structure, RPS 552.

Querrin has a strong community spirit evident in their participation in projects such as the 'Seol Sionna' project and the building of the 'Sally O' Keeffe', a traditional wooden Shannon Hooker sailing vessel.

Individual properties in the village are served by their own wastewater treatment systems. The Weir housing scheme, located to the north of the main road in the village, is served by a shared wetlands treatment system and The Creek holiday homes, located to the north of the quay, are also serviced by a shared treatment plant. There are no public wastewater treatment facilities in the village. Any future development including alterations to existing commercial or employment generating development will require private wastewater treatment subject to suitable site-specific conditions and must ensure they are in compliance with the *EPA Code of Practice for On Site Wastewater Treatment Systems*. Water is supplied via the West Clare Regional Water Supply.

Querrin adjoins the Lower River Shannon Special Area of Conservation (SAC) and the River Shannon and River Fergus Estuaries Special Protection Area (SPA). Future development must ensure that there are no adverse effects on the SAC and SPA site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives set out in Volume 1 of this Plan, relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) provides relevant mitigation measures and recommendations at site and project level.

### General Objectives

- To encourage small-scale growth of the village during the lifetime of this Plan in order to sustain and increase the population of the area and support new and existing village services.
- To ensure that future growth 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 support the provision of infrastructure to allow for future growth of the village including the provision of public lighting and a new slipway at the pier.

- To support the improvement of signage at the 'Four Cross Roads';
- To support the development of a settlement network on the Loop Head Peninsula including Querrin along with Doonaha and Carrigaholt, to assist collaborative projects and the sharing of assets and strengths including developing its economic and tourism potential as a stopping point on the Wild Atlantic Way and Loop Head Peninsula.

### Employment and Enterprise

While tourism plays a key role in the economy of Querrin and the tourism accommodation on offer has diversified into eco-camping, agriculture remains an important part of the local economy in the smaller settlements in west Clare. In order to encourage economic development, the Council will support home-based economic activity, farm enterprise and Agri-tourism in Querrin.

### Tourism

Querrin village is well positioned in the Loop Head Peninsula and is a key location on the Wild Atlantic Way. In this regard it is an objective:

- To support Querrin and its neighbouring settlements on the Loop Head Peninsula including community groups and other stakeholders in working to improve and diversify the tourism offer.

### TOU1 Close to Querrin Quayside

This site has been identified as a suitable location for tourism related development within the village. Development must be reflective of the scale, size and character of the existing settlement and the provision of accommodation in the form of holiday homes shall not, in general, be considered favourably.

### Strategy for Growth and Sustainable Communities

There are two existing holiday home developments within the village of Querrin (The Weir and The Creek). Therefore, it is important to ensure future development is balanced and contributes to a thriving village community which can support a range of services which are viable year-round, whilst retaining its distinctive village character.

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.

In addition to compliance with the policies and objectives as set out in Volume 1 of this Plan, any development proposals for dwellings on areas identified for village growth shall be for permanent occupancy only.

### Place Making and Regeneration

Querrin has many strengths in terms of its location and facilities. Visitors are afforded picturesque views of the Shannon Estuary from the road that links the village to the quay. The main road in the village, which runs parallel to the shore, also provides extensive views of the surrounding landscape and the estuary. These views should be preserved in the interest of maintaining the landscape character and the village setting.

In addition, the incorporation of green features into public realm and other developments as well as the greening of public spaces will also enhance the overall amenity of the village and help to mitigate against climate change.

It is an objective of the plan:

- To support the preservation of key views of the Shannon Estuary and surrounding landscape from the village and quay in order to protect the landscape character and setting of the village.
- To support the enhancement and development of public spaces and the overall amenity of the village.

### Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that redevelopment/refurbishment of existing properties should take into account historical flooding and should seek to minimise flood risk through building resilience measures, and where possible should seek to retreat from the shoreline of the settlement. **There should be no new development within Flood Zone A or B, and only minor development, as indicated under Section 5.28 of the Planning Guidelines, such as extensions, will be permitted.**

## Ruan

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

## Spanish Point

### Location and Context

Spanish Point is a dispersed settlement located on Mal Bay with a picturesque coastal setting and Blue Flag beach. It is also only a short distance from its linked settlement of Miltown Malbay. Located on the Wild Atlantic Way, Spanish Point has seen considerable development over recent years in the form of tourism related activity anchored by two successful, high-quality hotels and other guest houses. The range of accommodation available to the visitor is further diversified by the provision of holiday homes and well-maintained caravan parks with dramatic views of the coastline. Spanish Point is well positioned to harness the opportunities presented by its high-quality coastal environment and its prominent location on the Wild Atlantic Way. It is ideally suited to the development of water sports such as surfing. The permanent resident population is served by the secondary school with the majority of services based in Miltown Malbay.

The strategy for Spanish Point is to encourage small-scale incremental residential growth that will be reflective of the rural nature of the settlement. Also, proposals for any suitably scaled and appropriate commercial or employment generating development will be encouraged.

Spanish Point is supplied with water from the West Clare Regional Water Supply (Old) and Miltown Malbay Water Supply scheme with water treatment plants Old Doolough and Rockmount.

There is currently no public wastewater treatment plant serving Spanish Point. In the event of future development proposals within the village 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 Annagh River which flows along the southern boundary of the settlement and is currently at 'poor status'. Any future development including alterations to existing commercial or employment generating development, will require private wastewater treatment subject to suitable site-specific conditions and must ensure they comply with the *EPA Code of Practice for On Site Wastewater Treatment Systems*.

A Special Area of Conservation (SAC) and a Special Protection Area (SPA) adjoins the settlement boundary of Spanish Point to the west of the village: Carrowmore Point to Spanish Point and the Islands SAC and Mid Clare Coast SPA. Future development must ensure there are no adverse effects on the SAC and SPA site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives set out in Volume 1 of this Plan, relating to European sites and to appropriate assessment will apply to any future development proposals in this area. The Natura Impact Report accompanying this plan (Volume 10a) relevant mitigation measures and recommendations at site and project level. Spanish Point is also located adjacent to a proposed Natural Heritage Area.

## General Objectives

- To promote Spanish Point as a complementary linked settlement with Miltown Malbay as an approach to expanding the range of services and facilities in both settlements.
- To provide for the growth of Spanish Point as a tourist centre and to strengthen its role by encouraging the expansion of appropriate commercial and retail activity.
- To preserve the outstanding coastal setting and landscape whilst encouraging development that will contribute to the strengthening of the settlement structure.

## Employment and Enterprise

The economy of Spanish Point is largely dependent on strengthening its tourism facilities and harnessing the advantages of its coastal location and associated range of visitor accommodation to attract a broader visitor base. In this regard a number of hotels and guest houses such as the Armada Hotel and the Bellbridge House Hotel are key drivers in the local economy.

## Tourism

There is considerable potential to diversify the tourism product through the development of headland walking routes in the area. Allied to this, there is potential to highlight the cultural heritage associated with the Spanish Armada. For example, the 'San Marcos Project' has carried out geophysical investigations of the site known as 'Tuama na Spainneach'.

It is an objective of the plan:

- To support the continued development of existing tourism assets and to support the development of additional tourist facilities and services along the Wild Atlantic Way, including cultural heritage associated with the Spanish Armada at Spanish Point.

## Strategy for Growth and Sustainable Communities

Spanish Point offers a high-quality coastal environment for those wishing to live near all the amenities of the coastline but within easy reach of Miltown Malbay. 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.



In addition to compliance with the policies and objectives as set out in Volume 1 of this Plan, any development proposals for dwellings on areas identified for village growth shall be for permanent occupancy only to encourage growth within the community in a sustainable manner. Any development at these locations shall take into account the unique setting on the Atlantic Ocean and its surrounding landscape and seascape character areas.

#### VGA1 North of the Village

Development at this location should be for permanent housing to encourage growth within the community in a sustainable manner. Any development at this location should take into account the unique setting on the Atlantic Ocean and its surrounding landscape and seascape character areas. In addition to the requirements as set out above, any development proposals on these lands shall be accompanied by a design brief setting out how the prominent coastal location has been addressed and reflected in the design and layout of the proposed development.

#### VGA2 Southeast of the Village

The *EPA Code of Practise for Wastewater Treatment Systems* must be strictly adhered to in order to ensure no significant long-term effects on the adjoining Annagh River which is currently at 'poor status'. Therefore, any future development shall have regard to the guidance stipulated within *Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters* (IFI 2016) or any subsequent updates.

#### VGA3 Northwest of the Village

Development at this location should be for permanent housing to encourage growth within the community in a sustainable manner. Any development at this location should take into account the unique Coastal setting and its surrounding landscape. In addition, the EPA Code of Practise for Waste Water Treatment Systems must be strictly adhered to in order to ensure no significant long term effects on either groundwater or the adjacent Carrowmore Point To Spanish Point And Islands SAC.

While the lands are not within or directly adjacent to any European Site there is potential connectivity to Mid Clare Coast SPA and Carrowmore Point to Spanish Point & Islands SAC and a pathway for pollutants via overland flow or drainage/WTP discharges from the lands. Any future development proposals shall include mitigation to protect water quality (construction and operation), Special Conservation Interest birds and habitats in line with NIR Mitigation 2, 3 and 4a set out in Volume 10a of the Plan.

## Transport, Active Travel and Connectivity

In terms of public transport, Bus Eireann provides a regular bus service to and from Ennis and Kilrush. These existing services have the potential to provide an alternative to the private car for residents and visitors and encourage a modal shift to a more sustainable transport option.

In addition, the 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. Improved pedestrian connectivity such as footpath linkages between key elements of the village encourage pedestrian movement and improve amenities in the area.

## Place Making and Regeneration

Spanish Point has many strengths including its coastal location situated on the Wild Atlantic Way. There are attractive views of the sea and coastline from the R482 as one travels through the village. These views should be preserved in the interest of maintaining the landscape character and the village setting.

The open windswept character of the area is complemented by existing roadside planting. The main approach to the village is from the south along the N67 National Road to its junction with the R482. This junction, at the Bellbridge House Hotel, could be enhanced and appropriate signage put in place to attract visitors into the village. Wayfinding also needs to be improved within the village itself as there are many junctions which can be confusing for visitors and tourists. A coordinated scheme of appropriate signage would help to achieve this, as would the provision of a village map in the carpark area.

The incorporation of green features into public realm and other developments as well as the greening of public spaces will also enhance the overall amenity of the village and help to mitigate against climate change.

It is an objective of the plan:

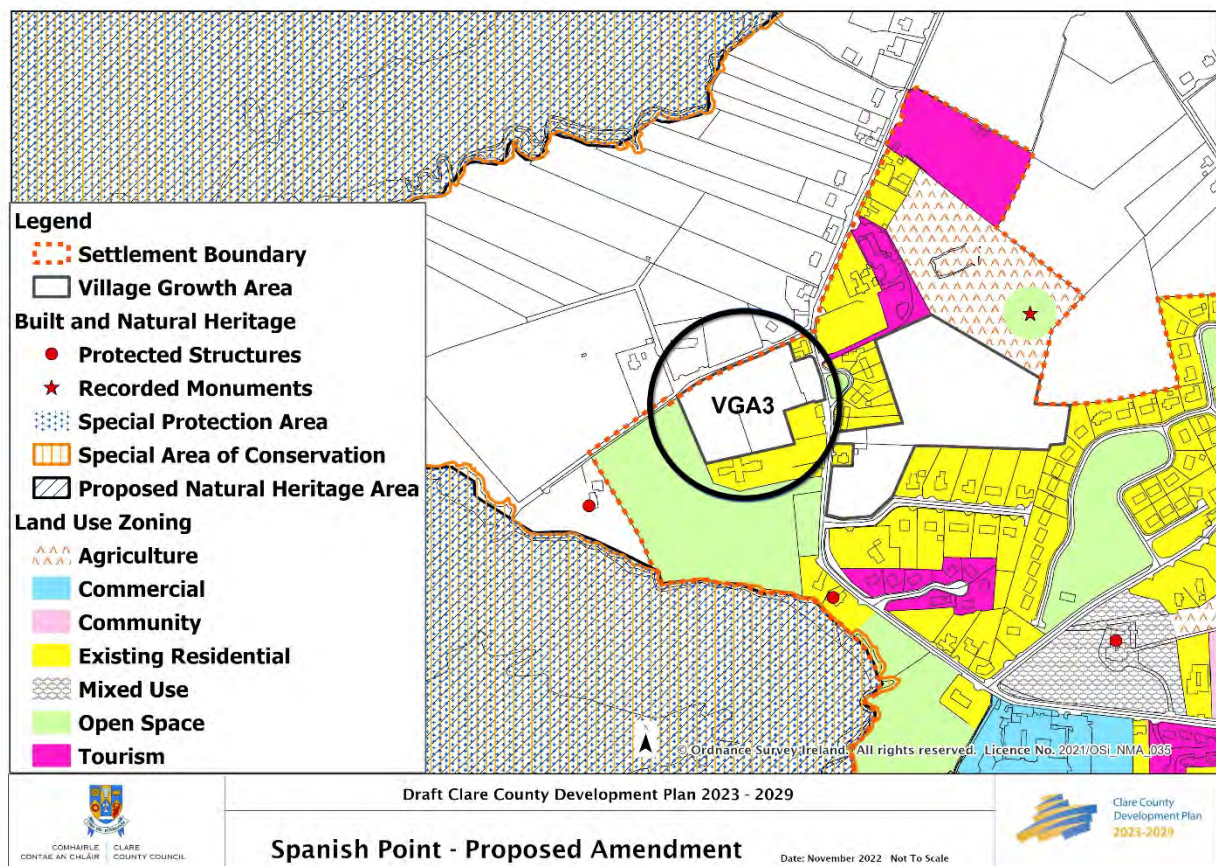
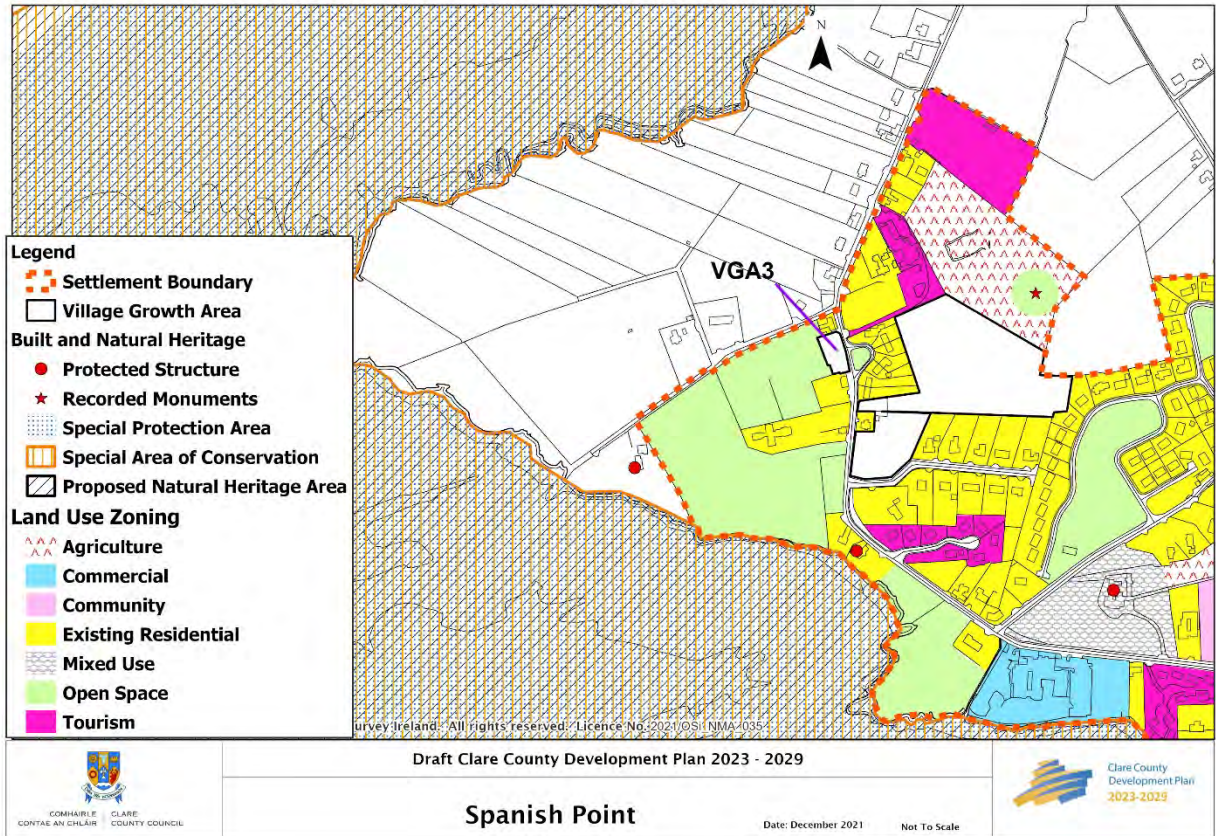
- To support the development of a coordinated scheme of appropriate signage in the village as well as the provision of a village map in the carpark area.
- To support the preservation of key views of the sea and coastline from the public road in order to protect the landscape character and setting of the village.
- To support the enhancement and development of public spaces and the overall amenity of the village.

The principles for place making on the Wild Atlantic Way are set out in Chapter 14, Volume 1 of this Plan.

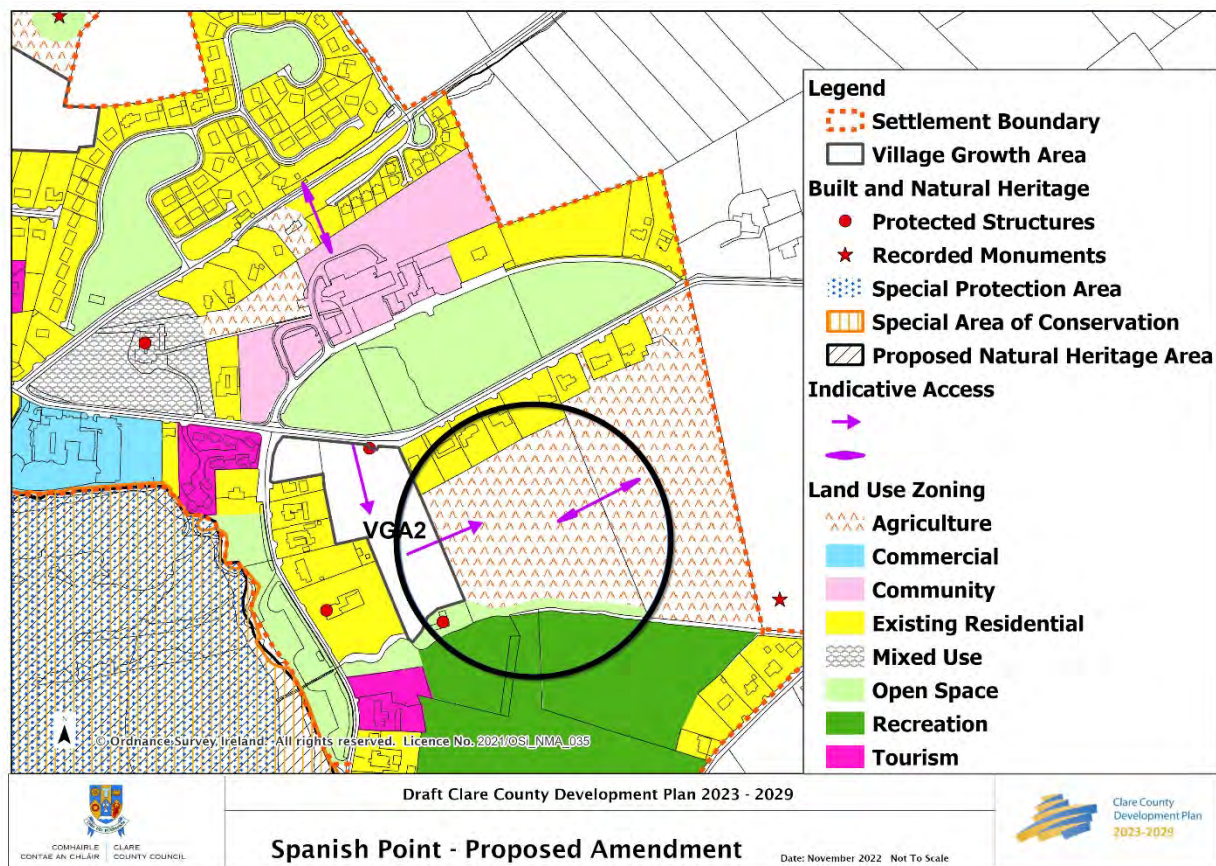
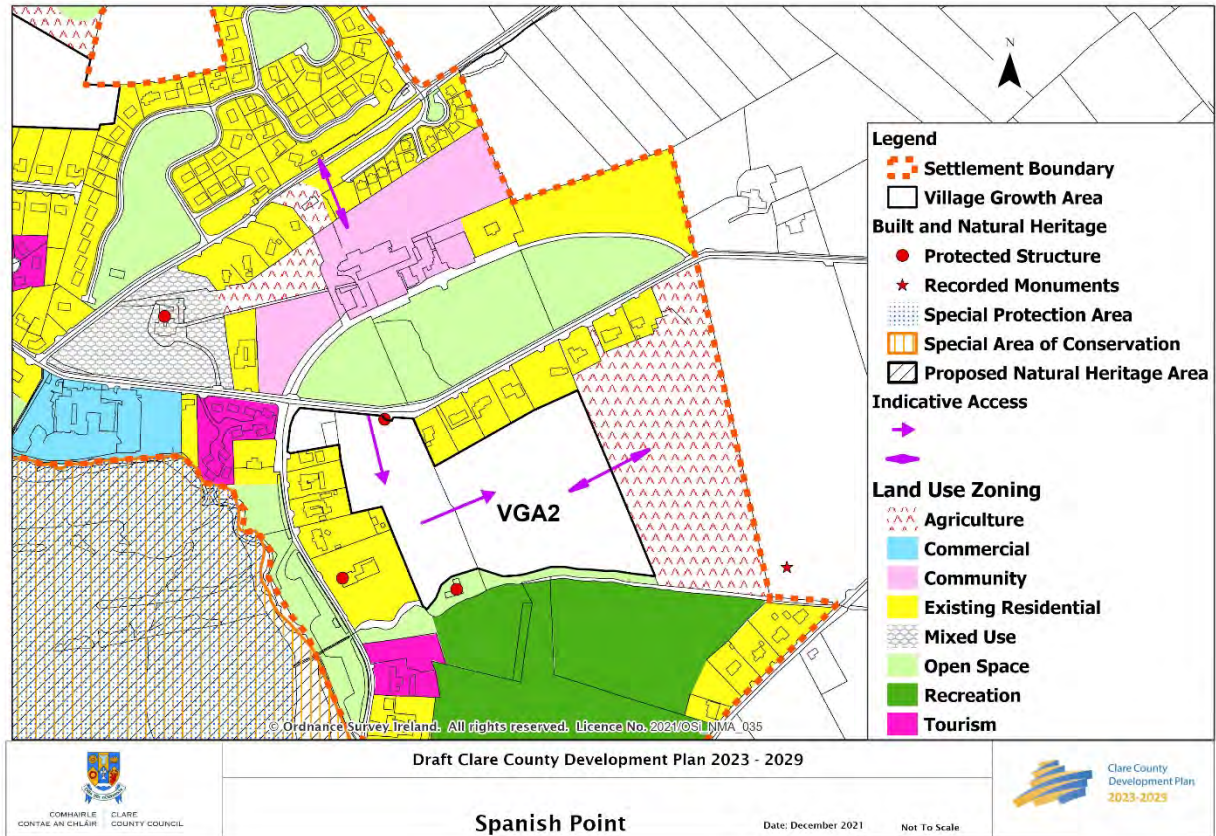
## Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that a coastal protection scheme is underway (at the time of preparing this Plan) which will provide some protection to Spanish Point, although there will be no defined standard of protection. These works are aimed at protecting the beach and preventing coastal erosion rather than protecting buildings. Development within the village can take place, following the recommendations relating to Flood Zone C. **Only minor development within existing developments shall be permitted on tourism lands, e.g. TOU1, within Flood Zones A/B as indicated under Section 5.28 of the Flood Risk Management Guidelines. Development**

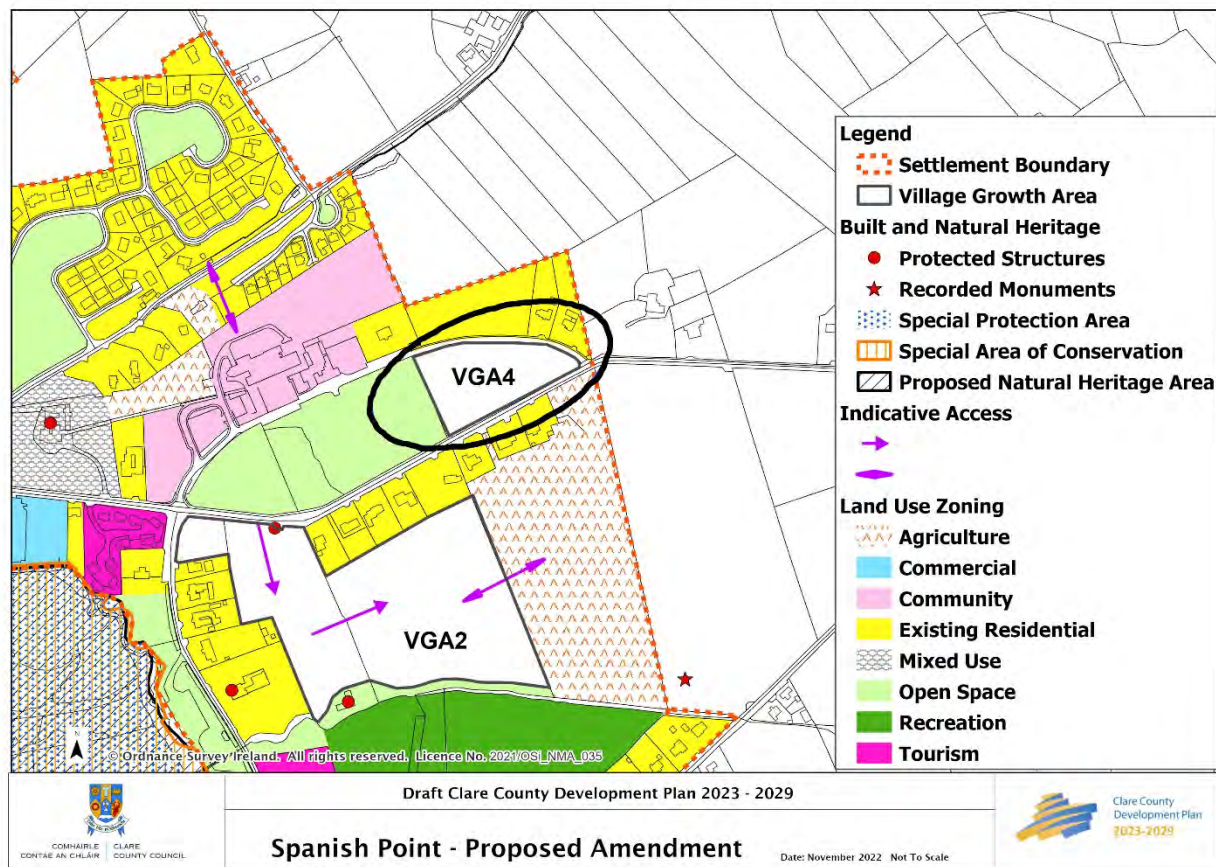
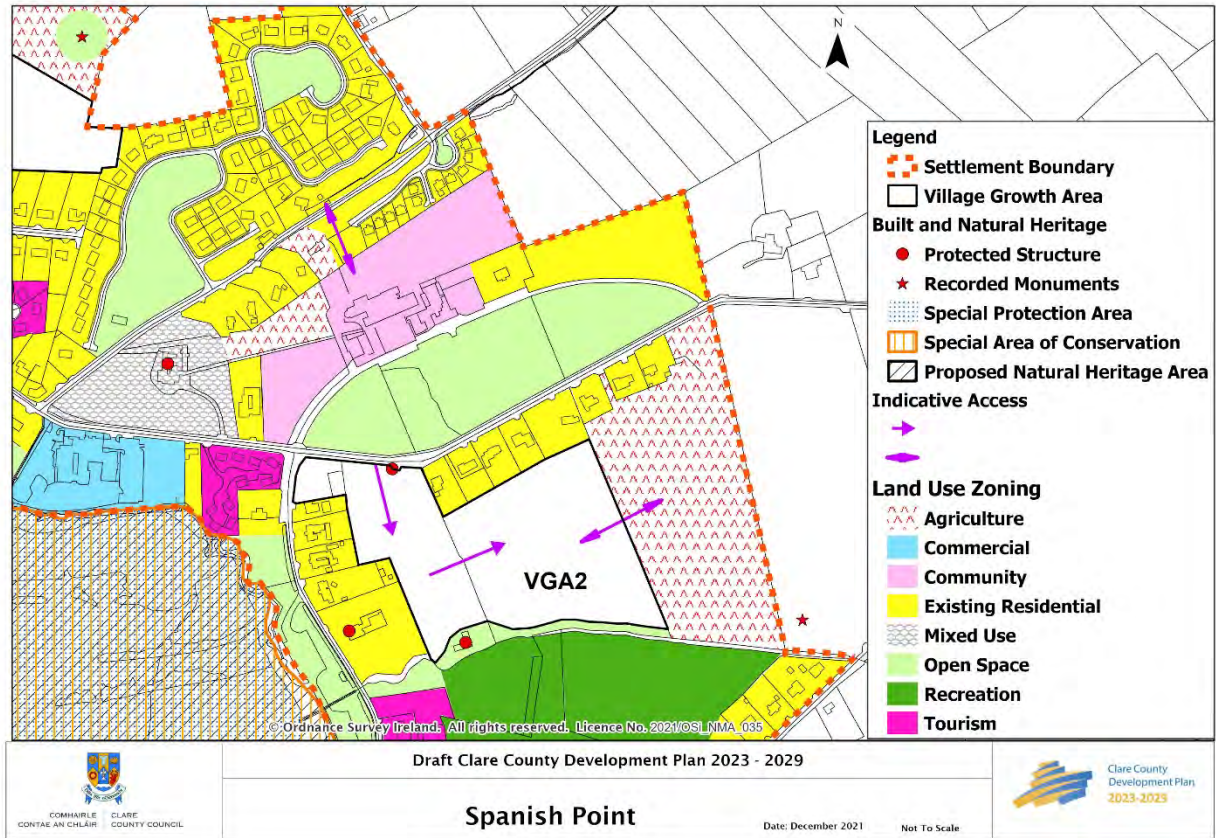












## Tubber

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



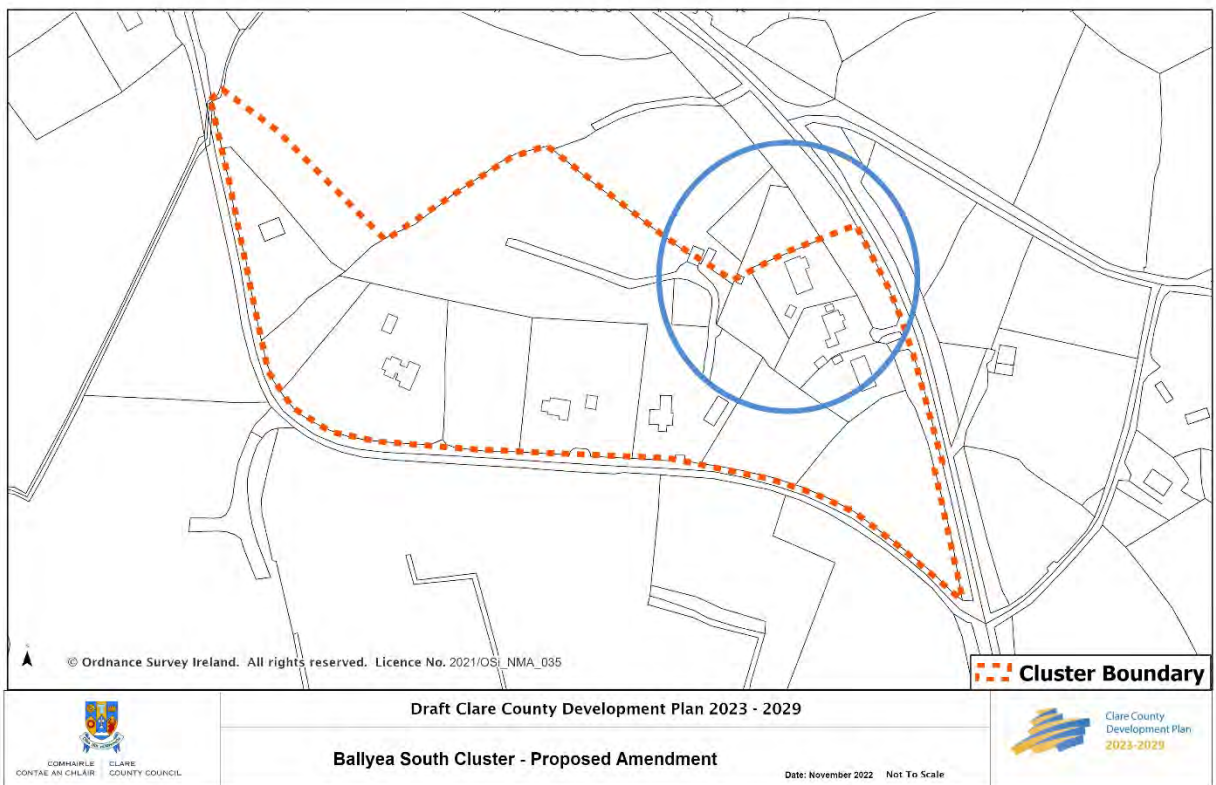
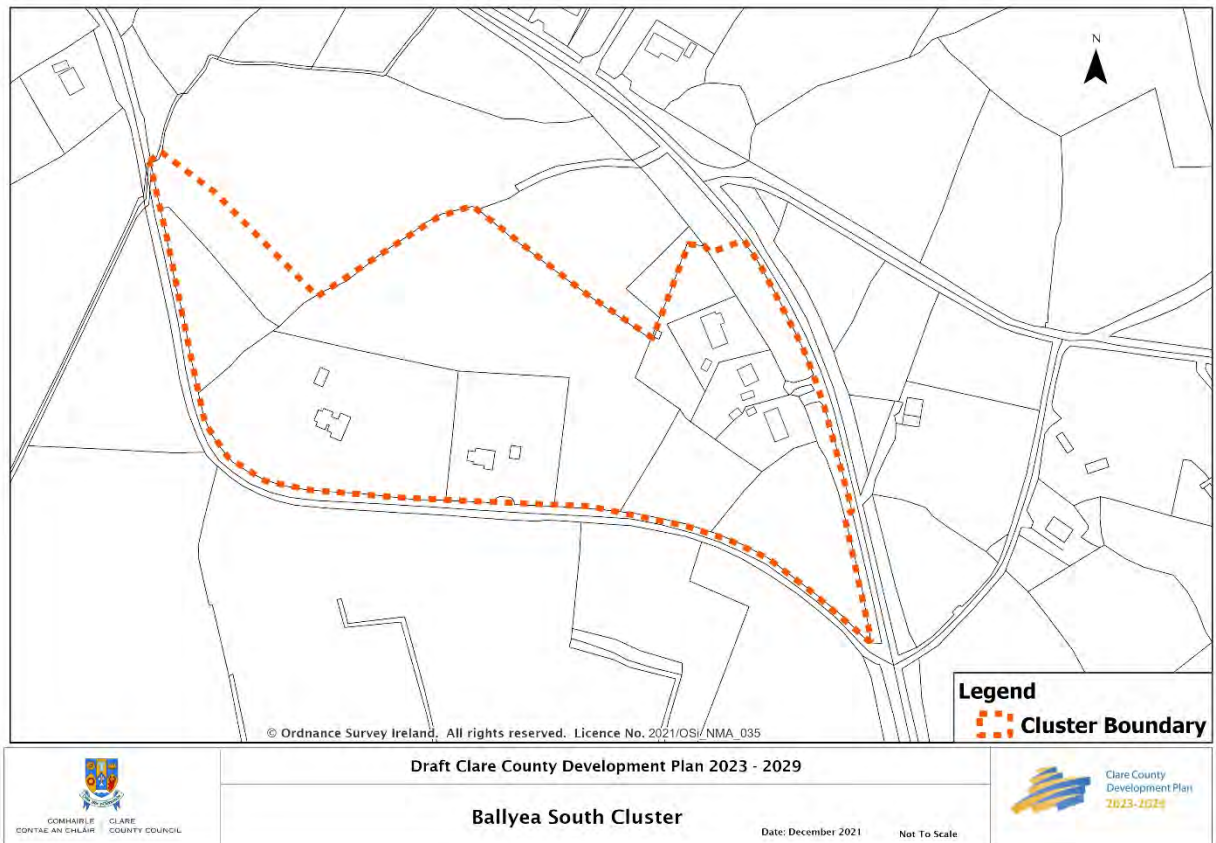


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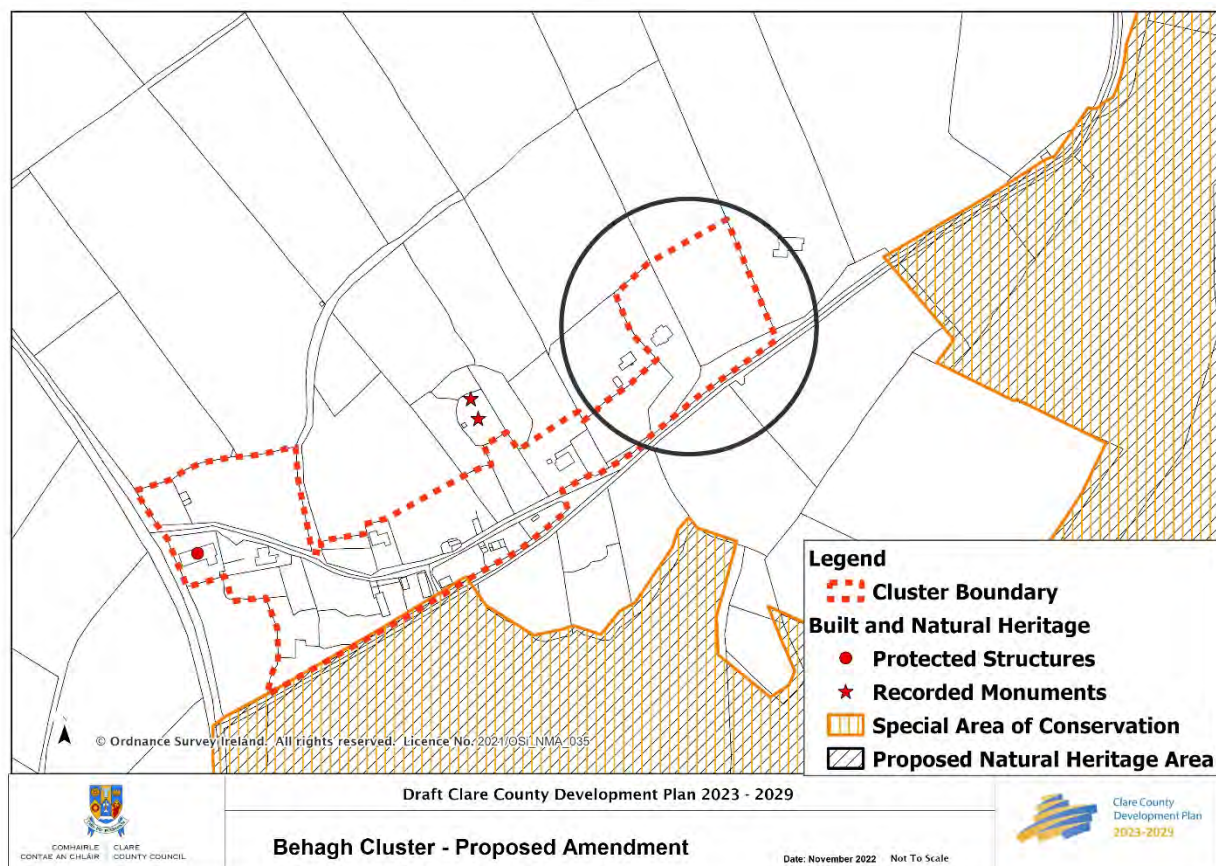
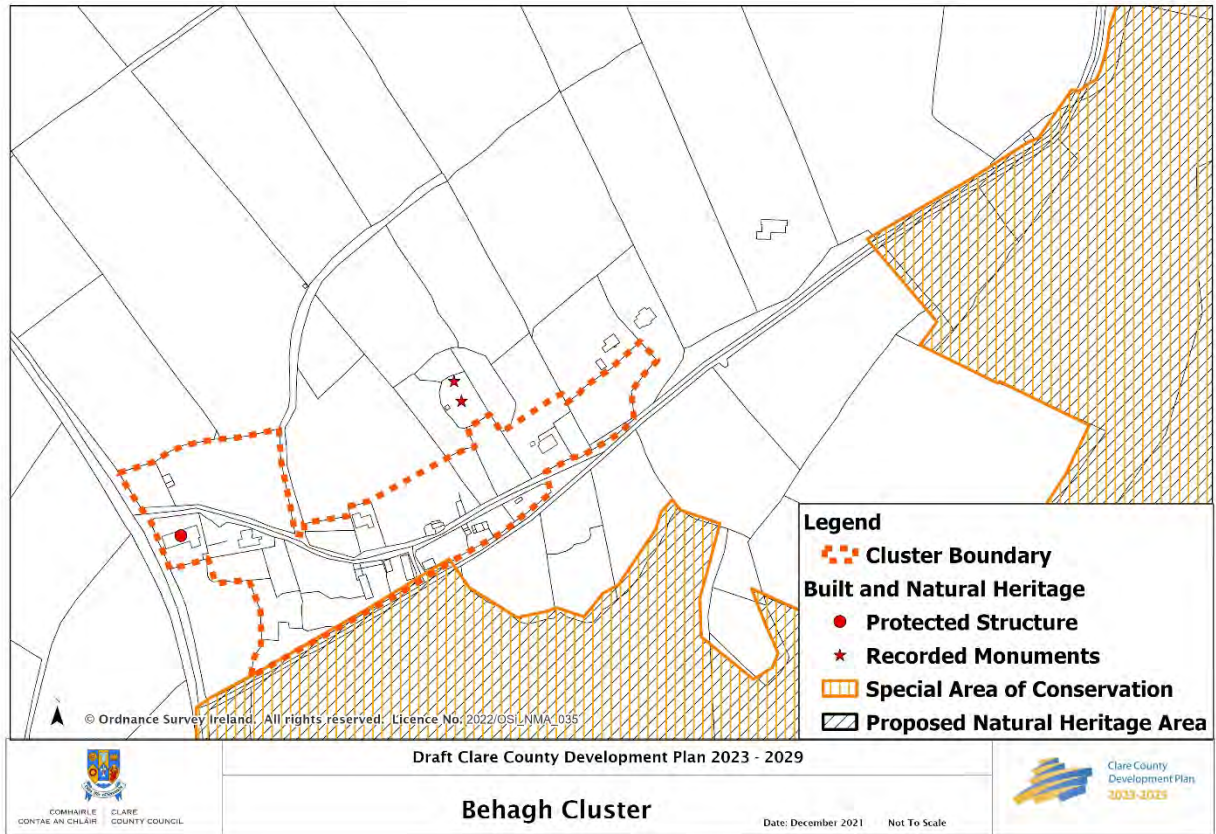
### Clusters

- |                           |                             |
|---------------------------|-----------------------------|
| • Ballycorick             | – No Amendments proposed    |
| • Ballyea South           | – <u>Amendment proposed</u> |
| • Ballyfaudeen            | – No Amendments proposed    |
| • Ballynagun West         | – No Amendments proposed    |
| • Ballyveskil/Teermaclane | – No Amendments proposed    |
| • Ballyvrislaun           | – No Amendments proposed    |
| • Bartra                  | – No Amendments proposed    |
| • Bealaha                 | – No Amendments proposed    |
| • Beevrack                | – No Amendments proposed    |
| • Behagh                  | – <u>Amendment proposed</u> |
| • Caherea                 | – No Amendments proposed    |
| • Caherush                | – No Amendments proposed    |
| • Castlequarter Kilkeedy  | – No Amendments proposed    |
| • Cloonadrum              | – No Amendments proposed    |
| • Cloonanaha              | – No Amendments proposed    |
| • Coogyulla Cross         | – No Amendments proposed    |
| • Crosses of Annagh       | – No Amendments proposed    |
| • Drumdrehid              | – No Amendments proposed    |
| • Drummina                | – No Amendments proposed    |
| • Drumquin                | – No Amendments proposed    |
| • Finvarra                | – No Amendments proposed    |

• Garraun	– No Amendments proposed
• Killeenan	– No Amendments proposed
• Kineilty	– No Amendments proposed
• Knockfin	– No Amendments proposed
• Knockloskeraun	– No Amendments proposed
• Lisheen	– No Amendments proposed
• Luogh South	– No Amendments proposed
• Maurices Milles	– No Amendments proposed
• Mortyclough	– No Amendments proposed
• Mountrivers	– No Amendments proposed
• Murroughkilly	– No Amendments proposed
• Murroughtoohey South	– No Amendments proposed
• New Quay	– No Amendments proposed
• Poulawillin	– No Amendments proposed
• Rockforest/Aughrim	– No Amendments proposed
• Tromra	– No Amendments proposed









## Appendix 1

### Serviced Land Assessment

– Amendment proposed

## Introduction

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

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

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

## Policy Context and Methodology

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

### Tiered Approach to Assessment

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

### Sequential Approach and Sustainable Development

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

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

## Population Growth

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

## Site Identification

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

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

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 wastewater 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.	Tier 1 - 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.	Tier 2 - 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

Table 3: 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.



Settlements	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier 1	Tier 2
<b>Ennistymon</b>	<b>R1</b>	1.73	2	2	1	2	√	√	√		√
	<b>R2</b>	0.75	1	1	1	2	√	√	√		√
	<b>R3</b>	1.17	2	2	1	2	√	√	√		√
	<b>R4</b>	0.96	1	1	1	2	√	√	√		√
	<b>R5</b>	0.99	1	1	1	1	√	√	√	√	
	<b>R6</b>	0.77	2	1	1	2	√	√	√		√
	<b>R7</b>	1.15	1	1	1	2	√	√	√		√
<b>7.53</b>											
	<b>SR1</b>	0.51	2	2	1	2	√	√	√		√
	<b>SR2</b>	0.58	1	1	1	2	√	√	√		√
	<b>SR3</b>	1.13	2	2	1	2	√	√	√		√
	<b>SR4</b>	2.60	2	2	2	1	√	√	√		√
<b>4.81</b>											

Settlements	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier 1	Tier 2
Kilrush	R1	0.69	1	1	1	1	√	√	√	√	
	<del>R2</del>	<del>1.36</del>	<del>1</del>	<del>1</del>	<del>1</del>	<del>1</del>	<del>√</del>	<del>√</del>	<del>√</del>		
	R2	1.44	1	2	1	1	√	√	√		√
	R3	1.76	1	1	1	1	√	√	√	√	
	R4	0.99	2	2	2	2	√	√	√		√
	<del>R5</del>	<del>1.28</del>	<del>2</del>	<del>2</del>	<del>2</del>	<del>2</del>	<del>√</del>	<del>√</del>	<del>√</del>		
	R5	5.94	1	1	1	2		√	√		√
	R6	2.05	1	1	1	1	√	√	√	√	
	<del>R7</del>	<del>1.03</del>	<del>1</del>	<del>1</del>	<del>1</del>	<del>1</del>	<del>1</del>	<del>1</del>	<del>1</del>		
	R7	1.81	1	1	1	1	√	√	√	√	
	R8	2.15	1	1	1	2	√	√	√		√
	R9	1.01	1	1	1	1	√	√	√	√	
	R10	0.97	2	2	2	2		√	√		√
18.81											
	SR1	2.18	2	2	2	2	√	√	√		√
	SR2	1.05	1	1	1	1	√	√	√	√	
	SR3	1.08	2	2	2	1	√	√	√		√
	SR4	0.77	2	2	1	2		√	√		√
5.08											

Settlements	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier 1	Tier 2
<b>Kilkee</b>	<b>R1</b>	0.34	1	1	1	2	√	√	√		√
	<b>R2</b>	1.33	1	1	1	2	√	√	√		√
	<b>R3</b>	0.56	1	1	1	2	√	√	√		√
	<b>R4</b>	1.29	1	1	1	2	√	√	√		√
	<b>R5</b>	1.40	1	1	1	2	√	√	√		√
	<b>R6</b>	1.40	2	2	2	2	√	√	√		√
	<b>R7</b>	0.90	2	2	1	2	√	√	√		√
	<b>R8</b>	1.70	1	2	2	2	√	√	√		√
<b>8.91</b>											
	<b>SR1</b>	1.71	2	2	2	2	√	√	√		√
	<b>SR2</b>	1.79	1	1	1	2	√	√	√		√
<b>3.50</b>											

Settlements	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier 1	Tier 2
<b>Lisdoonvarna</b>	<b>R1</b>	1.82	1	1	2	1	√	√	√		√
	<b>R2</b>	1.99	1	2	1	1	√	√	√		√
	<b>R3</b>	2.19	1	1	2	1	√	√	√		√
	<b>R4</b>	0.88	1	1	1	1	√	√	√	√	
	<b>R5</b>	0.55	2	2	2	1	√	√	√		√
<b>7.43</b>											
	<b>SR1</b>	3.15	1	2	1	1	√	√	√		√
	<b>SR2</b>	1.29	1	1	1	1	√	√	√	√	
	<b>SR3</b>	1.49	2	2	2	1	√	√	√		√
<b>7.49</b>											

Settlements	Ref	Area (ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier 1	Tier 2
<b>Miltown Malbay</b>	<b>R1</b>	0.39	1	1	1	1	√	√	√	√	
	<b>R2</b>	2.10	1	1	1	2	√	√	√		√
	<b>R3</b>	1.29	2	2	1	1	√	√	√		√
	<b>R4</b>	1.72	1	2	1	1	√	√	√		√
<b>5.49</b>											



	SR1	2.05	1	1	2	2	✓	✓	✓		✓
	SR2	1.95	1	1	1	2	✓	✓	✓		✓
	SR3	2.33	2	2	1	2	✓	✓	✓		✓
6.33											

Settlements	Ref	Area (ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier 1	Tier 2
Ballyvaughan	R1	0.75	1	2	1	1	✓	✓	✓		✓
	R2	0.90	1	2	1	1	✓	✓	✓		✓
	<del>R3</del>	<del>0.94</del>	<del>2</del>	<del>2</del>	<del>2</del>	<del>2</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>		
	R3	0.71	1	1	1	1	✓	✓	✓	✓	
2.36											
	SR1	1.56	1	2	1	1	✓	✓	✓		✓
	SR2	0.99	2	2	2	2	✓	✓	✓		✓
	SR3	0.87	1	2	2	2	✓	✓	✓		✓
3.42											

Settlements	Ref	Area (ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier1	Tier 2
<b>Corofin</b>	R1	1.36	1	1	1	1	√	√	√	√	
	R2	1.92	1	1	1	1	√	√	√	√	
	<del>R3</del>	<del>0.30</del>	<del>2</del>	<del>2</del>	<del>1</del>	<del>1</del>	<del>√</del>	<del>√</del>	<del>√</del>		
	R3	0.35	2	2	1	1	√	√	√		√
	R4	0.73	2	2	1	1	√	√	√		√
	R5	0.32	2	2	2	2	√	√	√		√
4.68											
	SR1	0.52	1	1	2	2	√	√	√		√
	SR2	0.33	2	2	2	2	√	√	√		√
	SR3	1.85	1	1	1	1	√	√	√	√	
3.76											

Settlements	Ref	Area (ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier 1	Tier 2
<b>Doonbeg</b>	R1	1.56	1	1	1	1	√	√	√	√	
	<del>R1</del>	<del>0.56</del>	<del>1</del>	<del>1</del>	<del>1</del>	<del>2</del>	<del>√</del>	<del>√</del>	<del>√</del>		
	R2	0.43	1	1	1	2	√	√	√		√
	R3	0.99	1	1	1	2	√	√	√		√
2.98											

	SR1	1.42	2	2	2	2	√	√	√		√
	SR2	0.55	2	2	1	2	√	√	√		√
	SR3	3.55	1	1	1	2	√	√	√		√
5.52											

Settlements	Ref	Area (ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier 1	Tier 2
Inagh	R1	0.40	1	1	1	1	√	√	√	√	
	R2	0.61	1	1	1	1	√	√	√	√	
1.00											
	SR1	2.12	2	2	1	1	√	√	√		√
	SR2	1.49	1	1	1	2	√	√	√		√
3.62											

Settlements	Ref	Area (ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier 1	Tier 2
Mullagh	R1	0.68	1	1	1	1	√	√	√	√	
	R2	0.58	1	1	1	1	√	√	√	√	
	R3	1.92	2	2	1	2		√	√		√
3.18											

	SR1	1.22	1	2	1	1	√	√	√		√
	SR2	1.01	1	1	1	1	√	√	√	√	
2.23											

Settlements	Ref	Area(ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier 1	Tier 2
Quilty	R1	0.63	1	1	1	1	√	√	√	√	
	R2	0.48	2	2	1	2	√	√	√		√
1.11											
	SR1	1.30	1	2	1	1	√	√	√		√
	SR2	0.80	1	1	2	1	√	√	√		√
2.11											

Settlements	Ref	Area (ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier 1	Tier 2
Liscannor	R1	0.64	1	1	1	1	√	√	√	√	
	R2	0.80	1	1	1	1	√	√	√	√	
	R3	1.65	2	2	1	1	√	√	√		√
	R4	0.60	1	2	1	1	√	√	√		√
3.69											



	SR1	1.49	1	1	1	1	✓	✓	✓	✓	
	SR2	1.30	1	1	1	2	✓	✓	✓		✓
2.79											

Settlements	Ref	Area (ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier 1	Tier 2
Kilfenora	R1	0.70	1	1	1	2	✓	✓	✓		✓
	R2	0.38	1	1	1	1	✓	✓	✓	✓	
	R3	0.40	1	1	1	1	✓	✓	✓	✓	
1.47											
	SR1	1.14	2	2	1	2	✓	✓	✓		✓
	SR2	1.23	2	2	1	2	✓	✓	✓		✓
	SR3	1.45	2	2	2	1	✓	✓	✓		✓
	SR4	0.50	2	2	1	1	✓	✓	✓		✓
	SR5	0.49	2	2	1	2	✓	✓	✓		✓
4.81											

Settlements	Ref	Area (ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier 1	Tier 2
Lahinch	R1	0.92	1	1	1	1	✓	✓	✓	✓	
	<del>R2</del>	<del>0.65</del>	<del>1</del>	<del>1</del>	<del>1</del>	<del>1</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>		
	R2	1.62	1	2	1	1	✓	✓	✓		✓
	R3	1.71	1	1	1	2	✓	✓	✓		✓
4.25											
	SR1	1.61	1	2	1	1	✓	✓	✓		✓
	SR2	0.95	2	2	2	2	✓	✓	✓		✓
	SR3	1.11	1	1	1	1	✓	✓	✓	✓	
	SR4	0.61	2	2	1	1	✓	✓	✓		✓
4.28											

Settlements	Ref	Area (ha)	Roads	Footpath	Water Supply	Waste Water	Compact Growth	Public Transport	Co-Ordinated Development	Tier 1	Tier 2
Cooraclare	LDR1	1.22	2	2	1	0	✓	✓	✓		✓
	LDR2	1.70	2	2	1	0	✓	✓	✓		✓
	LDR3	0.77	2	2	1	0	✓	✓	✓		✓
	LDR4	1.58	1	2	1	0	✓	✓	✓		✓
	LDR5	0.54	2	2	1	0	✓	✓	✓		✓
	LDR6	0.31	1	2	1	0	✓	✓	✓		✓
6.11											





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