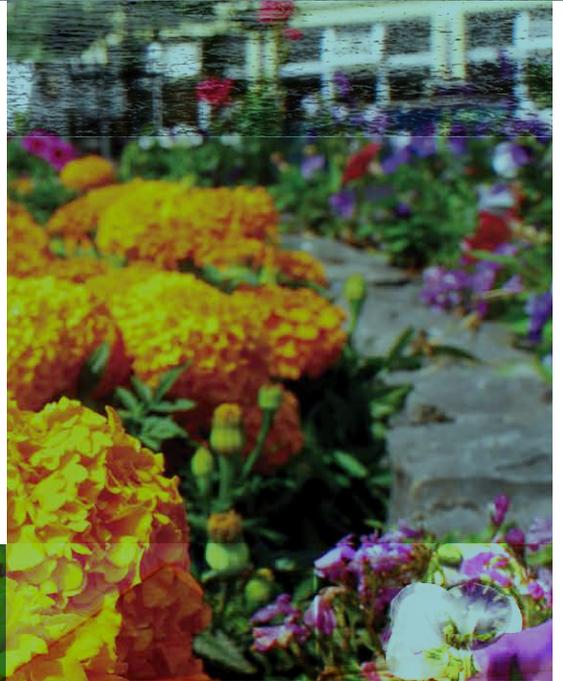


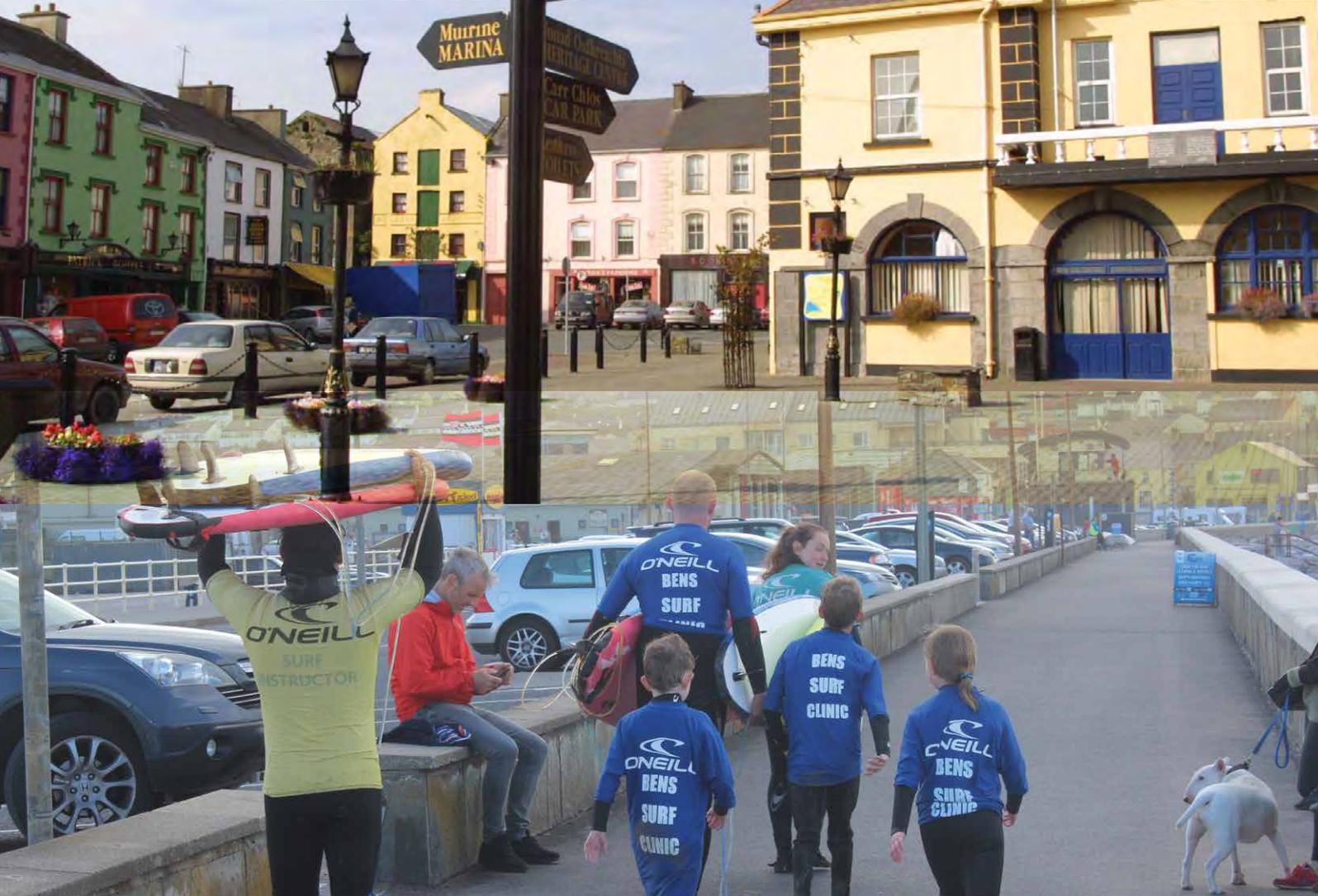


Comhairle Contae an Chláir  
Clare County Council

# Clare County Development Plan 2017–2023

## West Clare Municipal District Written Statement & Settlement Plans





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# Introduction and Context

This document includes the written statements and maps for the settlements and clusters (maps only) within the Municipal District of 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 2017- 2023.

## 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, with a population of 34,449 people, is an area of great contrast and diversity. There are a number of key towns in the municipal district, such as Kilrush, Ennistymon and Miltown Malbay, which act as main service providers in the area. These large towns are supported by a number of smaller towns and villages that provide services and amenities to visitors to the area, local residents and residents of 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 wider region via the national and regional road network and 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 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 has had in the West Clare Municipal District and to ensure that the benefits of the driving route 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 the 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.

**Table 3(d): Main Land-Use Zonings in the West Clare Municipal District**

Settlement	Required Residential Lands as per Core Strategy	RES. Ha. Zoned	LD RES. Ha. Zoned	Total Area Zoned (given as Residential Equivalent in ha.)	Commercial Ha. Zoned	Enterprise Ha. Zoned	Light Industry Ha. Zoned	Industry Ha. Zoned	Mixed Use Ha. Zoned
<b>Service Towns</b>									
Kilrush	26.60	16.67	9.23	21.29	10.80	6.77	9.41	7.80	23.99
Ennistymon/Lahinch	30.70	12.33	27.07	25.87	8.22	4.35	0.00	9.64	8.51
<b>Small Towns</b>									
Kilkee	12.00	0.00	16.43	8.22	0.73	5.83	0.00	0.00	13.67
Lisdoonvarna	5.00	3.41	7.65	7.24	1.62	4.95	0.00	0.00	7.58
Miltown Malbay	4.40	0.00	11.1	5.55	6.73	3.71	0.00	1.26	9.65
<b>Large Villages</b>									
Ballyvaughan	4.80	0.00	11.66	5.83	1.03	1.42	0.00	0.00	3.85
Carrigaholt	2.50	0.00	8.39	4.20	0.00	2.98	0.00	0.00	6.92
Coorclare	2.70	0.00	6.09	3.05	0.85	1.20	0.00	0.00	2.93
Corofin	8.90	1.15	14.85	8.58	0.19	1.83	0.00	0.00	3.08
Doolin	3.70	0.00	7.02	3.51	0.44	0.00	0.00	0.00	3.71
Doonbeg	5.30	0.00	10.84	5.42	0.00	3.14	0.00	0.00	5.43
Inagh	4.00	0.00	7.59	3.80	1.53	0.00	0.00	0.00	2.22
Kilfenora	4.20	0.00	8.45	4.23	0.70	0.00	0.00	0.00	2.17
Killadysert	7.30	0.00	17.23	8.62	0.12	2.32	0.00	0.00	7.16
Kilmihil	7.30	1.89	13.05	8.42	0.38	1.46	0.00	2.78	4.85
Labasheeda	1.90	0.00	5.04	2.52	0.00	1.58	0.00	0.00	2.01
Lissycasey	3.60	0.00	13.17	6.59	2.06	1.34	0.00	0.00	0.71
Mullagh	2.00	0.00	7.05	3.53	0.48	0.00	0.00	0.00	3.52
Quilty	3.40	1.19	6.52	4.45	0.28	0.00	0.00	0.00	0.95
<b>Small Villages (all figures are LDR)</b>									
Ballyea	5.70	N/A	4.05	4.05	0.00	0.00	0.00	0.00	0.00
Ballynacally	5.80	N/A	5.06	5.06	0.00	1.40	0.00	0.00	3.95
Connolly	3.30	N/A	2.90	2.90	0.18	0.00	0.00	0.00	0.00
Cranny	3.70	N/A	3.25	3.25	0.18	0.19	0.00	0.00	0.13
Creegh	4.70	N/A	6.25	6.25	0.18	2.97	0.00	0.00	4.00
Cross	3.20	N/A	3.38	3.38	0.20	0.00	0.00	0.85	0.44
Doonaha	2.80	N/A	3.56	3.56	0.00	0.00	0.00	0.00	1.58
Fanore	4.10	N/A	4.37	4.37	3.90	0.00	0.00	0.00	0.00
Inch	3.30	N/A	3.12	3.12	0.00	0.00	0.00	0.00	0.00
Kilbaha	2.60	N/A	3.12	3.12	0.16	0.00	0.00	0.00	0.17
Killinaboy	4.10	N/A	4.36	4.36	0.00	0.00	0.00	0.00	0.00
Killimer	4.00	N/A	4.95	4.95	0.00	1.33	0.00	0.00	2.34
Kilmurry McMahon	2.40	N/A	2.69	2.69	0.00	0.00	0.00	0.00	0.00
Kilshanny	4.10	N/A	4.04	4.04	0.16	0.00	0.00	0.00	0.00
Knock	2.60	N/A	3.15	3.15	0.13	0.00	0.00	0.00	0.55
Knockerra	1.90	N/A	2.62	2.62	0.00	0.00	0.00	0.00	0.79
Liscannor	5.80	N/A	6.74	6.74	0.58	0.77	0.00	0.00	5.25
Moy	3.50	N/A	3.49	3.49	0.00	0.50	0.00	0.00	0.00
Moyasta	3.20	N/A	3.29	3.29	0.00	0.00	0.00	0.00	0.56
Querrin	3.70	N/A	5.16	5.16	0.00	0.00	0.00	0.00	0.49
Spanish Point	7.70	N/A	6.96	6.96	3.37	0.00	0.00	0.00	1.93
<b>Total</b>	<b>222.50</b>			<b>227.43</b>	<b>45.10</b>	<b>50.04</b>	<b>9.41</b>	<b>22.35</b>	<b>135.09</b>

## Areas on which the Vacant Site Levy can Apply

There are a number of sites within the settlements of West Clare Municipal District that are identified as 'Areas on which the Vacant Site Levy can Apply' and these are set out under the relevant settlement statements:

### Kilrush

- OP2 - former convent building;
- OP9 - Inis Cathaigh;
- OP12 - former cinema on Frances Street.

### Ennistymon

- OP4 - Mixed Use site on Parliament Street.

### Kilkee

- OP1 - former Ocean Cove Hotel.

More information on the Vacant Site Levy can also be found in Volume 1, Section 16.2.8.

## 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(ii) SEA)
Overarching Mitigation Measures	SEA Vol. 10b Chapter 10
<b>Settlement Measures</b>	
SEA Measures	Vol 10 b Chapter 9 Vol. 10b Appendix A
NIR Measures	Vol. 10a Appendix C2 (a –d)
SFRA	Volume 10c





# Section 1

## Service Towns

**Kilrush**  
**Ennistymon/Lahinch**



# Kilrush

## (including Cappa village and Pier)

### Introduction and Context

Kilrush is identified as a Service Town in Mid West Regional Planning Guidelines 2010–2022 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, it 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 sea port and market town. However the role of the town as a sea port 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 which has seen the revival in recent times of the weekly farmers market and the town square. 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 Hub town of Ennis, Loop Head, 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 under-estimated. 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 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 text book 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 connection to the water.





In recent times the town centre has seen an increase in vacancy rates and derelict structures. However 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 Tidy Towns and Entente Florale competitions. Kilrush was just one of two Irish towns to win a gold medal in the European Entente Florale Competition 2015.

Cappa is identified as a small village in the settlement hierarchy of this Plan. Cappa is 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 the distinctive maritime village character and also 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 estuary to Scatterry 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 core ensuring that any new development is of appropriate scale and design, 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. It will be necessary to ensure that any development is sustainable and reflects the sensitivities of the Shannon Estuary and is subject to the requirements of the Habitats Directive.

The proper management of water and wastewater is a critical issue in the future growth and development of the settlements of Kilrush and Cappa. At present, Kilrush town's daily water demand is in excess of 1200 cubic metres and is supplied from the West Clare Regional Water Supply – (new) Doolough Treatment Plant. The provision of a wastewater treatment plant for Kilrush is critical to the future planned development of the area. It is Irish Water's objective to provide wastewater treatment at Kilrush by the end of 2021 subject to availability of funding. The achievement of this objective is included as a target in their Water Services Strategic Plan and the project is included in Irish Water's Investment Plan 2017 to 2020.

Kilrush has a significant network of trails and green amenities. As Kilrush continues to grow and expand it is important to protect and retain its existing open spaces and amenity areas (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 17, 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 SAC and the River Shannon and River Fergus Estuaries 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 more rare 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 SAC's and SPA's 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 arising from the appropriate assessment process will apply to any future development proposals in this area.

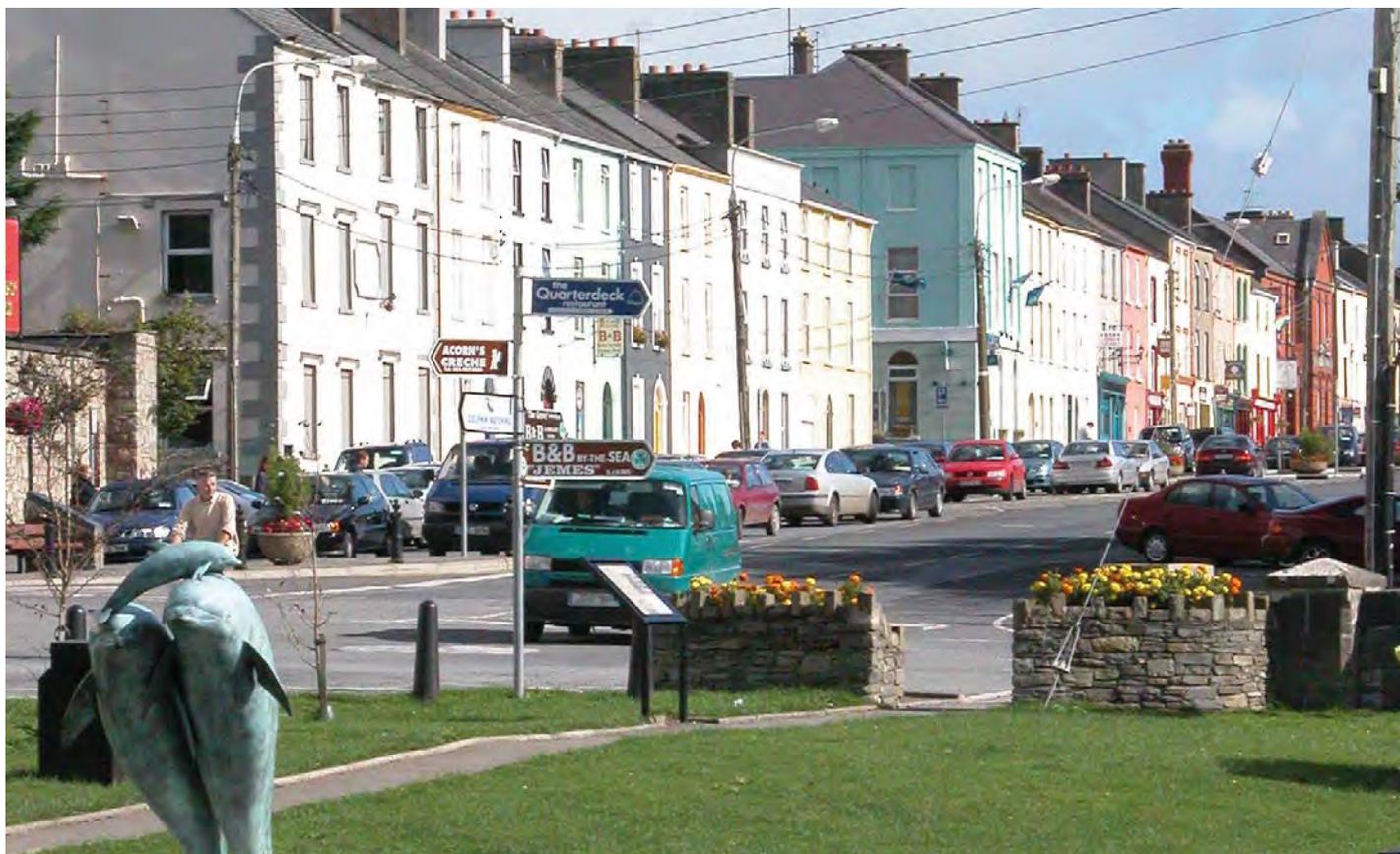
There are currently no NHAs or proposed NHAs within the Plan area, but it is recognised that there are three proposed NHAs in close proximity, namely Scatterry Island pNHA, St Senan's Lough pNHA, and Poulmasherry Bay pNHA.

## Economic Development

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

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.

It is an objective to facilitate the development of a Scattery Island visitor/interpretive centre in Kilrush town during the lifetime of this Plan. Clare County Council will also encourage efficient, reliable ferry crossings to Scattery Island along with associated signage and promotion of same.

The importance of the old West Clare Railway line as a proposed recreational route, in particular between Kilrush and Kilkee, is recognised in this Plan. The benefits of linking Kilrush and Kilkee are two-fold. It would enhance the existing linkages between the towns in terms of settlement, tourist facilities, expansion of the tourist base for both towns, and, in addition, it would also link the green networks in both towns, thereby creating green infrastructure linkages between the towns. Any proposals to redevelop the former railway line will be subject to the requirements of the Habitats Directive.

The Vandeleur Demesne, including the Vandeleur Walled Garden and Visitors Centre, is an important and valuable 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.

### Areas on which the Vacant Site Levy can Apply

A number of Areas on which the Vacant Site Levy can Apply have been identified in Kilrush in accordance with the requirements of the Urban Regeneration and Housing Act 2015 with the aim of bringing these under-utilised and vacant sites and buildings into beneficial use. This will in turn contribute to the rejuvenation of the town and to the overall improvement of the public realm and visual amenity. The areas identified in Kilrush are:

- OP2 - Former Convent Building;
- OP9 - Inis Cathaigh;
- OP12 - Former Cinema on Frances Street.

These three areas are also identified as Opportunity Sites in this settlement plan and, in that context, they are dealt with in greater detail in the 'Opportunity Sites – Kilrush and Cappa' section below.





## Tourism

### 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.

### Description and Character

Scattery Island (Inis Cathaigh) has been inhabited since prehistory and is almost unique in that it contains substantial vestiges of buildings from many periods spanning almost two millennia. Although nobody lives on the island today, as the last inhabitants left for the mainland in 1978, it is a very popular destination for thousands of visitors each year. A regular ferry service operates from Kilrush and a new interpretive centre and visitor facilities have been set up by the Office of Public Works (OPW).

Scattery 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.

The island has remained, to date, free of modern development, which adds to its unique character. It is divided into regular rectangular fields bounded by dry stone walls and accessed from narrow gravelled lanes. The village is to the east of the island away from prevailing winds while the later military structures are to the south.

The island is traditionally associated with St. Senan, a sixth century hermit who is credited with bringing Christianity to West Clare.

The island contains the remains of many churches dating from this period, a holy well, a round tower and two medieval cemeteries. It was the scene of battles between the Vikings and the army of Brian Ború, High King of Ireland during the 10<sup>th</sup> and early 11<sup>th</sup> centuries. Some of the ecclesiastical remains may date to the medieval period or later. The remains of a 16<sup>th</sup> century tower house of the O’Catháin family can be seen near the pier.

The village, on the east of the island is mostly in ruins. During the 18<sup>th</sup> and 19<sup>th</sup> centuries it was inhabited, principally, by herders, farmers, fishermen and river pilots.

During the Napoleonic Wars, a coastal artillery battery was constructed at the southern end of the island by the War Department. It is still an impressive fortification with a central, rectangular “bomb proof” blockhouse surrounded by a dry moat and drawbridge

Beside the battery RPS 346 is a 19<sup>th</sup> century lighthouse RPS 484 and lightkeepers’ house RPS 485, all of which are protected structures.

The whole island of Scattery is designated as an archaeological complex (No. CL067-024) in the Record of Monuments and Places. This designation includes fifteen sub-monuments including eight early Christian and Mediaeval churches, a walled enclosure, a round tower, a holy well, a castle, a graveyard, a battery and a potential archaeological site.

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 CDP15.5 in Volume 1 of the Clare County Development Plan 2017- 2023.

## Retail Development

Retail provision in Kilrush is centred on the Market Square and the surrounding streets. Place de Plouzane fronts the free public car park to the rear of Burton Street and also provides for a number of retail units. 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 is capacity to consolidate the retail streets, formalise the shopping areas so that they are readily identifiable and expand the current range and mix of shops and goods into some of the vacant/derelict structures within the town shopping core.

Kilrush is noted in the Retail Strategy for the Mid West Region 2010-2016 as being 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 to the town. The strategy identifies the following objectives for Kilrush:

- Support the improvement of retail facilities in Kilrush town centre so as to improve the service provided to the local catchment population;
- Encourage the provision of tourist and visitor orientated retail provision to capitalise on the inherent potential of these centres.

While it is not the purpose of the planning system to prevent competition or trade diversion, it is not envisaged that edge-of-centre or out-of-centre convenience retail development will be required or permitted during the life time of this Plan.

## General Objectives – Kilrush (including 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 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 make provision for the development and maintenance of physical infrastructure (including water treatment and wastewater treatment) that will serve the population and allow for the future growth of Kilrush and Cappa.



## Specific Objectives – Service Town - Kilrush

- To support and facilitate the development of Kilrush harbour area and marina which further complements the economic, tourism and heritage features of Kilrush. Site specific objectives refer below;
- 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 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 develop comprehensive green infrastructure 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;
- 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;
- To facilitate in co-operation with the landowners the use of the route of the old West Clare Railway for recreational purposes and/or as part of an operational railway public transport system and tourist attraction. Exceptions to this may include short sections within the curtilage of or adjacent to residential or commercial properties;
- To seek to facilitate the old West Clare Railway as an operational tourist attraction by permitting new sections of railway as alternatives to parts of the line which have been built on or are inaccessible since its closure in accordance with the requirements of the Habitats Directive;
- To prepare a place making and signage strategy for Kilrush and Cappa over the lifetime of the Plan.

## 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;
- To create 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);
- 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, an Opportunity Site (OP6), the existing boatyard (OP13) and Enterprise House and redevelopment proposals for the sites must consist of the type of development compatible with the future overall tourism and economic development of the harbour area. The sites have 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 harbour and marina is central to the identity of Kilrush as a maritime town. It is imperative therefore that any future development be designed and developed to take account of the highly visible waterfront location.

It is critical to ensure that the redevelopment of the marina area is considered in an integrated manner with the wider urban area of Kilrush town. This will include ensuring compatibility of land-uses, environmental considerations, connectivity with the Shannon Estuary, Scattery Island and Hog Island, integration and connectivity with the town centre and other visitor attractions like the Vandeleur Estate, as well as accessibility as a local amenity for the resident community. In addition, any development proposal for the marina area must reflect its importance as the maritime gateway to the town and the important coastal landscape/seascapes on the approach into Kilrush marina from the Shannon Estuary.

Prior to development of large-scale new builds on lands zoned Mixed Use (MU1, OP6 and OP13) and Enterprise (OP4 and Enterprise House) in the harbour area, a masterplan for the overall harbour area shall be prepared by the owners/applicants and submitted with, or in advance of the planning application.

The masterplan shall incorporate the elements set out below and shall also comprise a habitat and species survey followed by an Ecological Impact Assessment, which will inform screening for appropriate assessment, Strategic Environmental Assessment and/or Environmental Impact Assessment, where required. Until such time as a masterplan is in place, small-scale proposals involving change of use of existing buildings within the harbour area, may be considered provided such proposals are in line with the policy and objectives as set out in this chapter.

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 harbour 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 ACA and, as such, development proposals must ensure that they respect the overall design, scale, materials etc. of the area and must comply with the objectives contained in Volume 1, Chapter 15 of this Plan;
- Any tourism related development proposal must contribute to the tourism product, be freely accessible to the resident 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), 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 consider 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, and also 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, must be integrated into the overall design.

## Specific Objectives – Cappa Village and Pier

- To facilitate and encourage improvements to the built, natural and cultural environment and public realm of Cappa village and pier, which reflect the maritime village character, the requirements of the Habitats Directive and the status of the Blue Flag beach;
- 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 work with Tidy Towns, local community groups and other stakeholders to enhance existing and develop new amenities, services and facilities to their full potential in a sustainable manner;
- To work with Transport Infrastructure Ireland (TII), Failte 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 plots of land which are zoned to facilitate residential development. The following section provides guidance on a number of the plots identified for 'Residential' and 'Low Density Residential' development.

#### LDR1 Fort Road, Cappa

The Council will favour the development of village-appropriate, executive-style housing on the subject site. There are three entrances to the plot identified, two from Fort Road and one from the spur road into the Cappa Drive estate.

#### LDR2 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.

#### LDR3 Wilsons Road

The scale and form of development on this site should reflect the existing pattern of development adjoining the site.

#### LDR4 Ennis Road/Wilsons Road

Future development on this site will be required to address both Wilsons Road and the Ennis Road and provide a dual frontage, high quality design and the provision of a landmark at this location.

#### LDR5 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.

#### 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 take into account the future indicative access to lands west of the subject site.

#### R2 Beal an Inbhir, Shanakyle Road

The Council favours the completion of the Beal an Inbhir estate.

#### R3 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 further lands to the west 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.

#### **R5 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.

#### **R6/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. South of the road is an area zoned for residential development with the stipulation that any proposal should be for single storey buildings to the rear of the existing dwellings on Pound Street so as not to compromise the convent setting. The existing access road on the site shall service any residential development. Any development shall extend the access road to the boundary wall to the convent (Opportunity Site OP2). The open space should be preserved on the southern corner 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.

#### **R7 Kilkee Road**

Development on this site on the Kilkee Road must take account of the elevated and undulating nature of the lands. Development proposals must take into account the future indicative access to lands to the southwest of the subject site.

#### **R8 Ennis Road**

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

#### **9 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 subject site.

#### **R10 Russell's Lane**

This site requires design proposals which are sensitive to the existing dwellings. The design, form and density of proposals for the subject site should reflect the site's town centre location and traffic safety issues.

#### **R12 Kilkee Road**

These lands are located to the south of the N67 (Kilrush to Kilkee) Road. This site occupies a key location at the entrance to Kilrush. The design and layout of future housing in this area must create an attractive entrance to the town. Housing must address the public road and proposals to enhance the roadside open space area must also be included in the application. Development on these lands shall be served by a single access point only, as indicated on the Kilrush settlement plan. Dependent on the proposed site layout, a pedestrian access point at the southeast side of the site may be required to provide convenient pedestrian connectivity to the town centre and encourage sustainable travel options.



## Sites Facilitating Other Land Uses

### OS2 Vandeleur Demesne

The Walled Gardens 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 still within walking distance from it. Any hotel development in this location should have a strong experiential theme relating to its natural environment.

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 permitting of a hotel 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 also for the use of the facilities for public events and civic receptions. The zoning on the subject site 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, Turret 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. The Council recognises the importance of the resources available to the Demesne 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 Lands 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

A number of opportunity sites have been identified 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, Place de Plouzane**

This is an under-utilised structure in Kilrush. The subject structure is zoned Mixed Use and is suitable for a diverse range of uses including a cinema, indoor children's activity centre, retail and hospitality uses. The site would be an ideal location for educational use. The building is located in the Place de Plouzane area, which is identified as an area in need of enhancement and opportunities exist to open up the space for civic uses. The Council encourages the re-use of this building in a manner which attracts a high pedestrian footfall, in particular family-friendly uses, which 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 subject 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 of this site 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 Quay Mills**

The sensitive and successful redevelopment of the protected former mill building RPS 858 in the town centre of Kilrush provides an ideal opportunity for uses such as financial services, the service industry, administration offices, hospitality and a wide range of other uses. The location of the mills at the entrance to Kilrush Creek Marina and Frances Street provides a unique opportunity for contemporary office space in the historic fabric of Kilrush. The Council recognises the importance of redeveloping unused structures in a manner sympathetic to the building's former use and acknowledges the investment made in this regard. The Council will actively encourage the occupation of the Quay Mills over the lifetime of the Plan.

**OP6 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.

**OP7 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.

**OP8 Cappa Corner**

The entrance to Cappa from Alyevaroo 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 local residents and visitors.

**OP9 Inis Cathaigh**

The importance of establishing a new use for this key site on Frances Street is acknowledged by the Council. The zoning on this site 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.

**OP10 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 are transient and short-term in nature on parts of the site. The site is zoned Commercial and the Council would welcome the redevelopment of the subject site in a comprehensive overall site design.





#### OP11 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. The zoning on the site is 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 Council will facilitate the development of this site in a manner which enhances the existing town centre and contributes to the alleviation of the existing parking/ traffic issues on Back Road.

#### OP12 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.

#### OP13 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 (OP6) 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 10(c) 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. The SFRA is set out in Volume 10(c) of this Plan.

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.

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

# Ennistymon/Lahinch

## Introduction and Context

Ennistymon/Lahinch is identified in the Mid West Regional Planning Guidelines 2010–2022 as a Service Town in North Clare, due to their role as important service centres and drivers of growth for their respective hinterlands. Ennistymon and Lahinch are located approximately 2.5 km apart and are linked by the N67, a footpath and cycleway. Both settlements provide business, retail and employment services catering for the local population, while Lahinch 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 and has a particularly strong urban core. In 1564 the O'Brien's of Thomond acquired a castle in a wooded estate by the cascading Cullenagh river. Today the Falls Hotel occupies the original site. From the late eighteenth century Ennistymon had a Bridewell and a Session House. The Session House 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 in order to realise its true aesthetic value. The shop fronts in particular play an important part in the Irish vernacular tradition of town architecture, so much so that in 1837 Samuel Lewis described the town as irregularly built but of picturesque appearance. Ennistymon serves a wide hinterland particularly to the west and north. The main approaches to the town are from Ennis, Lahinch and Ballyvaughan.

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 buildings on the main street which provide opportunity for appropriate redevelopment 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 which are viable year-round, whilst retaining its distinctive coastal character.

Water is supplied to the towns of Ennistymon and Lahinch from the Ennistymon Regional Water Supply (RWS) and the Ballymacraven Water Treatment Plant (WTP). The Ballymacraven WTP is currently at capacity and will need to be upgraded in order to meet the target population of Ennistymon and towns and villages connected to the Regional Water Supply. At the time of preparing this Plan Irish Water was also investigating the possibility of augmenting the Regional Supply through a connection to the New Doolough Treatment Plant.

Lahinch Wastewater Treatment Plant (WWTP) has sufficient capacity (8400 PE design capacity) to meet the needs of the target population. However, there is significant hydraulic overloading on the plant due to infiltration in the network. Irish Water intends to review the current issues with the network and treatment plant and implement a solution through minor works.

The existing wastewater treatment plant at Ennistymon is marginally overloaded although it currently complies with its Wastewater Discharge Licence. Irish Water is examining the requirements for the upgrade/expansion of the treatment facilities to cater for projected growth over the life of this Plan including seasonal variations in load. A new treatment plant may be required on a new site.

The objective for Ennistymon/Lahinch, as a Service Town, is to promote the development of the towns, as a driver of social and economic growth for the hinterlands and as an important link between the Hubs and Gateways of the region and the dispersed rural areas. Clare County Council will support development that will strengthen the role and function of service towns as residential, economic, commercial, educational and amenity centres.

Both Ennistymon and Lahinch are located adjacent to the Inagh River Estuary which is identified 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 – Service Town

- 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 provide for comprehensive traffic management in Ennistymon/Lahinch that will contribute to an improved quality of environment and increased development potential;
- To facilitate a permanent resident population to ensure the sustainable growth of Lahinch;
- To make provision for 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 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 derelict 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 facilitate the provision of public infrastructure including suitably sited and designed public toilet and shower facilities to serve beach users at Lahinch as part of an overall enhancement plan for the promenade and adjoining area including Lahinch Seaworld and Leisure Centre and indoor and outdoor pursuits building;
- To facilitate the development of safe routes to school by protecting the route of the former West Clare Railway for eventual development to serve this purpose.

## Economic Development in Ennistymon

Ennistymon has a diverse economic base supported by industry, tourism and agriculture. 'Data Display' is a key employer in the town. More recently an enterprise centre has been constructed. Ennistymon makes an excellent base for activity holidays in the Burren, and along the Wild Atlantic Way. The town's rich cultural heritage is celebrated with the Merriman Summer School which attracts visitors to the town each year.

- It is an objective to provide for the growth and diversification of the local economy.

### Areas on which the Vacant Site Levy can Apply

An area on which the Vacant Site Levy can apply has been identified in Ennistymon in accordance with the requirements of the Urban Regeneration and Housing Act 2015 with the aim of bringing this under-utilised and vacant site and buildings into beneficial use. This will in turn contribute to the rejuvenation of the town and contribute to the overall improvement of the public realm and visual amenity. The area identified in Ennistymon is:

- OP3 - Mixed Use site on Parliament Street.

This area is also identified as an Opportunity Site and, in that context, it is dealt with in greater detail in the 'Opportunity Sites in Ennistymon' section below.

## Retail Development

In accordance with the provisions of the Retail Strategy for the Mid West Region 2010-2016, the following are the objectives for retail development in Ennistymon:

- 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.

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

## Opportunity Sites in Ennistymon

### OP1 Former Convent site

This substantial site, adjoining the town centre, is ideally suited for accommodation use. As a protected structure, development contributions for any proposed development are substantially reduced.

### OP2 Former Fitzpatrick's site

This site is a significant space with potential for retail development or other use which adds to the vitality and viability of the town centre.

### OP3 Parliament Street

This site extends from Parliament Street through to Markham's Lane. The Protected Structure on the site is one of a terrace of historic structures. Sustainable development of the site needs to ensure that there is adequate access from the lane to the rear of the main building.



## Housing and 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 cafes, bakery, public houses and art galleries which further add to its charm as a place to live.

### R1 Deerpark Lower

This site is located to the northeast of Ard Donagh estate. It is bounded to the southwest by an existing laneway. Proposals for the 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 Ardnacullia North

Set back to allow the future construction of a relief road shall be provided as part of any future planning application. See 'Proposed Relief Road (outer route)' below.

### R4 and R5 Ennis Road

Development proposals for this important gateway site shall include a strong street frontage design onto the Ennis Road and should also make provision for access to lands to the rear. It is not envisaged that this site will be used solely for housing. Development proposals should also include recreational uses and other uses normally permissible under residential zoning.

### LDR1 Lahinch Road

This site is situated on the western periphery of the town along the N67 Lahinch Road. The levels on the site are quite varying. The public wastewater treatment plant is located to the rear of the site.

Proposals for residential development on this site shall be either low density development providing for individual dwellings of a high-quality design on individual landscaped plots for permanent occupation, or for the provision of serviced sites. Access to the site will be

provided from the access lane serving the public wastewater treatment plant. Any planning application for development on this site shall undertake screening for appropriate assessment to ensure that there are no significant effects on the conservation interests of the adjoining Inagh River Estuary SAC.

### LDR2 Ardnacullia North

Set back to allow the future construction of a relief road shall be provided as part of any future planning application. See 'Proposed Relief Road (outer route)' below.

### LDR3 Ardnacullia North

Set back to allow the future construction of a relief road shall be provided as part of any future planning application. See 'Proposed Relief Road (outer route)' below.

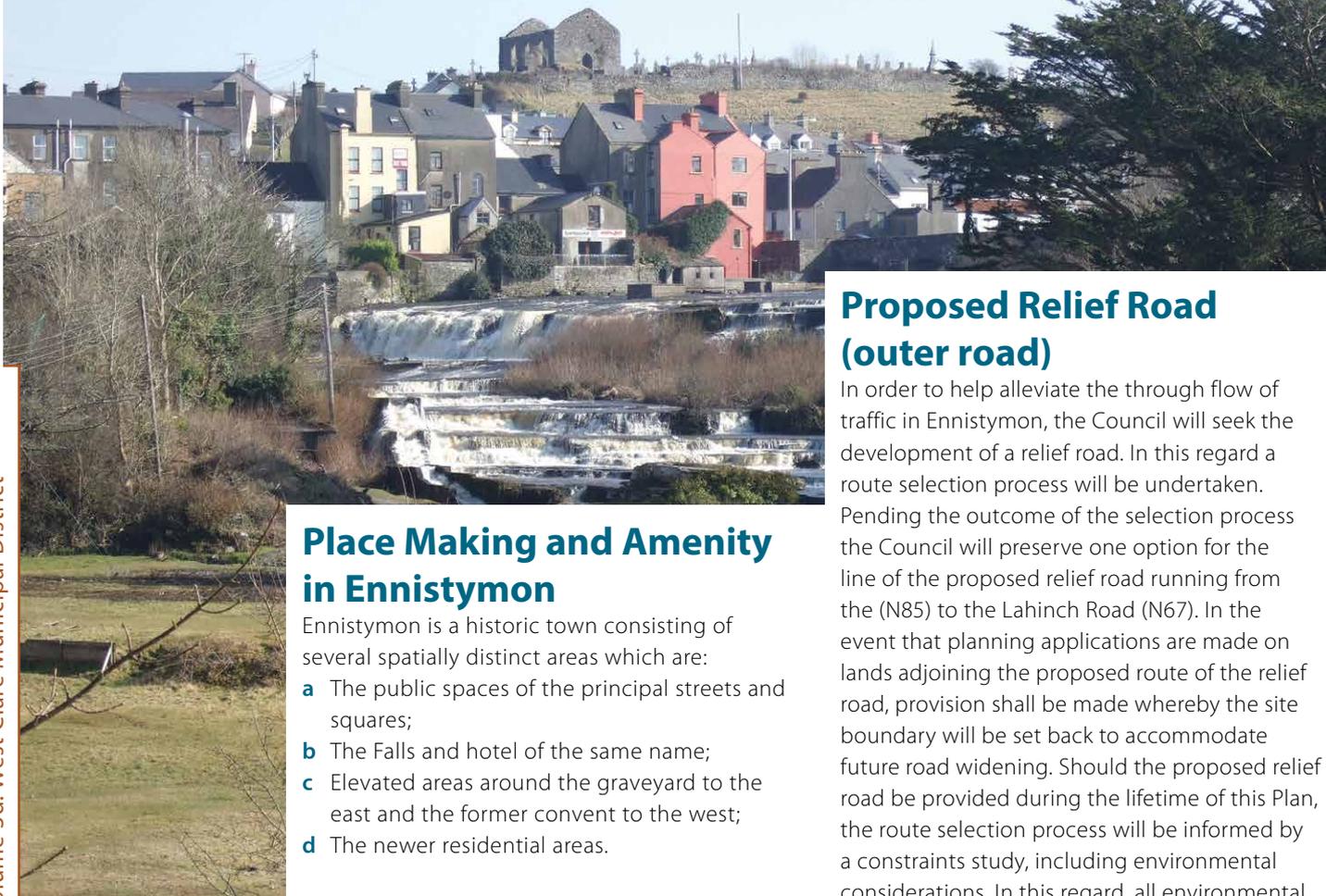
Development proposals must also be accompanied by a complete Flood Risk Assessment taking account of Chapter 18, Volume 1 of this Plan and the OPW/DóEHLG Guidelines.

## Community Lands in Ennistymon

### C12 CBS Lands

These lands have been zoned community in order to support the continued use of this area for educational purposes. In order to protect water quality in the area, future developments on this site must be connected to a public 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.



## Place Making and Amenity in Ennistymon

Ennistymon is a historic town consisting of several spatially distinct areas which are:

- a The public spaces of the principal streets and squares;
- b The Falls and hotel of the same name;
- c Elevated areas around the graveyard to the east and the former convent to the west;
- d The newer residential areas.

Priorities for the town are:

- Examining the selective introduction of trees to enhance spaces a, c and d above;
- Maintaining views and access to main urban landmarks and to the river.

Ennistymon Library RPS 695 is one of a suite of innovative modern buildings designed in Clare in the 1970's by award winning architects Anthony and Barbara O Neill. Upgrading this building and its setting is desirable.

The elevated historic areas are good vantage points for viewing the town and surrounding countryside. The creation of 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. Housing developments need to deal imaginatively with steep levels, designing to avoid or mitigate unsightly retaining walls.

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, provision shall be made whereby the site boundary will 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.

## Proposed River Crossing (Defined Infrastructural Safeguard)

To address the on-going issue of traffic congestion in the vicinity of Blake's Corner, a new bridge crossing is proposed between the N85 and the N67. In this regard, an infrastructural safeguard has been included within the settlement plan area. The proposed infrastructure safeguard allows for the construction of a new bridge, upstream of the existing Conway Bridge, linking with the N67 on the west side of the Inagh River via Bogbere Street. Development of this bridge crossing is dependent on all necessary planning and environmental consents being obtained, including a flood risk assessment.

## Flood Risk in Ennistymon

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

## Housing and 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. Guidance set out below relates to the larger sites in the settlement of Lahinch.

### R1 East of Sea Park

This is an infill site in the centre of a number of different residential and tourist developments. The site has a varied topography, being relatively flat on the southern side and rising steeply towards the northern boundary. This site can accommodate a limited amount of residential development.

Future development proposals must not undermine the stability of the houses to the north, which are at a significantly higher level than the subject site. The steep slope to the north of the site is visible from a wide area, including from the N67 (Lahinch to Ennistymon) road. The design of future housing must utilise the natural contours of the site. While some hard structures will be required, the construction of high concrete retaining walls will not be acceptable to the Planning Authority. Such walls would be visible over a wide distance and would provide a low level of amenity in the open space areas associated with housing on this site.



### LDR1 South of the Ennistymon Road (N67), Lahinch

This land is bounded to the south by Station Road, to the east by an existing holiday home development and to the north by the N67. The site provides an opportunity for in-depth development for permanent residential housing which is close to the town centre, allowing convenient access to services and facilities and reinforcing the viability and vitality of the town centre. The scale, layout and landscape works for the development of the site shall create an attractive living environment that respects and contributes to the overall character of the area. Access to the site can be gained from both the N67 and Station Road.

### LDR2 Crag (West of Bay View)

The EPA Code of Practice for Wastewater Treatment Systems must be strictly adhered to in order to ensure no significant long term effects on the adjoining Clooneyogan North Stream.

### LDR5 Lahinch and Attycristora Townlands

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.

### LDR7 and LDR8 East of the Miltown Malbary Road

These sites shall be developed for permanent occupancy only.





## 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 Amenity in Lahinch

Lahinch consists of

- a The historic town;
- b The promenade and beach;
- c The newer residential areas.

Priorities for the principal public spaces are:

- To protect views to the sea, particularly down the lanes;
- To ensure walls/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;
- To take opportunities to enhance the new access road from Kettle Street.

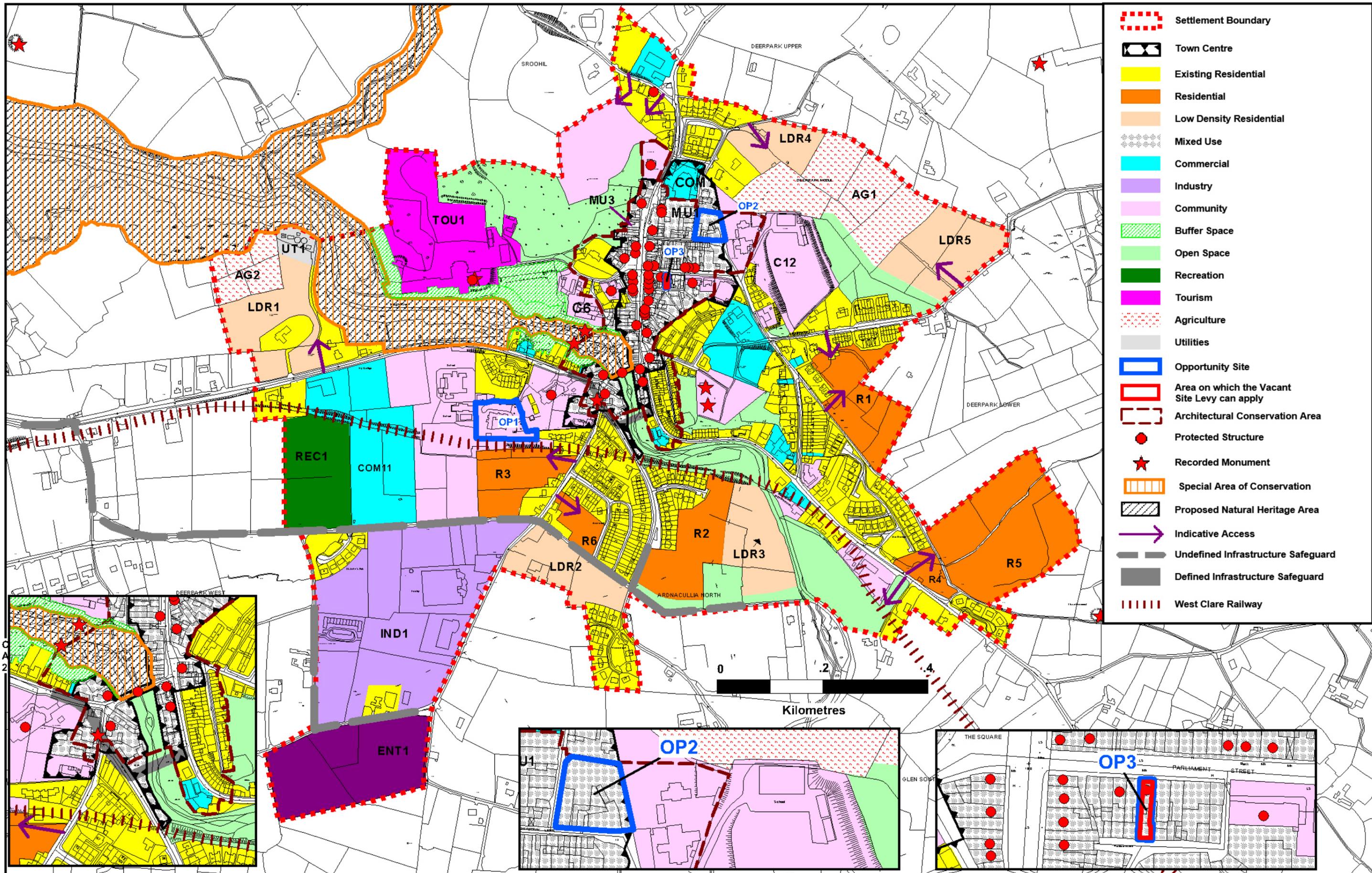
## Traffic and Movement around Lahinch

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 avoid the town centre. The line of the proposed road shall be preserved from development.

## Flooding and Flood Risk in Lahinch

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 Lahinch, although there will be no defined standard of protection. 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 take into account historical flooding and should seek to minimise flood risk through building resilience measures.

**Note:** Ennistymon and Lahinch land use zoning maps are enclosed in pocket sleeve at the end of this Plan.



CLARE COUNTY COUNCIL:  
**Clare County Development Plan 2017 - 2023**

Title:  
**Ennistymon Settlement Plan**

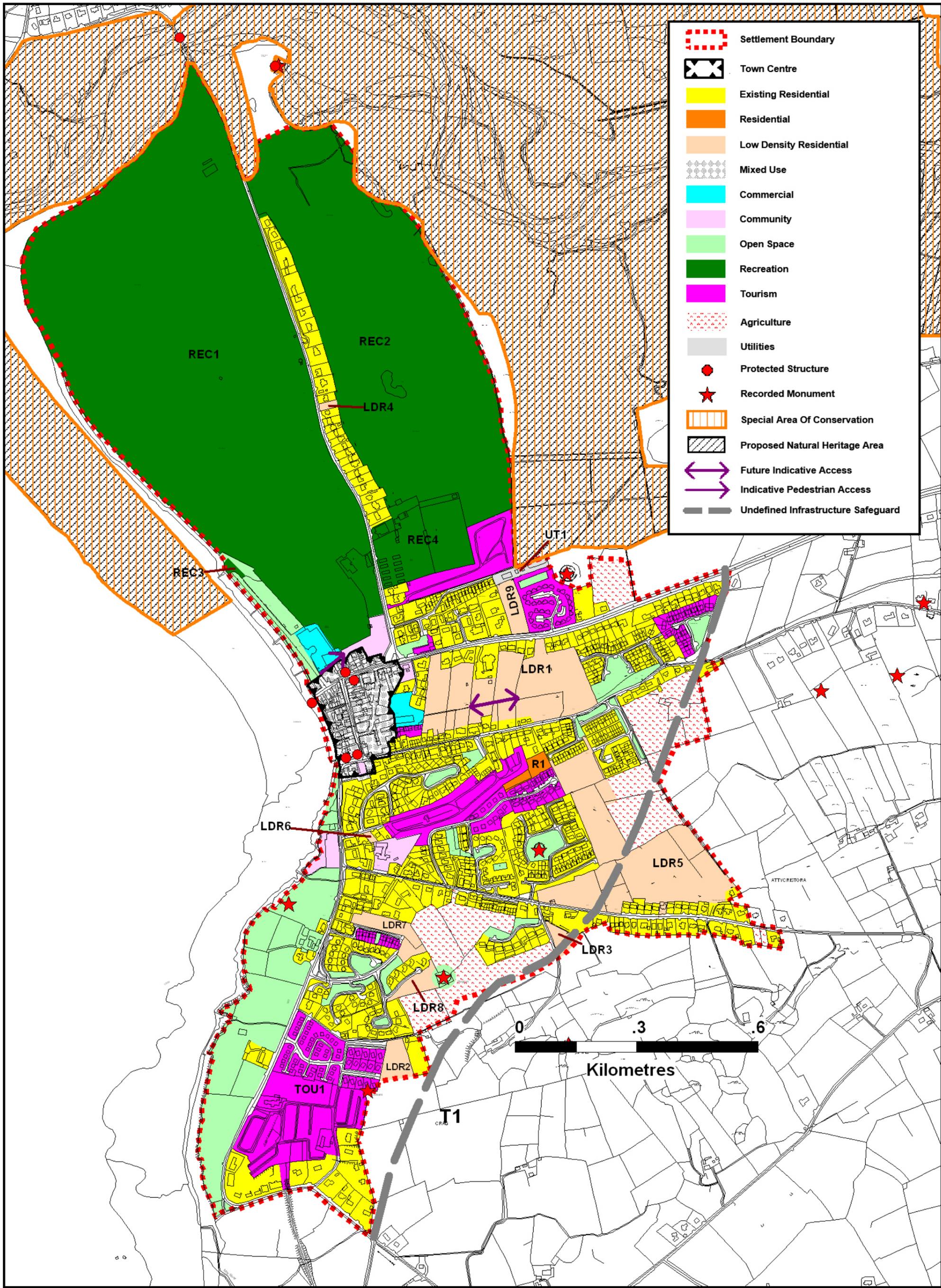
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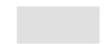
Drawn By: Padraig McManus

Checked By: Helen Quinn

Refer To Scalebar

Date: January 2017



-  Settlement Boundary
-  Town Centre
-  Existing Residential
-  Residential
-  Low Density Residential
-  Mixed Use
-  Commercial
-  Community
-  Open Space
-  Recreation
-  Tourism
-  Agriculture
-  Utilities
-  Protected Structure
-  Recorded Monument
-  Special Area Of Conservation
-  Proposed Natural Heritage Area
-  Future Indicative Access
-  Indicative Pedestrian Access
-  Undefined Infrastructure Safeguard

CLARE COUNTY COUNCIL:  
**Clare County Development Plan 2017 - 2023**

Title:  
**Lahinch Settlement Plan**

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Drawn By:  
 Padraig McManus

Checked By:  
 Helen Quinn

Scale:  
 Refer To Scalebar

Date:  
 January 2017

# Section 2

## Small Towns

- Kilkee
- Lisdoonvarna
- Miltown Malbay



# Kilkee

## Introduction 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 seaside resort situated on the picturesque Moore Bay on the Wild Atlantic Way.

The original core of the settlement is home to some fine 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.

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. Many of these developments were as a result of 'Reliefs for Renewal and Improvements, a tax relief scheme which ran from 1995 to 1999, and are located on the edge of the town centre. There is a large influx of tourists during the summer season, during which the population of the town increases from around 1,100 in the low season to 15,000 during the peak holiday months, making Kilkee one of the country's largest seaside holiday resorts. This is reflected in the 2011 Census records which recorded that 1189 houses (71%) in Kilkee were vacant on the night that the census was carried out. 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 in Kilkee, 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. The West Clare RWS also supplies a significant number of settlements in the area. There is currently spare capacity in the system to cater for population targets but the treatment plant may need to be upgraded in the future. There is currently inadequate wastewater treatment in Kilkee. It is Irish Water's objective to provide appropriate treatment for sewage for Kilkee by 2021 and they are currently progressing a study to determine the options to provide for secondary treatment as required by the Wastewater Discharge Licence within the period 2016-2021. 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. A comprehensive traffic management plan has also been prepared for the town.

Kilkee adjoins the Kilkee Reefs Special Area of Conservation (SAC) and future development must ensure there are no adverse effects on the SAC 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.

## 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 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 implement the Traffic Management Plan that has been prepared for the town in order to address the seasonal influx in traffic volumes and to provide for safe travel for motorists, cyclists and pedestrians;
- 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 make provision for the continued development of the West Clare Railway as an important tourism asset for the town and the larger West Clare area subject to the requirements of the Habitat Directive;
- To support and facilitate the development of additional sports and recreation facilities in the town;
- To facilitate the provision of increased car parking facilities in the West End/Diamond Rocks area of the town;
- To seek to upgrade, where necessary, the N67, recognising the importance of the Wild Atlantic Way;
- To facilitate the development of enhanced camper van facilities in Kilkee.



## Economic Development

Kilkee is situated on the Wild Atlantic Way. 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.

### Opportunity Sites

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

This Opportunity 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 Garage Site, Kilrush Road

This site consists of a petrol station, forecourt, canopy, shed and ancillary structures. Given the prominent location on the principal approach to Kilkee, options could be explored for viable future uses for the site should it become available. Any new development must provide a suitable boundary along the roadside boundary of the site. Any new development should include a shelterbelt of native trees around the site and between the garage and house.

#### OP3 St. James Church, Carrigholt Road

This 19<sup>th</sup> 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.

### Areas on which the Vacant Site Levy can Apply

An area on which the Vacant Site Levy can apply has been identified in Kilkee in accordance with the requirements of the Urban Regeneration and Housing Act 2015 with the aim of bringing the under-utilised and vacant site and building into beneficial use. This will in turn contribute to the rejuvenation of the town and contribute to the overall improvement of the public realm and visual amenity. The area identified in Kilkee is:

- OP1 - former Ocean Cove Hotel

This area is also identified as an Opportunity Site and, in that context, it is dealt with in greater detail in the 'Opportunity Sites' section above.

#### 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.

## Retail Development

The Retail Strategy for the Mid West Region notes that 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.

In accordance with the provisions of the Retail Strategy for the Mid West Region, the following is the objective for retail development in Kilkee:

- 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

### 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. Studies undertaken by the Marine Institute in NUI Galway have also indicated that this 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 have any adverse impacts on the favourable conservation status of the Qualifying Interests of the annex habitats for which this SAC is designated.

### 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, the lands at TOU1 have been zoned to accommodate the development of a camping and motor-home site in the area. There is an identified need for motor home/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 car park uses. Any future planning application in this area will be required to carry out all necessary environmental assessments to ensure compliance with Objective CDP2.1, 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 Impact Assessment" which is cognisant of the "Landscape Character Assessment of County Clare".

Any future planning application within this zoning must provide for the installation of 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.

#### **TOU12 Bog Road, Kilkee**

This site is located to the south of the town centre, with excellent access to the national road network via Circular Road. This site has been zoned for tourism purposes to accommodate the development of campervan/motor home/ touring caravan facilities and associated on-site management facilities. Development will be contingent on demonstration of the need for any such tourism-related industry at this location.

The upgrade of the access road (Bog Road) linking the site to Circular Road may be necessary as part of development proposals and all future developments will be strictly contingent upon the availability of adequate wastewater treatment services.



## Housing and Sustainable Communities

Kilkee is home to approx 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. A significant issue is the vacancy level of 71%. Whilst unoccupied housing is to be expected in a tourist town, this level of vacancy 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. The following sites are identified for housing development:

### LDR1 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. This site provides 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. The site covers a large area. If development proposals do not utilise the entirety of the lands, a masterplan must be prepared showing connectivity to future development areas and an outline of the type of development that is proposed for the remainder of the site.

### LDR2 Land to the Northwest of the Carrigaholt Road

This site lies southwest of the town centre and on the northwest side of the Carrigaholt Road. Access to this site will be primarily through the existing housing estate and the zoning allows for an extension to same. Any development must reserve a 10 metre margin from the Victoria Stream that runs along the boundary of the site.

## Place Making and Amenity

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. Such a place needs to ensure it conveys a welcome by good, well-defined approaches and gateways particularly on the Kilrush Road. Wayfinding in the settlement must make it easy for visitors to find their way around. Appropriate, sustainable uses need to be found for vacant and key historic buildings. Typical Kilkee boundaries can be used to define road and street edges. 'Towards a Better Kilkee - A Town Improvement and Economic Development Strategy 2014-2024' contains relevant guidance for improving the public realm of Kilkee. The aim is to safeguard the existing character of the town centre by permitting development that respects the existing built heritage of the town and Architectural Conservation Area, and to make 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. Kilkee is also situated on the Wild Atlantic Way. The principles for place making on the Wild Atlantic Way are set out in Chapter 17 Volume 1 of this Plan.

## 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 Traffic Management Plan has been prepared for the town that addresses the seasonality issues as well as the day-to-day requirements regarding traffic management.

### 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.

### T3 Car Park to the Rear of Well Road

This car park is under-utilised due to a number of factors, including its liability to flooding, poor sign-posting and poor access.

However, car parking provision is limited in the town and the car park needs to be retained for this purpose. Therefore the Council shall upgrade the car park to the rear of Well Road, including improvements to access and sign-posting and undertaking some environmental works to ensure that it is fully utilised as a parking area in the future.

## Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10 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. If this is not possible, then consideration should be given to relocating properties as they need to be redeveloped. 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 to these parts of the site, with water compatible open space and parking located within Flood Zone A and B.

### 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.

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



# Lisdoonvarna

## Introduction and Context

Lisdoonvarna is identified as a 'small town'. The objective for small towns is to ensure that their existing role is maintained and strengthened. This will be achieved through adequate zoning of lands and the promotion of appropriately scaled and well-designed urban development.

Lisdoonvarna Spa Town is situated in the heart of the Burren, almost mid-way between Ennistymon and Ballyvaughan on the main N67 route. Lisdoonvarna was established as a tourist centre almost entirely because of the spa in the town. Although the curative properties of the Spa Wells of Lisdoonvarna were well known throughout Ireland for centuries, it was not until 1751, when the water was scientifically analysed, that the place became popular as a visitor attraction. However, even as late as 1840, no town existed which is evident from the 1<sup>st</sup> Ordnance Survey Map, surveyed in 1839. The present town is the product of a tourism 'boom' during the late 19<sup>th</sup> century, when most of the present 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 of the town. The town has benefited from recently developed community, sports and recreational facilities. Environmental improvements around the square area have created 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 tourist attractions in the town.

Lisdoonvarna town centre is designated as an Architectural Conservation Area (ACA). It has a distinctive character with a pleasant, well laid-out central market square area. There are a number of fine unused buildings in the town which present opportunity for appropriate renovation. The town, for the most part, has retained its unique 19<sup>th</sup> century appearance and comprises of well-designed and render-decorated Victorian buildings. It is important that this special character is maintained by repairing existing buildings using sympathetic, natural materials and reflecting existing heights, scale and materials in new build infill sites.

Water is supplied to the town from the Ennistymon Regional Water Supply and is subject to the constraints of that scheme, reduction of current losses from the supply network and future augmentation of the scheme.

The Lisdoonvarna Wastewater Treatment Plant has a design capacity for 5,000 PE and is currently receiving a load in the region of 2,500 PE. The plant has sufficient capacity to accommodate the target population identified in the core strategy.





## 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;
- To support and facilitate the development of a diverse tourism product which 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 encourage the investigation, by Irish Water, of the feasibility of using capacity at the wastewater treatment plant at Lisdoonvarna to serve nearby Doolin village.

## Economic Development

### Tourism

Lisdoonvarna is unique as a spa town and opportunities exist to enhance the tourism product based on this heritage and on its reputation for artisan food production, high quality dining experiences and social festivals.

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

#### COM1 Commercial Lands, East of the Town Centre

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

#### Mixed Use Lands to the 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.

#### OP1 Former Glen View Hotel

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

## Housing and Sustainable Communities

Lisdoonvarna offers a high quality rural environment, close to all the amenities of The Burren, in which to live and work.

#### LDR1 Land on the Northern Edge of the Town, East of the N67

This site is located in the north of the town. The topography of the site is undulating and elevated in nature, rising from the road. Residential development proposals will be required to provide high quality design of dwellings and layout paying particular attention to the levels and contours of the site.

Development of LDR1 is contingent upon access being provided from the southern side of the 100km/h speed limit sign, as indicated by the 'Indicative Access' on the Lisdoonvarna Settlement Plan.

The public road shall be upgraded to a standard that will facilitate vehicular access to the site, footpaths and lighting. LDR1 is identified to provide for a mix of residential units for permanent occupation.

### R1 and LDR2 Lands to the rear of Dún Bhrendáin and Gleann Bhrendáin

These sites have the capacity to provide for a residential development of varied densities. Vehicular access to the sites shall be via St. Brendan's Road. Future access to the community zoned lands north of R1 and LDR2 shall be provided. R1 and LDR2 are identified to provide for a mix of residential units for permanent occupancy.

### R2 Lands to the North of Rooska Estate

This site is owned by the local authority and adjoins the Rooska housing estate. Uses other than residential development may also be appropriate such as community facilities, crèche, recreation facilities, and will be permitted to serve the local community.

### AG5 – Lands to the West of the Town

The Knockaunvickteera Stream passes along the southern boundary of this site. It flows onwards into the River Aille, which flows into the Shannon Plume coastal water body. Impacts on water quality may arise as a result of run-off of organic waste and/or nutrients with downstream impacts on Blackhead-Poulsallagh Complex SAC and Cliffs of Moher SPA located in Shannon Plume. In order to protect water quality, development proposals for animal housing must have sufficient capacity to adequately store animal wastes. Any further planning application of this nature must set out plans for the proper disposal of animal wastes and with no resulting impacts to ground or surface waters quality in the area.

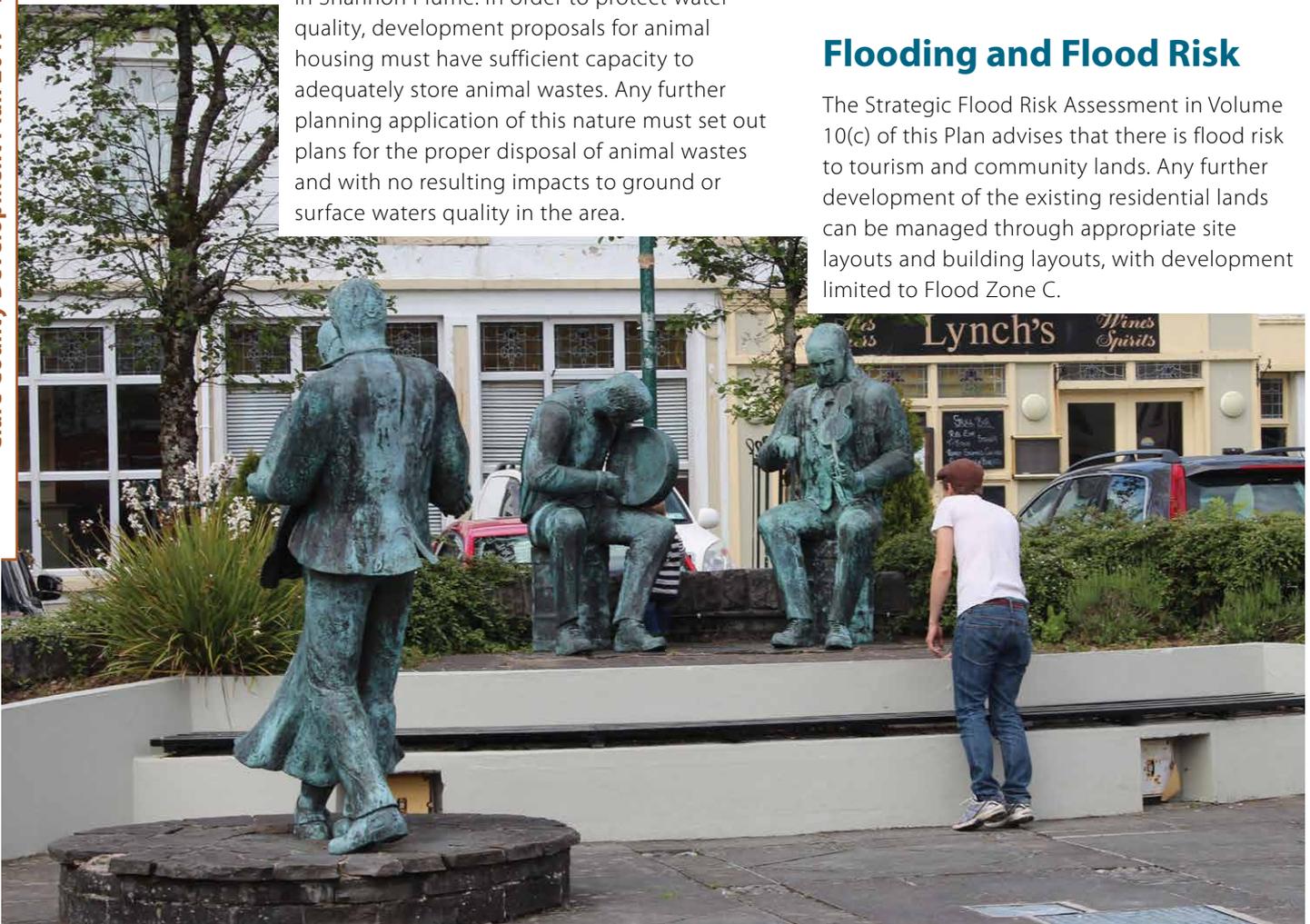
## Place Making and Amenity

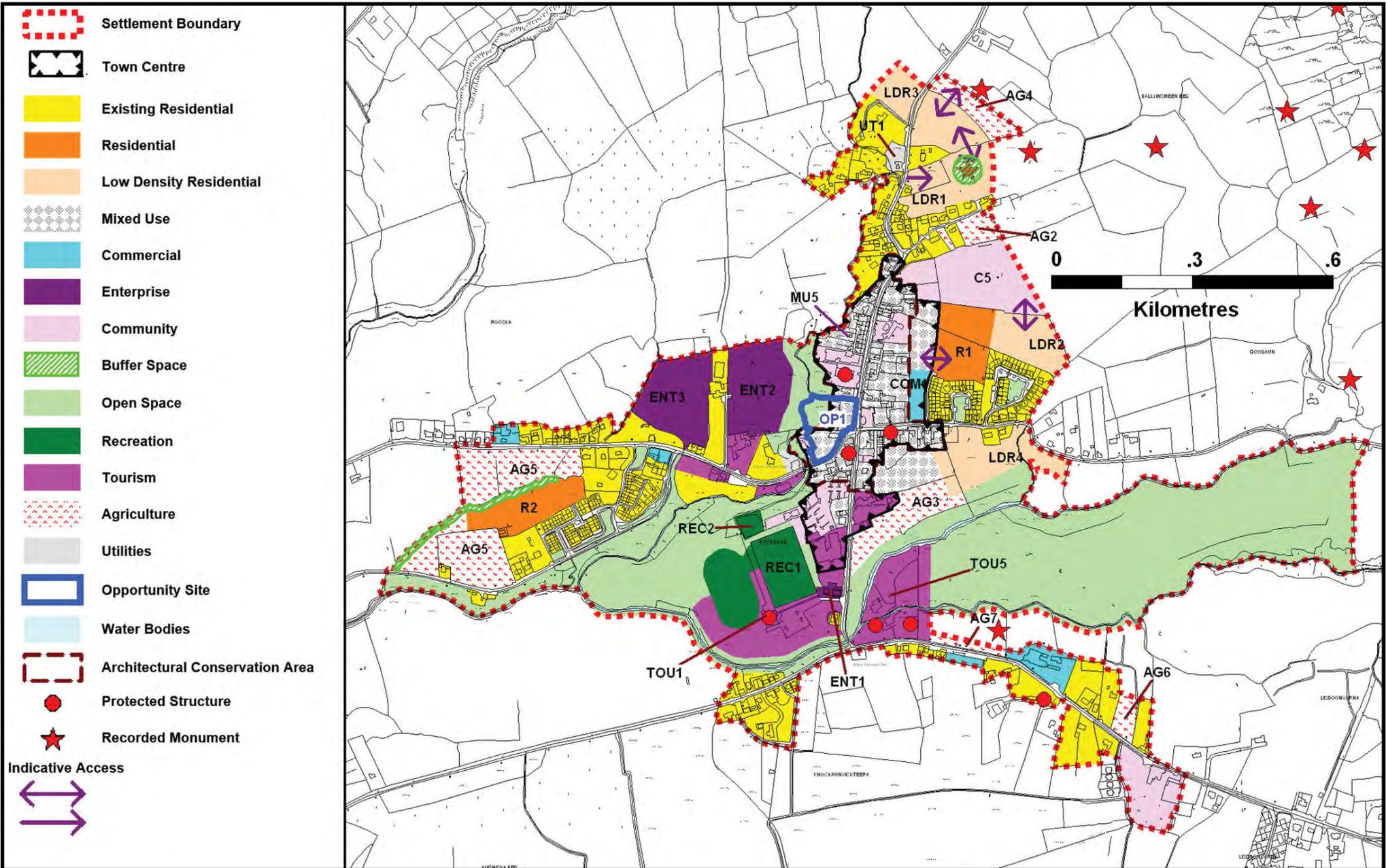
Lisdoonvarna has a strong sense of place and clearly defined central spaces. However, the road network leads traffic into town via the Kincora Road (N67) rather than the original approach via Main St (R476) and this is somewhat disorientating for the visitor. The original gateway via the Gowlaun Bridge 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 of appropriate character. 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.

## 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. 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.





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Title: <b>Lisdoonvarna Settlement Plan</b>			
Drawn By: Padraig McManus	Checked By: Helen Quinn	Scale: Refer to Scalebar	Date: January 2017

# Miltown Malbay

## Introduction and Context

Miltown Malbay is identified in the settlement hierarchy of this Plan as a 'small town'. The Urban and Rural Settlement Strategy contained in Volume 1 of this Plan indicates that the objective for small towns is to ensure that their existing role is maintained and strengthened. 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 sites from the centre out and expanding its retail and commercial functions.

Miltown Malbay, situated only 2km from the Wild Atlantic Way, is one of the main towns in North Clare, with a history as a market town and, jointly with Spanish Point, as a Victorian resort. 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, bank and the West Clare Resource Centre.

The economic base of the town consists of small scale industry, services, commercial, agricultural and tourism activity. Miltown Malbay is a town that has benefited from the Shannon Development E-Town initiative which enables people wishing to combine their working life with their home life through purpose-built working/living accommodation. Miltown Malbay's strong cultural connections to traditional Irish music are celebrated through numerous festivals and events each year such as the Clare Festival of Traditional Singing, the Pipers Weekend and the internationally renowned Willie Clancy Summer School which attracts an international audience to the town. Spanish Point and its outstanding beach are situated just a short distance away.

Miltown Malbay has an attractive urban quality reflected within the designated Architectural Conservation Area (ACA). The present market town grew rapidly during the early 19<sup>th</sup> century from which most of the present buildings date, although the town existed in the 1780s probably as single storey buildings. Today it comprises one long commercial street with single and double-bay, two and three storey houses and shops. There are some very fine plaster shop-fronts, which replicate classical, wooden traditional examples that date from the early decades of the 20<sup>th</sup> century.



Miltown Malbay and Spanish Point are identified in this Plan as linked settlements and it is the Council's objective to enhance the complementary roles of the two settlements, encouraging and reinforcing their own identities but also recognising that their complementary roles will allow them to expand on the range of services to the benefit of both settlements. This will allow Spanish Point to focus its growth on developing the tourism product which it has developed increasingly over recent years and for Miltown Malbay to further develop its service functions as one of the main towns in North Clare. However, it is critical that the settlements retain their own identities and do not coalesce through ribboning of development.

Miltown Malbay is supplied with water from the West Clare Regional Water Supply and Miltown Malbay Water Supply Scheme with water treatment plants at Old Doolough and Rockmount. Irish Water proposes to abandon the Rockmount supply and link the network to the treatment plant at Doolough. There is sufficient capacity at the treatment plant to cater for the target population that would be served by this supply.

The existing wastewater treatment plant serving Miltown Malbay is in very poor condition and there are issues with the capacity of the receiving water to assimilate the discharge from the plant. The treatment plant does not have the capacity to accommodate the target population. Significant capital investment is required to upgrade the wastewater facilities to an acceptable standard and a new site or discharge location may be required.

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 SAC and SPA's 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.

## General Objectives

- To consolidate and regenerate the existing town centre by encouraging infill development, redevelopment of derelict, obsolete and brownfield sites and through the development and access of backlands in a planned and integrated manner;
- To promote Miltown Malbay as a linked settlement with Spanish Point in order to expand the range of services and facilities which are complementary to both settlements;
- To make provision for the sustainable growth of Miltown Malbay by the appropriate provision of private, social and affordable housing, employment, services and recreational/open space;
- 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 provide for the growth and diversification of the local economy;
- To make provision for 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.

## Economic Development

### 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 town centre.

### Proposed Town Centre Expansion

Significant potential exists on both the west and east of the Main Street in Miltown Malbay to expand the town centre and extend it beyond the existing identified boundary. Existing backlands to the west of the Main Street provide an opportunity for extension. These lands are served by a third class road running along the boundary of the existing town centre which provides access onto the N67 to the north and south of the 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.



The preference for accessing the lands to the west of the Main Street (town centre expansion area and LDR4) is to upgrade the existing laneway to the rear of the Main Street properties. However, in the absence of this being achievable, proposals for a new street, designed in accordance with the Design Manual for Urban Roads and Streets, will be considered by the Planning Authority 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 has potential to be developed as a car park to serve the town centre if necessary. Access to the site can be gained from the proposed relief road, via the 'mixed use' lands to the south (MU1).

## **Housing and Sustainable Communities**

In order to ensure that Miltown Malbays' role as a small town is maintained and strengthened, sufficient land is zoned for residential development at various locations. Well-designed, adequately-sized open space shall be provided in the layout of any housing scheme on these lands. The provision of Sustainable urban Drainage Systems (SuDS) is recommended for all proposals on lands zoned for residential development.

#### **LDR6 Ballard Road**

This site provides for an extension of the existing Ballard Road housing development. Development will be dependent upon the delivery of the section of the relief road which bounds the site to the west.

#### **C1 – Lands to the North of the N67**

These lands have been zoned with a view to the provision of a nursing home/retirement village/assisted living type development. Development proposals must demonstrate that safe vehicular access to the site can be achieved. Safe and convenient pedestrian linkages to the town centre will also be essential for future residents.

The scale of future development proposals must reflect the location with an identified 'small town' and proposals must be cognisant of the visually-important location at the entrance to the settlement and in close proximity to the Wild Atlantic Way.

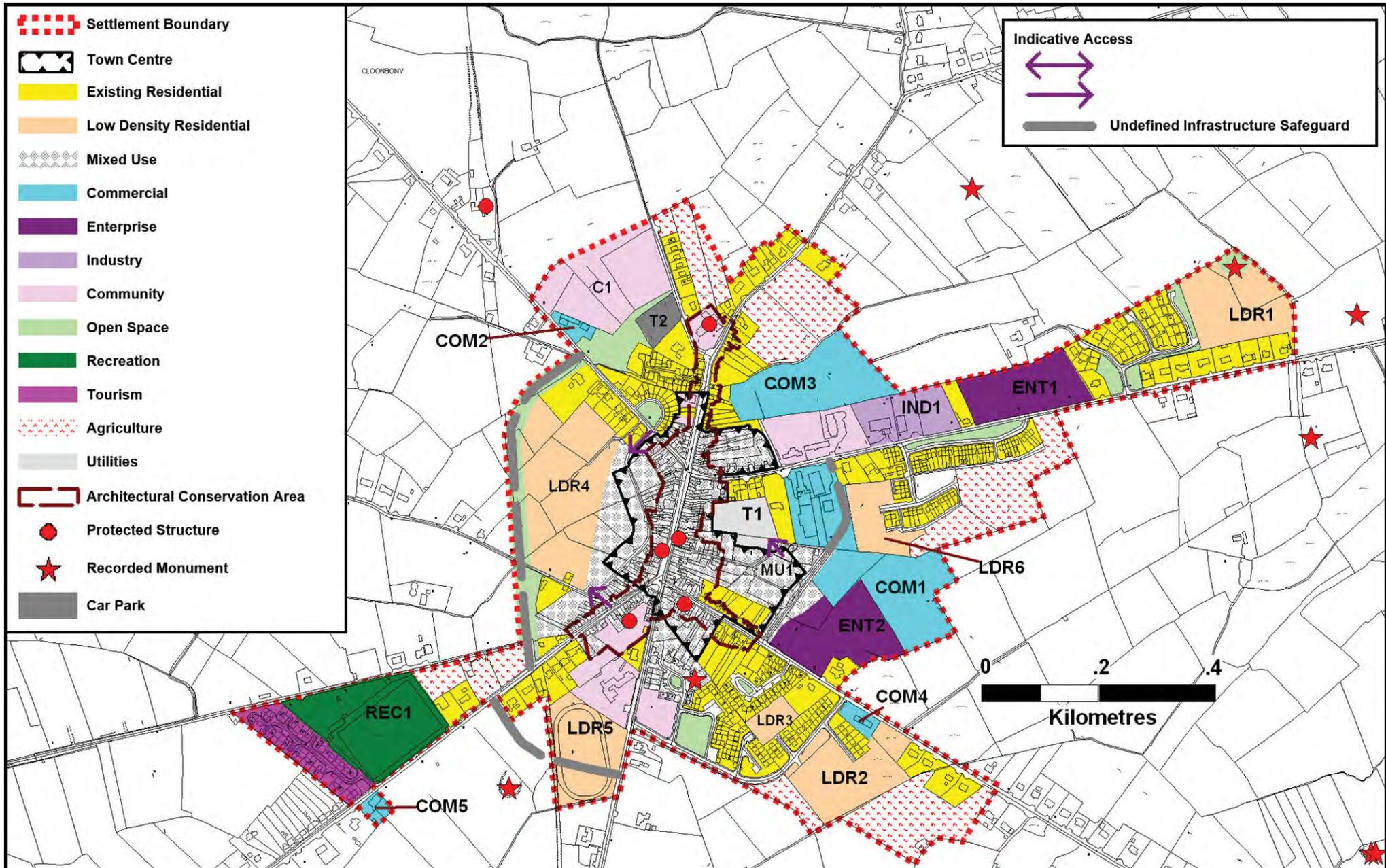
There is a record of Japanese Knotweed located directly southwest of this site. Care must be taken to ensure that future development on site C1 does not lead to the further spread of Japanese Knotweed into the site. In this regard development proposals must be in compliance with Objective CDP14.26 as set out in Volume 1 of this Plan.

## **Place Making and Amenity**

Miltown Malbay has a strong sense of place due to the continuous containment of space by buildings within the long, broad Main Street. The junctions connecting Main Street to the streets branching off to the east and west are, mostly, just as strong. The straight spine of Main Street forms a clear line of sight to the closing elements at each end. The Square at the southern end would benefit from a place making scheme to enhance and soften this important space. Traffic management input is required around this junction to create a small but significant civic space and to rebalance use in favour of the pedestrian.

St Joseph's Church RPS 112 is a visually strong element to the north. The space in and around this area would benefit from a design which improves the management and movement of traffic and provides for a balance of users in a visually attractive and safe manner.

There is space in the wide main street for some build outs and trees in between the parked cars. Many of the approach roads would benefit from gateway demarcation with bilingual signage. The 'Nine Towns' Improvement Strategy for Miltown Malbay (2013) addresses many of the above and other relevant issues.



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Title:  
**Miltown Malbay Settlement Plan**

Drawn By:  
 Pdraig McManus

Checked By:  
 Helen Quinn

Scale:  
 Refer to Scalebar

Date:  
 January 2017



## Section 3

### Large Villages

Ballyvaughan

Carrigaholt

Cooaclare

Corofin

Doolin

Doonbeg

Inagh

Kilfenora

Killadysert

Kilmihil

Labasheeda

Lissycasey

Mullagh

Quilty



# Ballyvaughan

## Introduction and Context

Ballyvaughan is a picturesque village situated on the shores of the beautiful Ballyvaughan Bay. Ballyvaughan was established as a fishing village in the early years of the 19<sup>th</sup> century. It sits at the base of a valley affording views of the surrounding upland Burren areas as well as across Galway Bay and beyond. The village has developed and evolved into an attractive, quaint place with a distinctive core, where it has a number of services including shops, petrol station, church, community centre, school, pubs and enterprise units. The Architectural Conservation Area (ACA) in the village centre consists of 18<sup>th</sup> and 19<sup>th</sup> century two storey houses, accommodating a hotel, pubs, shops and restaurants, all of which positively contribute to an attractive traditional village appearance. To the east of the village the auxiliary workhouse, a mid 19<sup>th</sup> century unique residential complex comprising of a quadrangle surrounded by rows of terraced single storey stone gabled houses, is designated as an ACA due to its character. Although some of the original structures within the complex lie derelict, many of the single storey buildings have been restored appropriately and are in use.

Due to its scenic coastal location on the Wild Atlantic Way and its position on the edge of the Burren, in close proximity to both tourist attractions and the Burren College of Art, Ballyvaughan has become a popular destination for visitors and, as such, has seen considerable growth in the range of holiday accommodation on offer, including hotels, bed and breakfasts, guesthouses and holiday homes.

In all coastal tourist towns and villages, there is an influx in population during the main holiday periods. The Burren Peaks Walking Festival and bird watching at Bishops Quarter are both important activities that bring visitors to the village in the 'shoulder' and 'off peak' season. Ballyvaughan has experienced a significant amount of development pressure in recent years, primarily in the form of holiday home developments. It is therefore important 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 supplied to Ballyvaughan is from the Ennistymon Regional Water Supply and is subject to the constraints of that supply.

The current public wastewater infrastructure in the village consists of a collection system and tidal holding tank located in the foreshore area. It is an objective of Irish Water to provide an appropriate treatment system for this settlement by the end of 2021. The existing site of the tidal holding tank is not suitable for expansion. Irish Water is undertaking a study to determine the requirements for current and projected loading and a suitable site and outfall. Depending on the outcome of this study the wastewater from Ballyvaughan may have to be pumped to another plant for treatment which could restrict capacity to cater for development.

A 'Regionally Important Aquifer' is located in the area and has groundwater vulnerability ratings identified as 'extreme' and 'high'. Protection of groundwater is therefore an important issue 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 SAC's and SPA's 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 will apply to any future development proposals in this area.

In addition, the 'Ballyvaughan/Poulnaclough 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/Poulnaclough Bay.

## General Objectives

- To make provision for growth within the village which will support existing services and to encourage further expansion of the service base, without compromising Ballyvaughan's character and setting.
- 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.

## Economic Development

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. 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 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.

In order to promote economic development it is an objective:

- To support and facilitate the development of 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 seek to facilitate a nursing home development in the Ballyvaughan area;
- To support and facilitate the development of a footpath and cycleway along the N67 Ballyvaughan to 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 activities in Ballyvaughan. The provision of coach parking on site is a valuable asset and should be retained in any redevelopment of the site.

### MU3 Lisdoonvarna Road

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

This site is suitable for a range of developments that will enhance the level of services available to both local residents and visitors to the area. While residential uses are open to consideration, the use of these lands solely for the development of holiday homes will not be acceptable to the Planning Authority.

The existing stone wall along the front boundary of the site creates a strong physical/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 must be retained and integrated into future development proposals.

Development on this site will be directly in the line of vision when approaching the village from the south and therefore all development proposals must be of a high standard of design, reflecting the rural character of the area and complementing the neighbouring church.

## Housing and Sustainable Communities

While it is acknowledged that holiday homes are an essential component in the range of accommodation available to the visitor, it is also important to provide for small scale, well-designed permanent residential development. 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 therefore an objective:

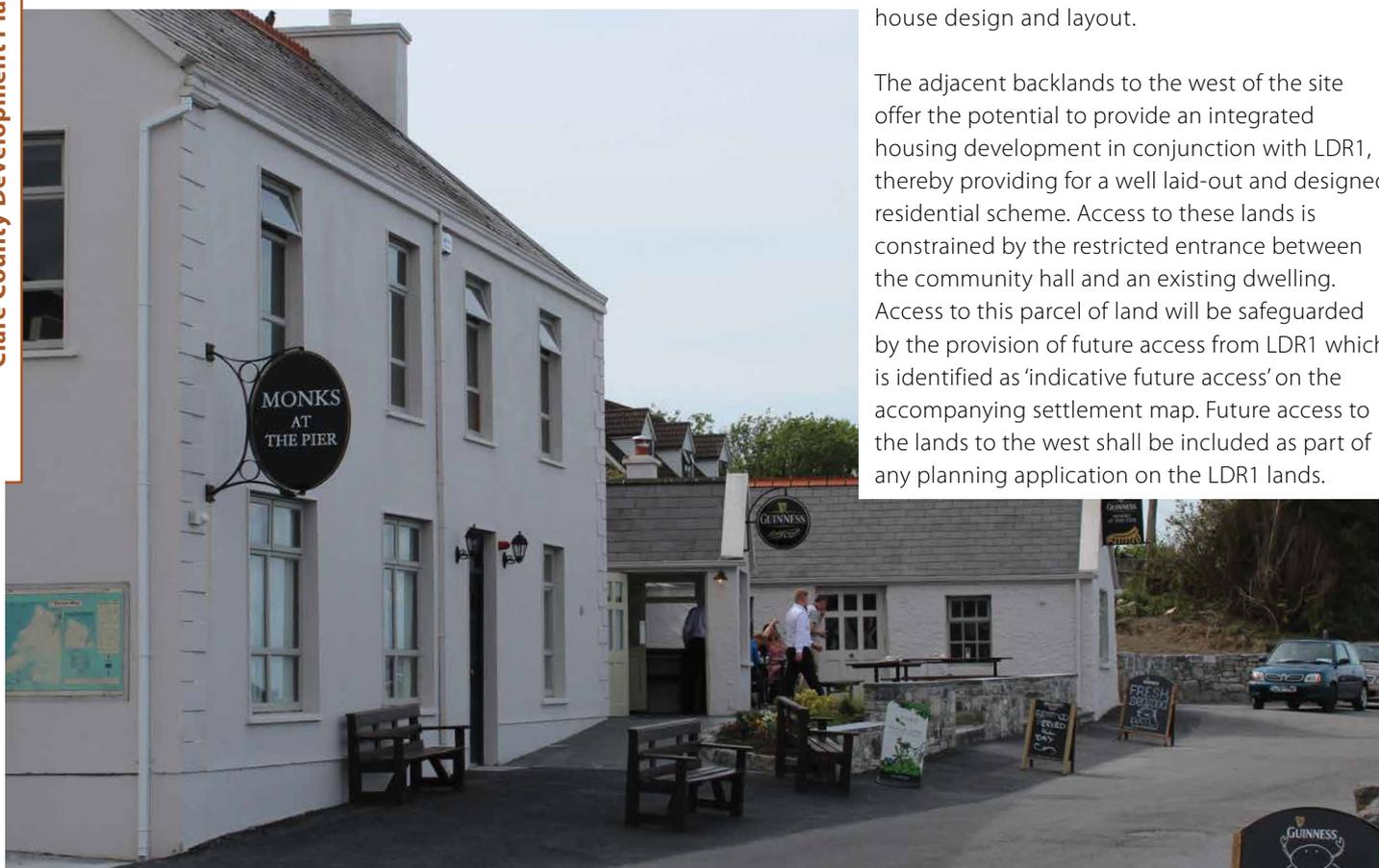
- To provide for residential development that will facilitate an increase in permanent occupancy.

### LDR1 Land to the West of the Auxiliary Workhouse ACA

This site comprises an area of backland bounded to the east by the ACA and to the west by an area of backlands located off the N67. The site is accessed by 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 to the site whilst also providing for 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 offer the potential to provide an integrated housing development in conjunction with LDR1, thereby providing for a well laid-out and designed residential scheme. Access to these lands is constrained by the restricted entrance between the community hall and an existing dwelling. Access to this parcel of land will be safeguarded by the provision of future access from LDR1 which is identified as 'indicative future access' on the accompanying settlement map. Future access to the lands to the west shall be included as part of any planning application on the LDR1 lands.





### LDR2 – Lands to the 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 most of the roadside boundary of the site, except where removal is required to provide safe access to the development. Future access to this site must be achieved at a point where the 50km/h speed limit applies, as indicated on the Ballyvaughan settlement map.

### LDR5 Lands North of the R477 (Opposite O’Loclairn’s)

This site shall be for low density, permanent occupancy housing. The layout shall retain stone walls and existing trees and shall provide a sufficient buffer around the national monuments.

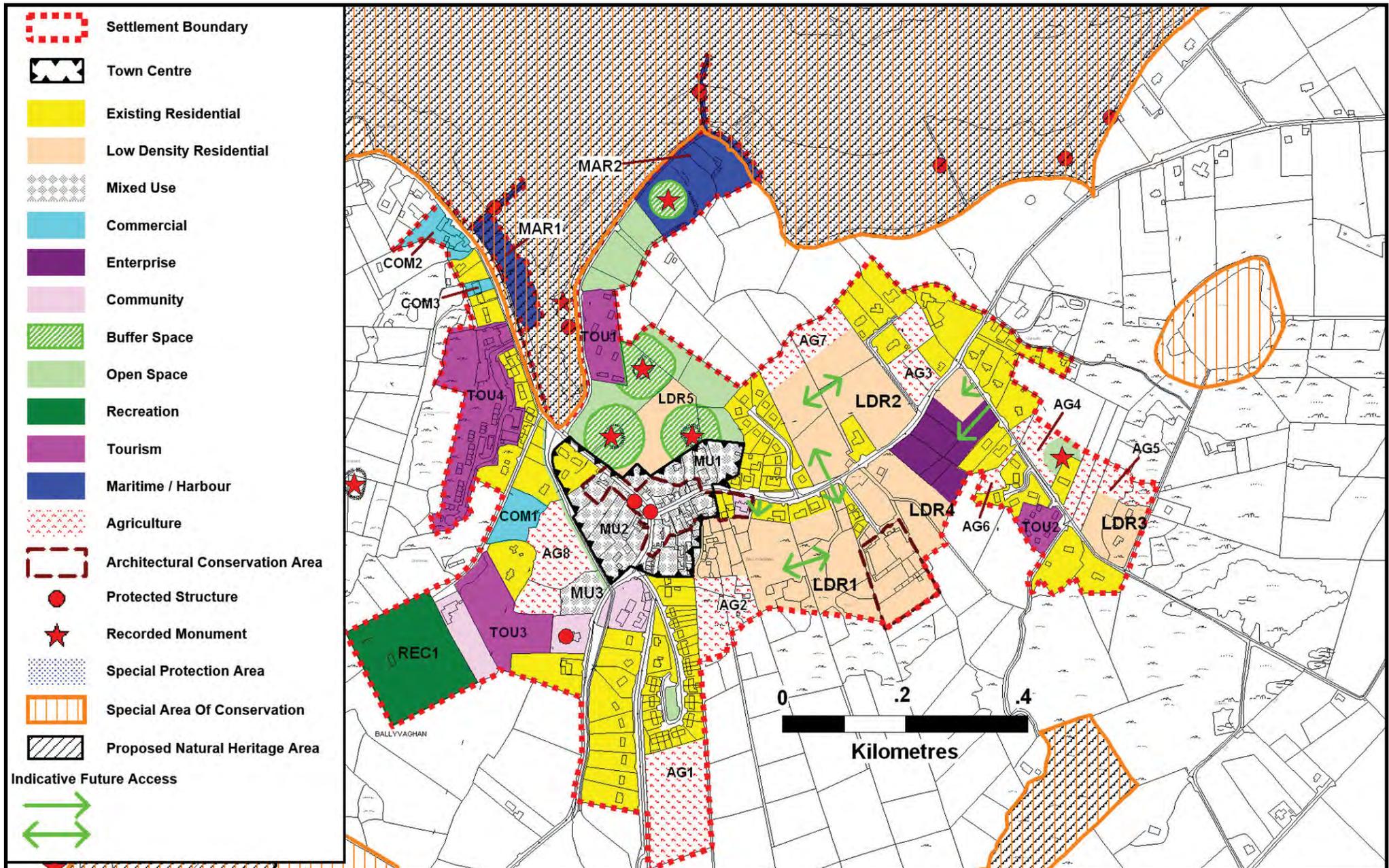
## Place Making and Amenity

The sense of place in this village is very strong due to the location, the built and natural environment and the high standard of care and maintenance. The core areas need mainly to deal with any vacant or derelict buildings and to try to find viable new uses and owners.

Generally Ballyvaughan has a simple but attractive boundary treatment of grass verges in front of stone walls. In places where new development has taken place this has been lost and is replaced by undefined set-backs. There is a requirement to ensure that the development of land, particularly on the N67, maintains good front site boundaries by having suitably-positioned access points off side roads.

## 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.



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Drawn By:  
 Pdraig McManus

Checked By:  
 Helen Quinn

Scale:  
 Refer to Scalebar

Date:  
 January 2017



# Carrigaholt

## Introduction 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 Dolphinwatch boat during the tourist season. The piers and Carrigaholt Castle RPS 263 are distinctive landmarks of the village. The shell fishing industry plays a key role in the local economy. An extension to the pier would benefit this industry, and also those using the pier for recreation and tourism uses such as the Dolphinwatch 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 shop, a number of public houses, post-office and school, the Dolphinwatch information centre and small car parking and amenity area overlooking Carrigaholt Bay.

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 centre 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, in order 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.



Carrigaholt is connected to the West Clare Regional Water Supply (New) and while there is existing capacity to accommodate the target population, this capacity may need to be upgraded in the future.

Carrigaholt is not currently served by a public wastewater treatment system. The provision of such a system will be subject to the constraints of Irish Water's capital investment programme and their new connections policy.

Carrigaholt adjoins the Lower River Shannon Special Area of Conservation (SAC), with the River Shannon and River Fergus Estuaries Special Protection Area (pSPA) 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.

Future development must ensure 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 the proposed development.

## 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 existing permanent population levels and services are maintained;
- To ensure that future growth is balanced and sustainable and is relative and appropriate to the scale, size and character of the existing village;
- To allow for settlement growth in order to provide permanent homes for the local population;
- 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 facilitate the provision of infrastructure to allow for future growth.

## Economic Development

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.

Studies undertaken by the Marine Institute in NUI Galway indicate that 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 and the redevelopment of existing unused structures for retail or commercial purposes will be particularly encouraged;
- 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 upon 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.

### TOU1 Land to rear of 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 quay 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 Lands to the 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 longterm.

**MAR1 Existing Quay, adjacent to Carrigaholt Castle RPS 263**

The commercial activity at this quay focuses on fishing enterprise and the Dolphinwatch 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.

## Housing and Sustainable Communities

Carrigaholt's coastal location on Loop Head makes it a very attractive place to live. While it is acknowledged that Carrigaholt will always attract holiday makers, it is also important to provide for small scale, well-designed permanent residential development for those who wish to make Carrigaholt their home.

Any changes to existing residential development or any new residential development on identified lands will be strictly contingent on the provision of appropriate wastewater treatment facilities that can fully demonstrate 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. In addition to compliance with the policies and objectives set out in Volume 1 of this Plan, the following specific objectives apply:

**LDR1 Lands to the Rear of Community Hall**

This site is located in close proximity to the centre of the village and its associated amenities and has been identified as being suitable for residential development to meet the needs of the local community in the future. Dwellings constructed on this site shall be for permanent occupancy only.



## Place Making and Amenity

The core area of the village is strong and well-defined by buildings and simple plastered boundary walls with hedges behind. It is an objective to enhance the streetscape after completion of works by Irish Water. 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 set-backs 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. The principles for place making on the Wild Atlantic Way are set out in Chapter 17 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 vis a vis 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.

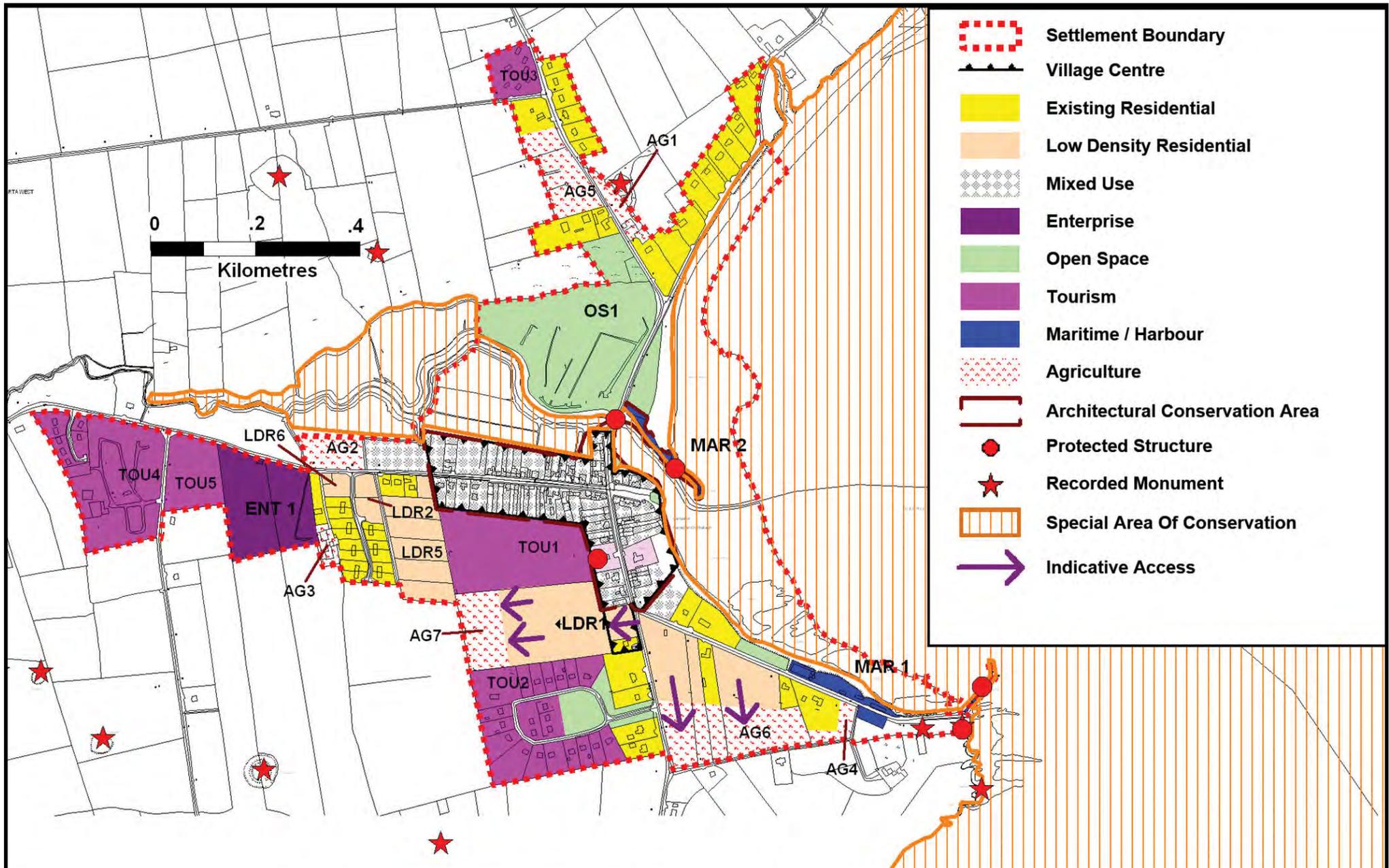
## Architectural Conservation Area (ACA)

The centre of the village of Carrigaholt has been designated as an Architectural Conservation Area, which 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, and sufficient measures are included in the design to ensure flood resilience. The SFRA is contained in Volume 10(c) of this Plan.



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Title:  
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Drawn By:  
 Pdraig McManus

Checked By:  
 Helen Quinn

Scale:  
 Refer to Scalebar

Date:  
 January 2017



# Cooraclare

## Introduction and Context

Cooraclare is located on the R483 regional route. It 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, church, post-office and several public houses.

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

The village is well located to accommodate future growth, being situated only a short distance from Kilrush.

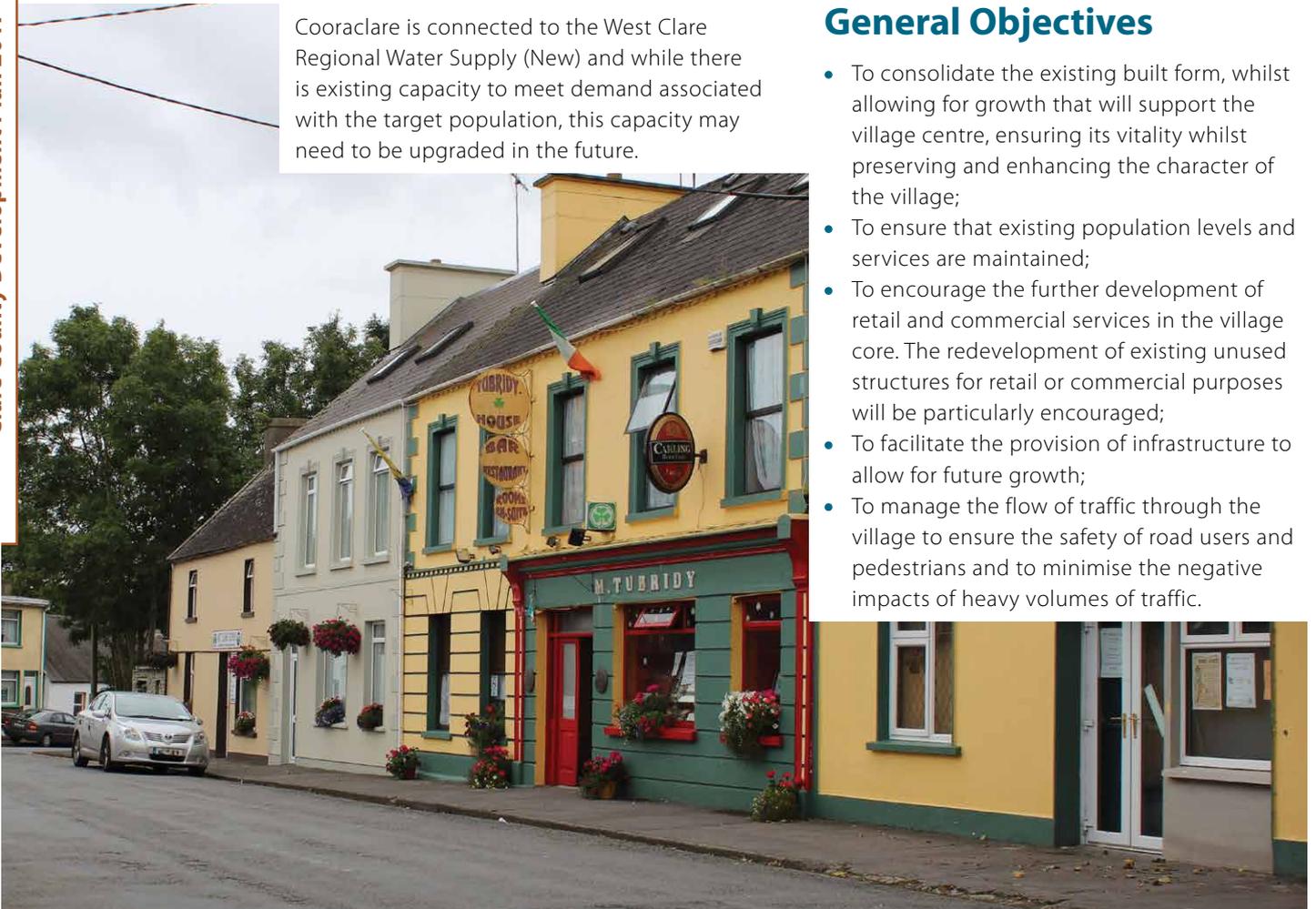
Cooraclare is connected to the West Clare Regional Water Supply (New) and while there is existing capacity to meet demand associated with the target population, this capacity may need to be upgraded in the future.

Currently, there is no wastewater treatment system serving the village. The provision of such a system by Irish Water will be subject to their Capital Investment Programme and new connections policy. The Council encourages the provision of a new wastewater treatment plant to serve the village.

The village experiences a substantial amount of through traffic, being located on a main regional route, a significant amount of which is commuter traffic between Kilrush and Miltown Malbay. 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 some of these holiday makers. The traffic flows have 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 ensure that existing population levels and services are maintained;
- To encourage the further development of retail and commercial services in the village core. The redevelopment of existing unused structures for retail or commercial purposes will be particularly encouraged;
- To facilitate the provision of infrastructure to allow for future growth;
- 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.



## Economic Development

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 Lands in the Village Centre

These lands are located at the centre of the village and comprise the existing buildings in the village core and a number of small backland areas. These buildings/lands can accommodate a mixture of uses to allow for the development of the village centre and the expansion of the existing services in the area.

### ENT1 Enterprise

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.

## Housing and Sustainable Communities

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, the following specific objectives apply in relation to residential development:

### Low Density Residential

A number of sites within the village have been identified for low density residential development with a view to supporting further development in the village, increasing the local population and supporting existing services in Cooraclare. Development on these sites must reflect the scale and traditional character of the existing settlement and the population targets

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

### LDR1 Lands to the West of the Main Street

These lands are located in close proximity to the village centre and have been identified as being suitable for low-density residential development due to their location in close proximity to many of the existing services in the area. Due to the location of the lands, close to a small tributary of the Doonbeg River, a Strategic Flood Risk Assessment must accompany any proposals for development on these lands.

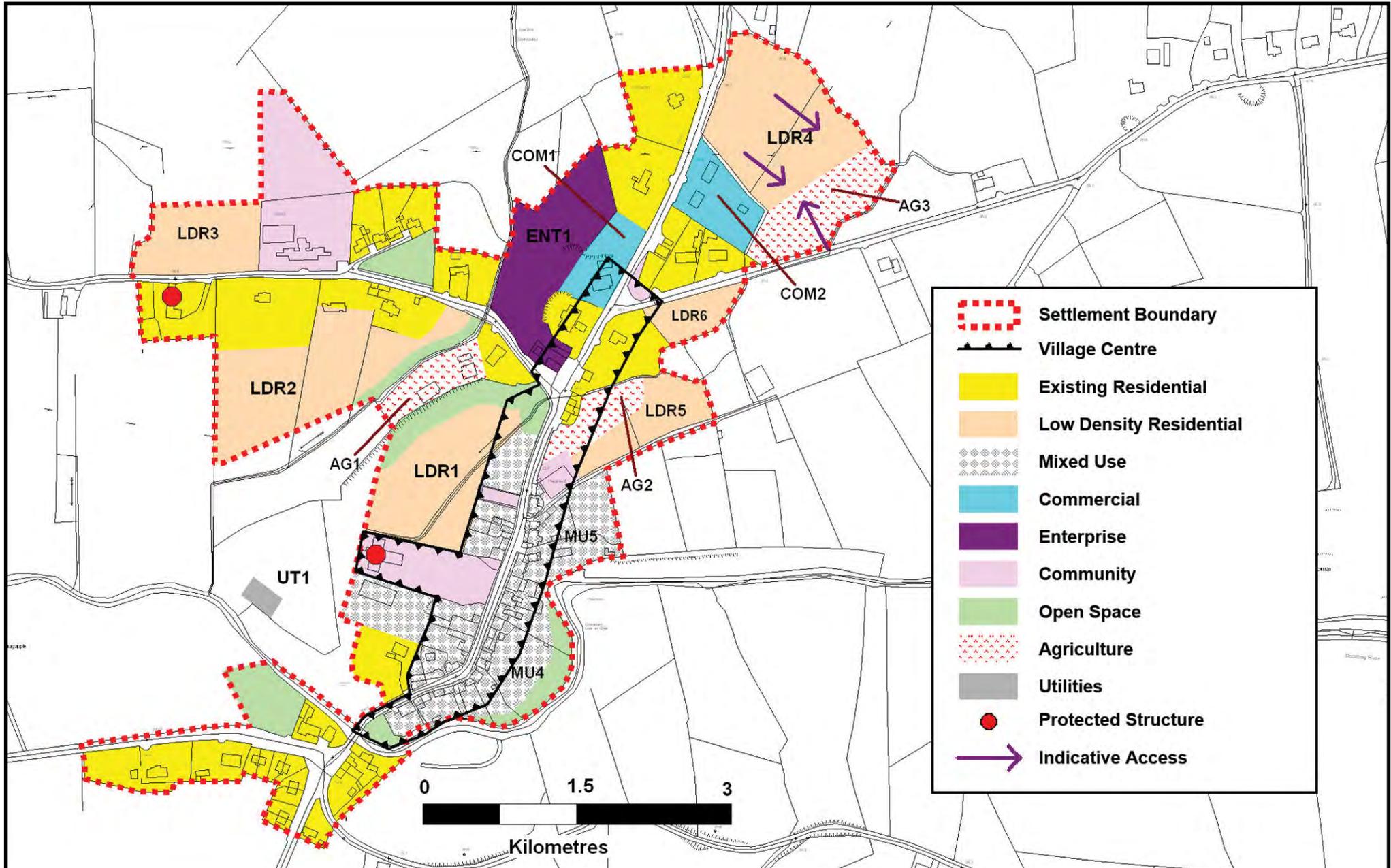
## Place Making and Amenity

The core area of Cooraclare is strong and well-defined by buildings, although vacant or underutilised premises are an issue. A key issue for this village is traffic management given the volumes using the R483 as a through route at certain times. Since a wide road width encourages speed, undefined set-backs 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.

During the lifetime of this Plan the Council will facilitate 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.

## 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.



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Drawn By:  
 Pdraig McManus

Checked By:  
 Helen Quinn

Scale:  
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Date:  
 January 2017



# Corofin

## Introduction and Context

Corofin is located on the R476 regional route approximately 12 kilometres from Ennis, on the southeast edge of the Burren. Corofin has a distinctive character and setting and the River Fergus runs through the village. Corofin has a wide range of shops, services and facilities to serve its resident and visitor community, including 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 contains 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, commercial and community developments that have regard to the character of the village. A key priority will be to retain community and social facilities in the village and to encourage indigenous enterprises and service provision.

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 SAC's and SPA's 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.

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. While the supply capacity is sufficient to meet the target population there are currently issues with water quality. Irish Water may consider connecting the supply to a larger supply system to increase quality and resilience.

A new wastewater treatment plant has been recently built in Corofin with 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 both local residents 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;
- Provide a relief road from the Ennis Road (R476) to the north of the village, subject to the requirements of the SEA and Habitats Directives;
- 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.

## Economic Development

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.

## Housing and Sustainable Communities

Corofin has always attracted people wishing to live in proximity to Ennis and also seeking a traditional village life experience with an abundance of natural amenities on the doorstep.

A number of sites are identified for the provision of housing in order to meet Core Strategy requirements. In addition to the general objectives for Corofin, the following site specific objectives apply:

### LDR3 Lands at Laghtagoona

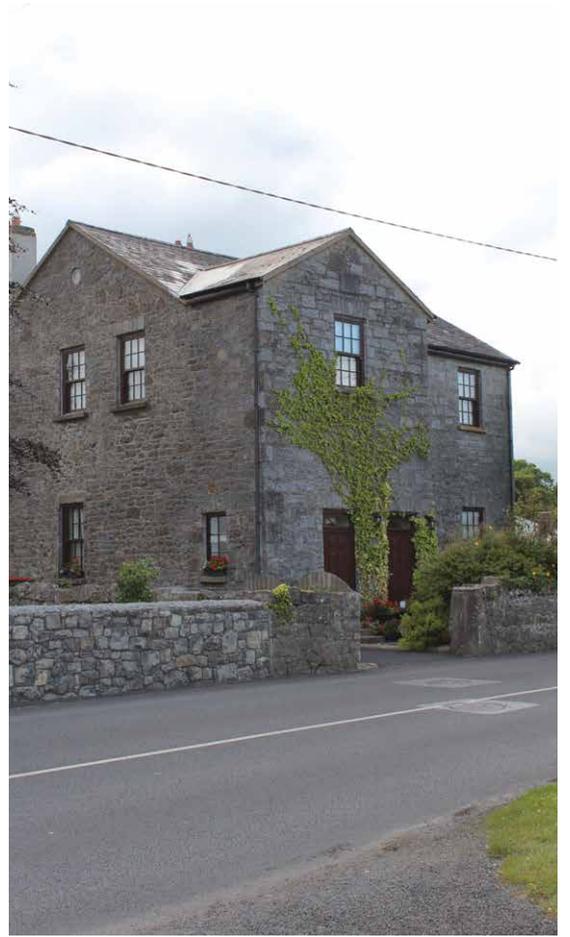
This large tract of land is identified for residential use. It is anticipated that this site will form an important element of residential growth in the village beyond the Plan period and, importantly, will facilitate the implementation of the proposed relief road.

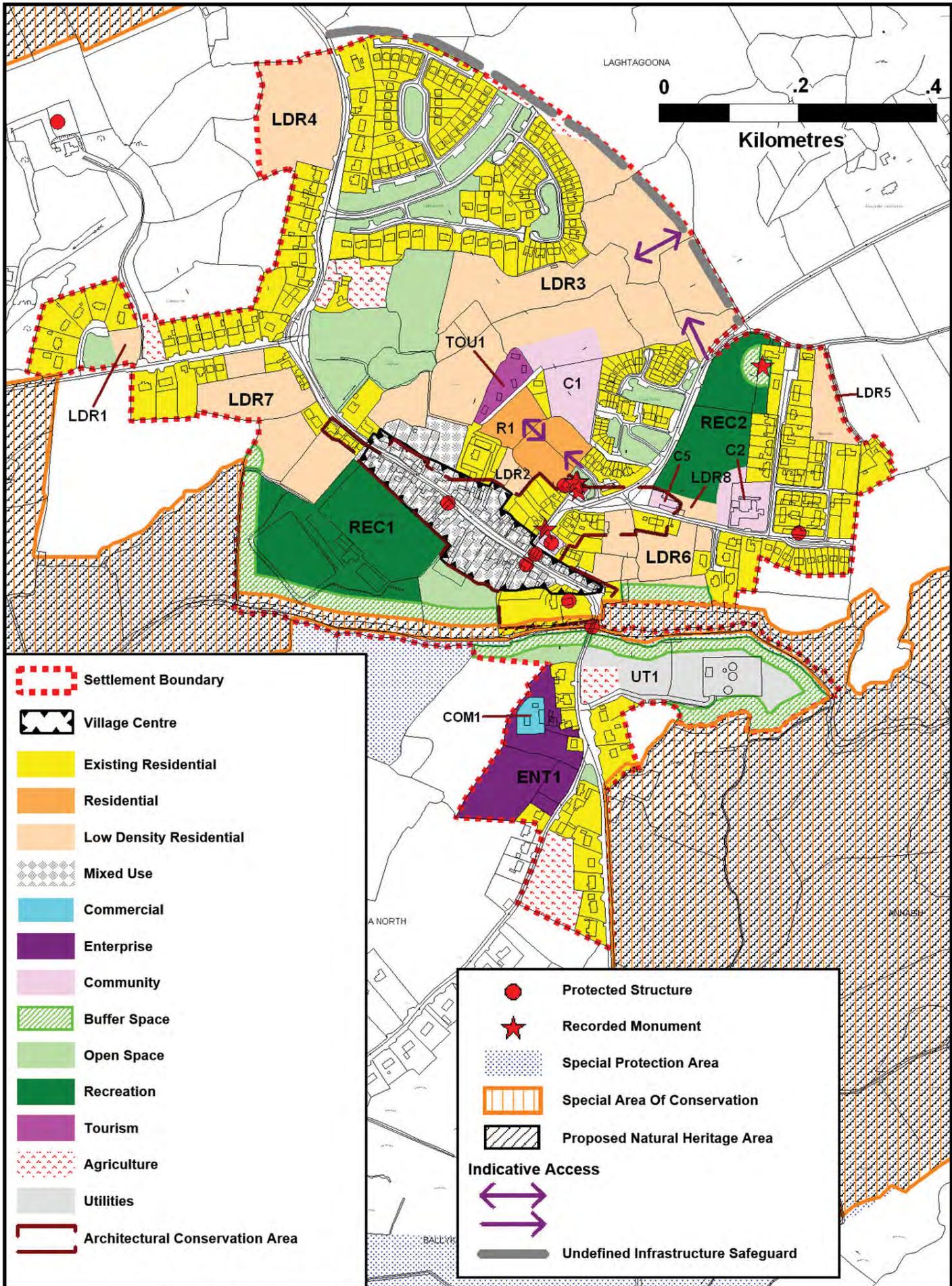
## Place Making and Amenity

This historic town has a well-defined core which would benefit from a painting scheme to introduce more colour. The addition of traditional street signs has enhanced the quality of the public realm. They draw attention to interesting features and old lanes which could themselves be further enhanced. Walkability is currently compromised on 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 would further enhance the public realm, the development of which would be subject to the requirements of the SEA and Habitats Directives.

## 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.





Section 3: Large Villages Corofin

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**Corofin Settlement Plan**

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 P. McManus

Checked By:  
 H. Quinn

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# Doolin (including Pier)

## Introduction and Context

Doolin is set in a scenic coastal landscape and has developed as a settlement with distinctive character. Doolin is renowned for traditional music and the commercial ferry services operating from Doolin Pier to the Aran Islands attract many tourists to the area. Doolin has experienced significant development in recent years, much of which has consisted of visitor accommodation including Bed and Breakfast accommodation, hostels and holiday home development. 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 nature of the growth of Doolin there is no single village centre. However, there are three identifiable service areas within the settlement in addition to Doolin Pier. These are Fisher Street, Fitz's Cross and Roadford.

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 from the extremes of seasonality seen 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.

Doolin is connected to the Ennistymon Regional Water Supply and as such is subject to the constraints of that scheme. There is no public wastewater treatment plant at present in Doolin and existing development is currently serviced by individual wastewater treatment units. The provision of a wastewater system by Irish Water will be subject to the constraints of Irish Water's Capital Investment Programme and their new connections policy.

The overall strategy for Doolin is to provide for small-scale, well-designed residential, commercial and community developments which have regard to the character of the village itself.

## 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 the further development of a diverse tourism product which supports the year-round tourism activity and enhances employment and economic activity;



- To ensure future development reflects the distinctive character of the area in terms of scale, design and location;
- 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 information/welcome centre in the vicinity of Doolin Pier;
- To support the upgrade of access to the existing slipway;
- To encourage the investigation by Irish Water of the feasibility of using capacity at the wastewater treatment plant in Lisdoonvarna to serve Doolin.

## Economic Development

Doolin has three individual service areas. There is an identified need to connect the three areas through the provision of road improvements and a footpath and lighting scheme. It is an objective of the Council to provide a public footpath and public lighting scheme from Roadford to Fisher Street. The Council will seek to prepare this scheme during the lifetime of the Plan.

It is an objective of the Council to harness the economic and social benefit of the newly constructed Doolin Pier and to encourage associated activities related to maritime and tourism use. The Irish Coast Guard station RPS 546 is located in the vicinity of Doolin Pier.

## Tourism

Tourism is the main economic activity in Doolin and, as such, needs to be provided for. 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. This area has seen the development of two hotels and two holiday home developments which have defined the centre of Fitz's Cross.

### TOU10 Tourism

This site forms a boundary with the Cronagort Stream or Aille River which is currently at "good 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.

### MU6 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 and the location of the site in proximity to a number of protected structures. The traditional layout, height and form of the buildings and structures in this part of the village must also be reflected in future designs.

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 CDP2.1 of Volume 1 of this Plan.

Any developments taking place on Site MU6 must be connected to a wastewater treatment plant with adequate capacity to accommodate the proposed development, or 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. It is important that all development that takes place around the pier head area is sympathetic to its sensitive location having regard to the proper planning and sustainable development of the area. It is an objective of the Council to harness the economic and social benefit of the newly constructed Doolin Pier, to encourage associated activities related to maritime and tourism use and to upgrade visitor facilities at this location. There is an identified need to consolidate amenities in a purpose-built visitor centre/welcome centre at the pier and a suitable development of this nature will be facilitated during the lifetime of this Plan.

The Doolin Pier area is zoned 'Maritime' and is located adjacent to an SAC and a pNHA. 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.

## Housing and Sustainable Communities

While it is acknowledged that holiday homes are an essential component in the range of accommodation available to the visitor in Doolin, it is also important to provide for small-scale, well-designed permanent residential development. 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 Doolin's unique village character. It is therefore an objective to identify a number of low density residential sites to accommodate permanent housing and provide for sustainable growth in the settlement.

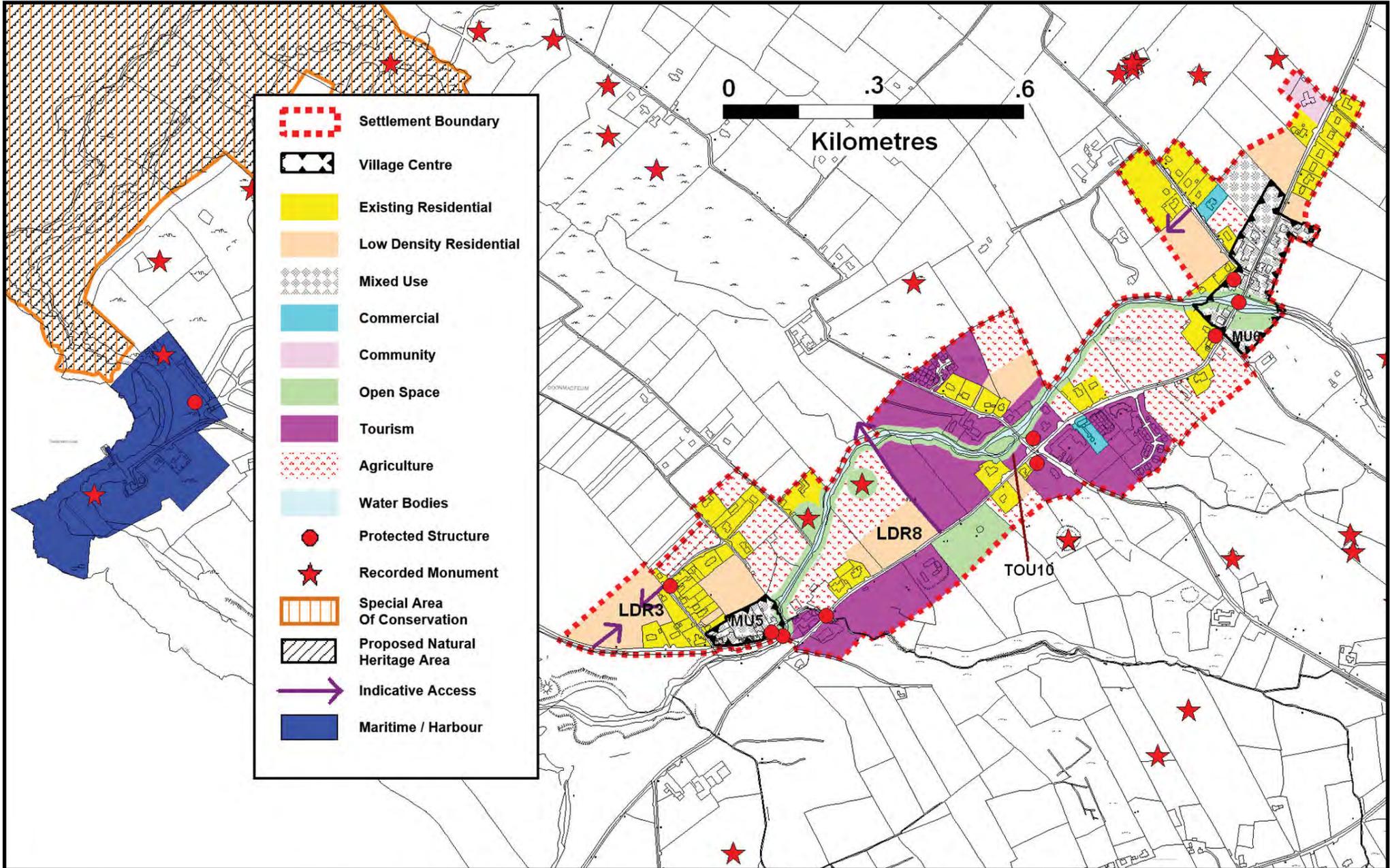
Any changes to existing residential development or any new residential development will be strictly contingent on the provision of appropriate wastewater treatment facilities that can fully demonstrate no adverse effects on the receiving environment, water courses or adjacent ecological designations. This will be in accordance with relevant EPA standards and requirements to ensure that all future development is sustainable in the long term. All zonings for low density residential development should take cognisance of their associated Landscape Character Areas and should be planned and developed in a sympathetic manner.

## 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 boundaries between the fields and the road are principally stone walls with an informal grass edge. Ways need to be found to retain these distinctive walls perhaps by constructing footpaths behind them. In Fisher Street the historic haggarts should be rehabilitated as a unique feature. Doolin is situated on the Wild Atlantic Way. The principles for place making on the Wild Atlantic Way are set out in Chapter 17 Volume 1.

## 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.



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Drawn By:  
 Pdraig McManus

Checked By:  
 Helen Quinn

Scale:  
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# Doonbeg

## Introduction and Context

Doonbeg is a picturesque village situated on Doonbeg Bay on the Atlantic coast. 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 being a popular tourist village in the summer season. The village provides a range of services including shops, 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. It 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 to the character and setting of the village and as such should be safeguarded.

The entire settlement of Doonbeg is located within the Doonbeg 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 SAC's and SPA's site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives relating to European sites and appropriate assessment will apply to any future development proposals in this area.



Doonbeg is connected to the West Clare Regional Water Supply (New) and there is sufficient capacity to cater for population targets. The village is served by an existing public wastewater treatment plant which has sufficient treatment capacity to cater for the target population.

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.

## 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 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.

## Economic Development

Doonbeg is proximate to areas designated as being suitable for wind energy development and there are opportunities for Doonbeg to pay a key role in the future of County Clare as a low carbon economy. Doonbeg is also well positioned to play a key role in supporting the marine renewable energy sector having regard to its proximity to off-shore test sites for pre-commercial wave energy devices. Doonbeg is situated on the N67 which provides convenient access to settlements all along the west coast of County Clare. Such accessibility should be harnessed for the economic benefit of the settlement.

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

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

## 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.

**ENT1:** If possible, access to the site shall be taken from a location within the 50km/h speed limit in the village.

**ENT2:** The access to any development taking place on these lands shall be located within the 50km/h 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 a traditional village life.

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:

### LDR1 Site South of the N67

This site is centrally located in the village, south of Main Street. This site can be accessed either directly from Main Street or from the local road that runs to the east of the site. It is considered that this site could provide for appropriate infill development whilst also helping to define the streetscape along Main Street. Adequate pedestrian, cycling and vehicular access shall be required as part of any development proposals for this site.

### LDR2 Site 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.

## Place Making and Amenity

Doonbeg extends along the N67 and effective gateways are required to announce the village and to calm traffic. 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 and this needs to be rectified by landmarks and signage. 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, as such, will be 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 set-backs. Access to zoned land should be from minor side roads thus leaving the front boundaries intact e.g. LDR2. Doonbeg is situated on the Wild Atlantic Way. The principles for place making on the Wild Atlantic Way are set out in Chapter 17, 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.

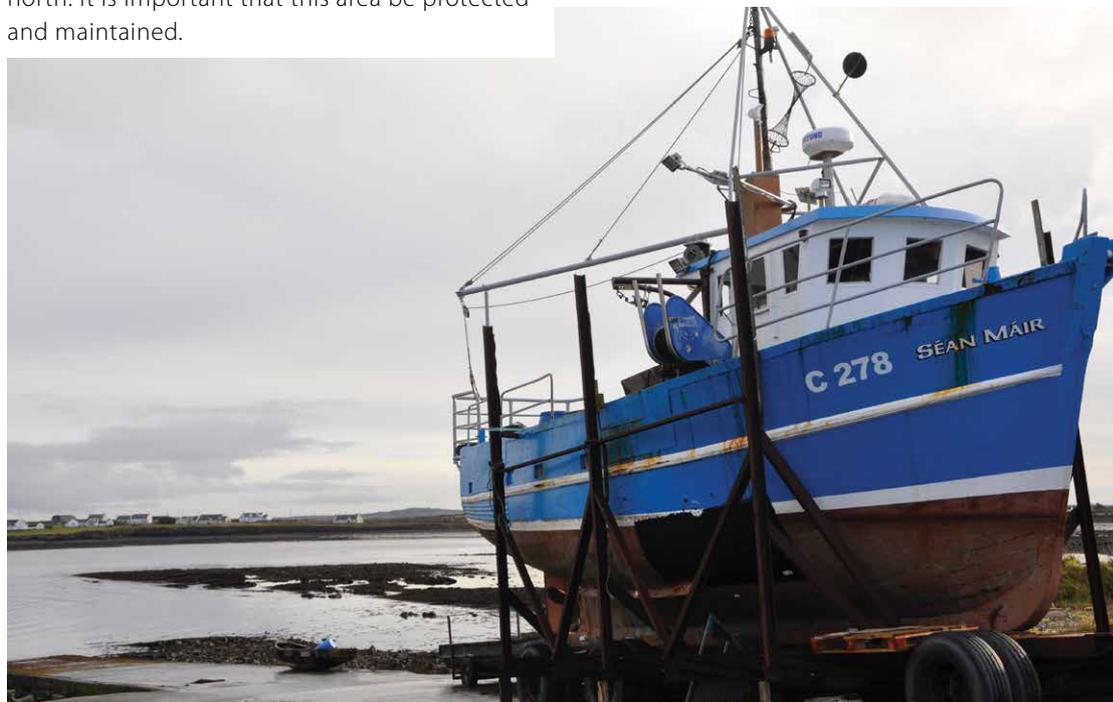
#### MAR1 Existing Pier and Harbour Area on Doonbeg Bay

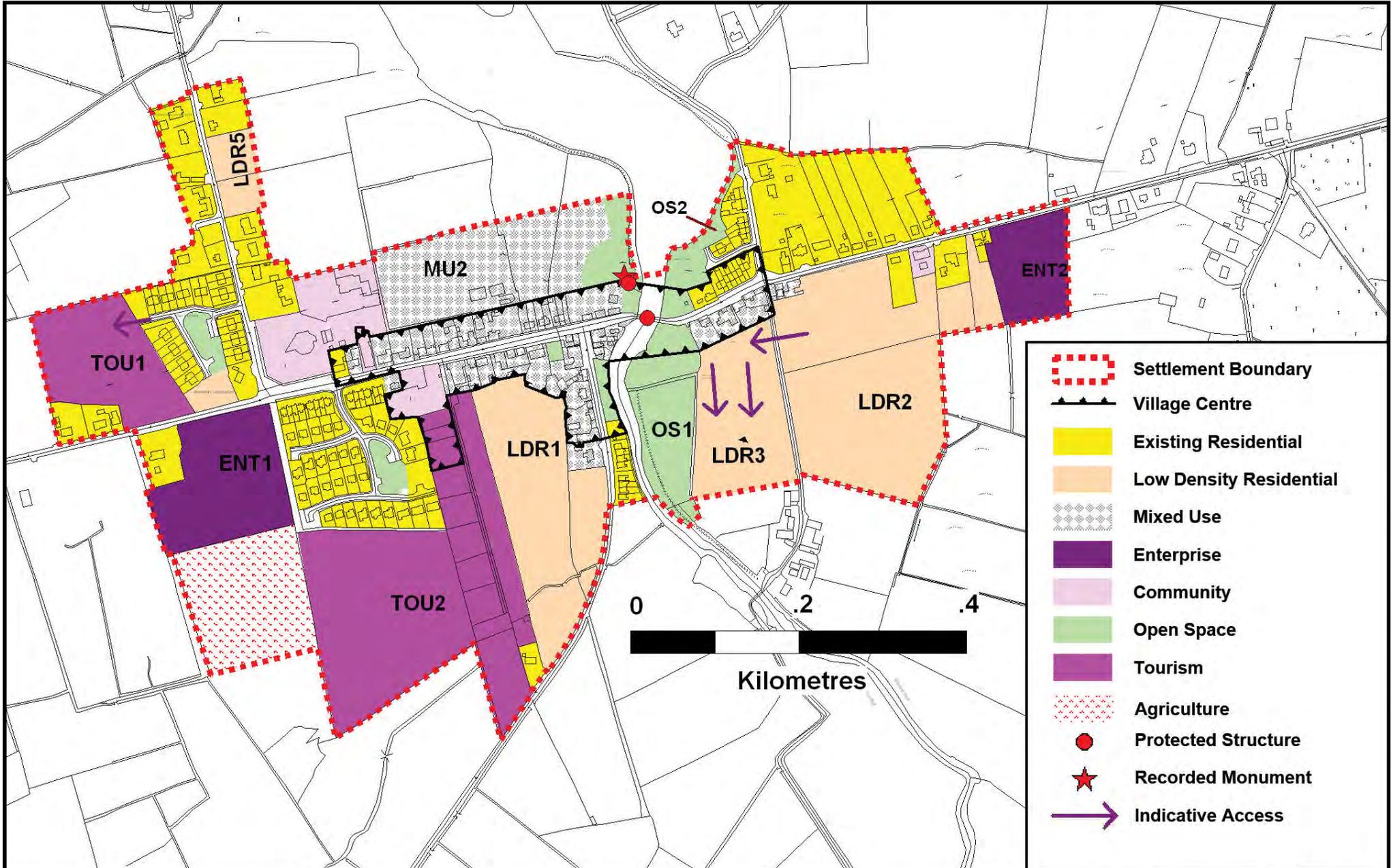
This area is reserved for the future development of the pier and land-based facilities for the development of water-based commercial activities and for tourism and leisure uses. It is important that all development that takes place around the pier head area is sympathetic to its sensitive location around 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. It is important that development proposals for water-based commercial activity 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.





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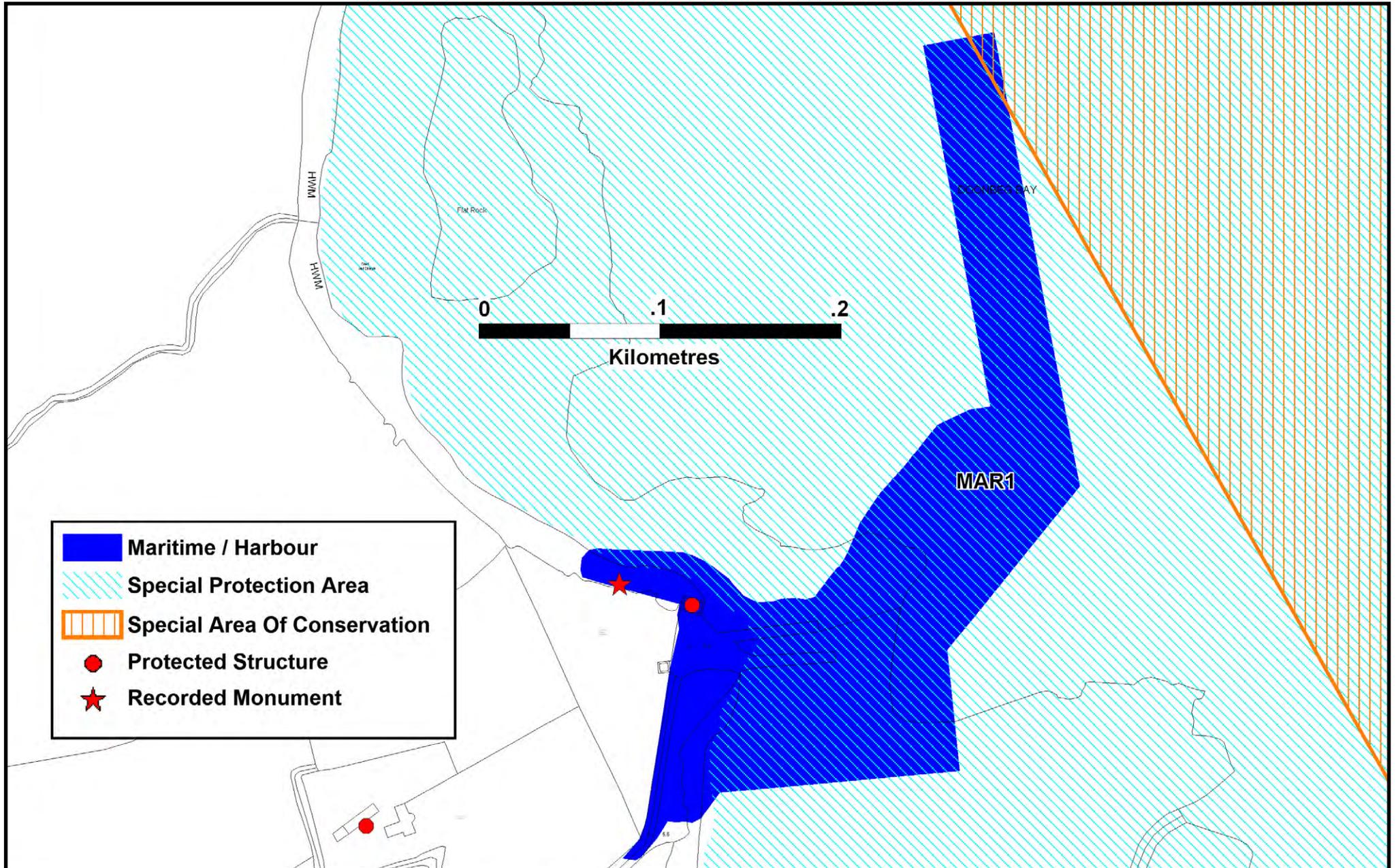
Title:  
**Doonbeg Settlement Plan**

Drawn By:  
 Padraig McManus

Checked By:  
 Helen Quinn

Scale:  
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Date:  
 January 2017



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Title:  
**Doonbeg Pier**

Drawn By:  
Padraig McManus

Checked By:  
Helen Quinn

Scale:  
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Date:  
January 2017

# Inagh

## Introduction and Context

Inagh is situated on the main N85 national secondary route, between Ennis and Ennistymon. The village has a school, community centre, church and cemetery, shops, fuel pumps, post office, crèche, GAA club and a recycling point. The growth of the village has concentrated on the western banks of the Inagh River, establishing an identifiable centre.

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.

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.

## Economic Development

Inagh and the surrounding hinterland have developed a reputation for artisan food production and such enterprises are encouraged. 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 2017- 2023 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 complete 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.

### LDR1 Land on Western Edge of Village

The site is situated on the western edge of the village, bounded to the south by the R460, to the east by the sports ground and to the west by an area of land zoned 'Agriculture'. 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 lands north of LDR1 and to the Agriculture lands to the west.

### Community Lands

Some small sections of the Community lands in Inagh are located within Flood Zone A. Any potential development on these lands must apply the sequential approach and avoid highly-vulnerable development within the identified Flood Zone A area and must be subject to site-specific flood risk assessment.

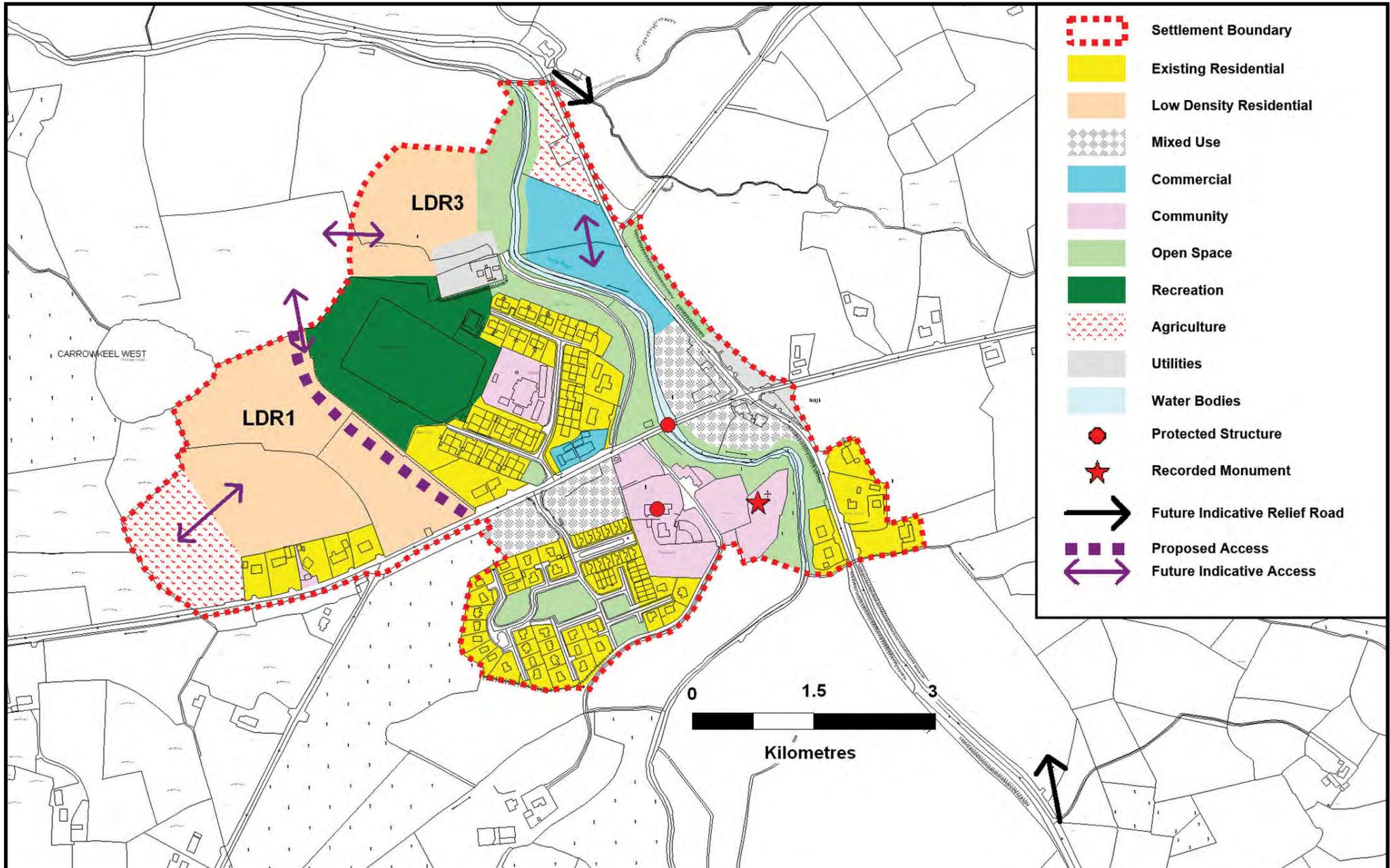
## Place Making and Amenity

The most frequently seen part of Inagh is the junction on the N85 with the R460. Gateways of suitable scale need to be designed on both northern and southern entries to Inagh to alert drivers that they are entering the village and to calm traffic. Signage is needed to the main part of the village which is invisible from this junction. Vertical definition is needed along the Miltown Malbay Road. The existing trees on the south side of the R464 need to be protected and supplemented by a further single or double row along the front of the lands zoned for Mixed Use development. The front boundary can be kept intact by providing access from the entry road to Annaghduin estate.

## 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.



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Drawn By:  
 Pdraig McManus

Checked By:  
 Helen Quinn

Scale:  
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Date:  
 January 2017

# Kilfenora

## Introduction and Context

Kilfenora is located midway between Ennistymon and Lisdoonvarna at the junction between the R481 and the R476. The village is centred on Kilfenora Cathedral RPS 124 which is dedicated to St. Fachtna who founded the monastery here during the sixth century.

Kilfenora has a school, church, a number of pubs, shops and a tea room. 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 Ceili Band. Both these assets contribute to an important local tourism economy,

In line with the provisions of the Urban and Rural Settlement Strategy, 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 and as such is subject to the constraints of that scheme. The existing wastewater treatment plant serving the village is at capacity. Irish Water is progressing a study to develop options for the required capacity upgrade and treated effluent discharge options. Future development in the village will be dependent upon the upgrade of local infrastructure.

Any changes to existing residential development or any new residential development on identified lands will be strictly contingent on the provision of appropriate wastewater treatment facilities that can fully demonstrate 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.





## General Objectives

- To make provision for the sustainable growth of the village and to allow for its expansion in line with available water and wastewater treatment facilities in order to support existing services and encourage further expansion of the service base in Kilfenora;
- To safeguard the existing character of the village by permitting development that respects the built heritage of the area;
- To provide for the growth of tourism-based development to contribute to an increase in local economic activity in the village;
- To encourage the provision by Irish Water of a wastewater treatment plant to serve the settlement.

## Economic Development

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 the Council will facilitate home-based economic activity and encourage farm enterprise and agri-tourism in Kilfenora. 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. All development proposals on Low Density

Residential zoning should 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.

## Place Making and Amenity

This is a village where the core area is substantial and the approaches, of informal continuous stone walls and grass verges, retain their original rural character. Ideally new housing should also share this informal quality with any wide areas of on-street parking broken up by street trees. Vacant buildings, refurbished for residential use, would enhance the vitality of the village and its public spaces. 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

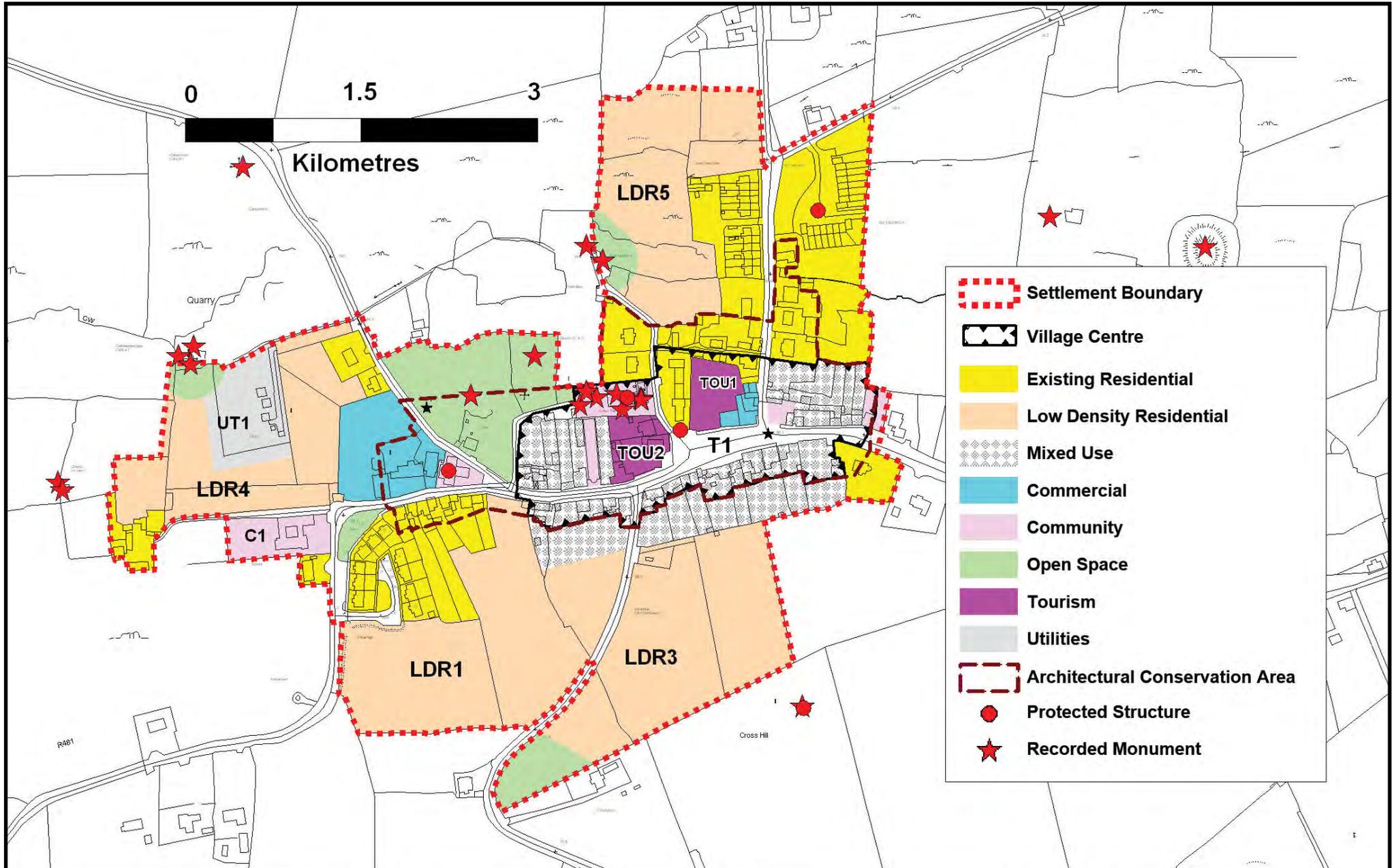
### T1 Central Square Area

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 to;

- To prepare a scheme for the enhancement of the square to provide an attractive focal point in the village.



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**Kilfenora Settlement Plan**

Drawn By:  
 Pdraig McManus

Checked By:  
 Helen Quinn

Scale:  
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Date:  
 January 2017



# Killadysert

## Introduction and Context

Killadysert is located on the R473 regional route, approximately 20km southwest of Ennis. The settlement itself has an easily identifiable core, centred on the main square. There are a range of services available, including a post-office, credit union, library and a range of retail outlets. The town also has a number of pubs, a church and a community hall. The development of a new secondary school in the centre of Killadysert has provided 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 settlement 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.

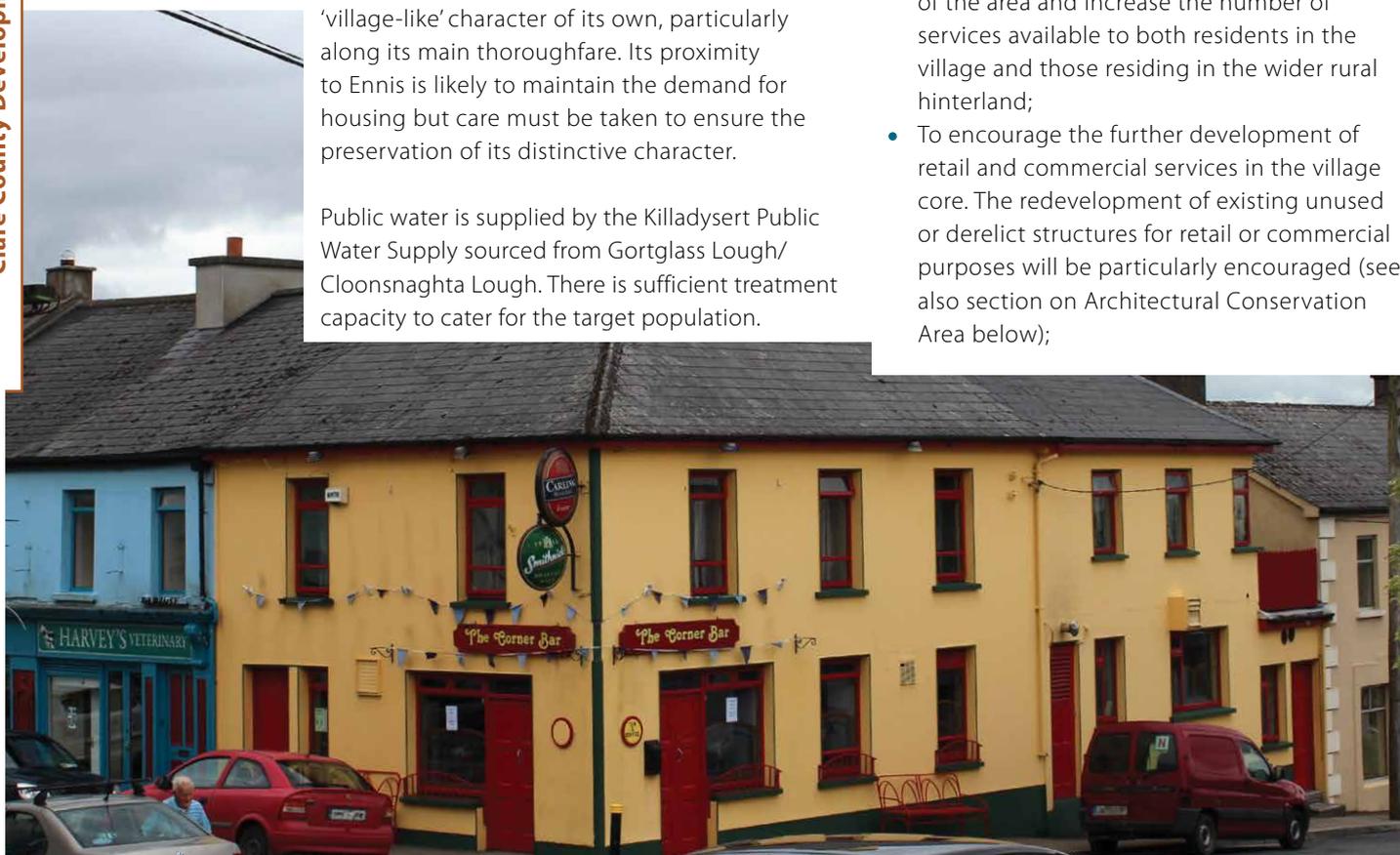
Public water is supplied by the Killadysert Public Water Supply sourced from Gortglass Lough/ Cloonsnaghta Lough. There is sufficient treatment capacity to cater for the target population.

Killadysert has a holding tank for wastewater but no wastewater treatment facility. The EPA Code of Practice for Wastewater Treatment Systems associated with all future residential development must be strictly adhered to in order to ensure that there are no significant long term effects on the River Shannon and the surrounding SAC and SPA designations.

Killadysert adjoins the Lower River Shannon Special Area of Conservation (SAC), with the River Shannon and River Fergus Estuaries Special Protection Area (pSPA) located in close proximity to the village. 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 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.

## General Objectives

- To encourage development in Killadysert in order to sustain and increase the population of the area and increase the number of services available to both residents in the village and those residing in the wider rural hinterland;
- 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 (see also section on Architectural Conservation Area below);



- To develop the harbour area as a local amenity, 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 facilitate the provision of infrastructure that will allow for further growth;
- To investigate the possibility of Killadysert, along with Labasheeda, Ballynacally, Knock, and Killimer being a stopping point on a scenic estuary drive;
- To support the development of a new primary school at a suitable location.

## Economic Development

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 life time of the Plan.

### 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.

## Retail Development

Retail provision in villages such as Killadysert is important as it constitutes the sustainable provision of retailing, removing the need to travel and also thereby reducing levels of traffic congestion.

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. 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 through the qualitative improvement of existing floor space to allow an enhanced level of services to be provided. In accordance with the provisions of the Retail Strategy for the Mid West

Region 2010-2016, the following is the objective for retail development in Killadysert:

- 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 and Leisure

Killadysert has developed little in the way of tourism, yet there is considerable potential for the town to develop its tourism product, capitalising on its convenient and attractive location. In order to provide for the development of the tourism and leisure market, 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 studies undertaken by the Marine Institute in NUI Galway indicate that the area has potential for development in this regard. Their studies also identify Killadysert Pier as a potential location for the development of enhanced land/sea access and associated infrastructure.

This area 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 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 and also with the town centre. Development of this site will help to support the village centre, without having a negative impact on the village character.

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.

## Housing and Sustainable Communities

Killadysert offers a tranquil and beautiful setting for those wishing to avail of all the conveniences of a large village but within a high quality rural location. Killadysert should capitalise on its convenient and attractive location on the estuary, within commuting distance of Ennis and Shannon. In order to support the provision of housing the following sites are identified:

### LDR1 Site Adjacent to the Town Centre and West of the R473

This site adjoins the town centre and offers potential for in-depth residential development that will support the services of the town centre. The lands adjoin the Architectural Conservation Area in the town and development on the subject site must not detract from the character of the ACA. Development on this site must be proportionate to the size and scale of the existing settlement. Development proposals should enhance the public realm and appropriate site analysis must precede design work. The mature tree line and hedgerow associated with the site should be retained as part of any future development proposals in order to maintain foraging and commuting routes for bats and retain their function as wildlife corridors.

### LDR2 Site to the East of the R473

The site is flat and low lying which will allow development to be accommodated without having an adverse impact on the landscape or

interfering with views of the Shannon Estuary. Residential development on this site shall be proportionate to the size of the existing settlement. Development on the subject lands will be highly visible on the approach to the village from the north and therefore high standards of siting, design and layout will be required of any development proposals on the site.

The site covers a large area. If development proposals do not utilise the entirety of the lands, a masterplan must be prepared showing connectivity to future development areas and an outline of the type of development that is proposed for the remainder of the site.

Given the scale of zoning at LDR2 sufficient areas of open space should be incorporated into any future development at this location to provide quality amenity and recreational areas within the development. Where new residential areas have an edge to the main road, the boundary treatment should be well defined, avoiding both direct access and on street parking

## Place Making and Amenity

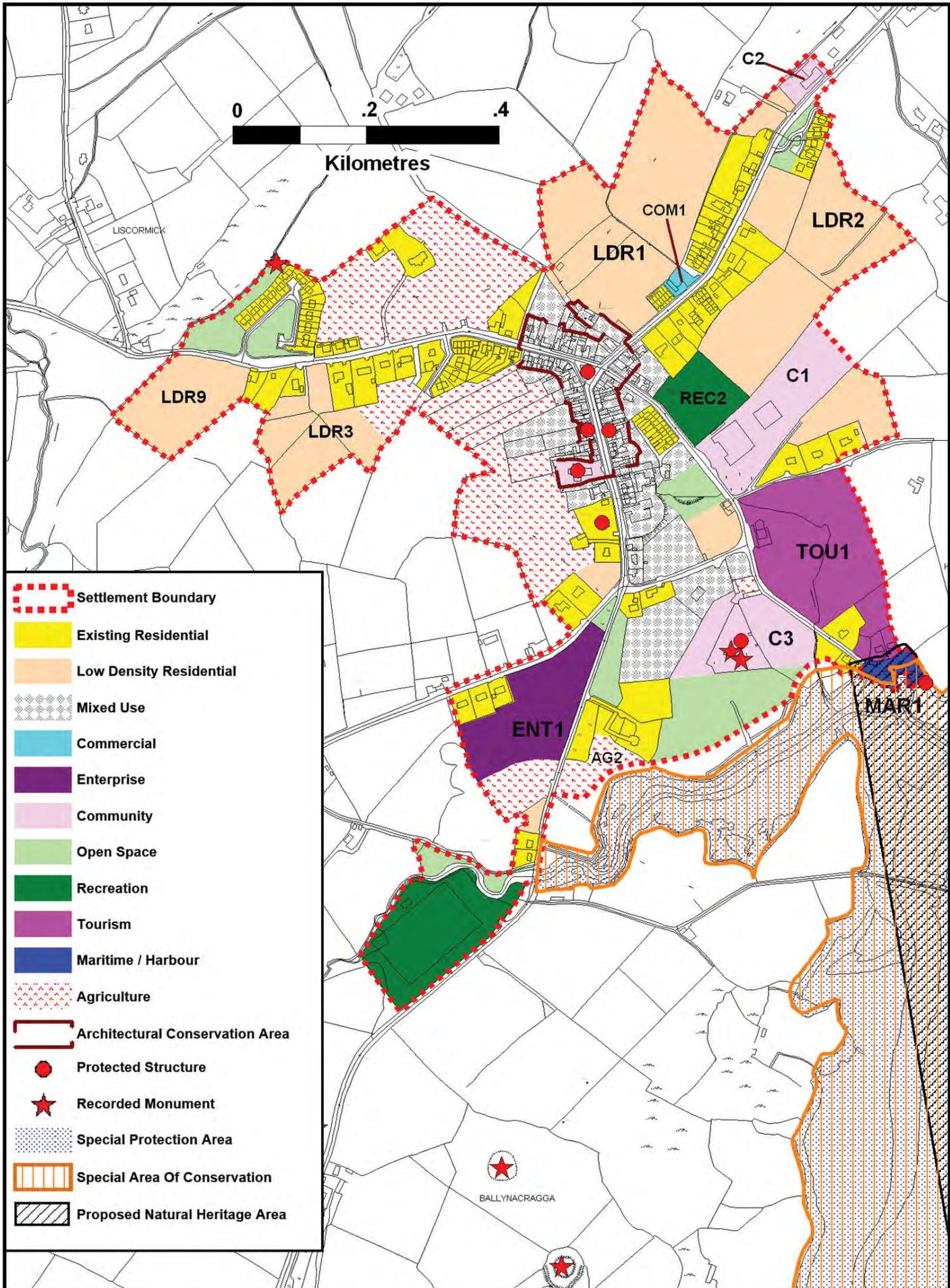
The core area has a strong and distinctive sense of place. Village centre buildings are well presented and are generally occupied. Suitable street name signage on buildings would aid wayfinding for visitors. On the main street, south from the triangle, the wide street could accommodate trees to break up the on street parking. The public spaces down by the harbour would benefit from an overall scheme to avoid piecemeal improvements and guard against visual clutter. This is a beautiful area which should retain its sense of being a public space.

### Architectural Conservation Area (ACA)

The centre of Killadysert has been designated as an Architectural Conservation Area which 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.



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		Scale: Refer to Scalebar	Date: January 2017

# Kilmihil

## Introduction and Context

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, schools, GAA grounds, credit union, 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.

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.

Kilmihil is served by its own wastewater treatment plant. While the treatment plant has a design capacity of 500PE and a reported loading of 360PE, the sewerage network is a combined system 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.





## General Objectives

- To encourage the consolidation and expansion of the village and its amenities and services in order to create a vibrant village to serve the existing and future population and those residing in the wider rural hinterland;
- To ensure that future growth is balanced and sustainable and is relative and appropriate to the scale, size and character of the existing village;
- To promote the development of the commercial and retail sector in the village. New development of this type shall be located in the centre of the village and the redevelopment of existing unused or derelict structures for retail and commercial purposes will be particularly encouraged;
- To facilitate the necessary infrastructure to allow for future growth in the village.

### LDR9 Site to North-West of R484

Part of this site, situated to the south of the village, has been developed into an attractive sheltered housing scheme. Any development on the remainder of the site should be sympathetic to the sheltered housing scheme to the rear and the community lands (C2) to the east. Access will be required from the Cooraclare Road as indicated on the zoning map.

## Economic Development

The former mart site and the former Mangan's Wholesale sites 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 Land East of R484

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.

## Housing and Sustainable Communities

Kilmihil is an attractive large village conveniently located within commuter distance of Kilrush, Ennis and Shannon. A number of sites are identified for housing within walking distance of the centre of the village.

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 site:

## Place Making and Amenity

This village 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. Designs are required which employ locally occurring elements to form transition areas and gateways which simultaneously calm traffic and act as a welcome feature on the northern and southern entries of the R484. On all approaches the speed signs are the only signal that one is entering a settlement. Unkempt vacant or 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 site LDR9.

### C3 Old Cemetery

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

### C4 Community Lands

These lands have been identified as being suitable to accommodate community development in the village. They are located in close proximity to the centre of the village and its associated amenities. 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)

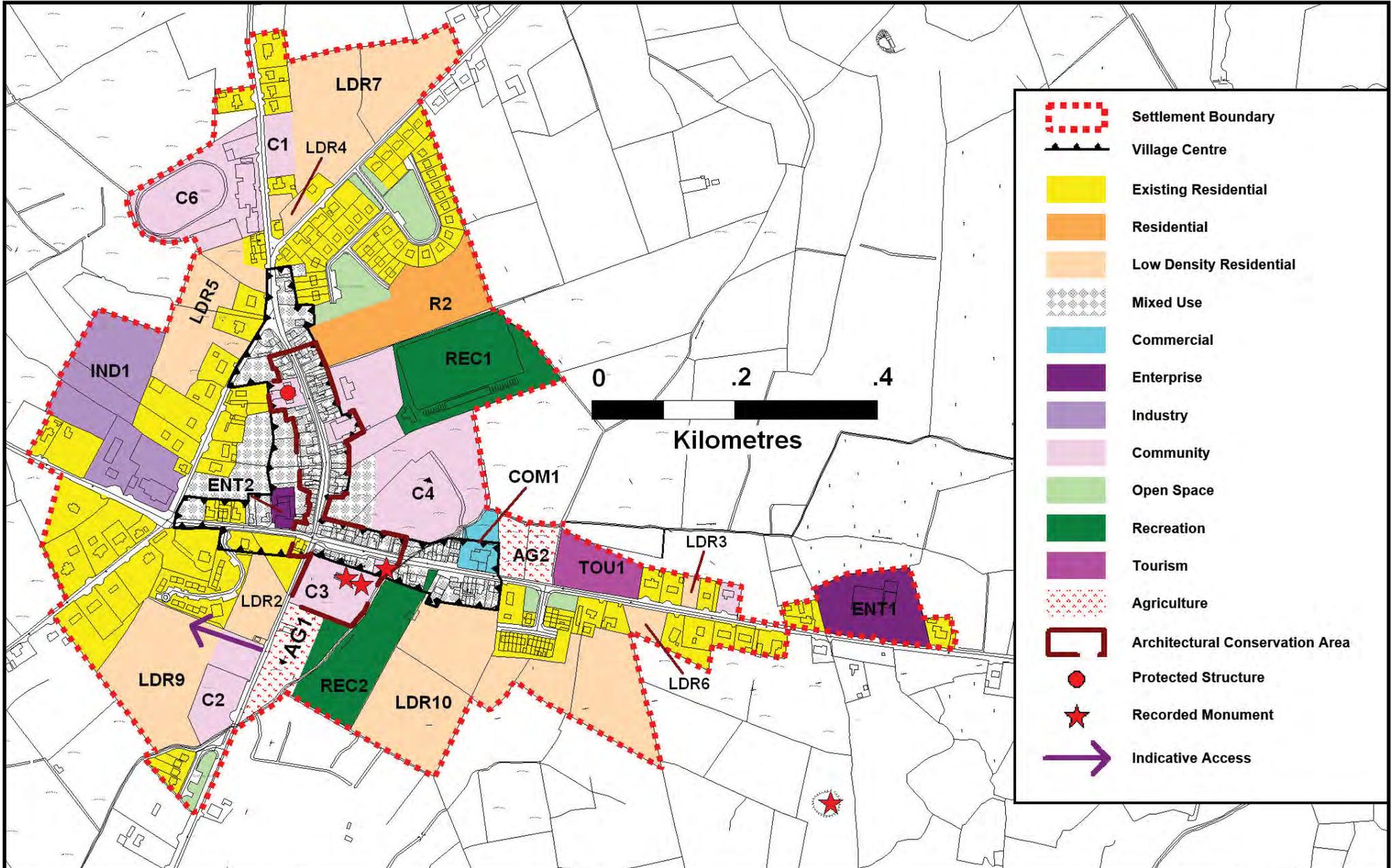
The centre of the village has been designated as an Architectural Conservation Area which are places, areas, groups of structures or a townscape which are of special interest or contribute to the appreciation of a protected structure. The aim is to retain the overall special historic or architectural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



## Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that 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.





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Drawn By:  
 Pdraig McManus

Checked By:  
 Helen Quinn

Scale:  
 Refer to Scalebar

Date:  
 January 2017

# Labasheeda

## Introduction 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. The village has a small harbour from which a ferry used to operate across the Shannon from Labasheeda to Tarbert. This was at the time when Labasheeda traded 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 immediate 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 and a number of public houses.

Labasheeda is connected to the West Clare Regional Water Supply and there is sufficient capacity to cater for the population target.

Labasheeda has no public wastewater treatment apart from Mountshannon Estate, which is served by its own system. The remainder of the village is served by individual septic tanks or discharge direct to the foreshore. The EPA Code of Practice for Wastewater Treatment Systems must be strictly adhered to in the absence of a public wastewater treatment scheme in order to ensure no significant long term effects on the River Shannon or the adjacent European sites. The provision of a wastewater treatment system by Irish Water will be subject to the constraints of Irish Water's capital investment programme and new connections policy.

Labasheeda adjoins the Lower River Shannon Special Area of Conservation (SAC) and 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 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.



## 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 consolidate and renovate the existing buildings, in particular along the main street;
- 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 facilitate the provision of infrastructure to allow for future growth;
- To make provision for the development of tourism, including the potential to develop ecological and marine-based activities around the harbour subject to the requirements of the Habitats Directive;
- To investigate the possibility of Labasheeda along with Killadysert, Ballynacally, Knock, and Killimer being a stopping point on a scenic estuary drive.

## Economic Development

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.

### Tourism and Leisure

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. 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 Land to North of the Main Street

This land is situated to the north and rear of the main street and has the capacity to absorb small-scale in-depth tourism development without having a detrimental impact on the very distinctive and attractive character of the village. Such development would reinforce and support the existing village centre. Development of this site solely for holiday homes use is not considered appropriate. However, holiday homes can be accommodated on the site as an element of an overall tourism development. Tourism developments that capitalise on the marine-tourism potential of the village will be particularly encouraged. There are a number of opportunities for access to the land from the main street where gaps exist between existing buildings. 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.

### MAR1 Harbour and Quayside

The small quay is an attractive amenity area, providing good quality land/sea access with potential for further development identified in 'Marine and Leisure; Development Strategy 2007-2013' produced by the Marine Institute. Within the harbour, the pier has been considerably upgraded in recent times and an attractive amenity area has been developed. There is also potential to develop water-based commercial activities which are compatible with the tourism and leisure potential of the harbour. The zoning overlaps to an extent with 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 MAR1.

## Housing and Sustainable Communities

Labasheeda's tranquil setting provides a most attractive location for those seeking to live in a high quality rural environment overlooking the estuary all within a short distance from Ennis. A number of sites are identified for low density residential development in the village.

## Place Making and Amenity

Any development of sites between the main street and the estuary needs to have simple boundaries to the back of the footpath and to maintain the visual connection to the estuary and the open space. The development of residential sites on the regional road heading north will need to ensure that the rural boundary character is maintained and that road width does not exceed DMURS recommendations. It is preferable that houses do not open directly onto the street, but are accessed via existing lanes instead.

### OS1 Area 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, which are characteristic of the settlement.

### OS2 Area to the South and Rear of Main Street

This area is critical to the character of the village and must be retained to ensure that the future development of Labasheeda does not impinge on the elements that make it so attractive. It provides an important amenity to the village, especially when viewed from the water that will be important for any future leisure and tourism development of the pier and harbour.

### OS3 Area on Western Edge of the Village

This area, between the shore and Mountshannon Estate, is on a small headland on the western edge of the village and provides an attractive setting to the existing housing and potential amenity area situated around the old quay. It is important to the setting of the village from both the land and sea-based perspectives.

## Utilities

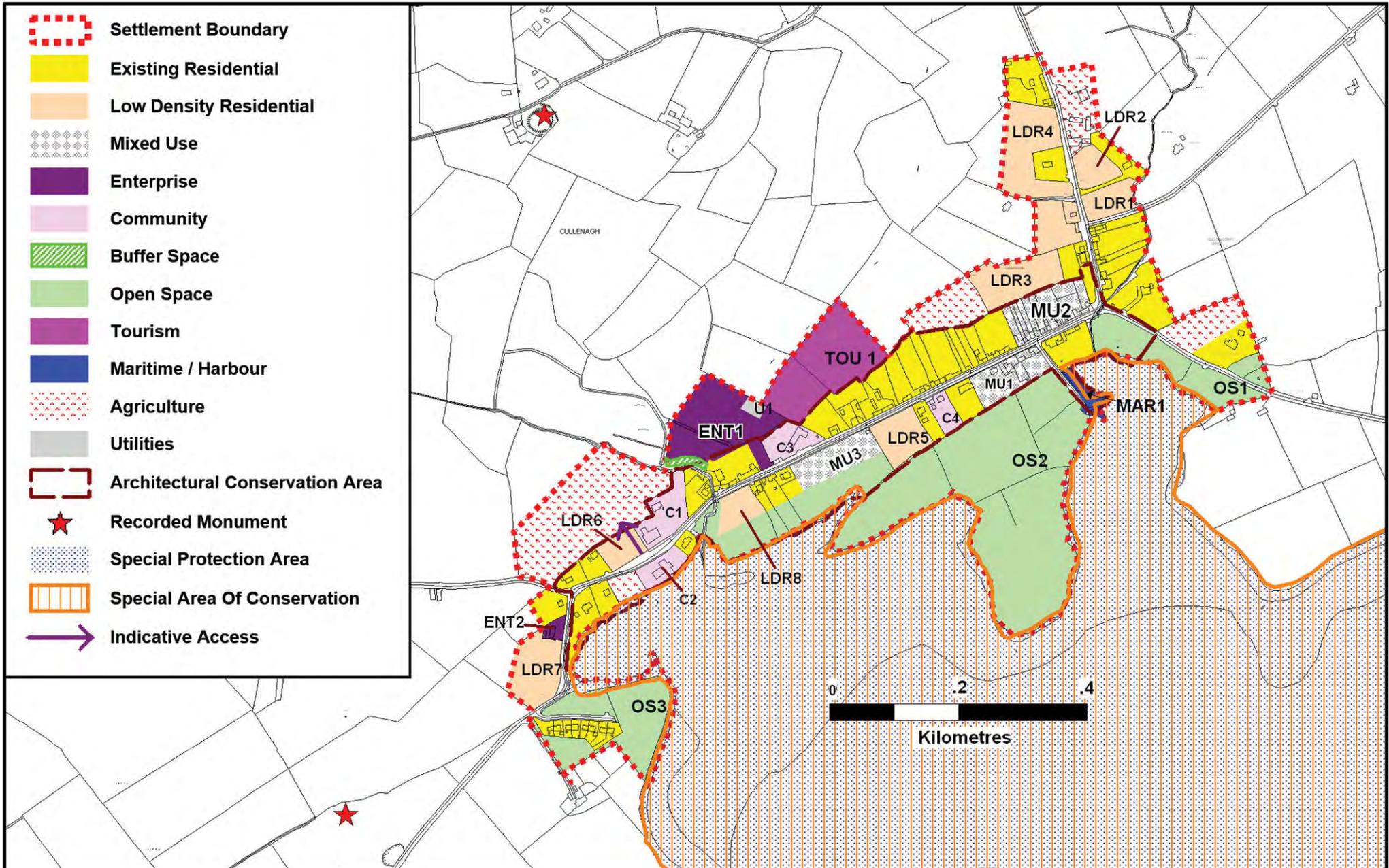
### U1 Site North of Main Street, Rear of the School

This site is reserved for the provision of a proposed wastewater treatment plant scheduled to be implemented within the lifetime of the Plan.

## Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan 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 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.





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**Labasheeda Settlement Plan**

Drawn By:  
 Pdraig McManus

Checked By:  
 Helen Quinn

Scale:  
 Refer to Scalebar

Date:  
 January 2017

# Lissycasey

## Introduction and Context

Lissycasey is situated on the N68 national secondary route, approximately 15km from Ennis. It has a linear settlement form that stretches along the route for a considerable distance with two service centres at each end. Over the last twenty years, the village has expanded considerably, mostly in a linear manner, particularly along the southern side of the N68. The village provides a range of services to local residents including a garage, a supermarket, school and childcare centre, community hall, credit union, and post office. A playground has been constructed in the village and there are a number of other community-based amenities in the area such as the eco-park and the riverside/cascades walk.

Due to its location and the way the village has spread along the N68, a high volume of traffic travels through Lissycasey. The village is well-presented and public areas are maintained to a high standard. The spatial definition within the settlement could be enhanced by a carefully designed but simple scheme of tree planting.

Lissycasey has its own private group water supply scheme. There is currently no public wastewater treatment system in Lissycasey. Any future large scale residential development will be contingent on the provision of a wastewater treatment plant in the village.

## 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 encourage the necessary infrastructure to allow for future growth, including the provision of a wastewater treatment system to accommodate anticipated future growth within the village;
- To make provision for a safe and pleasant living environment for the residents of the village by facilitating traffic calming measures and pedestrian permeability.

## Economic Development

Lissycasey is set in rich agricultural farmland which forms the economic base for the village. The high quality and unspoilt natural landscape has given rise to the setting up of a spring water bottling company sourced from organically managed farmland in the hills above the village. Such alternative farm enterprise is highly encouraged. There is ample opportunity to build on Lissycasey's reputation for having a clean, green environment and to produce a range of green/organic food synonymous with the village. In order to support enterprise the following sites are identified:





### 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.

The subject site is located to the southeast of an existing housing development and therefore screening/landscaping plans will be an important component of development proposals for this site. Furthermore, the ground conditions in the area must be taken into account in the design of both the proposed structures and wastewater treatment facilities on the site.

## Housing and Sustainable Communities

Lissycasey provides a high quality rural environment in which to live, within easy reach of Ennis.

A number of sites are identified for residential development along the main Ennis-Kilrush Road (N68) route. These sites will require access directly onto this busy road. An overall masterplan for the development of these parcels of land will be required to include a detailed traffic assessment outlining how the safe access and egress of traffic will be managed along this section of the N68. This should take into consideration the sight lines and should consider the option of one central access point for each of the three parcels of land.

## Place Making and Amenity

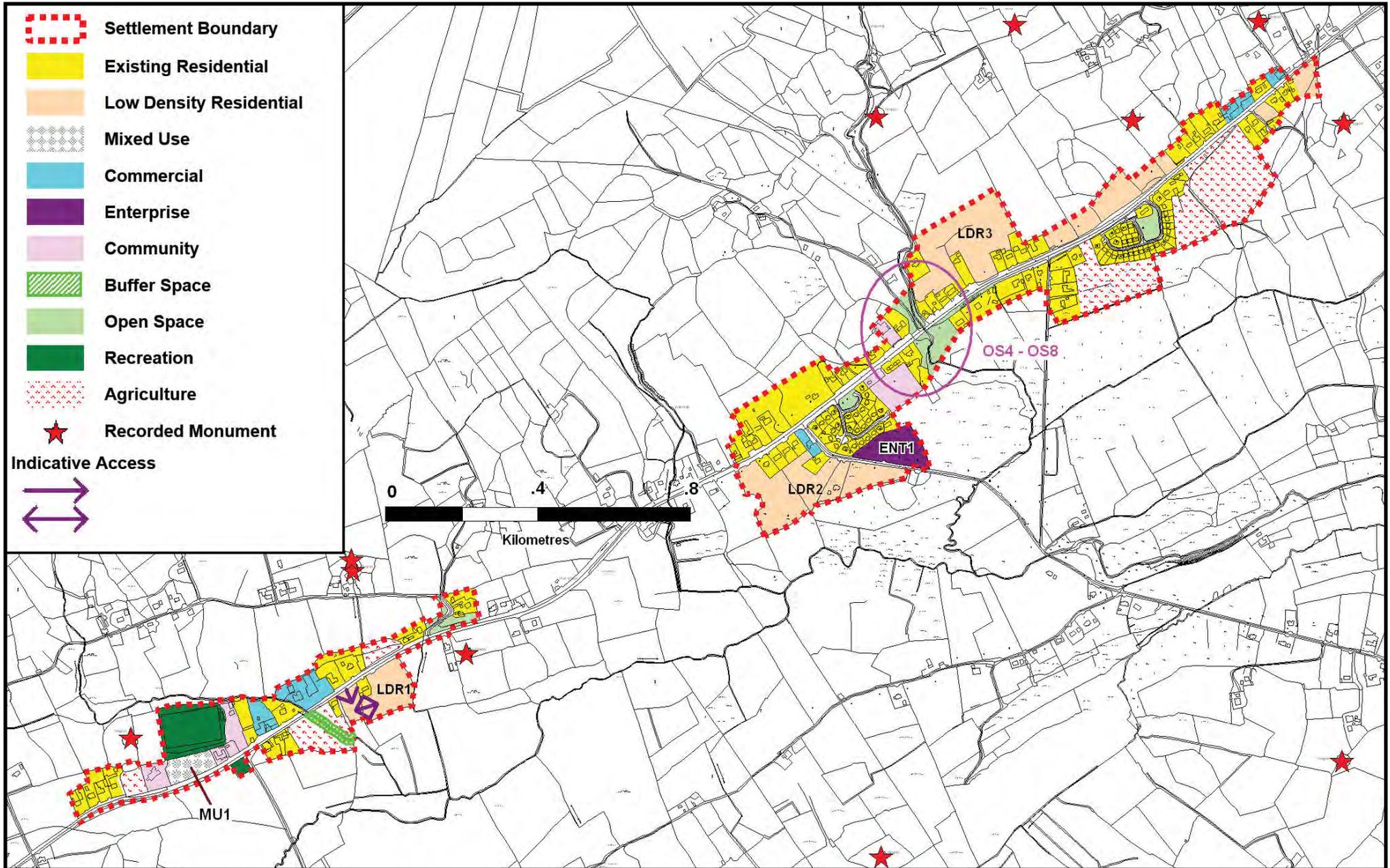
Given its extended form, Lissycasey has done much to enhance its public realm by ensuring a high level of consistency and maintenance of the boundaries between public and private space. However, the challenge presented by the wide, straight national route passing through the village is such that more needs to be done. The absence of vertical, enclosing elements encourages speed. A planting scheme which places rows of suitable trees facing each other on opposing sides of the road would form periodic areas of enclosure which could act to slow traffic and provide crossing areas. Where there is a set back behind the hard shoulder as at Cul Daire the introduction of build outs with trees would give some valuable enclosure. Grass surfaced margins, where used, enhance the public space.

## 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 managed.

## 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. 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.



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 Pdraig McManus

Checked By:  
 Helen Quinn

Scale:  
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 January 2017



# Mullagh

## Introduction 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. Due to its elevated nature, being located on a ridge, the views northwards of the surrounding flat landscape are extensive, stretching to Quilty in the north and the Atlantic Ocean beyond. The summit of the hill on which Mullagh is situated blocks views to the south of the main street. The surrounding landscape consists of relatively flat or rolling countryside with few trees. In recent years the number of vacant commercial units in the village has increased, which has led to a deterioration in the quantity of services provided. Future development shall be facilitated in the village so as to concentrate development where it shall support the existing services and facilities and contribute to the overall village character and amenity.

Water is provided by the West Clare Regional Water Supply and there is sufficient capacity to cater for the population target. Mullagh is currently connected to the Quilty Wastewater Treatment System, which can facilitate the target population.

## 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.



## Economic Development

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 area.

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

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

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.

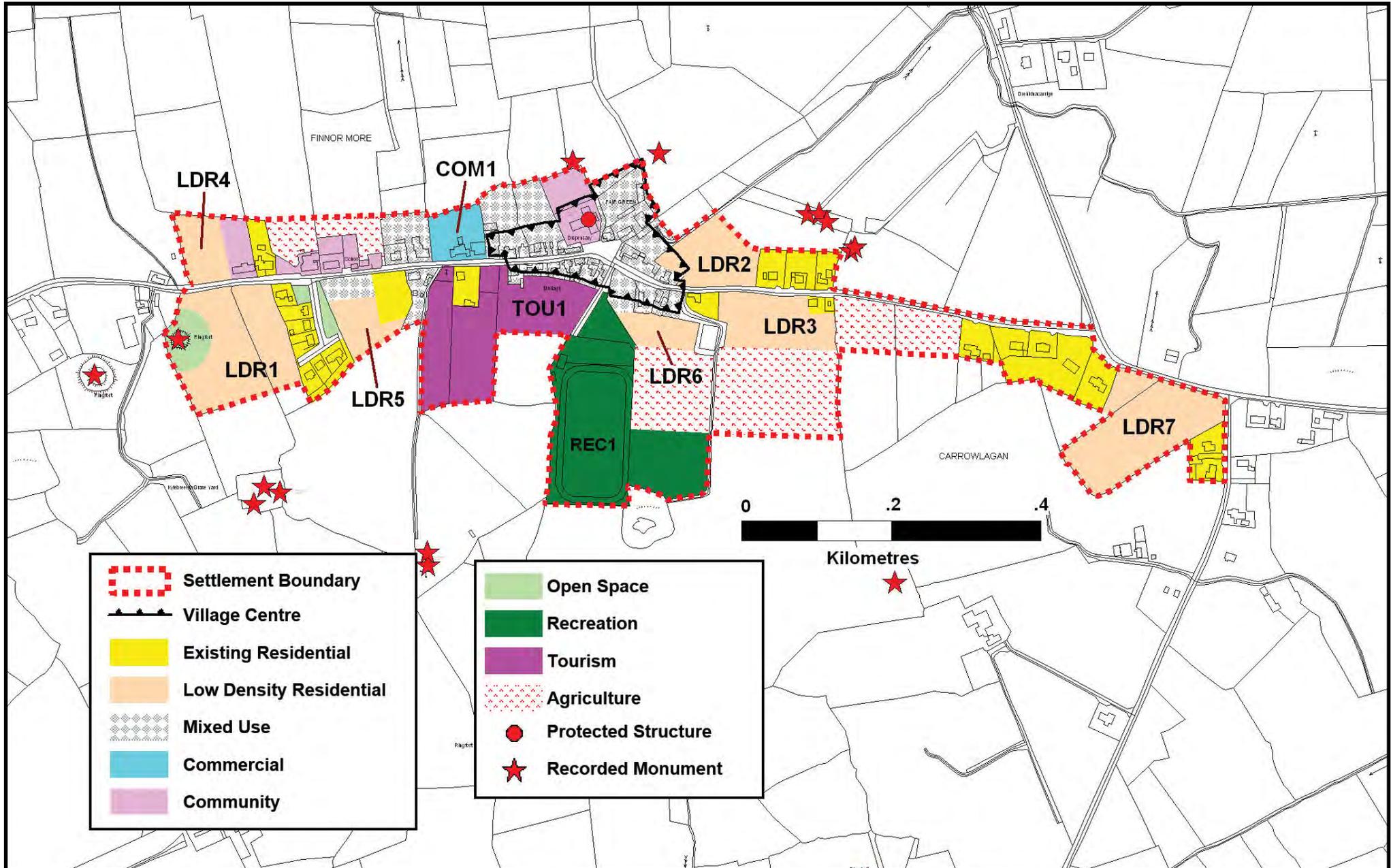
### LDR1 Site to the West of the Village opposite the Community Hall

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 on the subject lands must be reflective of the scale of the existing settlement and its target population. Access to the lands shall be restricted to a single access point. The buffer that exists around the ringfort located in LDR1 must be retained. The mature trees bordering the site must be retained as part of any development proposals in the area.

## Place Making and Amenity

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. Where width is sufficient, a footpath would improve the balance of use to cater for pedestrians. There is scope for a suitable gateway feature on the triangle of grass at the intersection entering the village from the east.

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.



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Padraig McManus

Checked By:  
Helen Quinn

Scale:  
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January 2017



# Quilty

## Introduction 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 and supermarket, are located. 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. Facilities at the pier have been enhanced by the provision of public lighting by Clare County Council. 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.

As well as serving the local community, The Star of the Sea Church RPS 097 also attracts visitors curious about its history and architecture. As a result it has become 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.

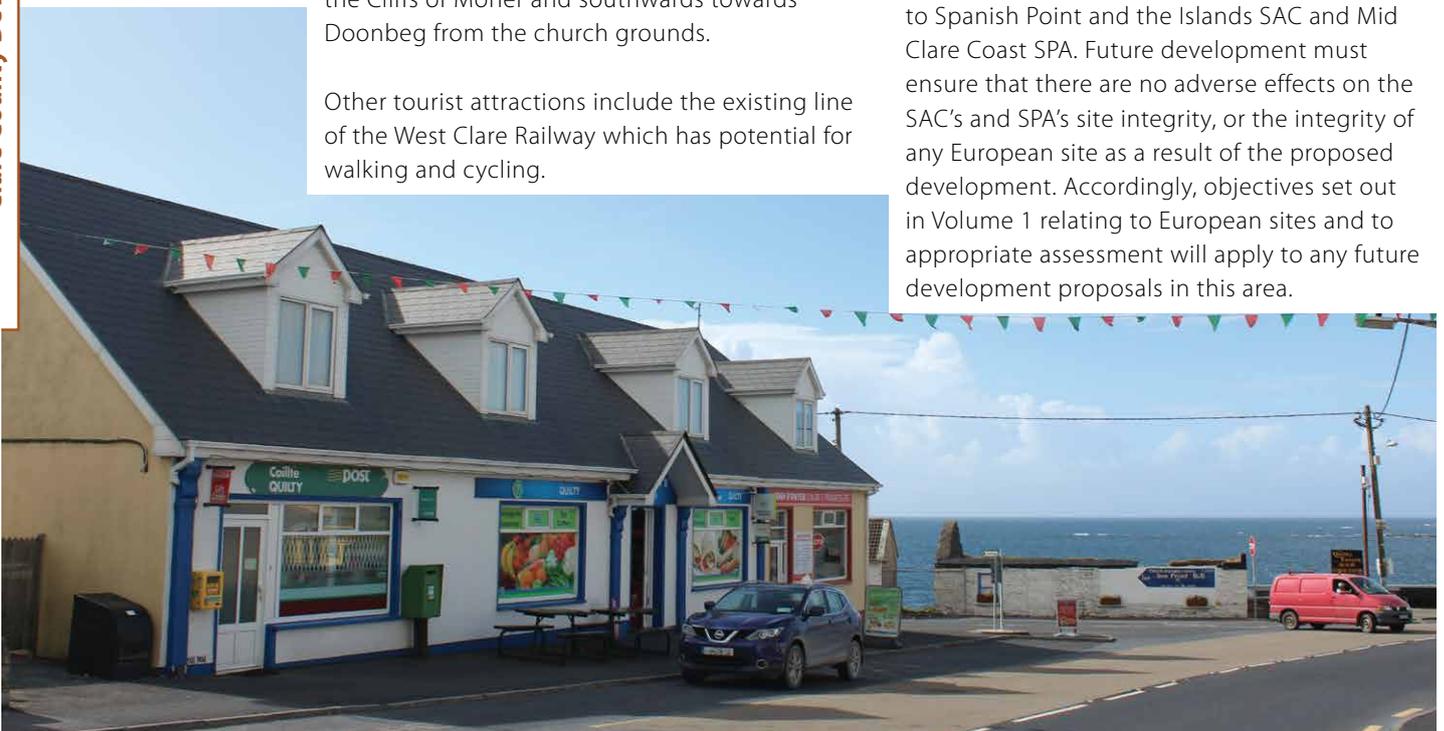
Other tourist attractions include the existing line of the West Clare Railway which has potential for walking and cycling.

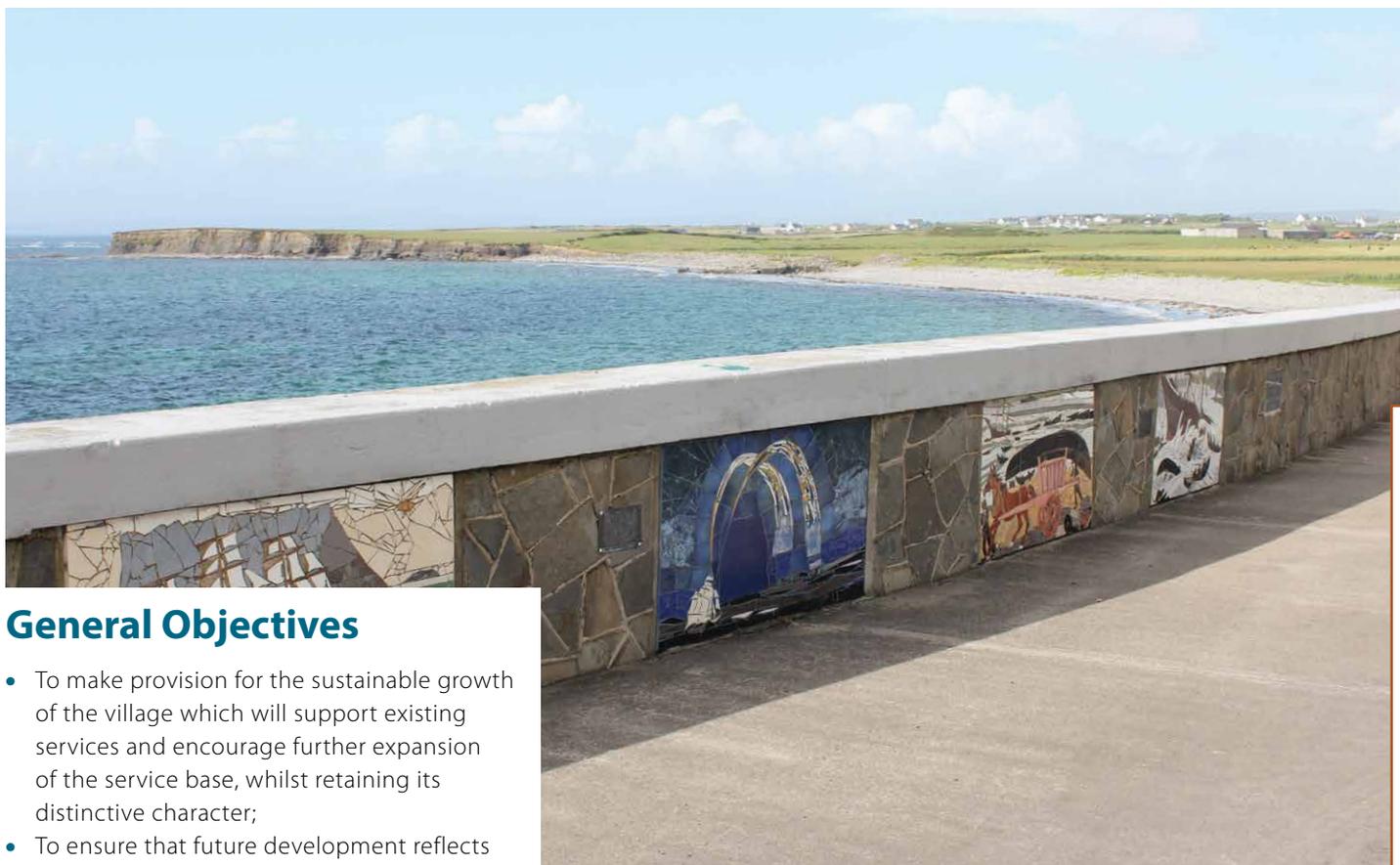
Tourism has become increasingly important to the village and, like other coastal tourist areas, Quilty experiences an influx of visitors during the summer months visiting the nearby beaches and harbour at Seafield. Due to the attractive location of Quilty as a tourist destination, the village has expanded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

Quilty is located in a Heritage Landscape, as set out in Volume 1 of this Plan. Therefore, development in the area must have due cognisance of the Heritage Landscape policy and objectives set out in Volume 1.

The village is connected to the West Clare Regional (Old) Water Supply and there is sufficient capacity to cater for the target population. The village is served by the Quilty/Mullagh Sewerage Scheme. The design capacity of this wastewater treatment plant is 1,365 PE which is sufficient to cater for the current load to the plant and the target population.

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 SAC's and SPA's site integrity, or the integrity of any European site as a result of the proposed development. Accordingly, objectives set out in Volume 1 relating to European sites and to appropriate assessment will apply to any future development proposals in this area.





## 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 ensure that the permanent population levels and services in the area are sustained and, where possible, increased;
- To assist the community to provide a suitably sited playground to serve the village;
- To examine the feasibility of providing a walkway from Quilty to Doonbeg subject to screening for appropriate assessment;
- To support the continued use of Seafield Pier and to examine the feasibility of formalising car parking provision at this location;
- To examine the feasibility of providing signage for viewing spots over the lifetime of this Plan.

## Economic Development

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 development it is an objective:

- To provide for 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 Land on 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. It is considered that a limited form of holiday home accommodation may be provided as part of an overall tourism product. Any development proposals should provide for the development of the West Clare Railway line as a recreational route which runs 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.

## 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.

### R1 Lands East of Sea View Park

Access to R1 shall be through the existing Sea View Park to the west. The layout shall incorporate recreational area to serve the estate.

### **LDR1 Backland Site on the Seafield Road (2.66ha)**

This is a greenfield site located behind an existing line of roadside development on Seafield Road. It lies just west of the old West Clare Railway line, which bounds the site to the east. It is considered that this site is suitable to provide for low density residential development. Development on the subject 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.

Layout for a housing scheme should prioritise:

- a well designed and defined boundary to the road with one entry point and
- house positions within the site which are orientated taking account of key issues such as solar gain, shelter, views to and from the site etc.

### **LDR2 Lands to the Northeast of the Village (1.78ha)**

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. These lands have a heavy covering of reeds and rushes. Care must be taken to ensure that development does not result in surface water run-off because this has the potential to flow into the nearby European site.

Layout for a housing scheme should prioritise:

- a well designed and defined boundary to the road with one entry point and
- house positions within the site which are orientated to take account of key issues such as solar gain, shelter, views to and from the site etc. and
- a shelter belt along the north/south boundary.

## **Place Making and Amenity**

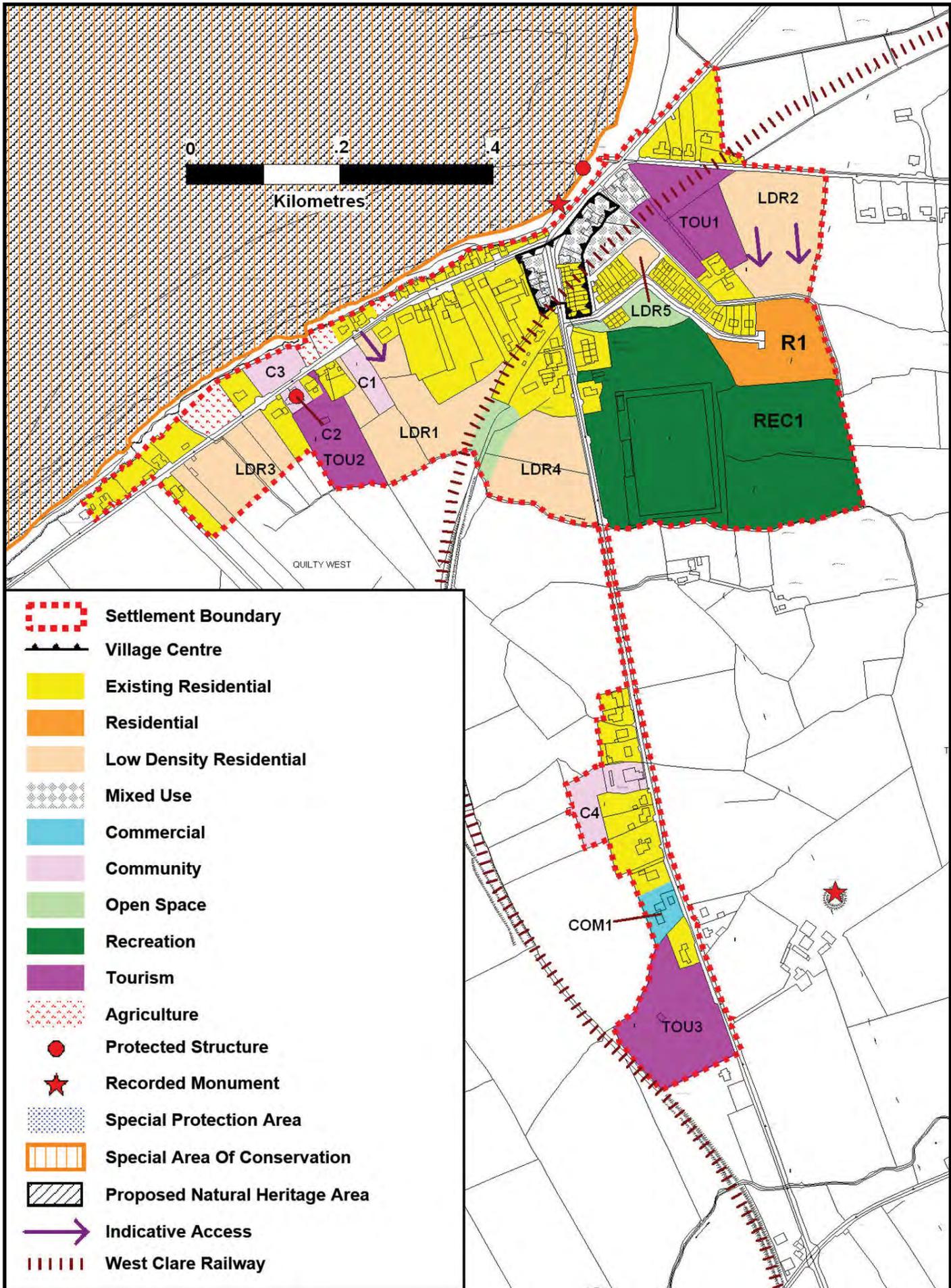
Like many settlements on the west coast the approaches to Quilty are straight roads with low earth and stone embankments. This openness encourages speed so identified gateways are needed as a traffic calming measure. Shelter belt type planting at right angles to the road can create some enclosure. As this is now part of the Wild Atlantic Way, particular care is required to properly define boundaries to the N67 and on local roads when new housing developments are being designed (See LDR1 and LDR2 above). 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. Quilty is situated on the Wild Atlantic Way. The principles for place making on the Wild Atlantic Way are set out in Chapter 17 Volume 1.

## **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.



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 P. McManus

Checked By:  
 H. Quinn

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 January 2017



## Section 4

### Small Villages

Ballyea

Ballynacally

Connolly

Cranny

Creegh

Cross

Doonaha

Fanore

Inch

Kilbaha

Killimer

Kilmurry McMahon

Killinaboy

Kilshanny

Knock

Knockerra

Liscannor

Moy

Moyasta

Querrin

Spanish Point



# Ballyea

## Introduction and Context

Ballyea is situated between the N68 and R473 approximately 5 miles from Ennis. It can be accessed from the local roads that connect these two main routes. The settlement is centred on a picturesque bridge over the Ballymacooda Lough Stream surrounded by a number of attractive tall trees. This gives the settlement a very attractive focal point.

The concentration of housing is in the area of the church, school and community centre, where the land gradually rises up from the stream southwards. The wider landscape consists of rolling countryside and is quite robust with a significant amount of tree cover. The size of the village and its secluded setting gives it a peaceful and tranquil character that should be preserved.

Demand for new housing within the wider area has been quite high in recent years, given the close proximity to Ennis town. There is no wastewater treatment infrastructure in this settlement and any applications for new development will require an on-site treatment plant subject to suitable site-specific conditions. The water in the village is supplied via connection to a private group water scheme.

Killone Abbey, Lake and Holy Well is situated a short distance from Ballyea which attracts visitors interested in cultural heritage.

## General Objectives

- To encourage the small-scale expansion of the village throughout the lifetime of this Plan in order to sustain and increase the population of the area and support new and existing services in the village;
- To ensure that future growth in Ballyea is incremental and small scale in nature, relative and appropriate to the scale, size and character of the population and services in the village;
- To facilitate the provision of infrastructure to allow for future growth, including the provision of a wastewater treatment system that will accommodate future development;
- To assist the community to provide a suitably sited playground to serve Ballyea.





## 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 Ballyea. The Council will also support home-based economic activity where feasible. Proximity to Ennis and Shannon provides employment and educational opportunities within short commuting distance.

## Housing and Sustainable Development

Ballyea offers all the advantages and quality of life associated with a small village but within easy reach of the hub town Ennis. A number of sites are identified for housing:

### Low Density Residential

Much of the land within the settlement of Ballyea is zoned as Low Density Residential. These lands are identified to accommodate small-scale residential developments to support the existing population and services in the village and to encourage incremental growth in the community over the lifetime of the Plan. Much of the land zoned as Low Density Residential is bordered by mature trees and hedgerow. These features shall be retained wherever possible and integrated into development proposals for the land, in order to protect the character of the area.

### LDR1 Lands opposite the GAA Grounds

Development proposals for these lands shall make provision for the retention of the roadside trees and hedgerow along the northeast boundary of the site. The lands slope towards the stream and any planning applications for development must incorporate measures to ensure that the development, or its footprint, will not lead to surface water runoff or have an impact on water quality.

Whether the site is being developed as a whole (for a small-scale in-depth development) or being developed by different persons for a number of single dwelling houses, access to the lands shall be restricted to a single access point.

### LDR2 Lands adjoining GAA Grounds

The roadside boundary of these lands is delineated by mature trees and hedgerow and there are also a number of mature trees interspersed throughout the site. Development proposals for LDR2 must make provision for the retention of these trees and hedgerow.

### LDR3 Lands to the South of the Church

This site slopes towards the stream and any planning applications for development must incorporate measures to ensure that the development, or its footprint, will not lead to surface water runoff or have an impact on water quality. Any development proposals on these sites must be subject to local level flood risk assessment as part of any planning application.

## Place Making and Amenity

This small, low-density settlement has a church, school, and GAA club which serve a wider hinterland. Appropriate gateways need to be formed on all four approaches to the village, including name signs. As with many such settlements, the margin area between the edge of road and house boundary can diminish the sense of place and can deter walking around the village. Land zoned for future residential use extends along each of the roads. Within the settlement the margin space can accommodate a footpath to facilitate pedestrian movement. To avoid a suburban character in this rural area, the path needs to coincide with the road edge. To ensure consistency and avoid 'up-designing', road widths within the settlement need to be agreed with the Planning Authority and must be in accordance with the Design Manual for Urban Roads and Streets. Setbacks can then be tailored to the situation rather than inappropriate 'one size fits all' which undermines the sense of place.



LDR1, LDR2 and other land parcels fringing the road edge to be designed around one entrance per parcel.

## Recreation

### REC1

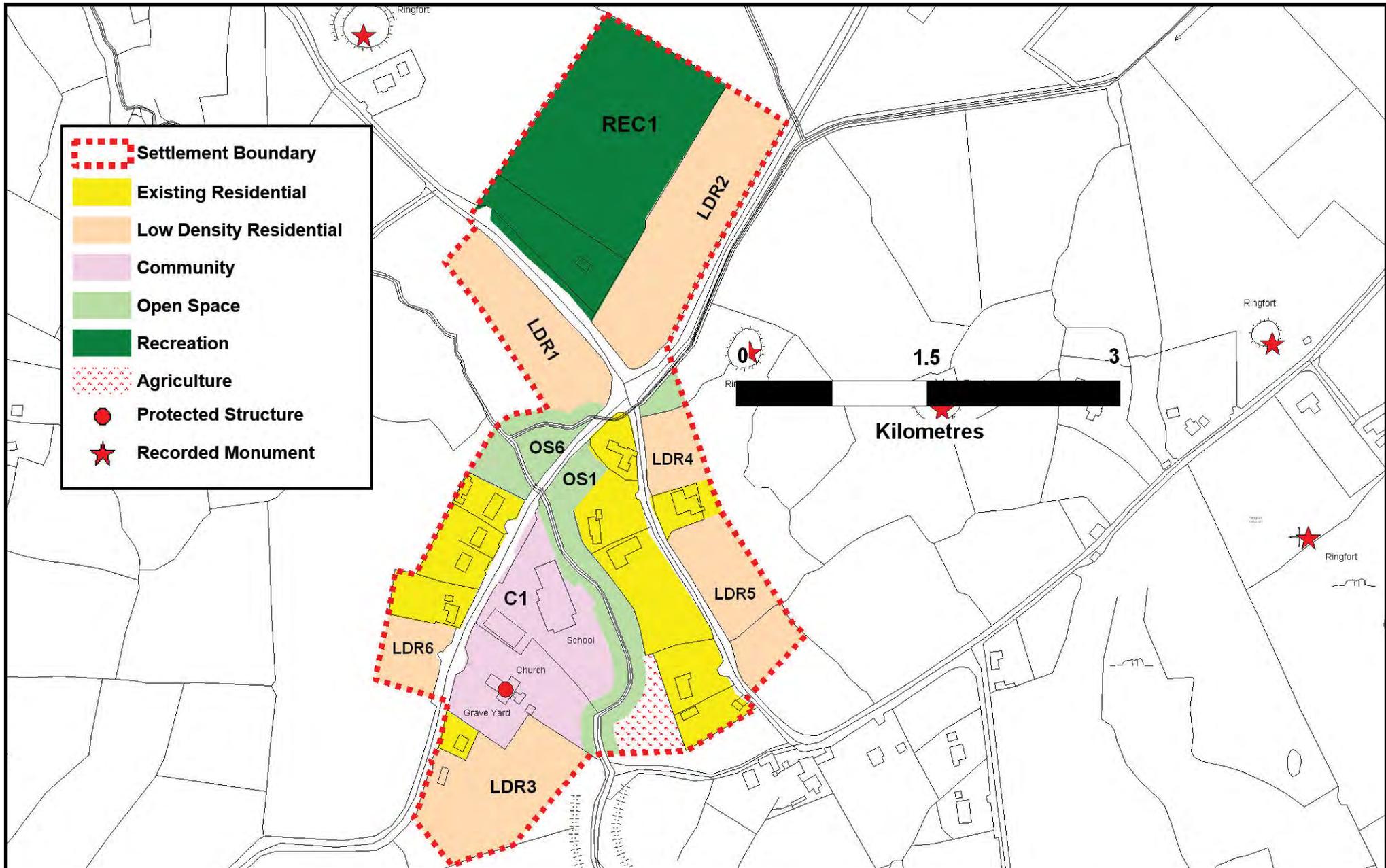
These lands are located to the north of the village and are occupied by Ballyea GAA club and their associated facilities. The lands are zoned for recreational purposes and shall be retained as such in order to meet the sports and recreation needs of the local community.

### OS1 and OS6

These lands are located along the banks of the stream and contribute greatly to the character of the village. They are extensively covered by mature trees and make an attractive entrance to the village. Furthermore, the lands provide a flood storage area to allow for seasonal changes in the water level in the stream. These lands shall be retained as open space in the interest of the amenity and character of the village.

## Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that Open Space and Agriculture are appropriate uses and should be retained. Flood risk to the existing and proposed development lands can be managed through appropriate site layouts and building layouts, with development limited to Flood Zone C.



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 Pdraig McManus

Checked By:  
 Helen Quinn

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 January 2017

# Ballynacally

## Introduction and Context

Ballynacally is a small, picturesque, rural village nestled to the west of the Shannon Estuary. 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. Services in the village include a community hall, GAA grounds, a number of public houses, a post office 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, with the exception of Rosscliffe Court which discharges to a localised tank. Small individual housing developments will be served by on-site wastewater treatment systems subject to site suitability. Water in the area is provided by Lissycasey Group Water Scheme.

In terms of water quality, the Ballynacally River is currently at ‘good status’. However the Ballynacally Creek which it feeds into is at ‘moderate status’. Any future alterations to existing residential developments 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 in this Plan, relating to European sites and to appropriate assessment will apply to any future development proposals in this area.

## 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 ensure that existing population levels and services are maintained;
- 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 facilitate the provision of infrastructure to allow for future growth in the village;
- To investigate the possibility of Ballnacally along with Killadysert, Knock, Labasheeda and Killimer being a stopping point on a scenic estuary drive.





## Economic Development

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 particularly encouraged.

### 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.

## Housing and Sustainable Communities

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 lands:

### LDR1 Land to the East of the Killadysert Road

Development proposals on these lands must retain the trees and hedgerow that form the boundaries of the site.

### LDR2 Lands to the East of the Main Street

These lands are located to the east of the main street in the village and directly adjoin the national school. They are, therefore, ideally located to provide for the expansion of the existing settlement.

The lands adjacent to this site slope towards the river. Any planning applications for development must incorporate measures to ensure that the development, or its footprint, will not lead to surface water runoff, impact on water quality, or contribute to the spread of Japanese Knotweed.

### LDR3 Lands to the West of the R473

LDR3 is located in close proximity to the centre of the village and is considered suitable to accommodate future residential development in the settlement. Development on this site will mark the entrance to the village from the north and therefore high standards of design and layout will be required in order to ensure that the development enhances the character of the village. Parts of the site are elevated in relation to the adjoining public road and neighbouring lands and therefore single storey dwellings 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.

## Place Making and Amenity

The village is set within an attractive environment consisting of rolling landscapes and shallow ridges with picturesque views of the estuary. This gives the village a particular charm. Given the relative 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 core has preserved unique elements and presented 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 new development which does occur on the zoned lands along the main road retains the character and the integrity of the front boundaries. There should be no need for set-backs 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.

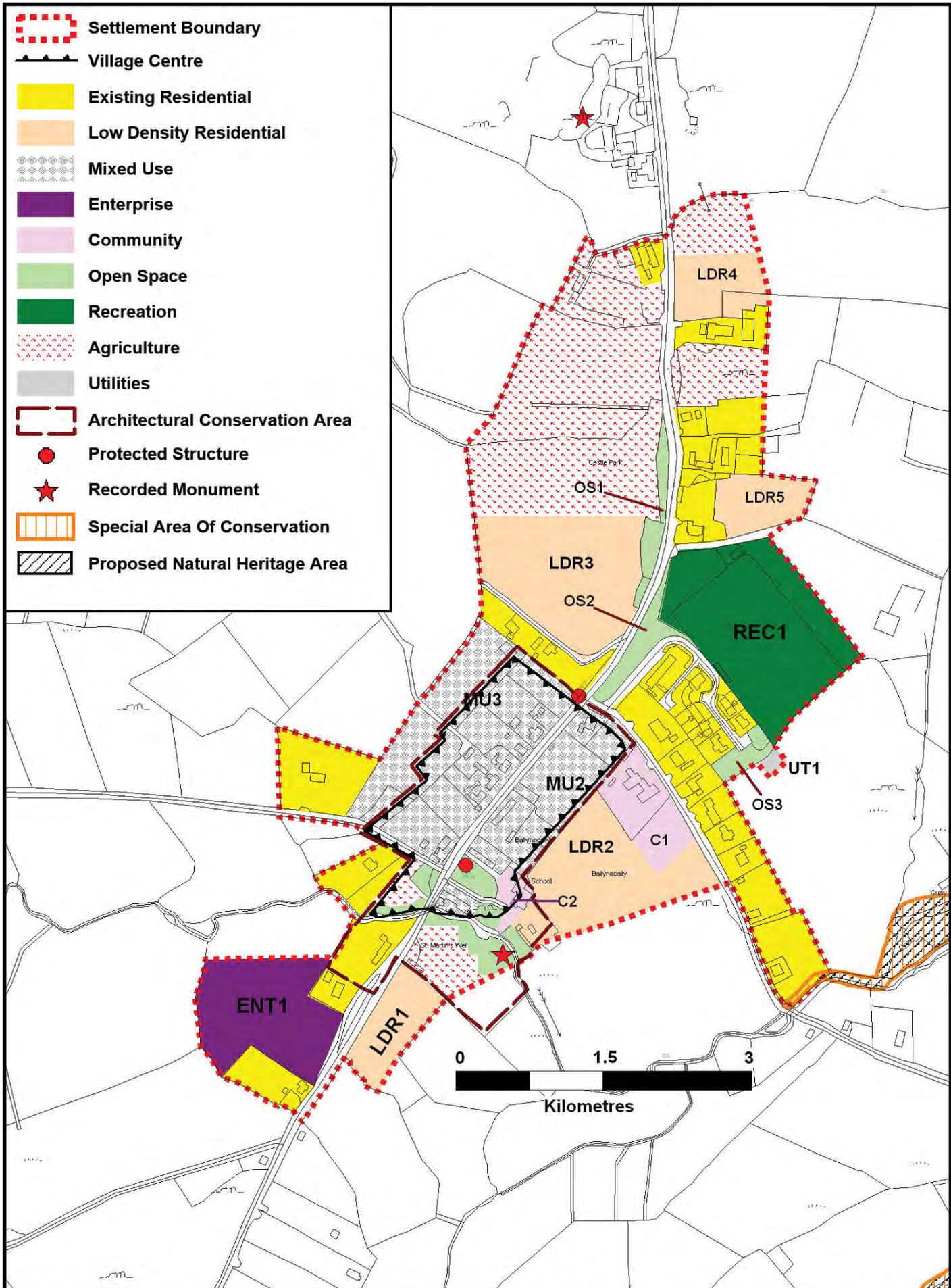
### U1 Utilities

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, if required.

## Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that Open Space zoning is appropriate and should be retained. It further 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. Redevelopment of the mixed use development land should be limited to less vulnerable uses.





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# Connolly



## Introduction and Context

Connolly is situated in a robust rolling rural landscape with quite significant tree cover, where the land falls away to the south of the main road. It is located close to Ennis on the R474 (Miltown Malbay road). Like Kilmihil and Lissycasey, it sits on the fringe of the upland plateau environment. The nature of the landscape character here provides Connolly with the potential to absorb future appropriate development without proving detrimental to this character.

It has a range of community services and facilities, including a school, church, post office, petrol station and shop. Located on a main regional road, it is important that traffic flows are appropriately managed to ensure the safety of pedestrians and road users in the village.

The village has seen little development in recent years although it has a significant number of individual houses and a housing estate. Connolly has potential for growth due to its proximity to Ennis and the robust nature of the landscape in which it is situated.

Currently the lack of wastewater treatment infrastructure limits the capacity for future development. The village is connected to the Kilmaley/Inagh Group Water Scheme.

## General Objectives

- To encourage the small-scale expansion of the village throughout the lifetime of this Plan in order to sustain and increase the population of the area and support new and existing services in the village;
- To ensure that future growth in Connolly is incremental and small-scale in nature, relative and appropriate to the scale, size and character of the population and services in the village;
- To facilitate the provision of infrastructure to allow for future growth, including the provision of a wastewater treatment system that will accommodate future development.

## Economic Development

Connolly is situated in a landscape with significant biomass resource (forestry) which can

play a key role in the delivery of renewable heat targets for County Clare. Connolly is well positioned to become a centre for biomass production (wood chip/pellet) based on the public and private forestry resource in the west of the County. In addition to forestry, 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 Connolly. The Council will also support home-based economic activity where feasible. Proximity to Ennis and Shannon provides employment and educational opportunities within short commuting distance.

It is an objective:

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

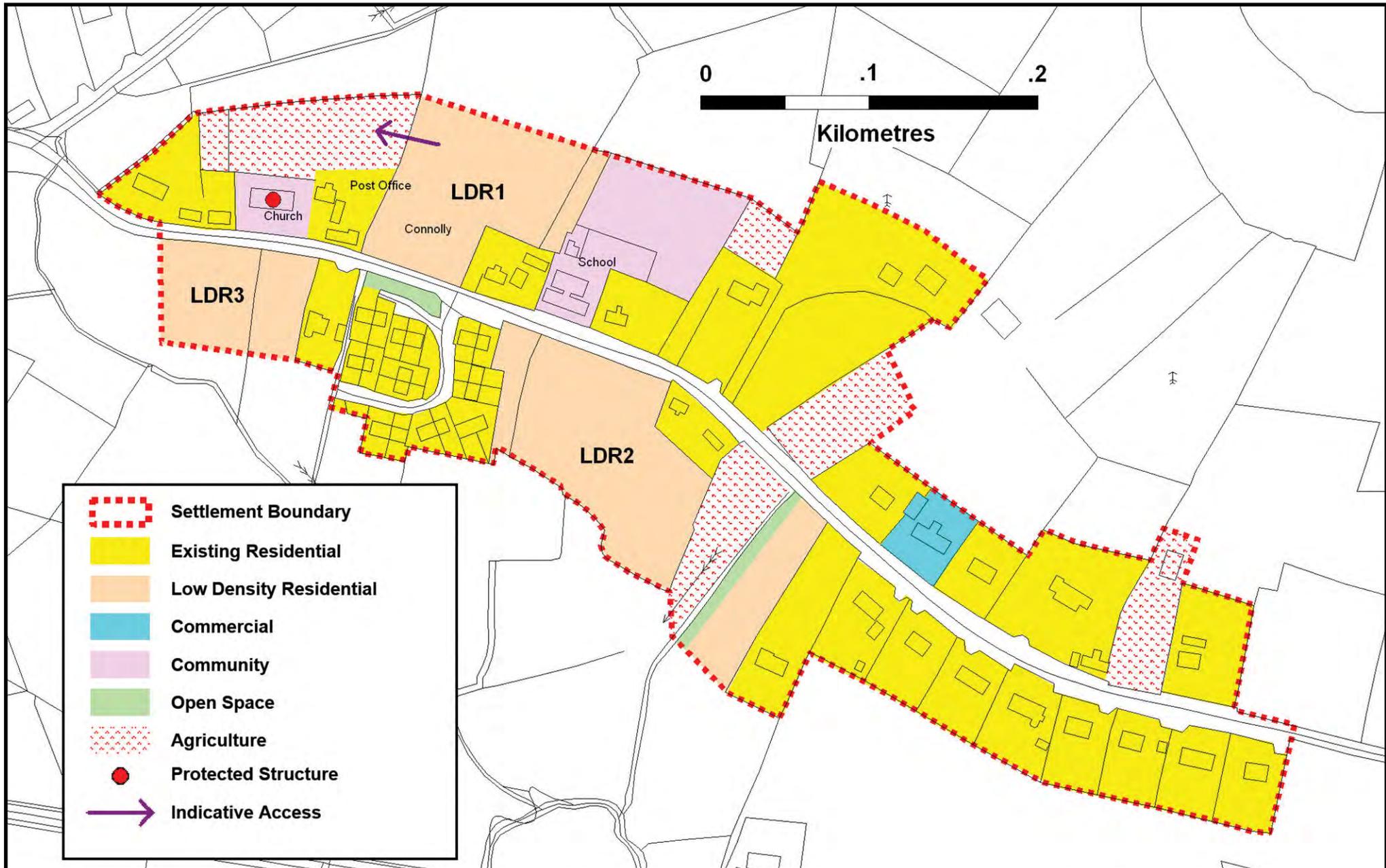
## Housing and Sustainable Communities

Connolly is an attractive place to live for those seeking all the benefits of village life but within a short distance of Ennis. 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:

### Low Density Residential Lands

These sites have been identified as having the capacity to accommodate small-scale in-depth development. Given the scale of the existing village, small clusters of dwelling houses will be encouraged on these sites (subject to the ability to provide appropriate wastewater treatment facilities on the site). The design and scale of any proposed development shall be reflective of the rural character of the village.

The identification of these sites as being suitable for small-scale in-depth development does not preclude their development for individual dwelling houses if required. Development proposals for individual dwelling houses must comply with the EPA Code of Practice for Wastewater Treatment Systems.



	<b>Settlement Boundary</b>
	<b>Existing Residential</b>
	<b>Low Density Residential</b>
	<b>Commercial</b>
	<b>Community</b>
	<b>Open Space</b>
	<b>Agriculture</b>
	<b>Protected Structure</b>
	<b>Indicative Access</b>

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 Pdraig McManus

Checked By:  
 Helen Quinn

Scale:  
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Date:  
 January 2017

# Cranny

## Introduction and Context

Cranny village is a dispersed linear settlement situated on the line of a shallow ridge with a picturesque rural setting. The village slopes down from the school in the east to the junction for Coolmeen in the west, at Croony Bridge beside the Cloon River. Expansive views of the surrounding rural countryside are afforded on both sides of the road, particularly to the west near the river where the land levels out. Services in the village include a school, church and public house. Access to Cranny is via a local road from the north (via the N68) or by a series of local roads off the R473 to the south. There is a need for improvements to the local access roads serving the village, in particular from the Ennis-Kilrush Road (N68).

Existing buildings in Cranny are served by private wastewater treatment systems and currently there are no public wastewater treatment facilities in the village. The EPA Code of Practice for Wastewater Treatment Systems must be strictly adhered to in the absence of a public wastewater treatment system in order to ensure no significant long term effects on the River Shannon or the adjacent European sites (Cloon River SAC and the Lower River Shannon SAC).

The settlement of Cranny lies within the Cloon River Catchment which is protected for the Freshwater Pearl Mussel and is a designated Special Area of Conservation. This water sensitive Annex II species is critically endangered and on the brink of extinction in Ireland. It is particularly sensitive to changes in water quality, and as such, any planning applications for development within the settlement must meet the highest standards for wastewater treatment and must incorporate safeguards to prevent surface water runoff and impacts on water quality. Future development must ensure that there are no adverse effects on the SAC's site integrity, or the integrity of any other European site as a result of the proposed development.

Accordingly, objectives 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.

## General Objectives

- To ensure that existing population levels and services are maintained;
- To ensure that growth in Cranny is incremental in nature, relative and appropriate to the scale, size and character of the population and services in the village;
- To facilitate the provision of infrastructure to allow for future growth in the village;
- To ensure that developments shall not adversely affect species and habitats designated for protection by the Habitats Directive, in particular the Cloon River.





## Housing and Sustainable Communities

Cranny offers a tranquil, high quality rural environment in which to live. 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 land:

### Low Density Residential

Lands to the north and the south of the main street in the village have been zoned for low density residential development. These lands can accommodate small scale infill developments. The lands are located close to the existing services within the village whereby development of the sites will strengthen and consolidate the existing service base. Development on the subject 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 and all development proposals must demonstrate the suitability of the site to accommodate a wastewater treatment plant.

### Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that as there is limited encroachment of Flood Zone 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.

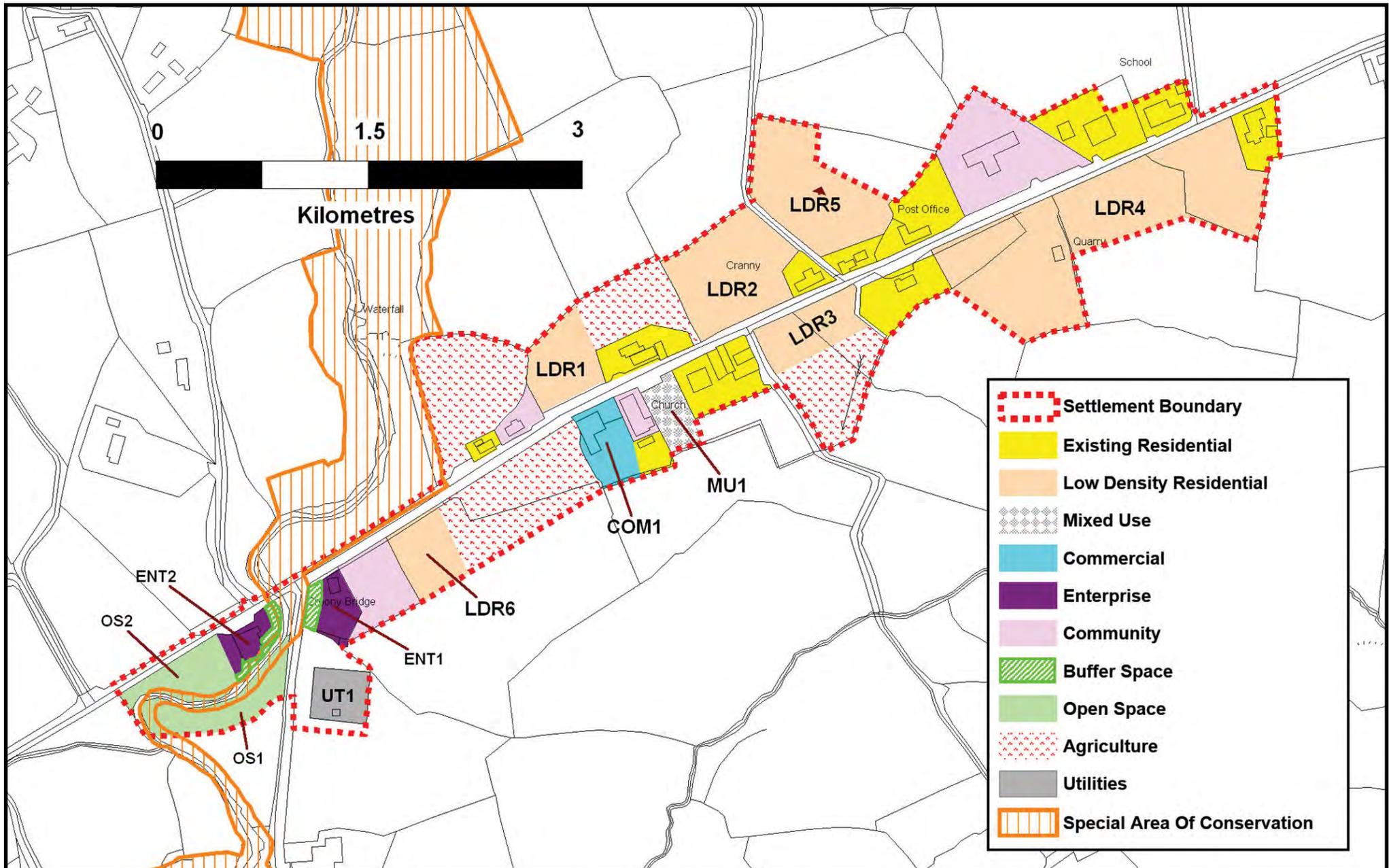
## Economic Development

Agriculture remains an important part of the local economy in the smaller settlements around Clare. In order to support economic development the Council will facilitate home-based economic activity and encourage farm enterprise and agri-tourism in Cranny.

There are two brownfield sites at the western edge of the village, next to Cranny Bridge, which contain disused/derelict buildings in the form of the old creamery and some storage sheds, which have the potential for redevelopment. It is considered that these sites could be developed for small scale industrial/enterprise units. A buffer is provided along the banks of the Cloon River at these locations in order to protect the SAC and its qualifying habitats and species. Any proposal for re-development or re-use of these buildings should incorporate Sustainable Urban Drainage (SuDs).

### Agriculture Zonings

Any development proposals that come forward for agricultural lands must provide appropriate environmental assessment and a buffer between the proposed development and the European site (Cloon Rover) where necessary.



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# Creagh

## Introduction and Context

Creagh is located on the R483 regional route north of Cooraclare and west of Doonbeg. It lies on the northern bank of the Creagh River and Creagh Bridge provides a picturesque gateway to the village when approaching from the south. The Creagh 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 in the village including a school, community hall, public houses, a church, post office, shop and restaurant.

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. The surrounding landscape is not as robust as that of Cooraclare or Kilmihil and so has less capacity to absorb development without being detrimental to landscape character.

Creagh is on the route between Kilrush and Quilty and as such experiences substantial traffic flowing through its main thoroughfare. The road in front of the church needs to be upgraded during the lifetime of this Plan. The village is not served by a public wastewater treatment plant. Water supply is provided via the West Clare Regional Water Supply.

## General Objectives

- To make provision for the sustainable growth of the village which will support services and encourage further expansion of the service base, whilst complementing its distinctive character;
- To facilitate the provision of infrastructure to allow for future growth in the village;
- To ensure that future development reflects the distinctive character of the area in terms of scale, design and location.





## Economic Development

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 Creegh.

### 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 Creegh River in order to provide protection in terms of water quality and to provide for and protect the river corridor at this location.

## Housing and Sustainable Communities

Creegh offers a high quality rural environment for those seeking the benefits of village life and the tranquillity of the countryside.

The following sites are zoned for residential development:

### LDR1 Site West of Main Street

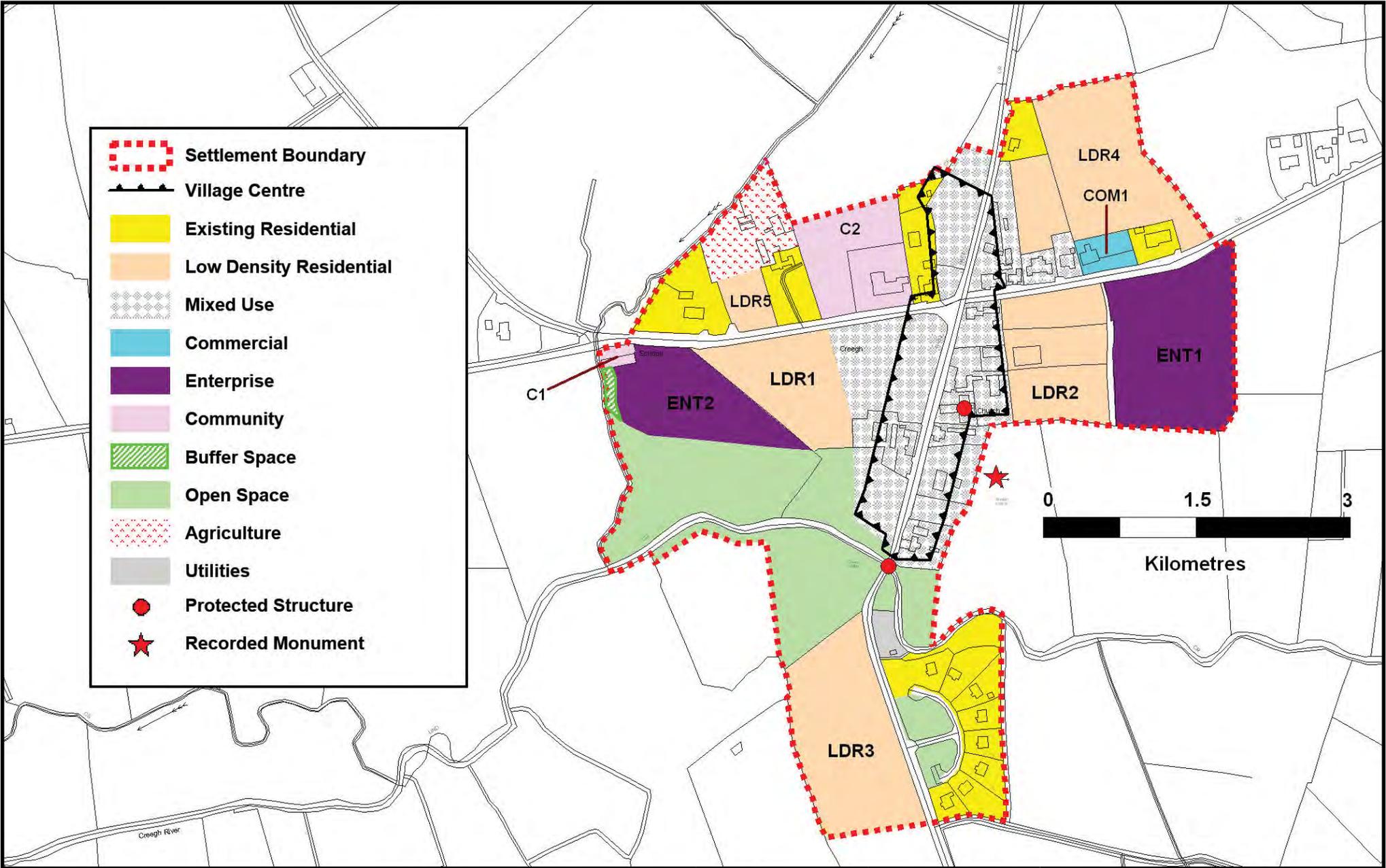
This is a large, flat site bounded to the north by the R484. The site is central to the village and development for permanent residential housing will consolidate and support the village centre but will require very sympathetic design in order to complement the existing village character. Siting, scale and design shall be of a high standard and all development proposals must demonstrate the suitability of the site to accommodate a wastewater treatment system.

### LDR2 Site East of Main Street

These lands are located to the east of the existing settlement and are accessed off an existing local roadway. These lands may be able to accommodate small scale development to help to enhance and strengthen the service base. Development on the subject 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 and all development proposals must demonstrate the suitability of the site to accommodate a wastewater treatment system.

### LDR3 Opposite Luí na Gréine

This is an important site on the approach to the village. A high quality design and layout will be required. Any development proposal for the site shall be accompanied by a Flood Risk Assessment carried out in accordance with 'The Planning System and Flood Risk Management: Guidelines for Planning Authorities'.



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# Cross

## Introduction and Context

Cross is a small village situated on the Loop Head Peninsula to the west of Carrigaholt on the main R487 regional route. It has a linear structure with buildings situated along both sides of the main road. Views from the village are open and expansive on both sides, affording extensive views of the Atlantic Ocean, Shannon Estuary and surrounding bare, flat landscape. The settlement itself includes a school, church, public houses and a community hall.

The landscape around the village is quite open but there are a number of potential infill and backland sites suitable for development within the settlement that would not prove detrimental to the character of the landscape.

There is no wastewater treatment infrastructure in this settlement and any applications for new development will need private treatment subject to suitable site specific conditions. Cross is connected to the public water supply.

Any changes to existing residential development or any new residential development shall be in accordance with relevant EPA standards and requirements to ensure that all future development is sustainable in the long term.

## General Objectives

- To encourage the small-scale expansion of the village throughout the lifetime of this Plan in order to sustain and increase the population of the area and support new and existing services in the village;
- To ensure that future growth in Cross 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 facilitate the provision of infrastructure to allow for future growth, including the provision of a wastewater treatment system that will accommodate future development.



## Economic Development

Loop Head, voted the ‘Best Place to Holiday in Ireland’ has put Cross, Kilbaha and Carrigaholt firmly on the map for those seeking alternative holiday experiences based on the unique environment, heritage and activities the peninsula has to offer. In this regard it is an objective:

- To make provision for tourism-related development that will attract people and revenue to the area in a sustainable manner.

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:

### TOU1 Lands to the South of the Main Street

This site has been identified as a suitable location for tourism-related development in the village, for the benefit of the village itself and the wider area. The provision of accommodation solely in the form of holiday homes shall not, in general, be considered favourably. However, it is considered that a limited form of holiday home accommodation may be provided as part of an overall tourism product. Development proposals must give particular attention to matters of design and layout and how these matters reflect the character of the village. They 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.

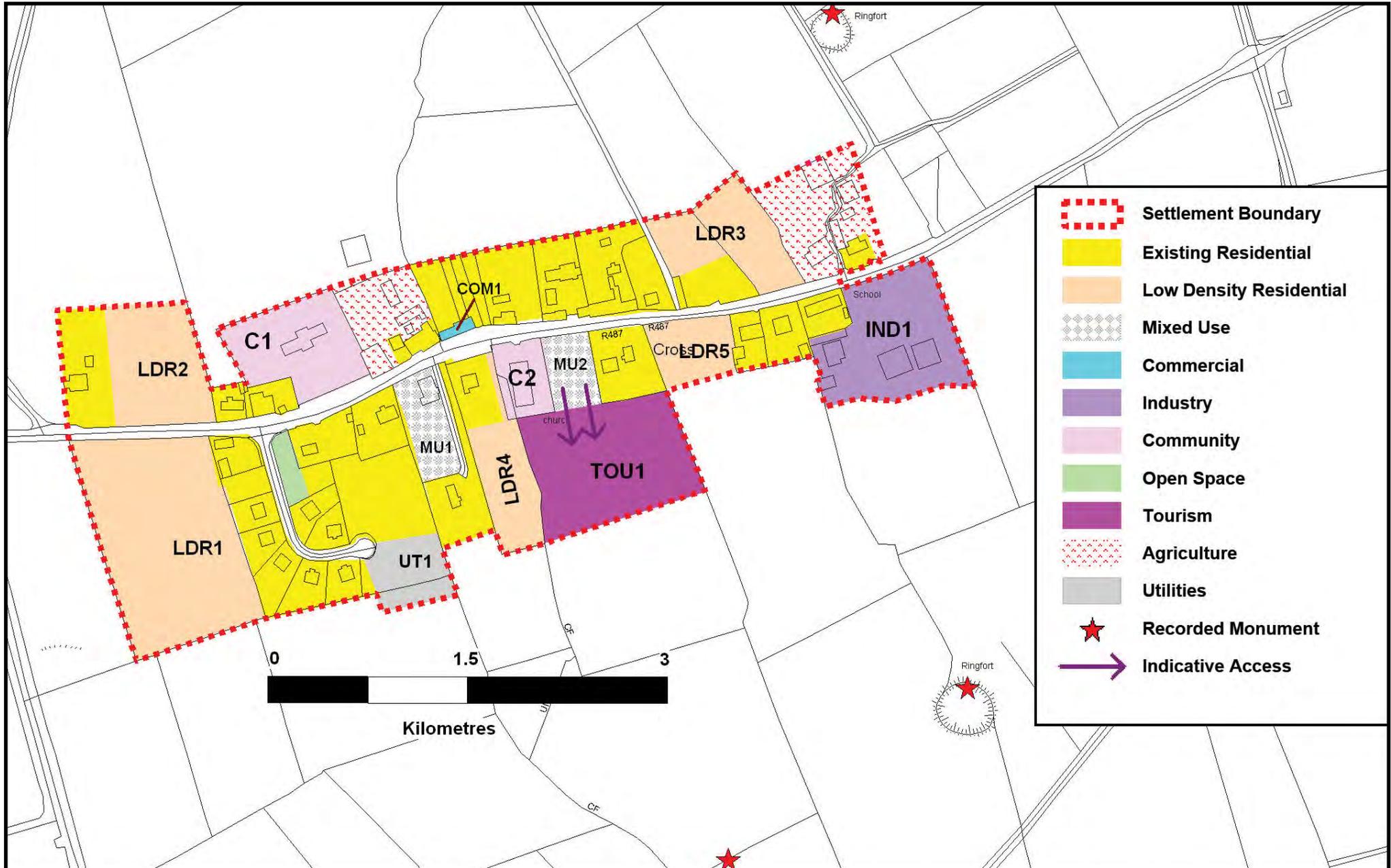
## Housing and Sustainable Communities

Cross offers a high quality rural environment in which to live for those seeking the benefits of country living. There are a number of potential infill and backland sites suitable for low density residential development within the settlement.

## Place Making and Amenity

The approach roads to this linear village are traditional earth embankments along the R487. The village is visually prominent in an open landscape. The existing trees on the north side of the road soften the outline and replication of this idea could benefit the sense of place. The very deep setback in front of the house beside the church would benefit from a suitable layout and landscaping. Cross is located on the Wild Atlantic Way. The principles for place making on the Wild Atlantic Way are set out in Chapter 17 Volume 1 of this Plan.





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# Doonaha

## Introduction and Context

Doonaha is located on the Loop Head Peninsula near the shores of the Shannon Estuary, northeast of Carrigaholt and close to Glasheen Beach. Extensive views are afforded of the estuary, particularly from the quay road and also from the main road through the village. The surrounding landscape is quite sensitive in terms of its capacity to absorb development.

The facilities in Doonaha are centred on the junction in the village and include a church, GAA grounds, O'Curry's Hall, and a primary school. There is a large caravan and camping site by the quayside.

Future growth will be targeted towards the main settlements of Carrigaholt and Kilkee. However, there is potential for some limited development within Doonaha without having a detrimental impact on the village. There is also scope for further limited tourism development in Doonaha to enhance the economy of the village and the surrounding area. There is no wastewater treatment infrastructure in this settlement and any applications for new development will need private treatment subject to suitable site specific conditions.

Doonaha is serviced by the West Clare Regional Water Supply.

## General Objectives

- To make provision for the sustainable growth of the village, by encouraging growth that contributes to the continued viability of services and facilities, without having a detrimental impact on the character of the area;
- To encourage the small-scale expansion of the village throughout the lifetime of this Plan in order to sustain and increase the population of the area and support new and existing services in the village;
- To ensure that future growth in Doonaha is incremental and small scale in nature, relative and appropriate to the scale, size and character of the population and services in the village;
- To facilitate the provision of infrastructure to allow for future growth, including the provision of a wastewater treatment system that will accommodate future development;
- It is recognised that the shoreline in proximity to Doonaha Quay is eroding. An appropriate set-back will be required of all future developments in proximity to the shoreline to minimise the requirement for engineering interventions in the area.





## Economic Development

Agriculture remains an important part of the local economy in the smaller settlements around west Clare. In order to support economic development the Council will facilitate home-based economic activity and encourage farm enterprise and agri-tourism in Doonaha.

It is an objective:

- To make provision for tourism-related development that will attract people and revenue to the area in a sustainable manner.

### TOU1 Tourism Lands Adjoining the Quayside

This site currently provides caravan park accommodation for tourists and also includes an additional area of land to the north of the existing facilities. The shoreline adjoining the caravan park is subject to coastal erosion and the additional tourism lands to the north are zoned to allow for the managed retreat of the existing facilities if and when required in the future.

The lands can also be developed for further tourist facilities in Doonaha, for the benefit of the village itself and the wider area. Development on this site must be reflective of the scale, size and character of the existing settlement. The provision of accommodation in the form of holiday homes shall not, in general, be considered favourably.

Development proposals must give particular attention to matters of design and layout and how these matters reflect the character of the village. They 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.

## Housing and Sustainable Communities

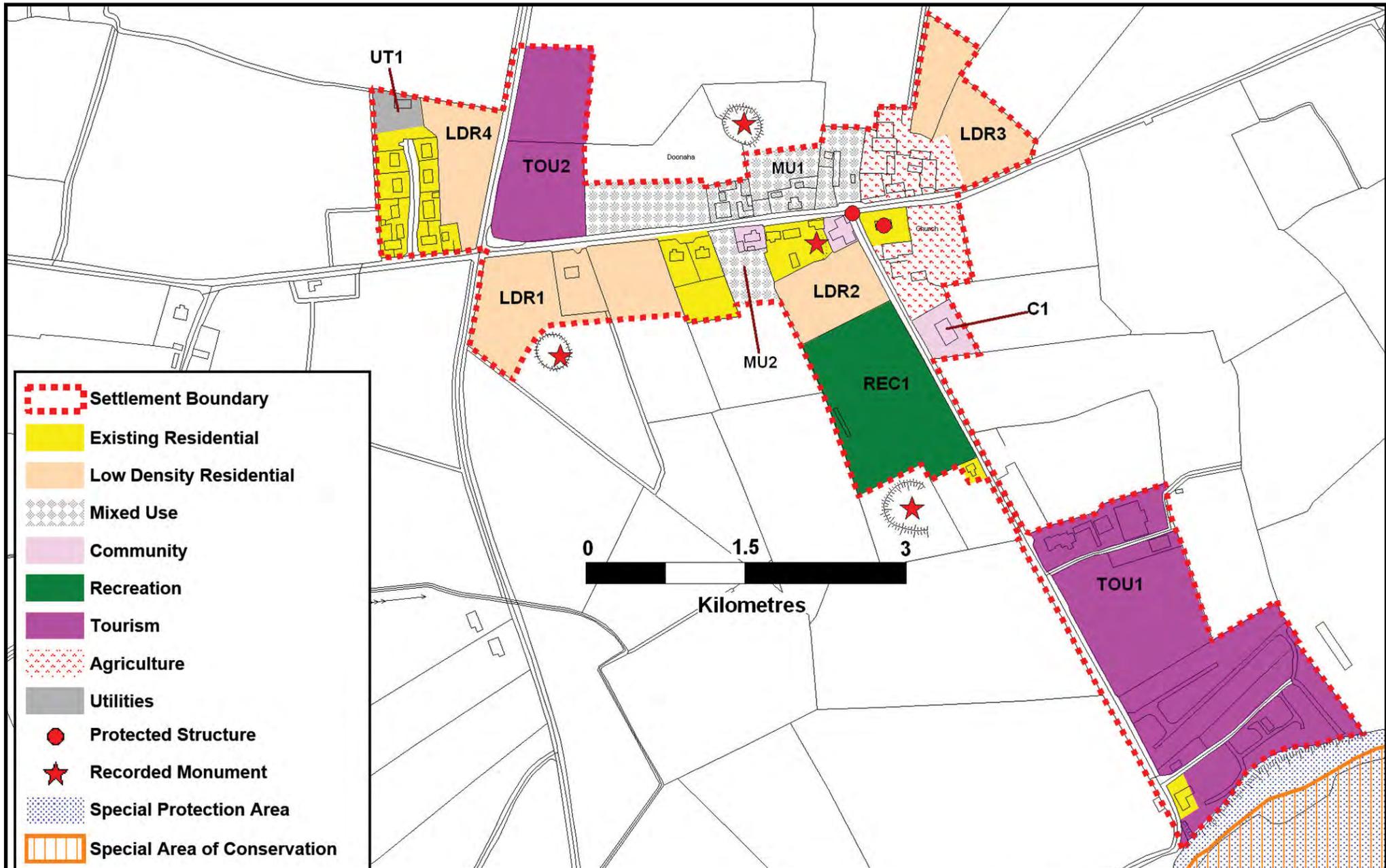
Doonaha's high quality coastal location is an attractive place to live proximate to Kilkee. A number of infill sites are identified within the settlement to provide for low density residential development for permanent occupation. These sites should not be used for holiday homes or holiday lettings.

## Place Making and Amenity

The linear form and simple plastered boundaries of the original settlement give a sense of place to the settlement. The long straight approaches create a particular need for traffic calming and definite gateways are needed. Doonaha is located on the Wild Atlantic Way. The principles for place making on the Wild Atlantic Way are set out in Chapter 17 Volume 1 of this Plan.

## Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of this Plan advises that drainage impact assessment is required to manage surface water in the village. It is recommended that an emergency plan is prepared for development within the TOU1.



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# Fanore

## Introduction and Context

Fanore is located on the western coastline of North Clare, straddling the R477 coastal route, between Doolin and Ballyvaughan. Development has spread over an extensive area and it is served by a pub, shops, post office, church and school. There is also a range of tourist accommodation including a mobile home park situated among the sand dunes on the sea side 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 breathtaking views towards Galway Bay to the north.

Fanore is a small village which has seen limited development scattered along the R477 over recent years. Development in the recent past has primarily been to serve the market for second homes and holiday homes, however the development of a post office, café, and two shops opposite O'Donohues pub has contributed to establishing an identifiable 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.

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 site integrity of the SAC, 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.





## Housing and Sustainable Communities

Fanore offers a unique coastal environment for those seeking a high quality of life in a traditional village setting.

### 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 unique and distinctive character;
- To enhance the village core and provide for small scale residential development primarily for permanent occupation;
- To support the provision of social and recreational facilities for the community;
- To facilitate the provision of tourism facilities and services in the settlement;
- 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.

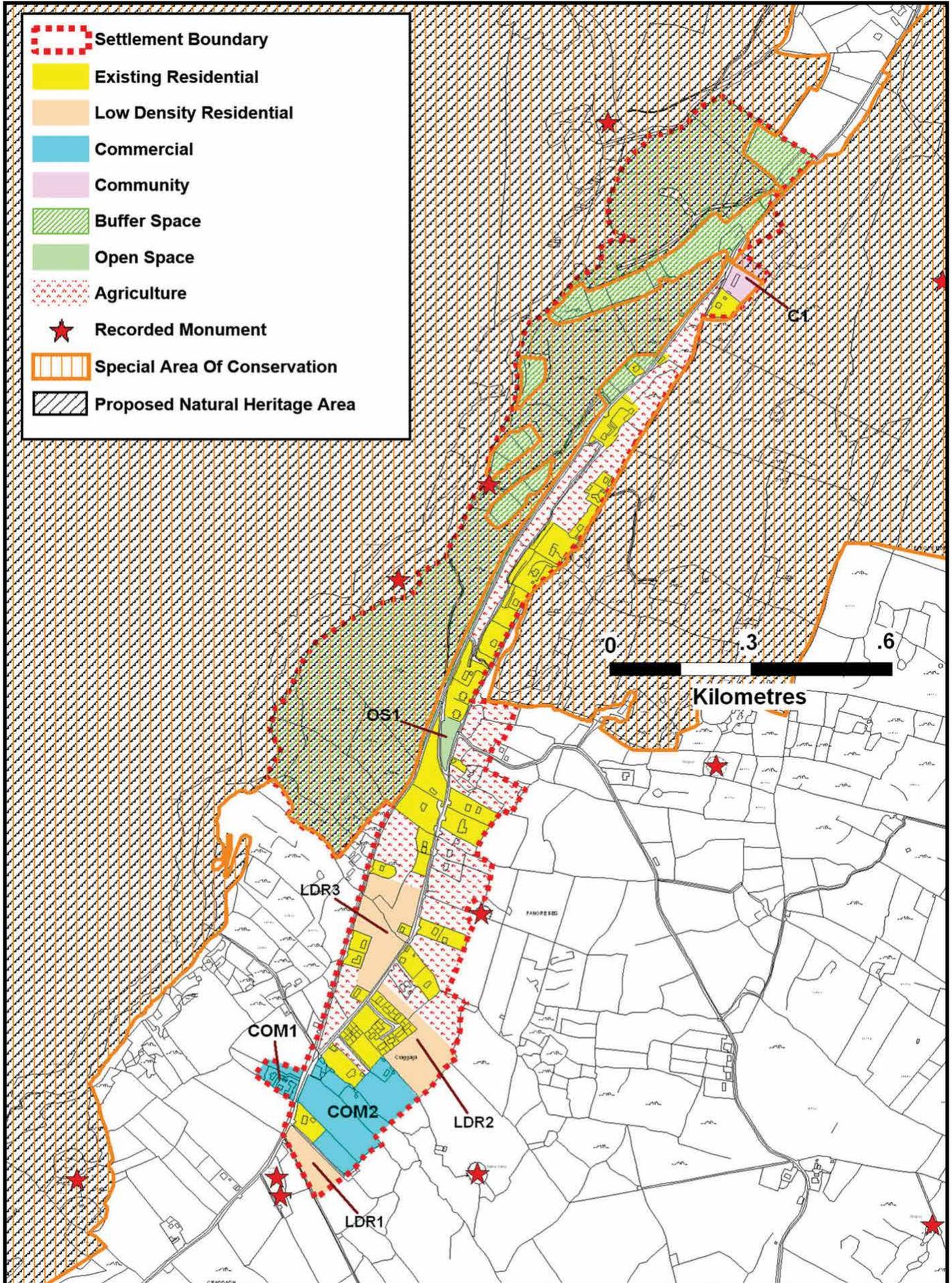
### Economic Development

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. The village already offers numerous activities to visitors including surfing, swimming, and hill walking.

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

### Place Making and Amenity

Due to the linear form of the settlement, the formation of gateways is very important to give a sense of arrival. At the southern approach, in the area before the junction of the upper road and the R477, definition is required in the widened area for car parking opposite the pub. This should also aid safe way-finding around this four-road junction. 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 17 Volume 1 of this Plan.



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# Inch

## Introduction and Context

Inch is located on the R474 (Ennis to Miltown Malbay) road and is approximately 5km west of Ennis. There is a school and a church at the centre of the village and these services provide the nucleus around which the village 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.

There are no public wastewater treatment facilities in Inch and therefore all developments are served by individual on-site treatment systems. 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 Inch (Clare) River which is currently at moderate status.

Water is supplied by the Inagh-Kilmaley Group Water Scheme.

## General Objectives

- To encourage the small-scale expansion of the settlement throughout the lifetime of this Plan in order to sustain and increase the population of the area and support new and existing services in the village;
- To consolidate the existing village by encouraging development in proximity to the village core;
- To ensure that future growth in Inch is incremental and small scale in nature, relative and appropriate to the scale, size and character of the population and services in the village;
- To facilitate the provision of infrastructure to allow for future growth, including the provision of a wastewater treatment system that will accommodate future development.



## 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 Inch. The Council will also support home-based economic activity where feasible. Proximity to Ennis and Shannon provides employment and educational opportunities within short commuting distance.

## Housing and Sustainable Communities

Inch's convenient location makes this an attractive place for those seeking to live in a high quality rural environment but close to all the conveniences of Ennis.

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 lands:

### Low Density Residential Lands

These lands have been identified for low density residential development. Both of the sites can accommodate small-scale in-depth development. They are located in close proximity to the core of the village and are within walking distance of the existing services in Inch. Therefore residential development on these lands will support the village services and help to consolidate the existing village structure. Development on the subject lands must be reflective of the scale and character of the existing village.

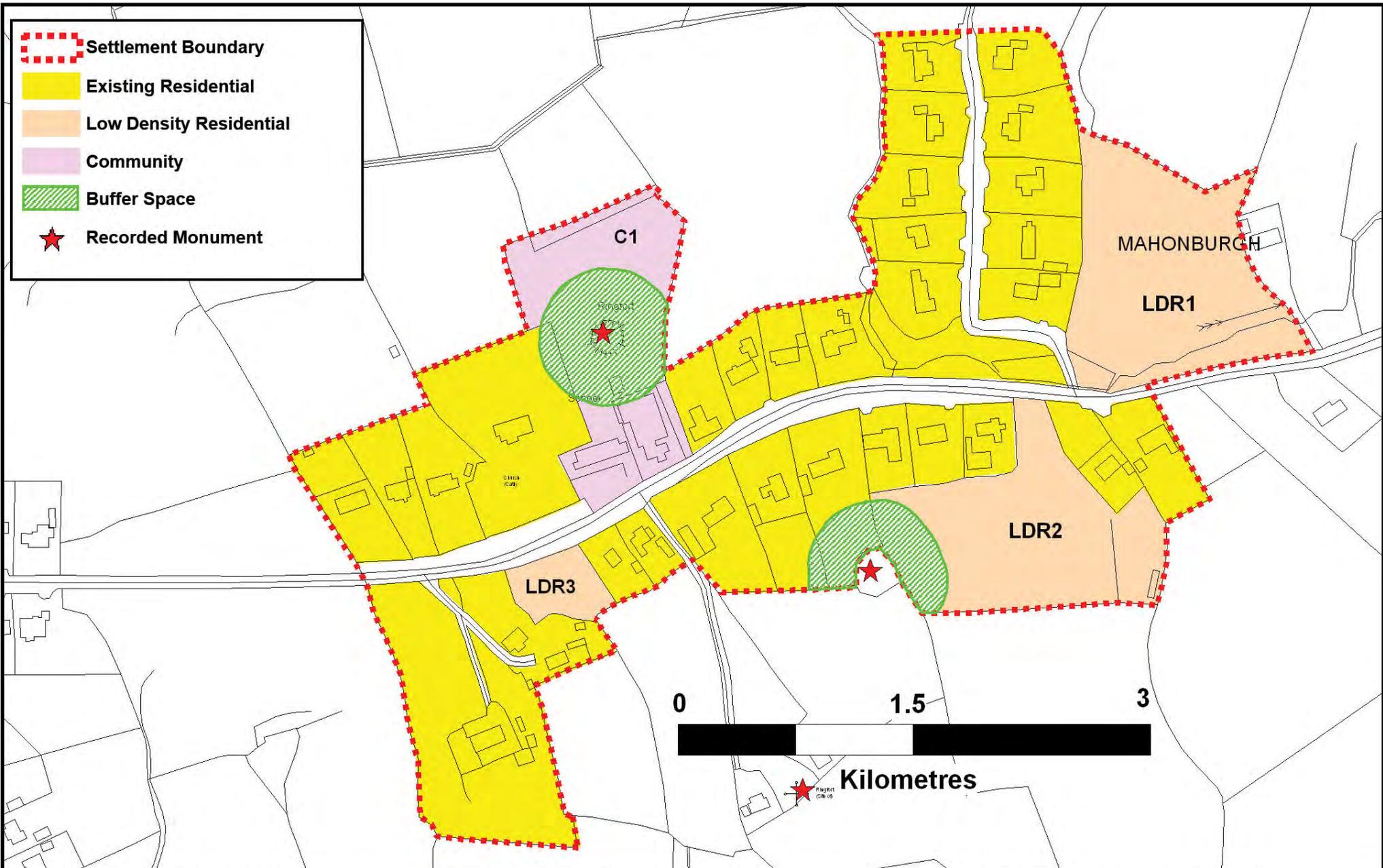
In relation to the lands at LDR1, whether the site is being developed as a whole (for a small-scale in-depth development) or being developed by different persons for a number of single dwelling houses, access to the lands from the public road shall be restricted to a single access point.

There is a stream running along the southern boundary of this site and development taking place on these lands must have due cognisance of this feature and ensure that steps are taken to mitigate any potential negative impacts on the watercourse should they arise.

There is an attractive area of mature trees to the east of the lands zoned as LDR1. These trees serve to screen the houses to the north from view from the public road. They also provide a protection area to the stream that flows through the centre of the thicket and create an important riparian habitat.

## Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of 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.



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# Kilbaha

## Introduction 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 over-looked by the ruin of Doondalhen House which dominates the bay area and is a prominent feature in the village. Further west along the peninsula lies Loop Head Light House which is open to the public.

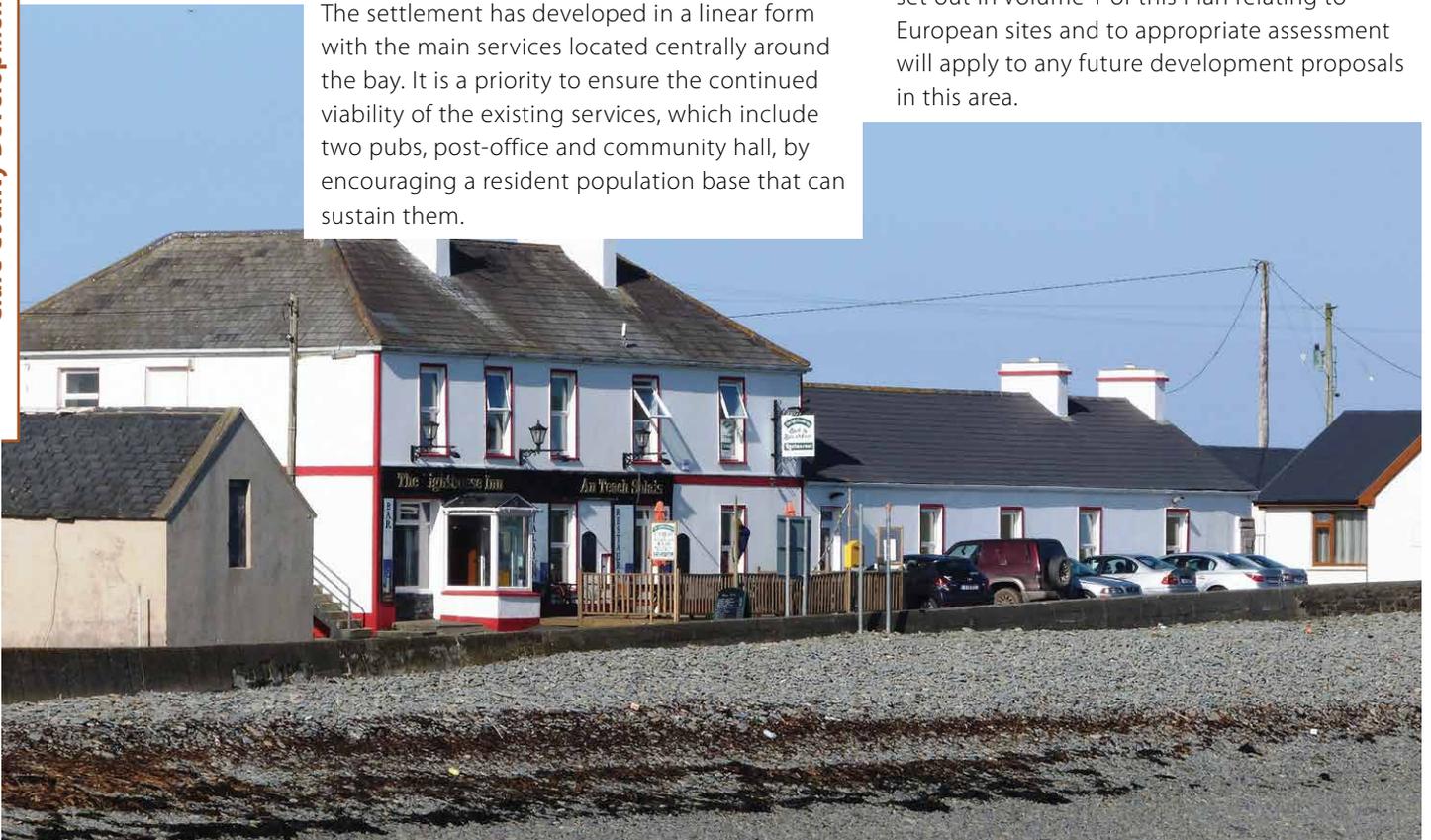
Kilbaha has a distinctive picturesque coastal setting with outstanding views that need to be protected. A high ridge to the west of Kilbaha along the R487 allows for excellent views of the landscape to the north consisting of ladder field patterns characteristic of this location and the Atlantic Ocean beyond. Outstanding views of Kilbaha Bay, Shannon Estuary and rocky coastline contribute to the main character of the settlement.

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 include two pubs, post-office and community hall, by encouraging a resident population base that can sustain them.

The nearest service centre to Kilbaha is Kilrush, which is approximately 30 minutes drive by car. Clare Bus also operates a service which connects Kilbaha with Kilkee and Kilrush.

Kilbaha is connected to the West Clare Regional Water supply. There is no wastewater treatment infrastructure in this settlement and any applications for new development will need private treatment subject to suitable site conditions. Due to the proximity of the ocean and the generally impermeable soil conditions, wastewater treatment can be problematic in the area.

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.



## General Objectives

- To encourage the small-scale expansion of the village throughout the lifetime of this Plan in order to sustain and increase the population of the area and support new and existing services in the village;
- To ensure that 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 facilitate the provision of infrastructure to allow for future growth, including the provision of a wastewater treatment plant that will accommodate future development.

## Economic Development

Loop Head's reputation for sustainable tourism will continue to play a key role in the economy of the peninsula. The Council will continue to support community groups and other stakeholders working to improve and diversify the tourism product on offer to the discerning visitor.

- It is an objective to make provision for tourism related development that will attract people and economic activity to the area 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 village post office, a pub/restaurant and bed and breakfast accommodation. There are some additional undeveloped lands on the site that can accommodate further services/businesses for the benefit of the village and the local community.

### TOU1 Tourism Lands in Village Core

It is recognised that Kilbaha is geographically well located to provide some of the facilities identified in 'Loop Head Tourism Action Plan 2001' that are required to allow 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. The provision of accommodation in the form of holiday homes shall not, in general, be considered favourably.

## Housing and Sustainable Communities

Kilbaha offers a high quality environment in which to live. It is important to provide for small scale, well-designed permanent residential development. 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 Kilbaha's distinctive village character.

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

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

### LDR1 Lands Adjoining the R487

Dwellings constructed on LDR1 shall be for permanent occupancy only.

### LDR2 Lands Adjoining the Pier

The lands at LDR2 are located between an existing commercial property in the village and the pier. The lands to the rear of the site slope upwards towards the ruins of Doondahlen House. LDR2 is highly visible from the approach road to the village from the east and forms an important element in the setting of the village in the wider landscape. Due to the importance of the lands, development in this area must be sensitive in nature, designed to integrate into the landscape and complement the character and the setting of the village. Given the elevated nature of land in relation to the adjoining roadway, dependent on layout and design, single storey dwellings may be required in this area.

## 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;
- 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.

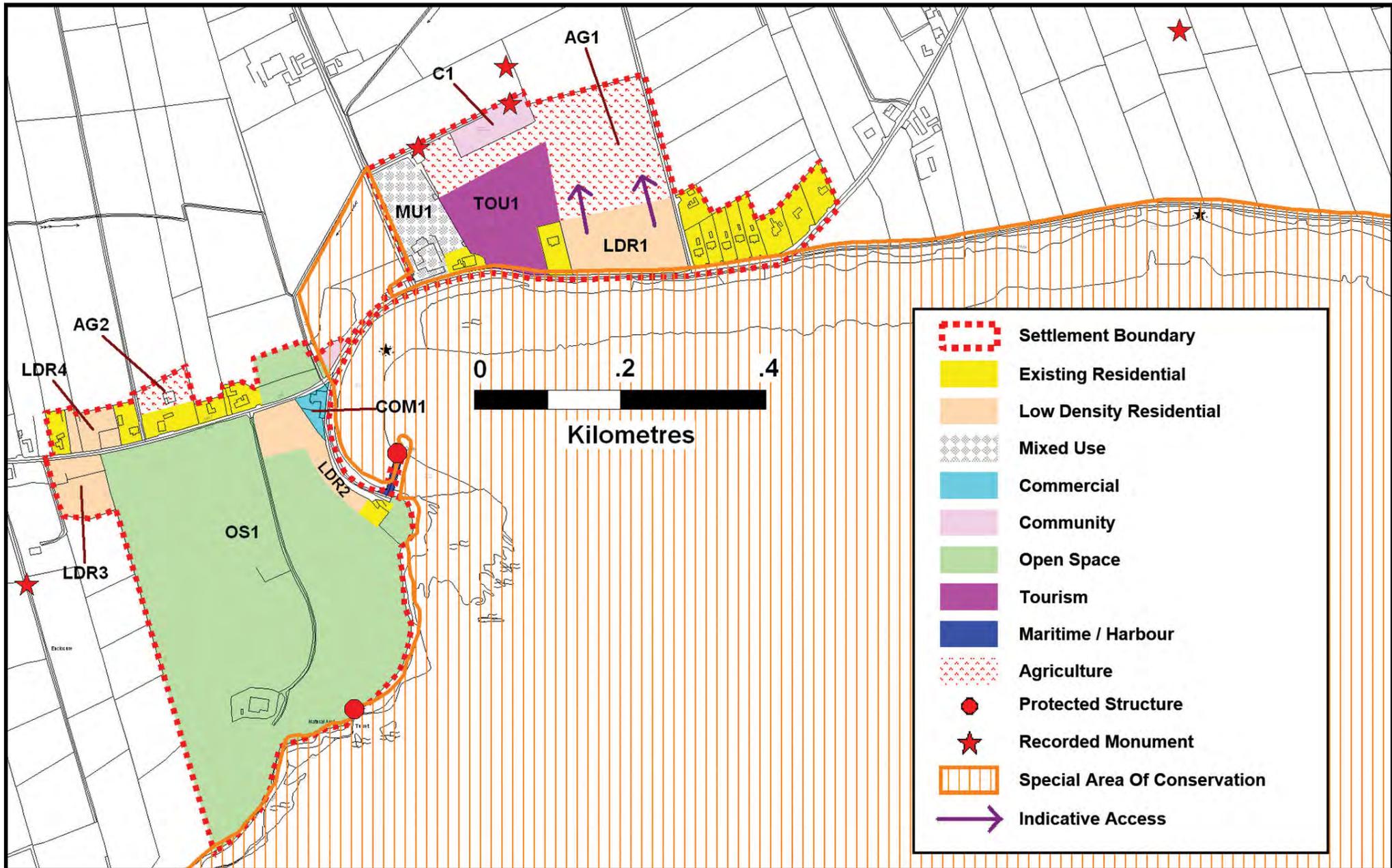
## Place Making and Amenity

This is one settlement where 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 what will be a popular stretch of the Wild Atlantic Way. The traditional house/site layout of 'gable to the road' should be considered in the design and layout of new developments in the area Kilbaha is located on the Wild Atlantic Way. The principles for place making on the Wild Atlantic Way are set out in Chapter 17 Volume 1 of this Plan.

## Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of 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. New residential development along the shoreline is not recommended.





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**Kilbaha Settlement Plan**

Drawn By:  
 Padraig McManus

Checked By:  
 Helen Quinn

Scale:  
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Date:  
 January 2017

# Killimer

## Introduction 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 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 contributes 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 pSPA. Future development proposals within the settlement must not impact on the European sites and will be subject to screening for appropriate assessment and all associated ecological assessments. Any development proposals with the potential to impact on these areas must comply with the objectives set out in Volume 1 of this Plan.

There is a wastewater treatment plant in the village that can accommodate future development in the area. Killimer is served by the West Clare Regional Water Supply.

## General Objectives

- To encourage development in Killimer in order to sustain and increase the population in the area and the number of services available to both residents in the village and those residing in the wider rural area;
- To consolidate the existing village by encouraging development in proximity to the village core;
- To ensure that future development growth is incremental in nature and is reflective of the scale, size and character of the existing village and its population;
- To make provision for developments that will establish Killimer as a visitor base for exploring the surrounding area;
- To investigate the possibility of Killimer, along with Knock, Labasheeda, Killadysert, and Ballynacally, being a stopping point on an scenic estuary drive.





## Economic Development

Killimer is situated proximate 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.

In order to promote economic development the following zonings are identified:

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

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.

### TOU1 South of the N67

These lands have been identified for tourism development with a view to capitalising on the scenic location of the site with views across the Shannon Estuary, the location on the site in proximity to high quality transport infrastructure and the 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 to be more appropriate at this location.

Due to a curve in the road, any entrance from the N67 would require significant setback to achieve sight lines. This could negatively impact on sense of place and traffic calming. Therefore access to TOU1 should preferably be from the access road to the ferry port.

### TOU2 Western Edge of the Village

Access to this site shall be taken from the local road to the west of the site with no direct access onto the adjoining National Secondary Route permitted.

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

These lands have been identified for maritime uses to allow for 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 settings and views afforded of the estuary at this location as well as the designated European sites adjacent to the pier. All future developments must be screened for appropriate assessment.

## Housing and Sustainable Development

Killimer offers a high quality estuarine environment in which to live close to Kilrush, which has all the services, schools, shopping and amenities normally associated with a service town. 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:

### LDR1 and LDR2: North of N67

These lands can accommodate in-depth housing developments. The lands are located close to the services in Killimer and therefore residential development on these lands will support the village services and help to consolidate the existing village structure. Development on the subject 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 so as to enhance the public realm.

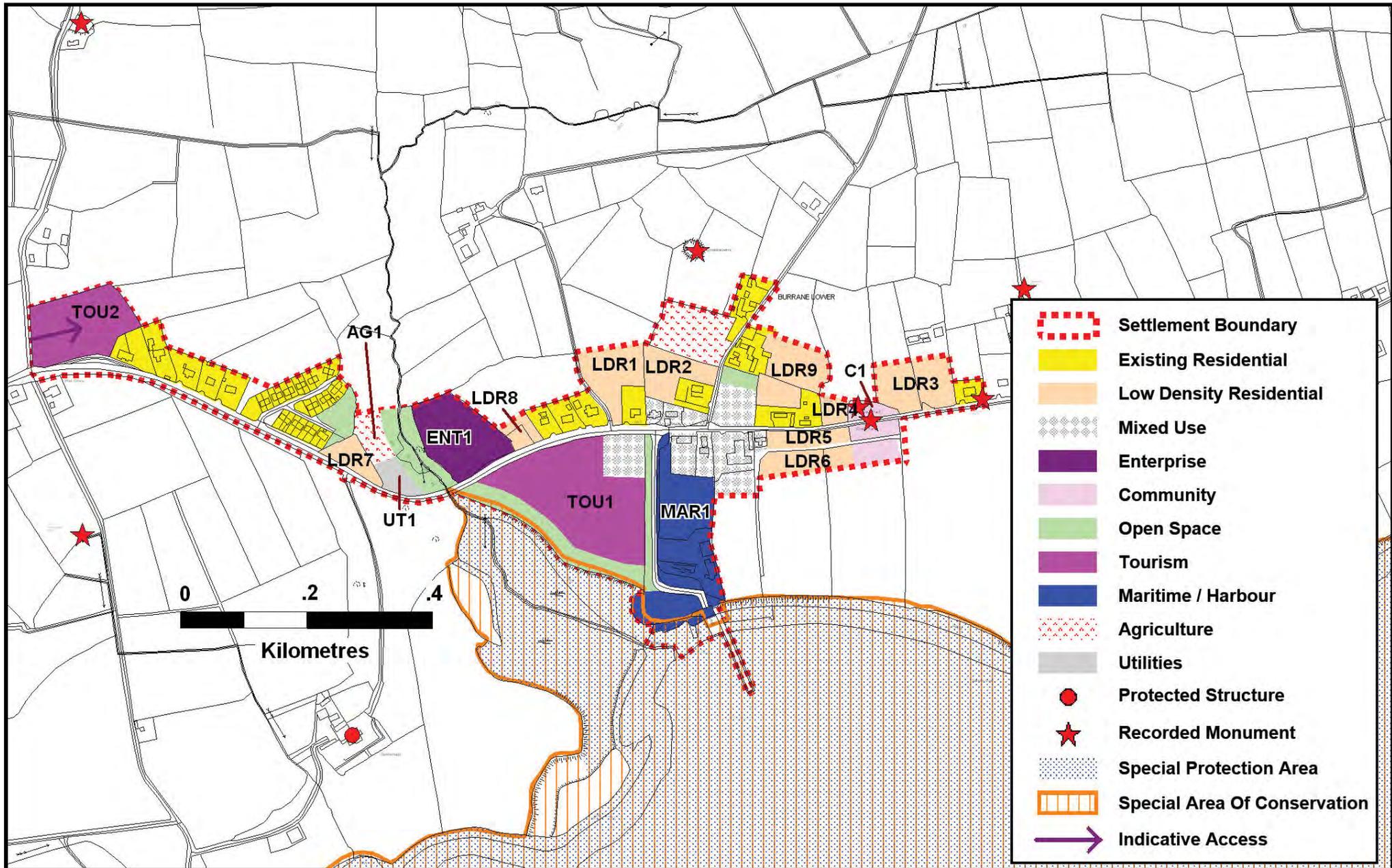
## Place Making and Amenity

The approach to the village from the ferry could be enhanced by hedge planting on the east side of the roadway. The new landmark landscaping scheme at the junction makes a significant contribution to sense of place. The edge of site TOU1 could be further enhanced by a row of trees. It is important that views of the Shannon Estuary are preserved in the interest of landscape character. However, within Killimer village, there is capacity to absorb appropriate new development on a number of infill sites, with a possibility of some in-depth development 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 17 Volume 1 of this Plan.

## Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10(c) of 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.





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Drawn By:  
 Padraig McManus

Checked By:  
 Helen Quinn

Scale:  
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Date:  
 January 2017

# Kilmurry McMahon

## Introduction 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 located to the north of the village, which provide services to residents of the village and the wider rural hinterland.

The village is situated 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 Clonderalaw Bay. These views should be preserved in the interest of maintaining landscape character.

There is no wastewater treatment infrastructure in this settlement and any applications for new development will require private treatment subject to suitable site specific conditions. The EPA Code of Practice for Wastewater Treatment Systems must be strictly adhered to in the absence of a public wastewater treatment scheme in order to ensure that there are no significant long term effects on the environment. Kilmurry McMahon is connected to the public water supply.

## General Objectives

- To encourage the small-scale expansion of the settlement throughout the lifetime of this Plan in order to sustain and increase the population of the area and support new and existing services in the village;
- To ensure that future growth in Kilmurry McMahon is incremental and small scale in nature, relative and appropriate to the scale, size and character of the population and services in the village;
- To facilitate the provision of infrastructure to allow for future growth, including the provision of a wastewater treatment system that will accommodate future development.

## Economic Development

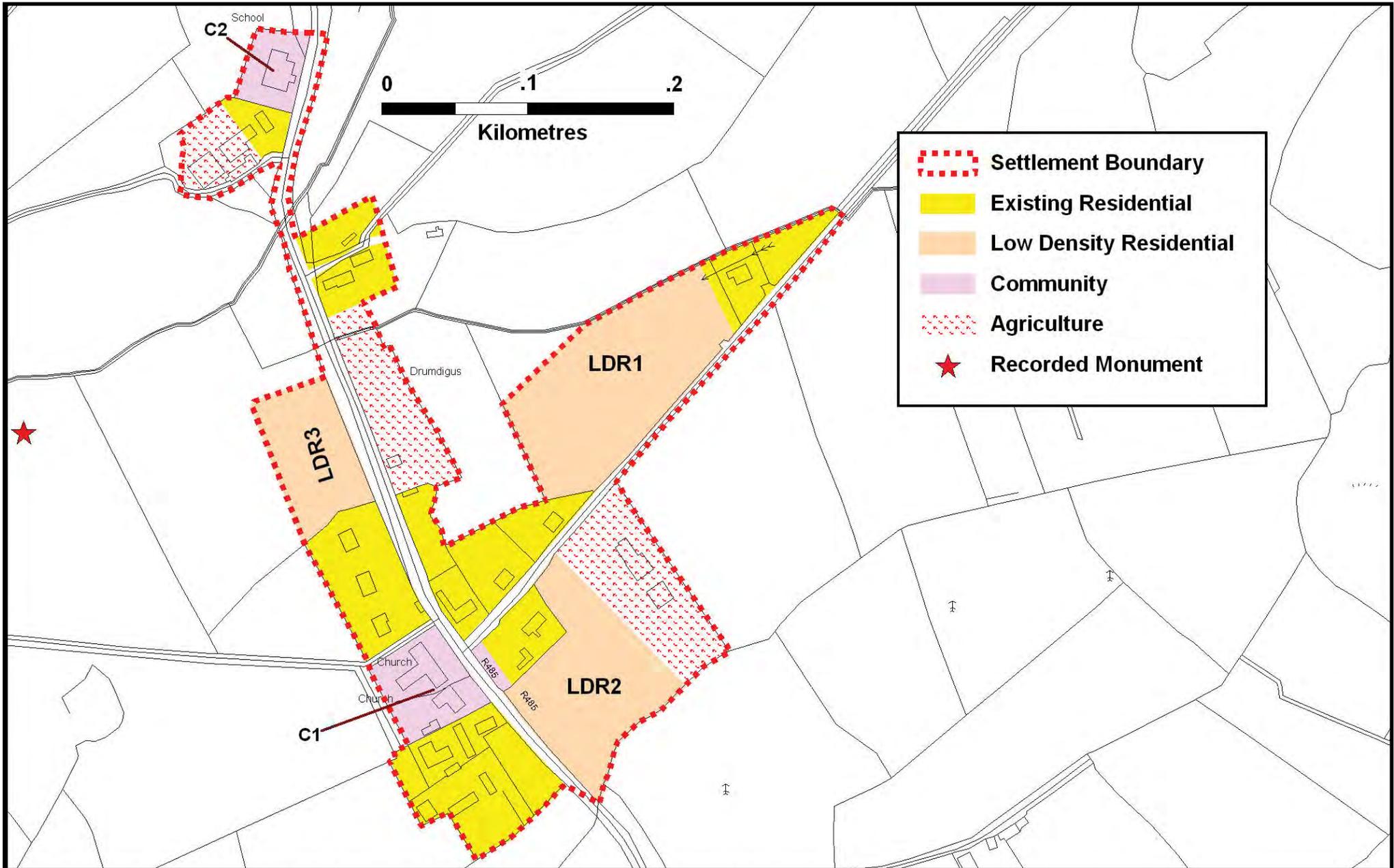
Agriculture remains an important part of the local economy in the smaller settlements around the County. In order to support economic development the Council will facilitate and encourage farm enterprise and agri-tourism in Kilmurry McMahon. The Council will also support home-based economic activity where feasible. Proximity to Kilrush provides employment and educational opportunities within short commuting distance.

## Housing and Sustainable Communities

Kilmurry McMahon offers a high quality rural environment for those seeking to live in the countryside but within a convenient distance from Kilrush.

Three sites are identified for low density residential development 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.





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# Killinaboy

## Introduction and Context

Killinaboy is located between Corofin and Kilfenora on the R476 on the edge of the Burren. The village has a church, a school and an all-weather astro turf facility, which serve the surrounding community. A number of single houses have been built over recent years in the area.

Killinaboy is served by a group water scheme. There is no public wastewater treatment plant in the settlement.

Killinaboy is located adjacent to East Burren Complex Special Area of Conservation SAC. Future development must ensure there are no adverse effects on the SAC's site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives set out in Volume 1 of this Plan relating European sites and to appropriate assessment will apply to any future development proposals in this area.

## General Objective

- To ensure that future growth in Killinaboy is incremental, relative and appropriate to the scale and character of the village.

## Economic Development

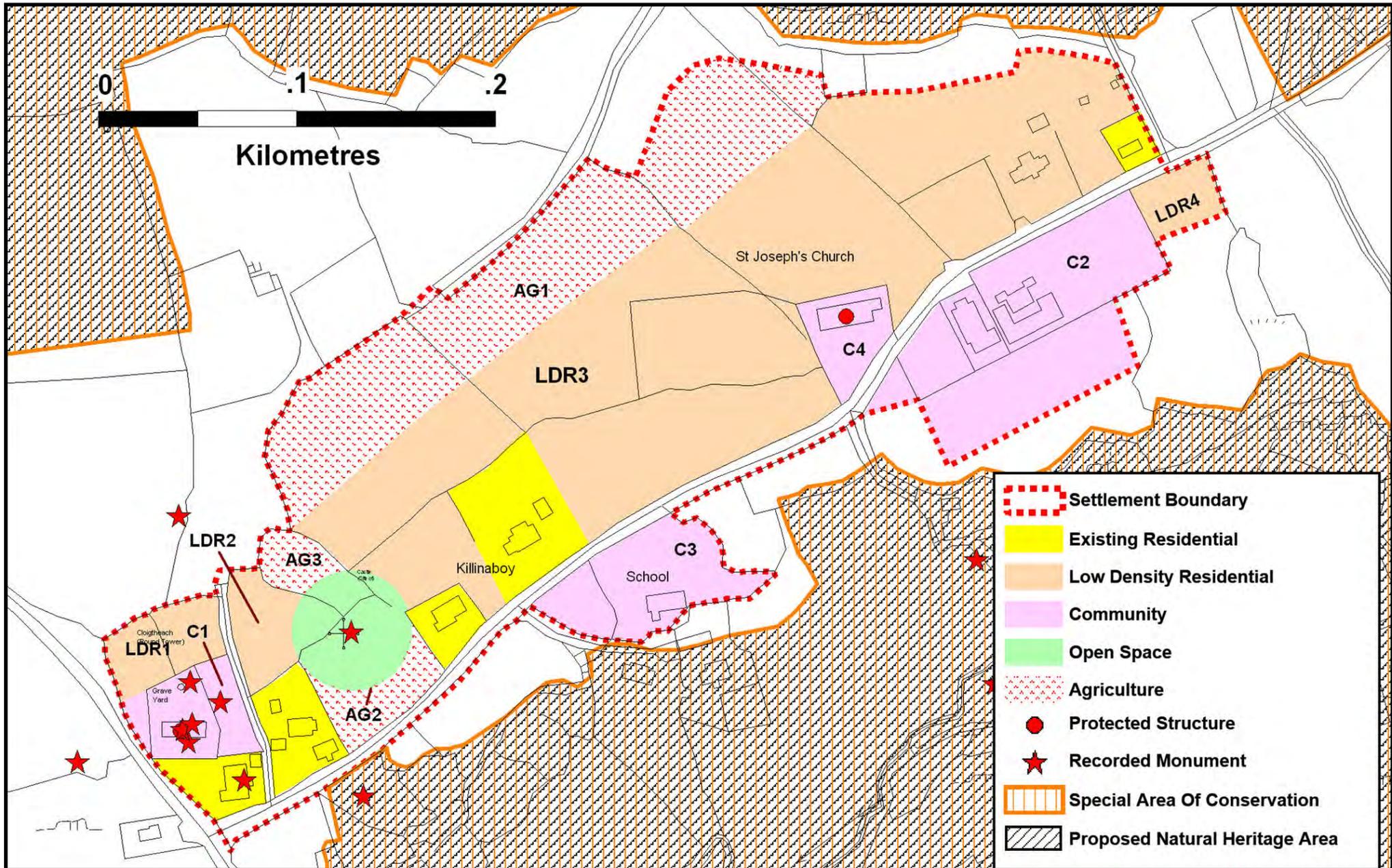
Agriculture plays a key role in the sustainable management of the Burren to which Killinaboy is proximate. In order to support economic development the Council will facilitate and encourage farm enterprise and agri-tourism in Killinaboy. The Council will also support home based economic activity where feasible. In addition Killinaboy is well positioned to offer a high quality year round product to visitors of the Burren.

## Housing and Sustainable Communities

Killinaboy, set in a landscape rich in heritage and natural beauty close to the famous Mullaghmore Mountain and Poul nabrone Dolmen, is an attractive place to live.

The strategy for the development of Killinaboy is to encourage small-scale incremental residential growth that will be reflective of the rural nature of the settlement. Any changes to existing residential development or any new residential development on identified lands will be strictly contingent on the provision of appropriate wastewater treatment facilities that can fully demonstrate 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. All zonings for low density residential development should take cognisance of their associated Landscape Character Areas (LCA) (Kilfenora Farmland and the Low Burren LCA) and should be planned and development in a sympathetic manner with the surrounding prospects and views. Any mature hedgerows located within lands zoned for housing should be retained as part of any future development given the importance of this area to a variety of bat species in particular the Lesser Horseshoe bat but also in terms of biodiversity.





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# Kilshanny

## Introduction and Context

Kilshanny is situated on the N67, mid-way between Ennistymon and Lisdoonvarna. It is a small village consisting of a pub, church, school and a small number of houses.

The strategy for Kilshanny 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.

Kilshanny is served by a public group water scheme and has no public wastewater system. The EPA Code of Practice for Wastewater Treatment Systems must be strictly adhered to in order to ensure no significant long term effects on the Cooleen River.

## 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 character.

## Economic Development

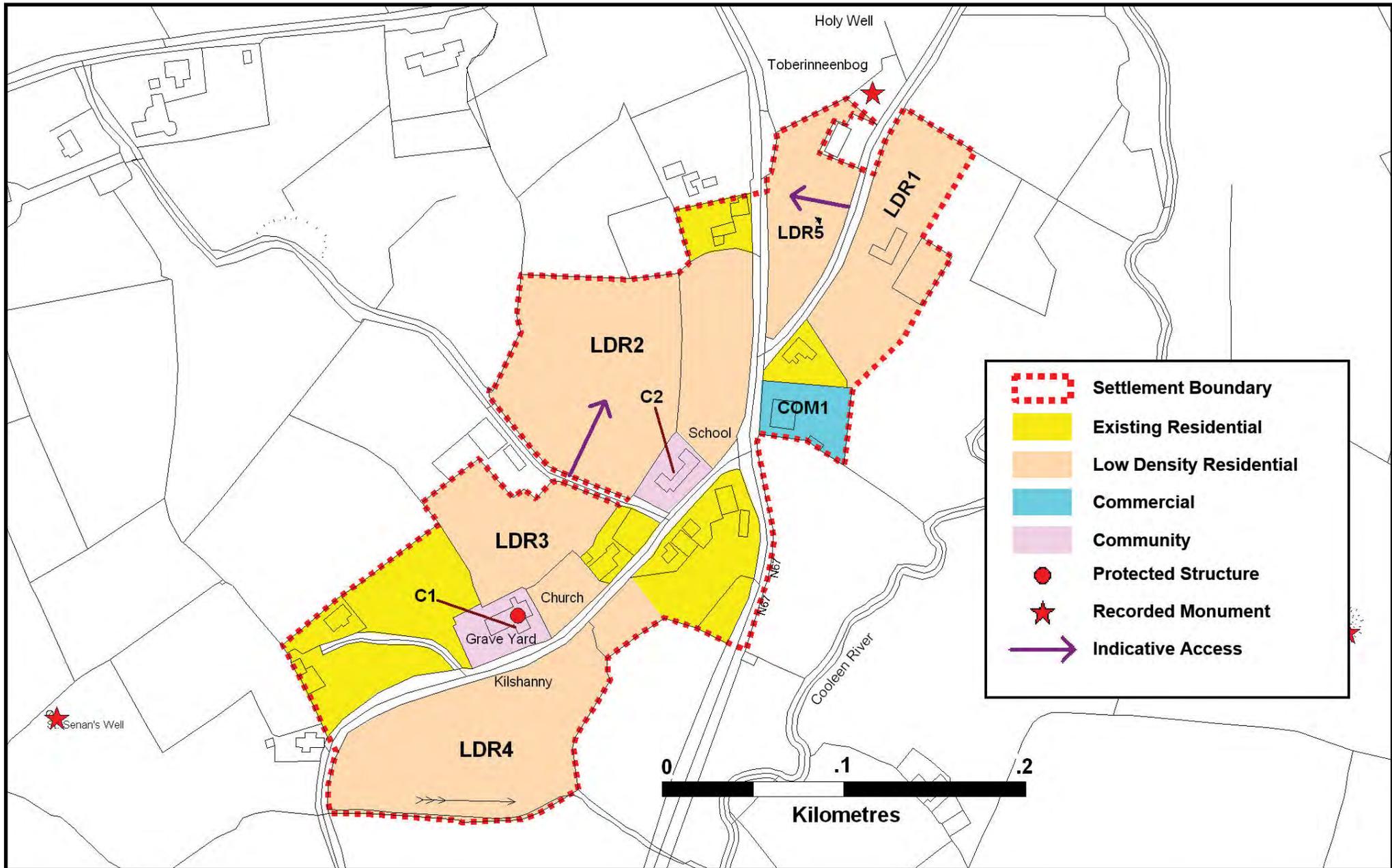
Agriculture remains an important part of the local economy in the smaller settlements around the County. In order to support economic development the Council will facilitate and encourage farm enterprise and agri-tourism in Kilshanny. The Council will also support home-based economic activity where feasible. Proximity to Ennistymon provides employment and educational opportunities within short commuting distance

## Housing and Sustainable Communities

Kilshanny offers a high quality rural environment in which to live, close to all the amenities in Ennistymon, Lisdonvarna and Doolin.

Low density residential lands are identified in the settlement for future provision of housing.





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# Knock

## Introduction and Context

Knock is a small village nestled on the shore of the Shannon Estuary centred 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 Kilkerrin Peninsula. The high ridge to the north of the settlement provides a contrasting backdrop.

The village itself consists mainly of close-knit residential buildings and has two public houses.

There is no wastewater treatment infrastructure in this settlement and any applications for new development shall need private treatment subject to suitable site-specific conditions. The EPA Code of Practice for Wastewater Treatment Systems must be strictly adhered to in the absence of a wastewater treatment scheme 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.

Future development in the village will be dependent upon the availability of suitable service infrastructure.

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 estuarine area adjoining the village is also designated a proposed Natural Heritage Area.





## General Objectives

- To consolidate the existing settlement whilst preserving its unique character and sensitive estuarine location;
- To encourage further small-scale development in the village in order to support the local community and the existing services in the area;
- To promote small-scale development in the village to meet the housing needs of the local rural community, increase the local population and support a vibrant community while maintaining the rural character of the village;
- To facilitate the necessary infrastructure to allow for future growth in the village;
- To encourage and facilitate repair to the sea wall and its ongoing maintenance;
- To investigate the possibility of Knock along with Killadysert, Ballynacally, Labasheeda, and Killimer, being a stopping point on a scenic estuary drive.

## Economic Development

Knock is well positioned to develop tourism and leisure activities associated with the estuary and to this end there is a specific zoning objective for the pier and harbour area. 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.

In order to promote economic development the following zoning objective is identified:

### MAR1 Pier

There is potential to develop the quayside at Knock for leisure and recreational use and advantage should be taken of the opportunities identified in 'Marine and Leisure; Development Strategy 2007-2013' produced by the Marine Institute which promotes the development of

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.

## Housing and Sustainable Communities

Knock's idyllic and tranquil setting on the estuary, a short distance from Killimer and Kilrush, offers high quality living environment for those seeking to experience country life. 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 site:

### LDR1 Lands to the North of the R486

These lands are located close to the centre of Knock and have been identified as being suitable to accommodate residential development in the village. The lands are slightly elevated in relation to the R486 and therefore siting and design will be of particular importance to ensure that development on these lands does not detract from the character

of the village. Dependent on layout and design, single storey dwellings may be required. 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 flood, or generate flooding issues in other areas.

## Place Making and Amenity

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 lands adjoining the river in the village must be set back a minimum of 10 metres for 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.

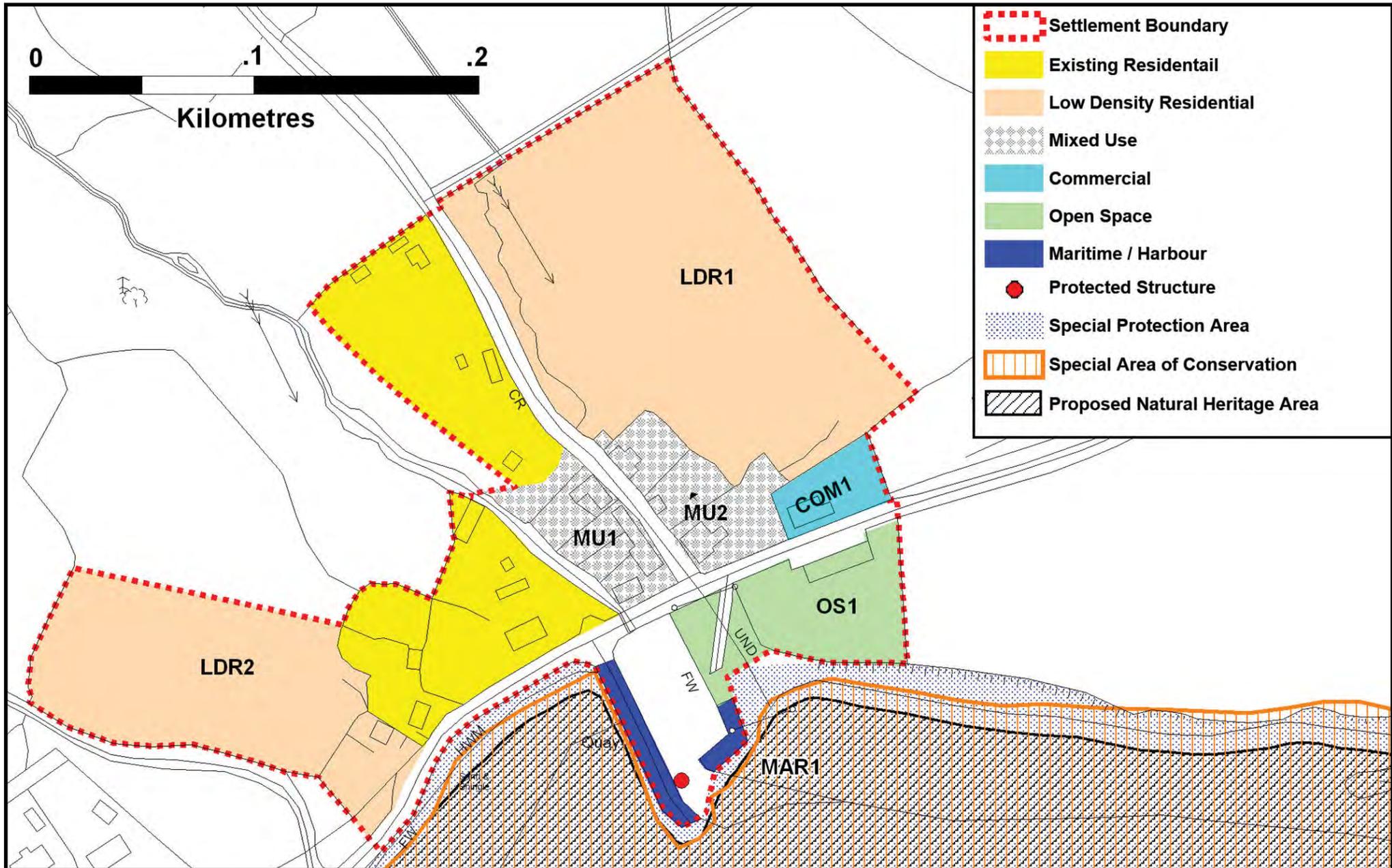
### OS1 Site Adjacent to the Pier

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.





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Title:  
**Knock Settlement Plan**

Drawn By:  
 Padraig McManus

Checked By:  
 Helen Quinn

Scale:  
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Date:  
 January 2017

# Knockerra

## Introduction 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, garage/shop and a graveyard.

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.

There is no wastewater treatment infrastructure in this settlement and any applications for new development shall need to provide private treatment subject to suitable site specific conditions. Land to the west of the village has soil conditions which present difficulties for wastewater treatment. Knockerra is connected to the public water supply.

## General Objectives

- To encourage the small-scale expansion of the settlement throughout the lifetime of this Plan in order to sustain and increase the population of the area and support new and existing services in the village;
- To consolidate the existing village by encouraging development in proximity to the village core;

- 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;
- To facilitate the provision of infrastructure to allow for future growth, including the provision of a wastewater treatment system that will accommodate future development.

## Economic Development

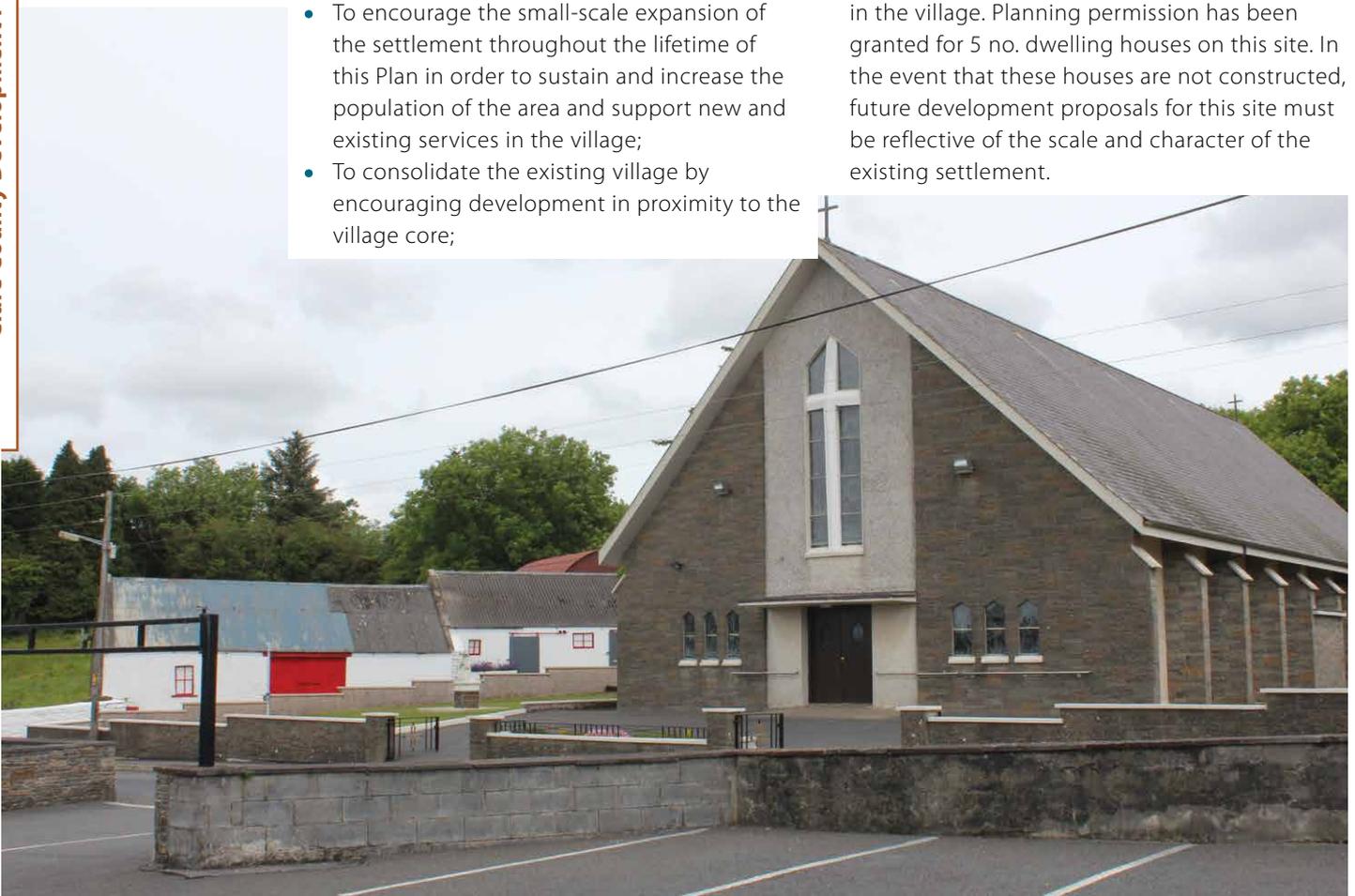
Agriculture remains an important part of the local economy in the smaller settlements around the County. In order to support economic development the Council will facilitate and encourage farm enterprise and agri-tourism in Knockerra. The Council will also support home-based economic activity where feasible.

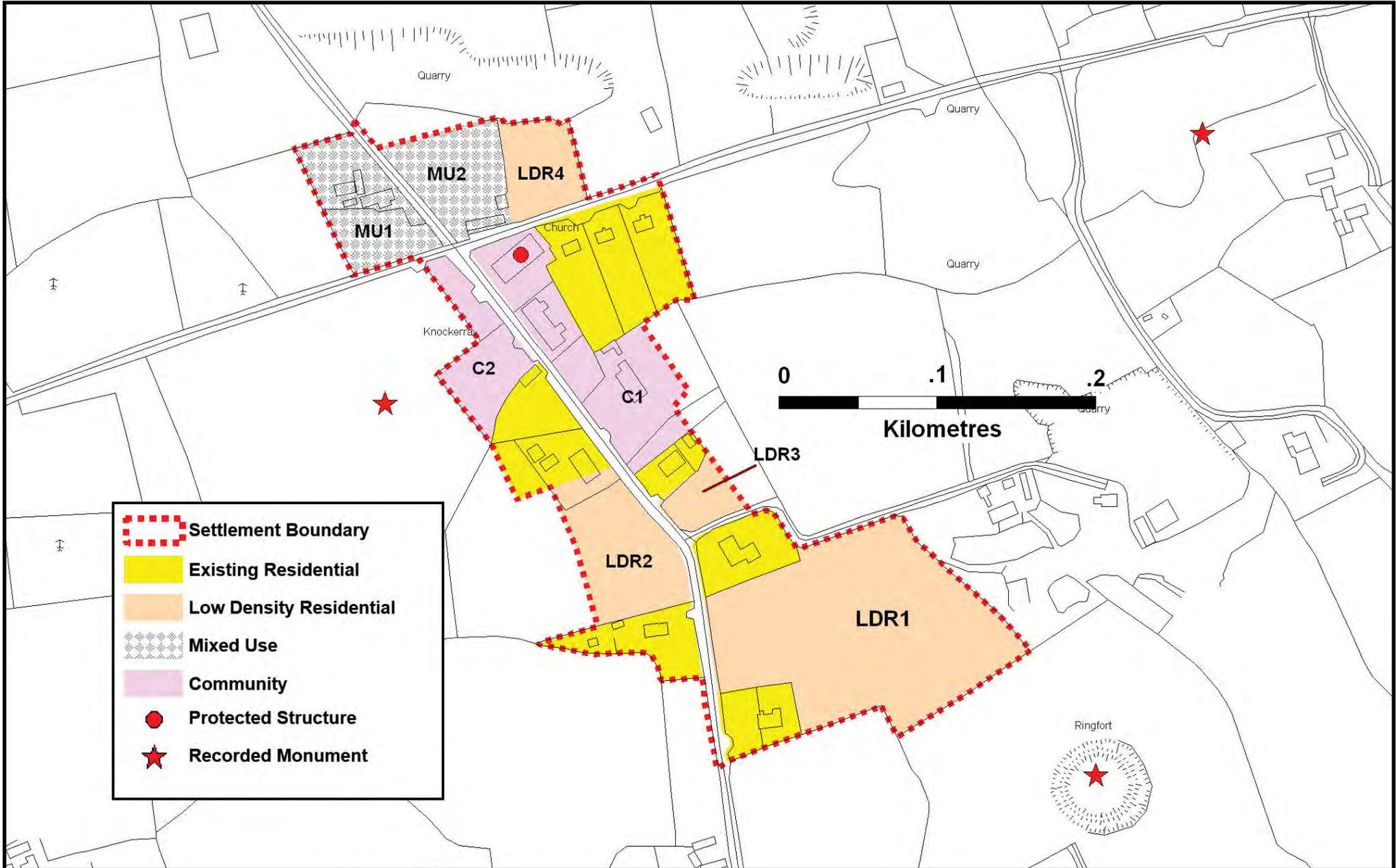
## Housing and Sustainable Communities

Knockerra offers a high quality rural environment in which to live. 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 lands:

### LDR1 Lands to the Southeast of the Village

These lands are zoned Low Density Residential and have been identified as being suitable to accommodate future residential development in the village. Planning permission has been granted for 5 no. dwelling houses on this site. In the event that these houses are not constructed, future development proposals for this site must be reflective of the scale and character of the existing settlement.





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Checked By:  
 Helen Quinn

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 January 2017

# Liscannor

## Introduction and Context

Liscannor is an attractive coastal village situated on the north shore of Liscannor Bay on the Wild Atlantic Way. 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, public houses and visitor accommodation. In addition to the fishing activity in the village, tourism has grown considerably over recent years. Recognising the requirement to expand the tourism product, the Cliffs of Moher Coastal Walk project was implemented. This 12km coastal path 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 and as such is subject to any constraints on that scheme. There is a public wastewater network in Liscannor. A new wastewater treatment plant is required and Irish Water is currently progressing a study to determine the options to provide for secondary treatment. It is Irish Water's objective and target to provide this new wastewater treatment plant within the period 2016 – 2021.

Any future residential, commercial or employment generating development will be subject to the provision of a public wastewater treatment scheme given the proximity to Liscannor Bay and the impacts on water quality, in line with the requirements of the Water Framework Directive.



## General Objectives

- To ensure that the village maintains and increases its existing permanent population levels;
- To make provision for growth within the village which will support existing services and encourage further expansion of the service base, whilst retaining its character and setting;
- To encourage proposals for suitably-scaled and appropriate commercial or employment-generating development;
- To facilitate the provision of a wastewater treatment plant to serve the settlement;
- To provide for residential development to cater for permanent population in the area.

## Economic Development

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.

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, subject to the requirements of the Habitats Directive.

### TOUS

The subject 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.

## Opportunity Site

### OP1 Former Tides Restaurant/Whelan's site

In order to promote economic development and to encourage the development of Liscannor as a destination in itself, the former Tides Restaurant/Whelan's site is designated as an Opportunity Site. This site has the potential to host a range of commercial and cultural uses.

## 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 proximate to Ennistymon 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 developments. 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.

### LDR1 Land to Rear of Church and Community Centre

This area of land is located to the south of Main Street, to the rear of the church and 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 eastern boundary of the site is defined by Quay Road, which links directly to the Main 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 low density development for permanent occupancy 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.

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

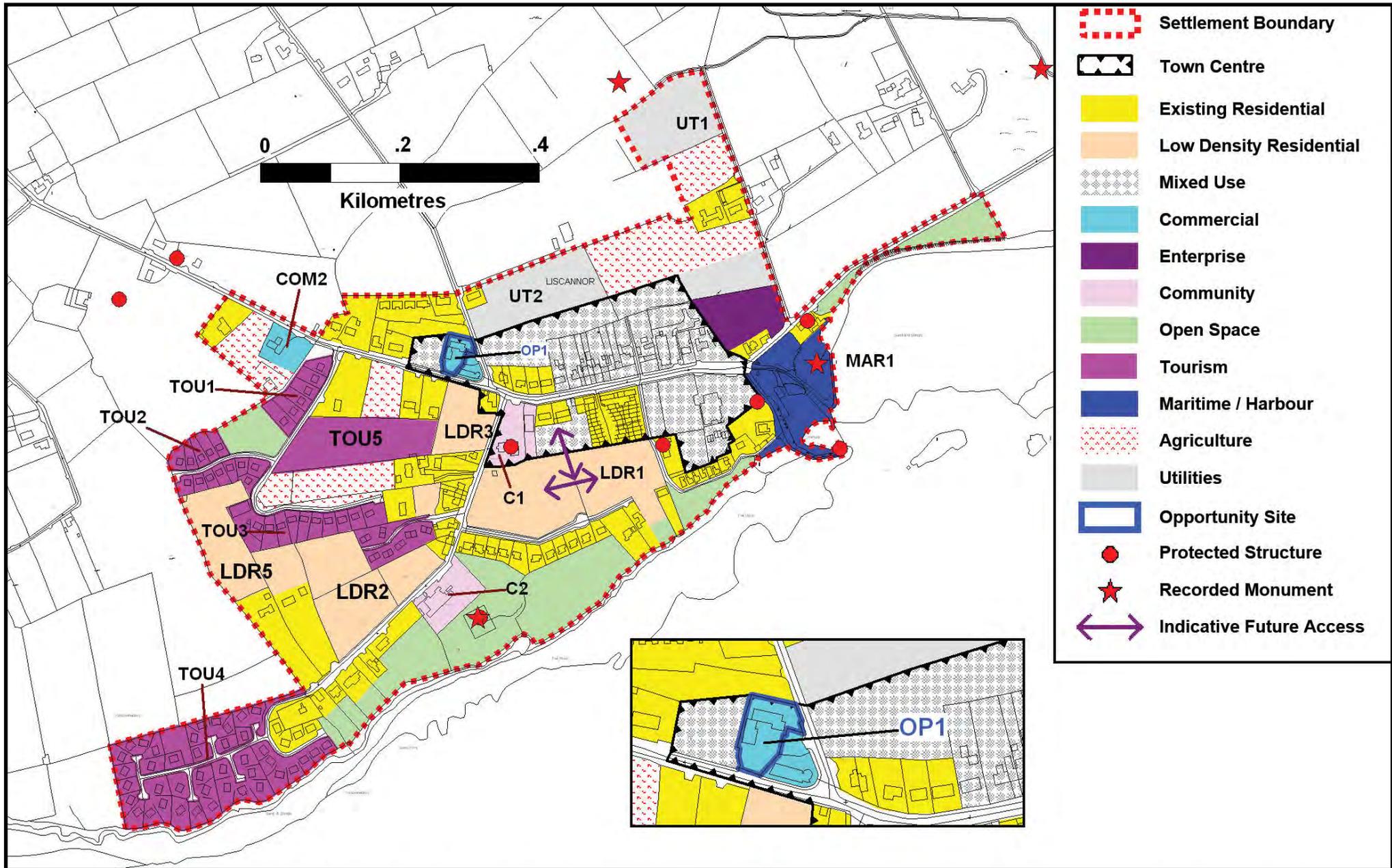
## Place Making and Amenities

Improved gateways and attention to treatment of verges and setbacks would help to calm traffic and enhance sense of place in Liscannor. Large undefined forecourt areas such as that outside Vaughan's would benefit from some enclosure by appropriate tree planting while still retaining the parking spaces. Vacant or underutilised buildings in prominent locations need to be dealt with. Traditional front boundary treatment of stone walls with simple white plastered 'bellmouth' is a very attractive local model which enhances sense of place. Liscannor is situated on the Wild Atlantic Way. The principles for place making on the Wild Atlantic Way are set out in Chapter 17 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 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.





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 Padraig McManus

Checked By:  
 Helen Quinn

Scale:  
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Date:  
 January 2017

## Moy

### Introduction and Context

Moy is situated south of Lahinch and approximately 1 kilometre east of the N67. It consists of a number of houses, a church, school and community centre. There have been a number of new houses built around the school and community centre which provides a focus to the village. Moy is situated within a landscape characterised by coastal plateau and farmland gently sloping towards the coast with some extensive views of the Atlantic Ocean.

Moy is a small village which has experienced limited growth in recent years. Development has generally been focused around the church and also around the school and community centre, the latter providing a potential focus for growth in terms of establishing a core to the village.

The strategy for Moy 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.

Moy is served by a public water scheme but has no public wastewater treatment scheme which will limit future development to small scale proposals. 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 ground water or surface water in the area.

### 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 rural character.

### Economic Development

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 Moy. The Council will also support home-based economic activity where feasible. Proximity to Lahinch provides employment opportunities within short commuting distance.

#### ENT1 Former Creamery

This site has been zoned to accommodate small-scale rural enterprise with a view to providing an opportunity for local-level employment creation. Future enterprise development on this site must be of a scale which is reflective of the rural nature of the area. The capacity of the local road network to accommodate additional traffic generated by the development and the ability to provide suitable on-site wastewater treatment will be key considerations in the assessment of proposals for this site.

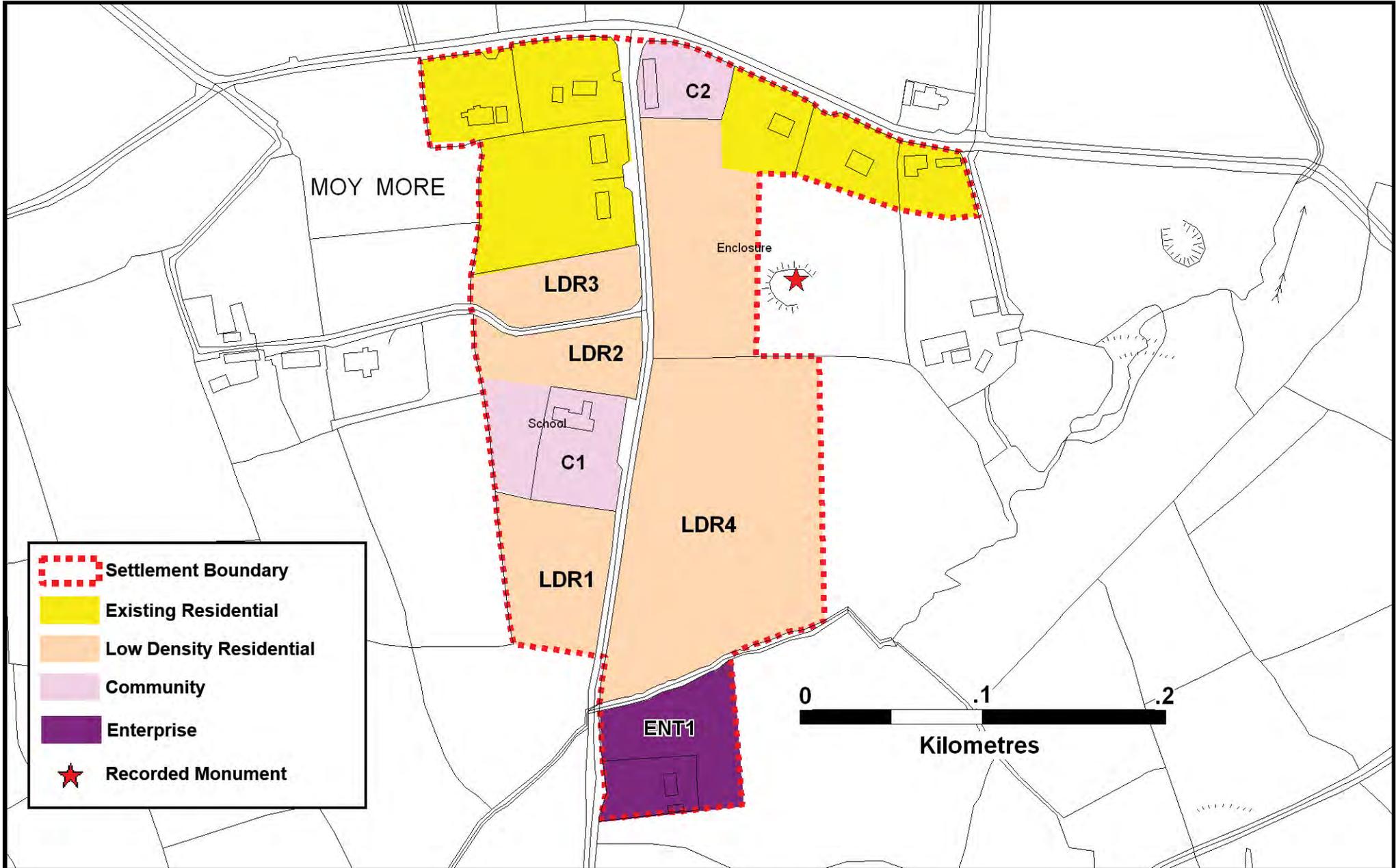
### Housing and Sustainable Communities

Moy offers a high quality rural environment for those seeking to experience country living. Low density residential lands are identified for future housing development.

### Flooding and Flood Risk

The Strategic Flood Risk Assessment Volume in 10(c) of this Plan advises that a steep watercourse runs to the south of the settlement alongside lands zoned for proposed residential development. The proposed residential zoning can be developed, provided that building footprints are located within Flood Zone C. Thresholds should be set a minimum of 0.5m above the bank top height.





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Checked By:  
 Helen Quinn

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Date:  
 January 2017

# Moyasta

## Introduction and Context

Moyasta is situated on the N67, northeast of Poulnasherry Bay and centred on the old railway station. It consists of a school and public house and contains a small number of dwelling houses. The surrounding landscape is relatively flat, with good views of Poulnasherry Bay on the approach to the village from the southeast and from within the village.

There is no sewage treatment infrastructure in this settlement and any applications for new development shall need private treatment subject to suitable site specific conditions.

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.

## 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 station and the West Clare Railway as an important tourism asset for the village and larger West Clare area;
- To facilitate the provision of infrastructure to allow for future growth in the village;
- To ensure that developments shall not adversely effect 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 facilitating traffic calming measures in the area.

## Economic Development

While agriculture and tourism plays 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.



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

### **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 to promote the West Clare Railway. The facility 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 European site. 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 designated SAC. Future development proposals on this site must also be accompanied by a site-specific Flood Risk Assessment.

## **Housing and Sustainable Communities**

Moyasta offer a high quality rural environment for those wishing to experience country living but with convenient access to Kilrush. 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:

### **LDR1 and LDR2 Lands to the North of the Settlement**

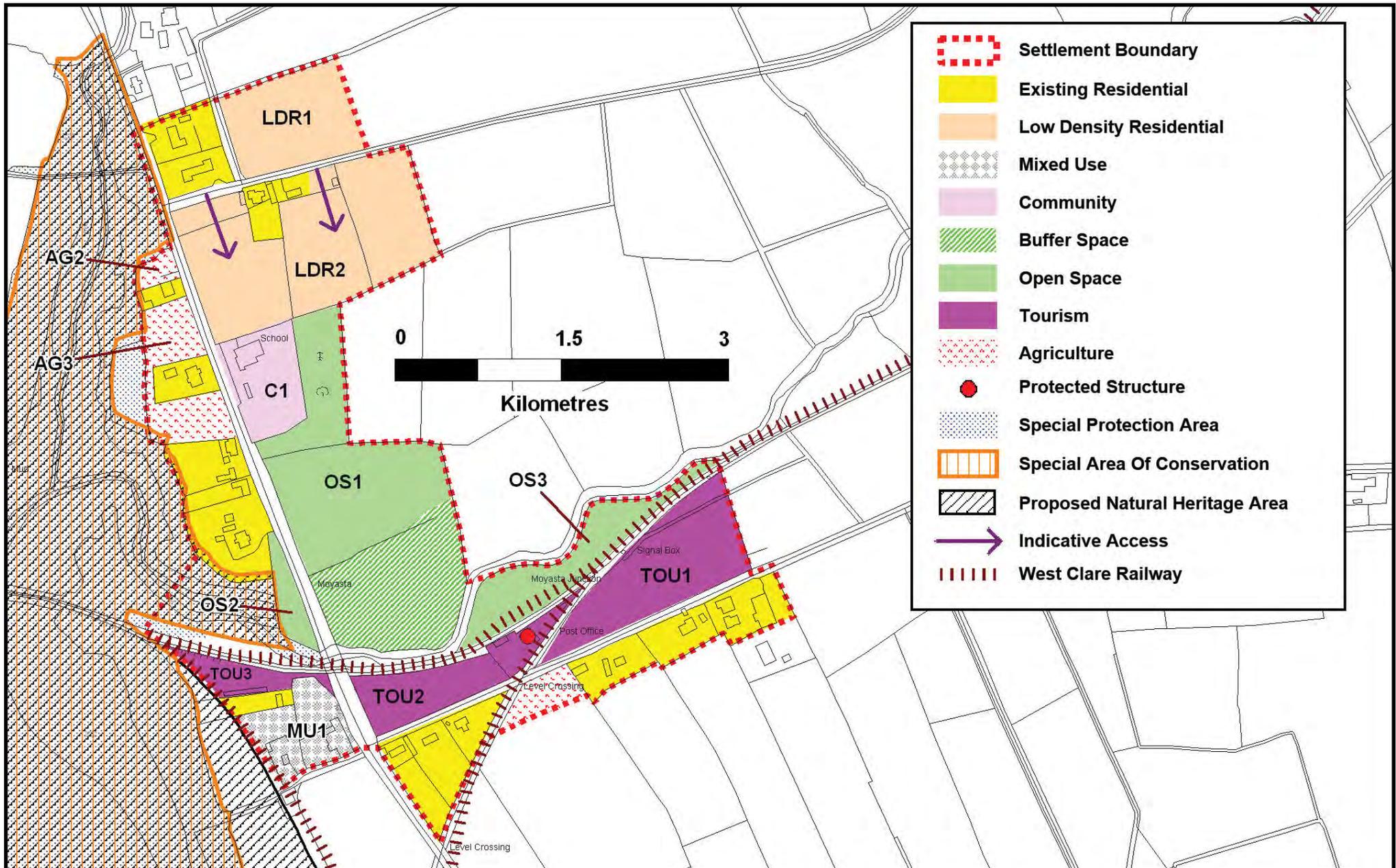
These lands are located to the north of the village and are accessed from an existing local roadway. These lands may be able to accommodate small-scale residential development to help to enhance and strengthen the service base. Development on the subject lands must be reflective of the scale of the existing settlement and its target population. Siting, scale and design shall be of a high standard and all development proposals must demonstrate the suitability of the site to accommodate an on-site wastewater treatment system. Development on these lands is subject to safe access being provided from the local roadway only and not directly off the N67.

## **Place Making and Amenity**

Effective gateways need to be designed for both entries into the village on the N67. Several issues contribute to speed within the village including the undefined set back at Garrihy's, the car park 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. The principles for place making on the Wild Atlantic Way are set out in Chapter 17 Volume 1 of this Plan.

## **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 requirements.



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Drawn By:  
Padraig McManus

Checked By:  
Helen Quinn

Scale:  
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Date:  
January 2017

# Querrin

## Introduction and Context

Querrin is a small village, centred on a crossroads, consisting of a school and a small number of residential and agricultural buildings. There is another small concentration of buildings near the quay at Querrin Point, including a small development of holiday cottages and Querrin House, a recorded monument. Querrin has a strong community spirit evident in their participation in the 'Seol Sionna' project and the building of the 'Sally O'Keeffe', a traditional wooden Shannon Hooker sailing vessel.

Picturesque views of the Shannon Estuary are afforded from the road that links the village to the quay. The main road in the village, which runs parallel to the shore, also affords extensive views of the surrounding landscape and the Shannon Estuary. The landscape itself is more robust, with more vegetation than the peninsula environment further west.

Individual properties are served by individual 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. 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 (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.



## General Objectives

- To encourage the small-scale expansion of the village throughout the lifetime of this Plan in order to sustain and increase the population of the area and support new and existing services in the village;
- To ensure that future growth in Querrin is incremental and small scale in nature, relative and appropriate to the scale, size and character of the population and services in the village;
- To facilitate the provision of infrastructure to allow for future growth, including the provision of a wastewater treatment system that will accommodate future development;
- To facilitate the provision of public lighting at the pier and the provision of a new slipway;
- To improve signage at the 'Four Cross Roads'.

## Economic Development

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 support economic development the Council will facilitate home-based economic activity and encourage farm enterprise and agri-tourism in Querrin.

It is an objective:

- To make provision for tourism-related development that will attract people and revenue to the area in a sustainable manner, subject to the requirements of the Habitats Directive. For the period of this Plan the provision of accommodation in the form of holiday homes shall not, in general, be considered favourably.

In order to promote economic development the following zoning objectives are identified.

### TOU1 Close to Querrin Quayside

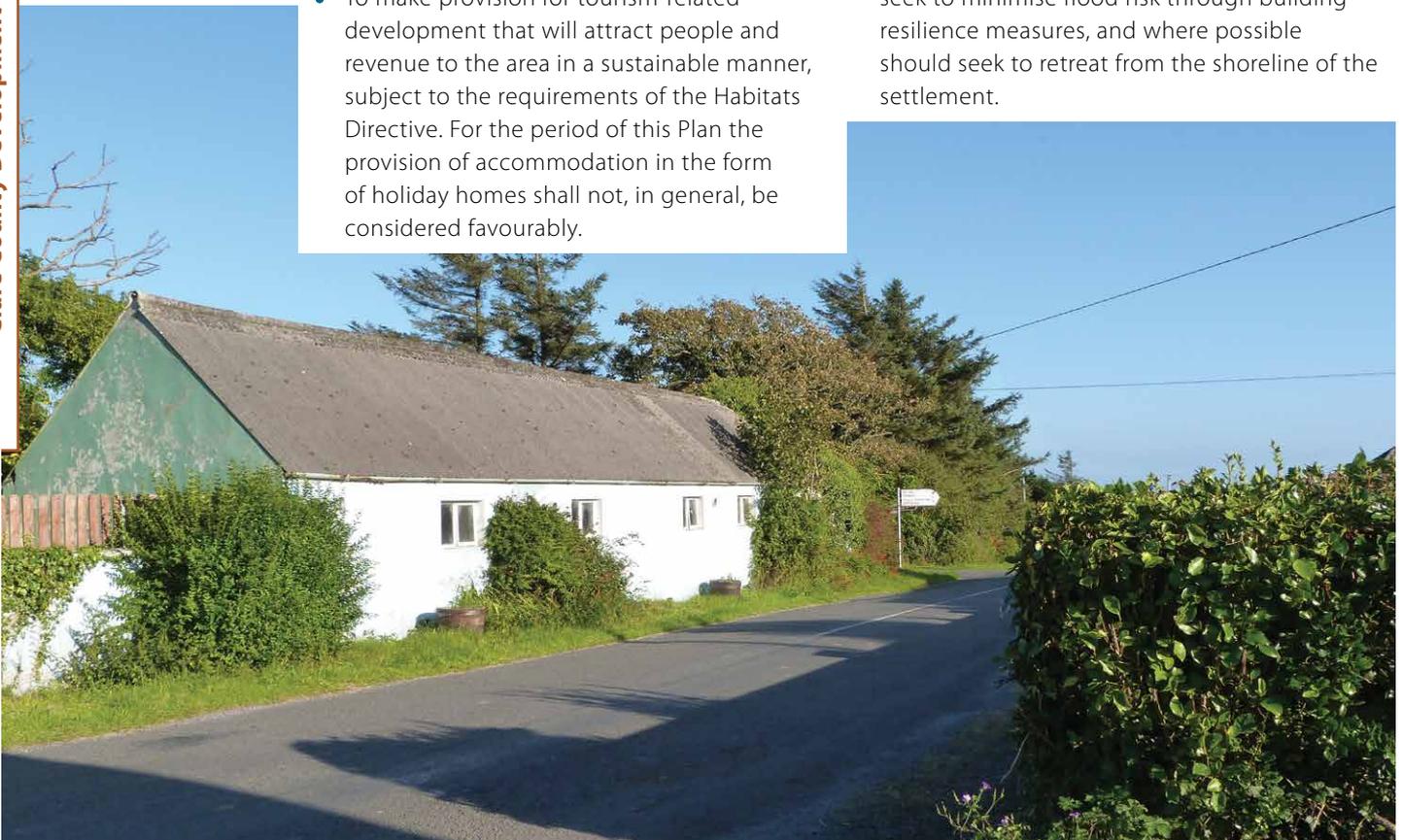
This site has been identified as a suitable location for tourism-related development within the village. Development on this site must be reflective of the scale, size and character of the existing settlement. The provision of accommodation in the form of holiday homes shall not, in general, be considered favourably.

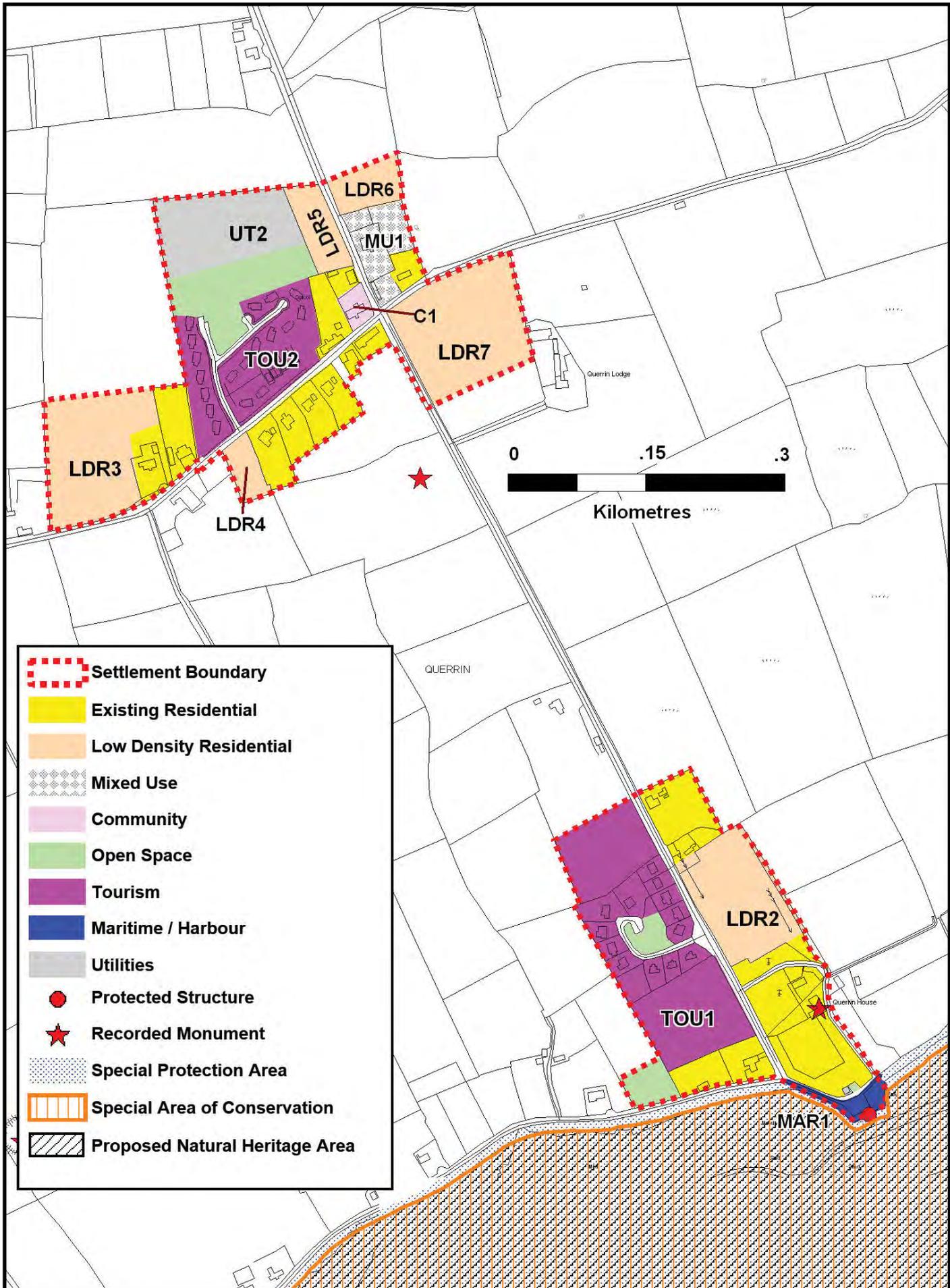
## Housing and Sustainable Communities

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. Provision has been made for low density residential development for permanent occupation.

## 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.





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**Querrin Settlement Plan**

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# Spanish Point

## Introduction and Context

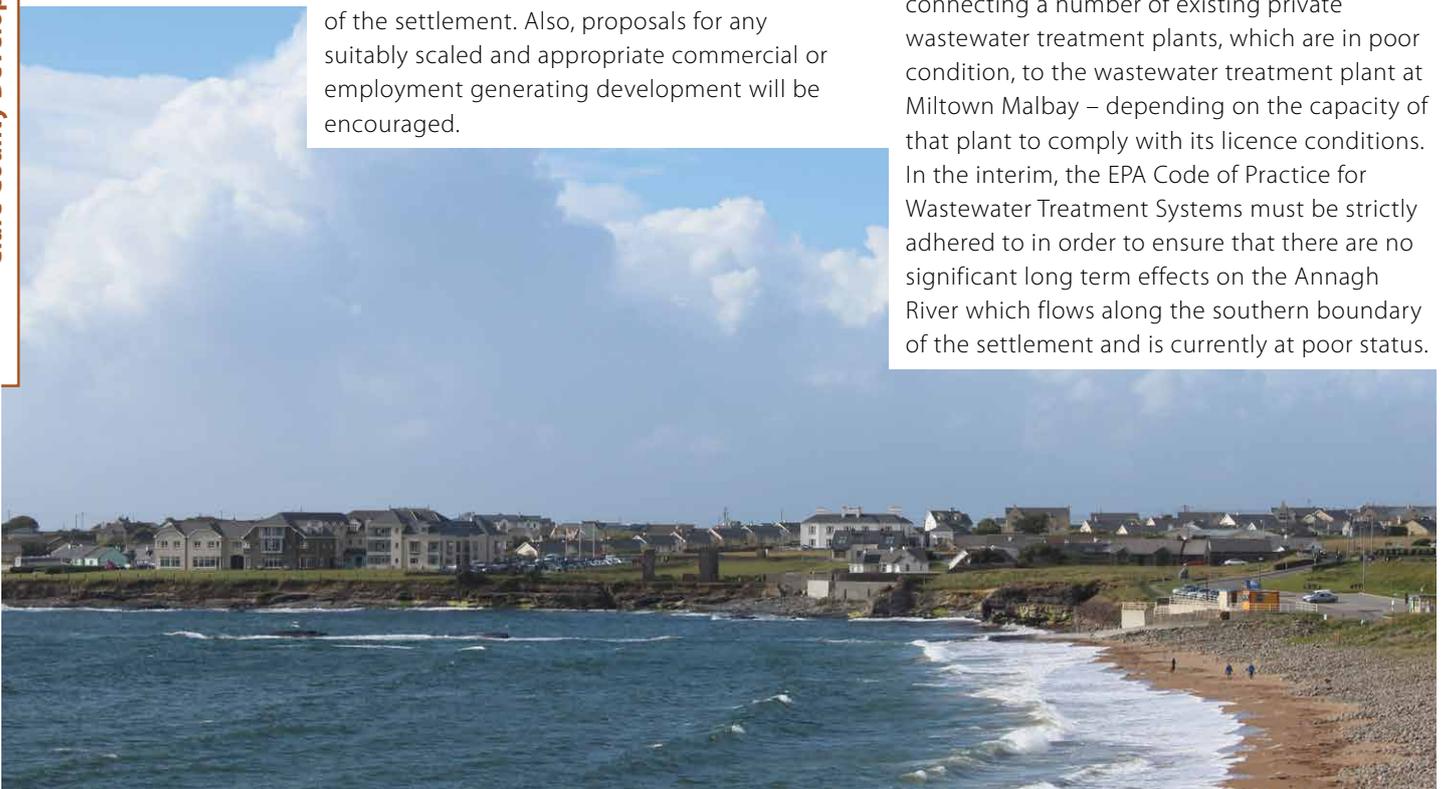
Spanish Point is a dispersed settlement located on Mal Bay with a picturesque coastal setting and Blue Flag beach. It is also only a short distance from its linked settlement of Miltown Malbay. Located on the Wild Atlantic Way, Spanish Point has seen considerable development over recent years in the 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, but the majority of services are 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.

An SAC and an SPA adjoin 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. Spanish Point is also located adjacent to a proposed Natural Heritage Area.

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 sufficient capacity the treatment plant to cater for the target population.

There is currently no public wastewater treatment plant serving Spanish Point. Irish Water will investigate the feasibility of connecting a number of existing private wastewater treatment plants, which are in poor condition, to the wastewater treatment plant at Miltown Malbay – depending on the capacity of that plant to comply with its licence conditions. In the interim, 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.



## 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 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;
- To support the provision of a purpose-built, state-of-the-art lifeguard station, sanitation facilities and shelter facility to serve those using the Blue Flag beach for water sports and other recreational uses.

## Economic Development

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, the Bellbridge House Hotel and Red Cliff Lodge are key drivers in the local economy. 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. The 'San Marcos Project' has already carried out geophysical investigations of the site known traditionally as 'Tuama na Spainneach'. At the time of preparing this Plan, the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs (DAHRRG) were determining the appropriate level of archaeological investigation required.

## Housing and Sustainable Development

Spanish Point offers high quality coastal environment for those wishing to live near all the amenities of the coastline but within easy reach of Miltown Malbay.

Development on lands zoned for low density residential development shall be for permanent residential housing to encourage growth within the community in a sustainable manner. Any development at these locations should take into account the unique setting on the Atlantic Ocean and its surrounding landscape and seascape character areas.



### LDR1

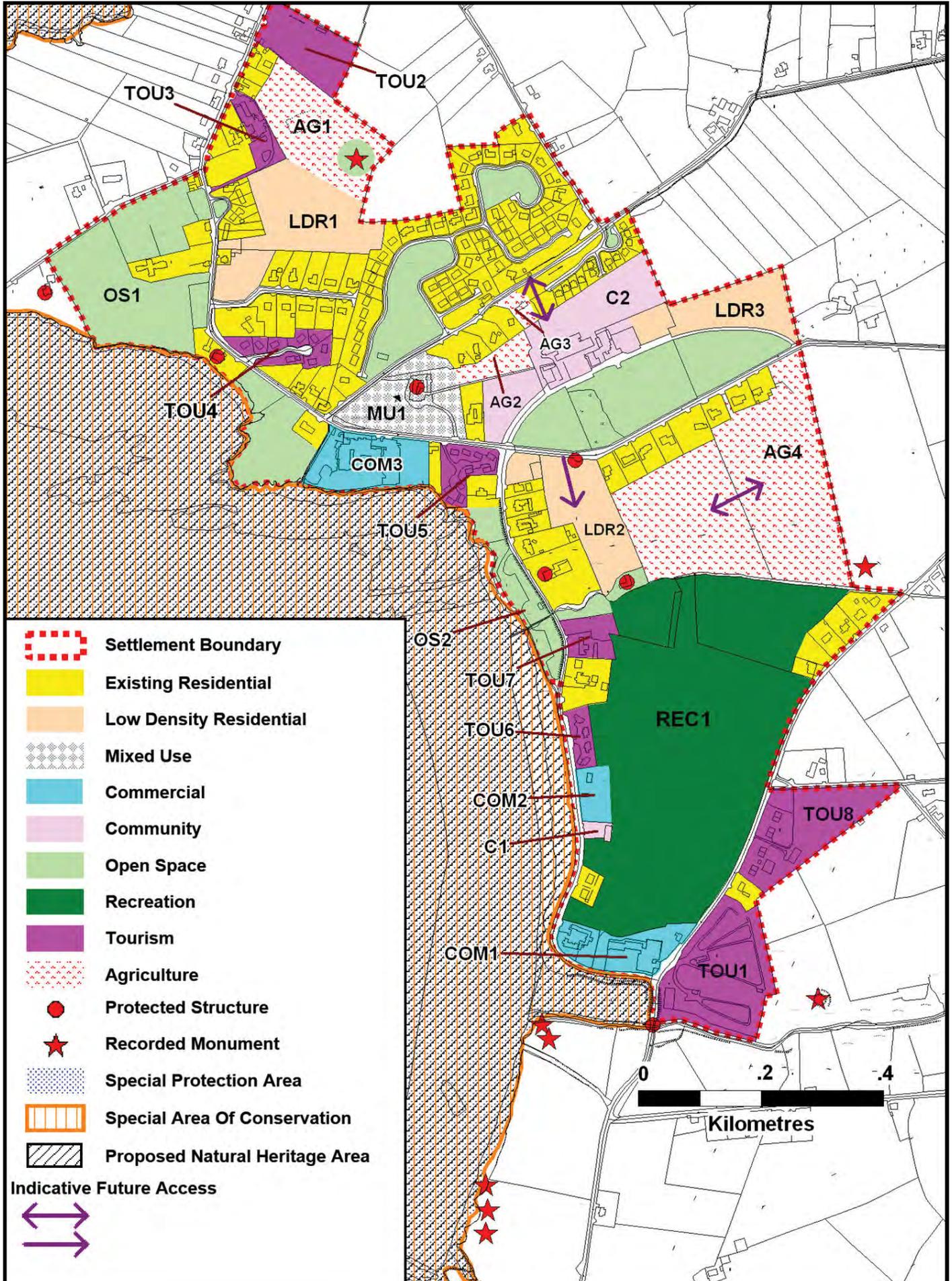
In addition to the requirements as set out above, any development proposals on this site shall be accompanied by a design brief setting out how the prominent coastal location has been addressed and reflected in the design and layout of the proposed development.

## Place Making and Amenity

This settlement has many strengths in terms of its location and facilities. The N67 follows one of its boundaries and there is one junction where the visitor can make a choice and enter the village rather than pass by. This junction at the Bellbridge House Hotel needs to be enhanced and appropriate signage put in place to attract visitors into the village. The open windswept character is complemented by the plants used, particularly the Phormiums. Wayfinding needs to be improved within the settlement as the many junctions can be confusing. A coordinated scheme of appropriate signage would help to achieve this, as would a village map in the car park area. Spanish Point is located on the Wild Atlantic Way. The principles for place making on the Wild Atlantic Way are set out in Chapter 17 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. There is a caravan park at risk to the south of the settlement and it is recommended that the emergency plan for this establishment be reviewed.

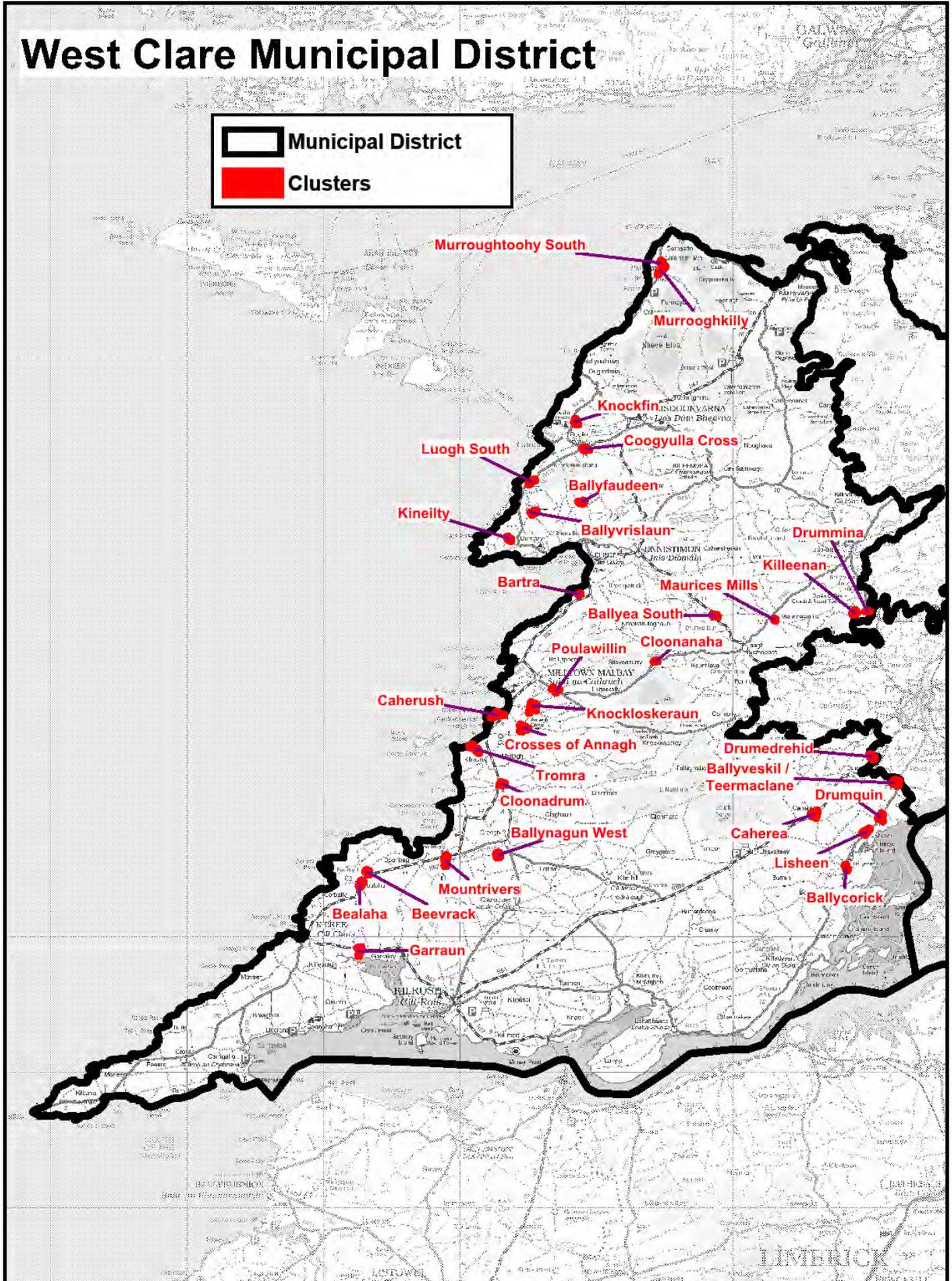


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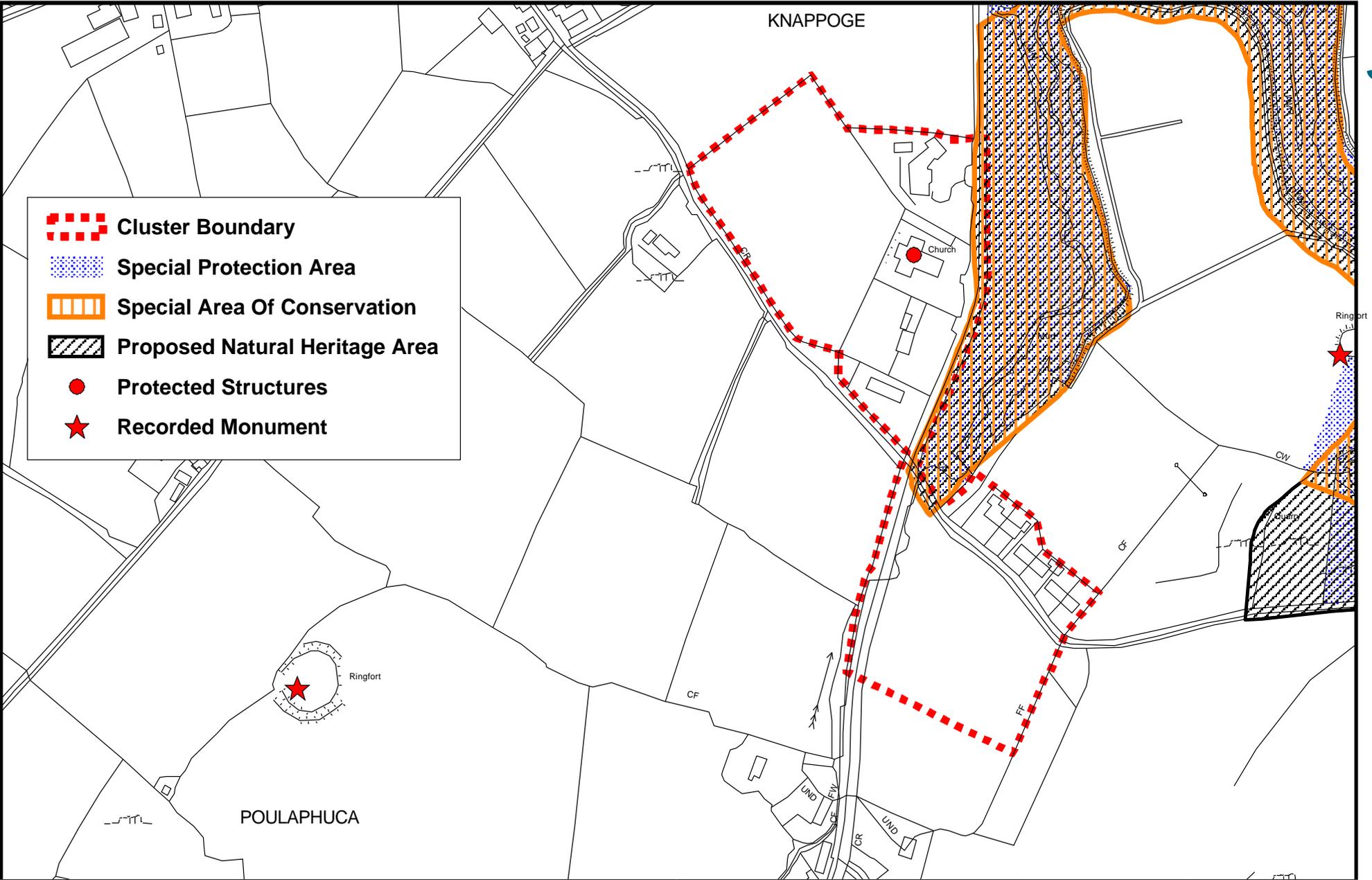
## Section 5

### Clusters

Ballycorick  
Ballyea South  
Ballyfaudeen  
Ballynagun West  
Ballyveskil/  
Teermaclane  
Ballyvrislaun  
Bartra  
Bealaha  
Beevrack  
Caherea  
Caherush  
Cloonadrum  
Cloonanaha  
Coogyulla Cross  
Crosses of Annagh  
Drumdrehid  
Drummina  
Drumquin  
Garraun  
Killeenan  
Kineilty  
Knockfin  
Knockloskeraun  
Lisheen  
Luogh South  
Maurices Mills  
Mountrivers  
Murroughkilly  
Murroughtoohey South  
Poulawillin  
Tromra

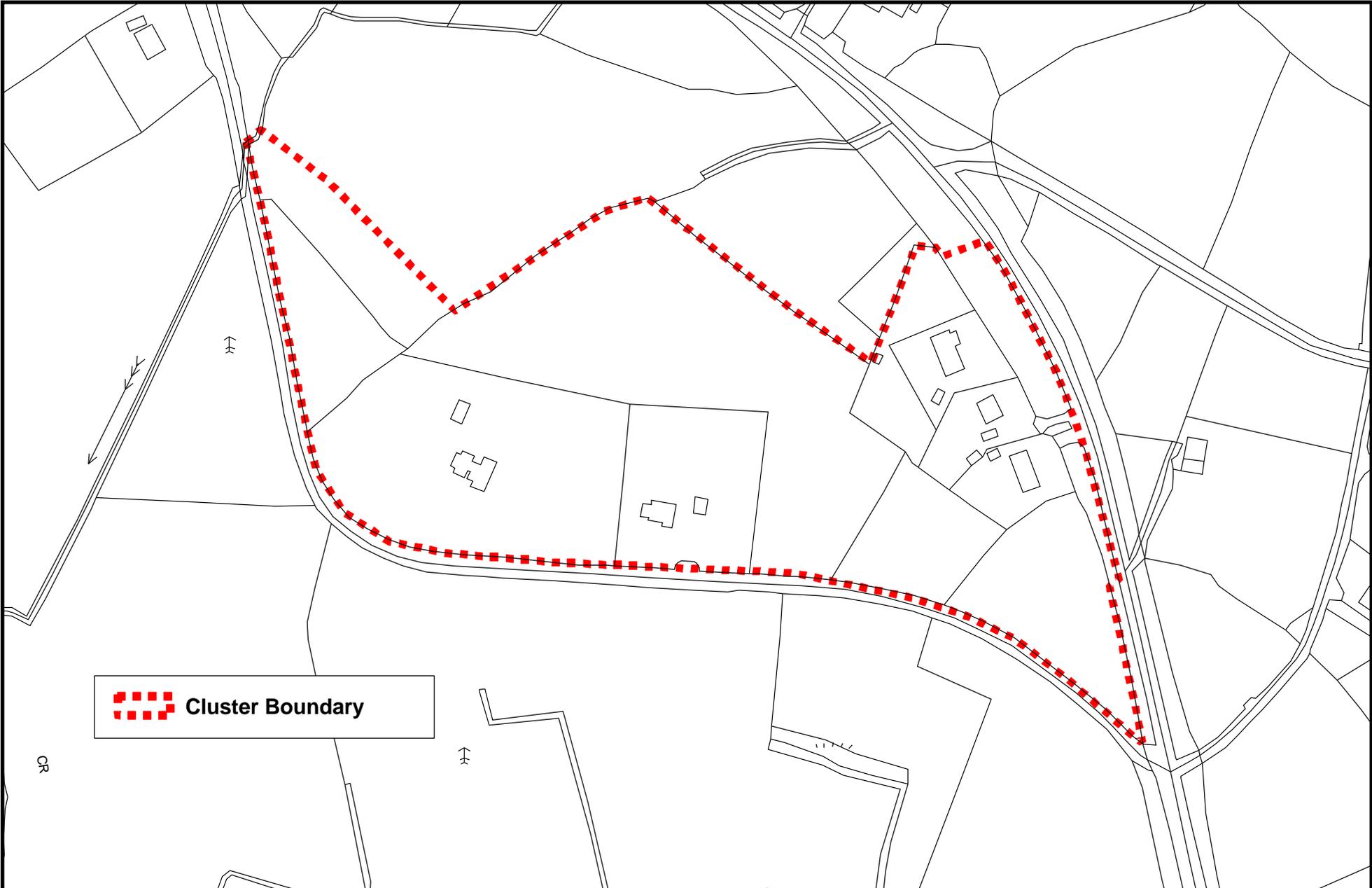


Clare County Council: Clare County Development Plan 2017–2023		Title: <b>Municipal Districts and Clusters</b>		
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				Date: January 2017

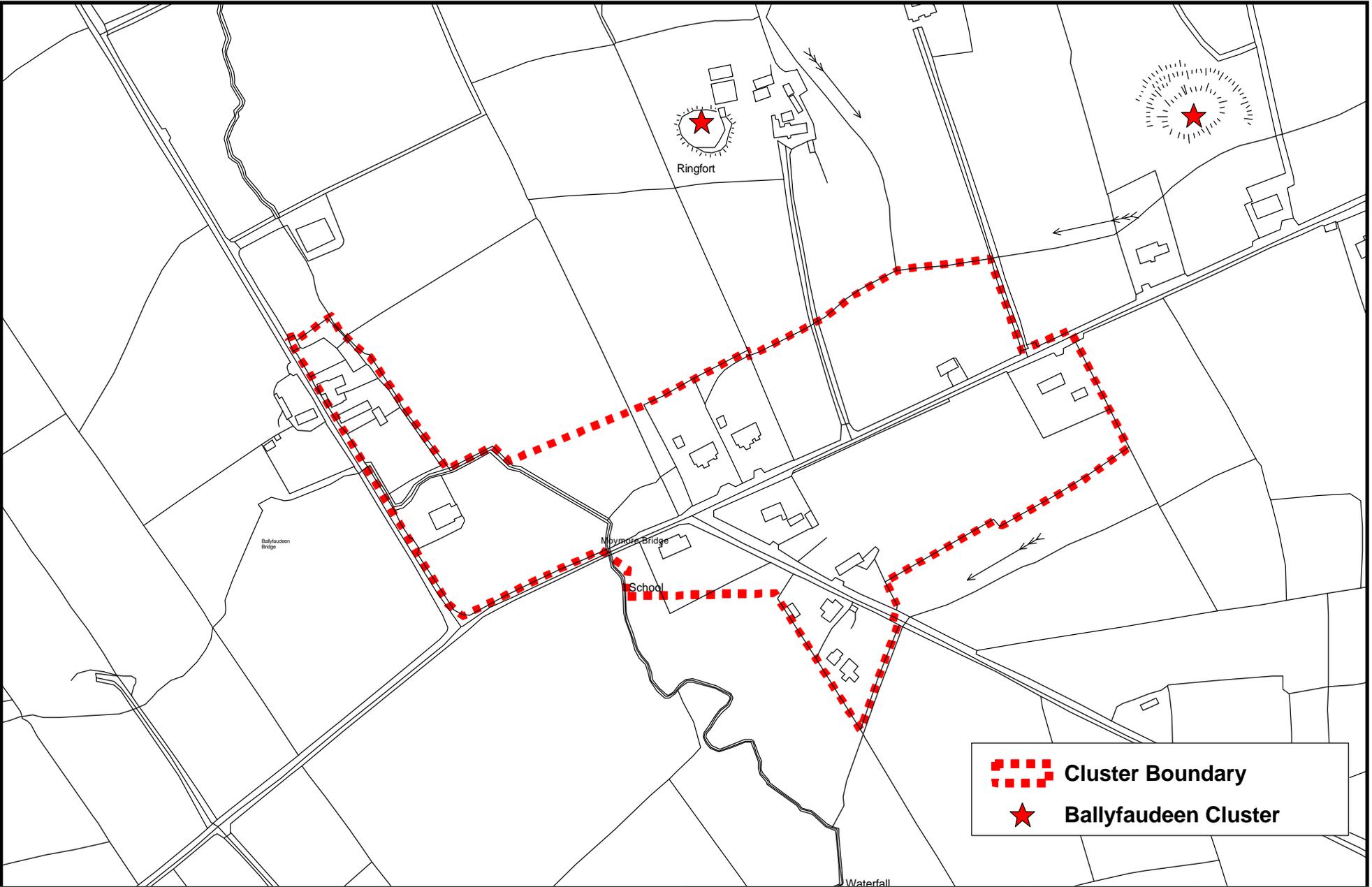


Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Ballycorick</b>		
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			Scale: Not to Scale	

**Ballyea South**



Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Ballyea South</b>		
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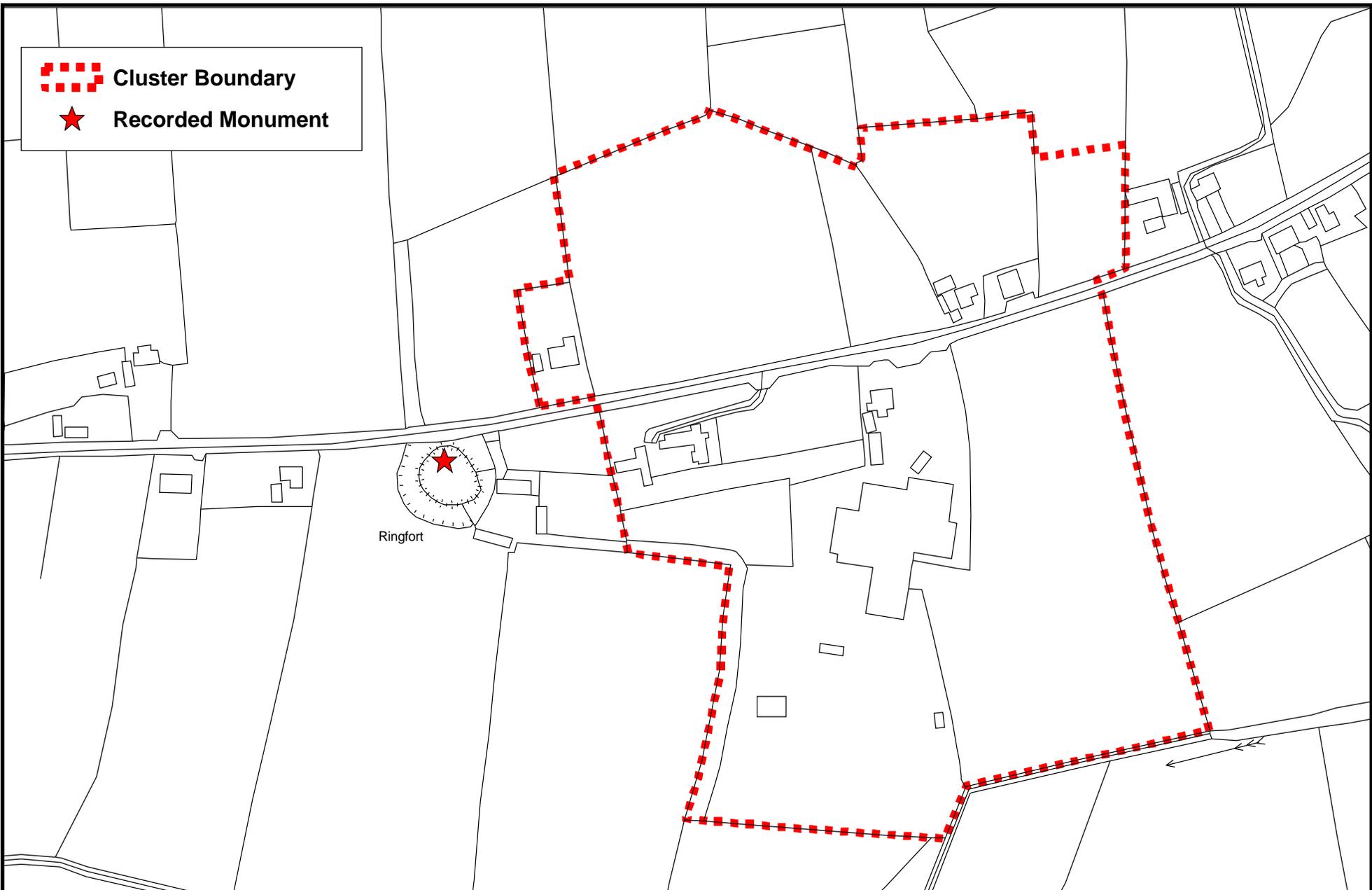


 Cluster Boundary  
 Ballyfaudeen Cluster

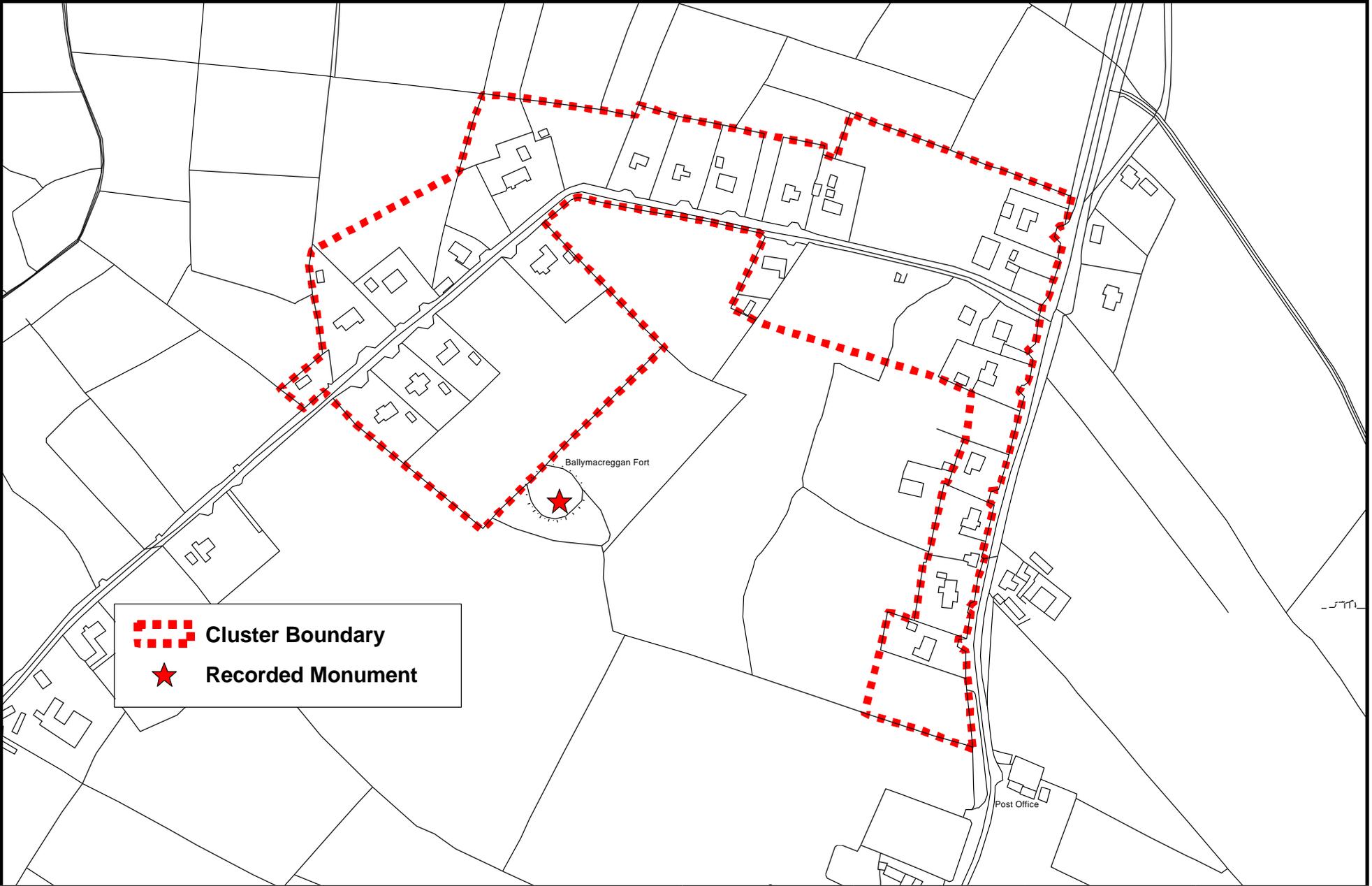
Clare County Council:  
**Clare County Development Plan 2017–2023**  
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Title: <b>Ballyfaudeen</b>		Checked By: Helen Quinn	Scale: Not to Scale	Date: January 2017
Drawn By: Padraig McManus				

**Ballynagun West**

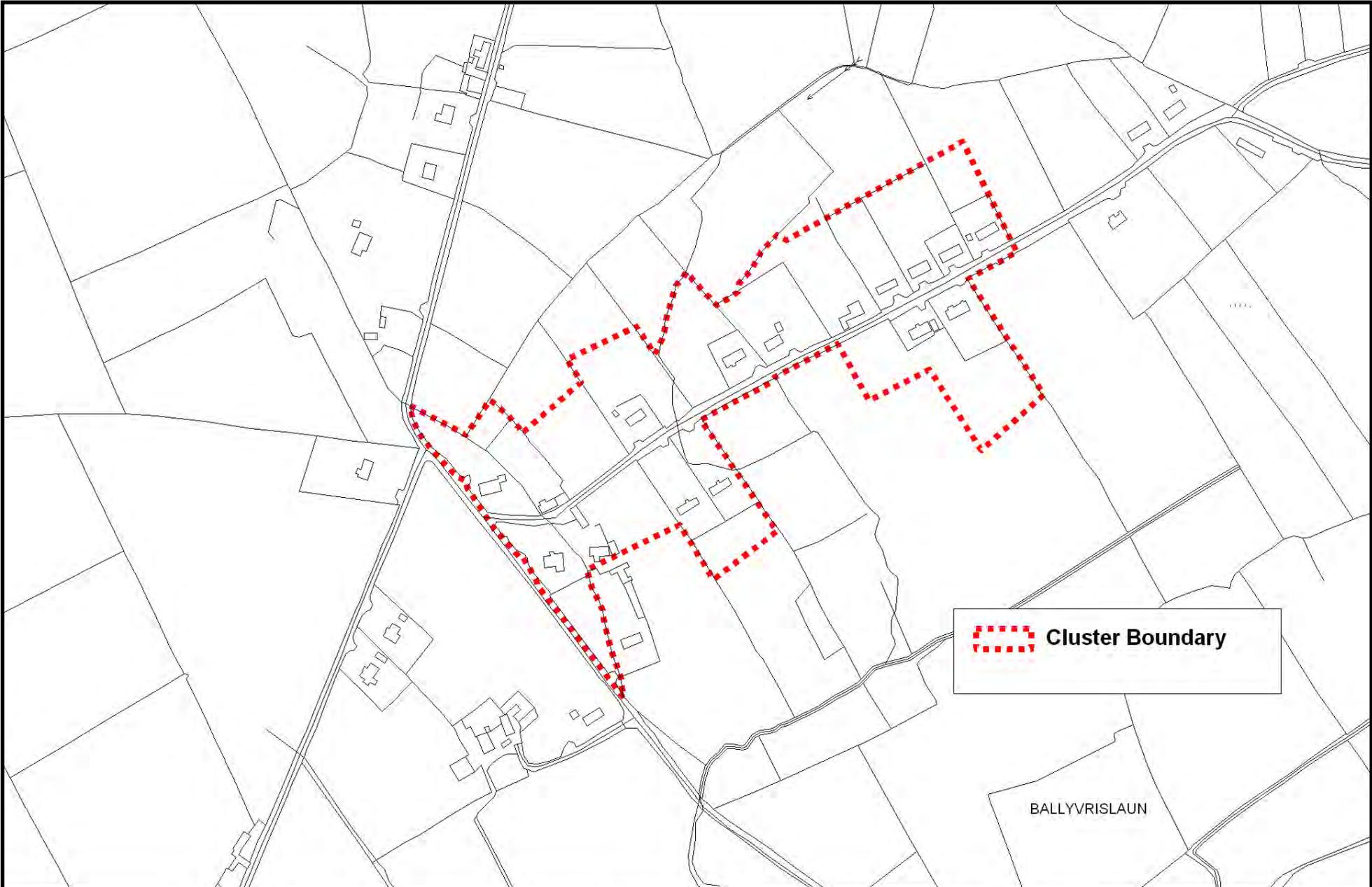


Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Ballynagun West</b>		
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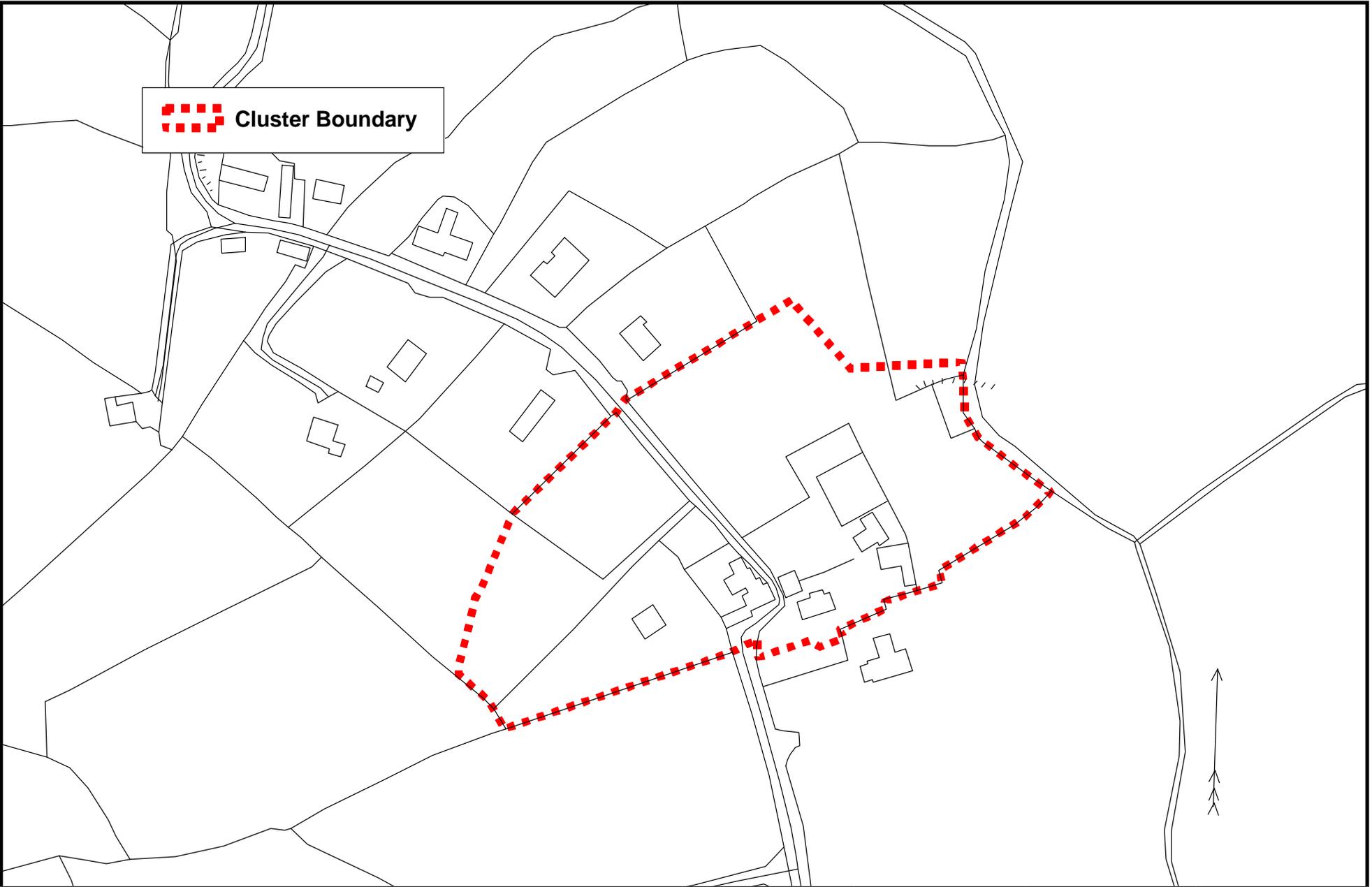


Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Ballyveskil/Teermaclane</b>		
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				Date: January 2017

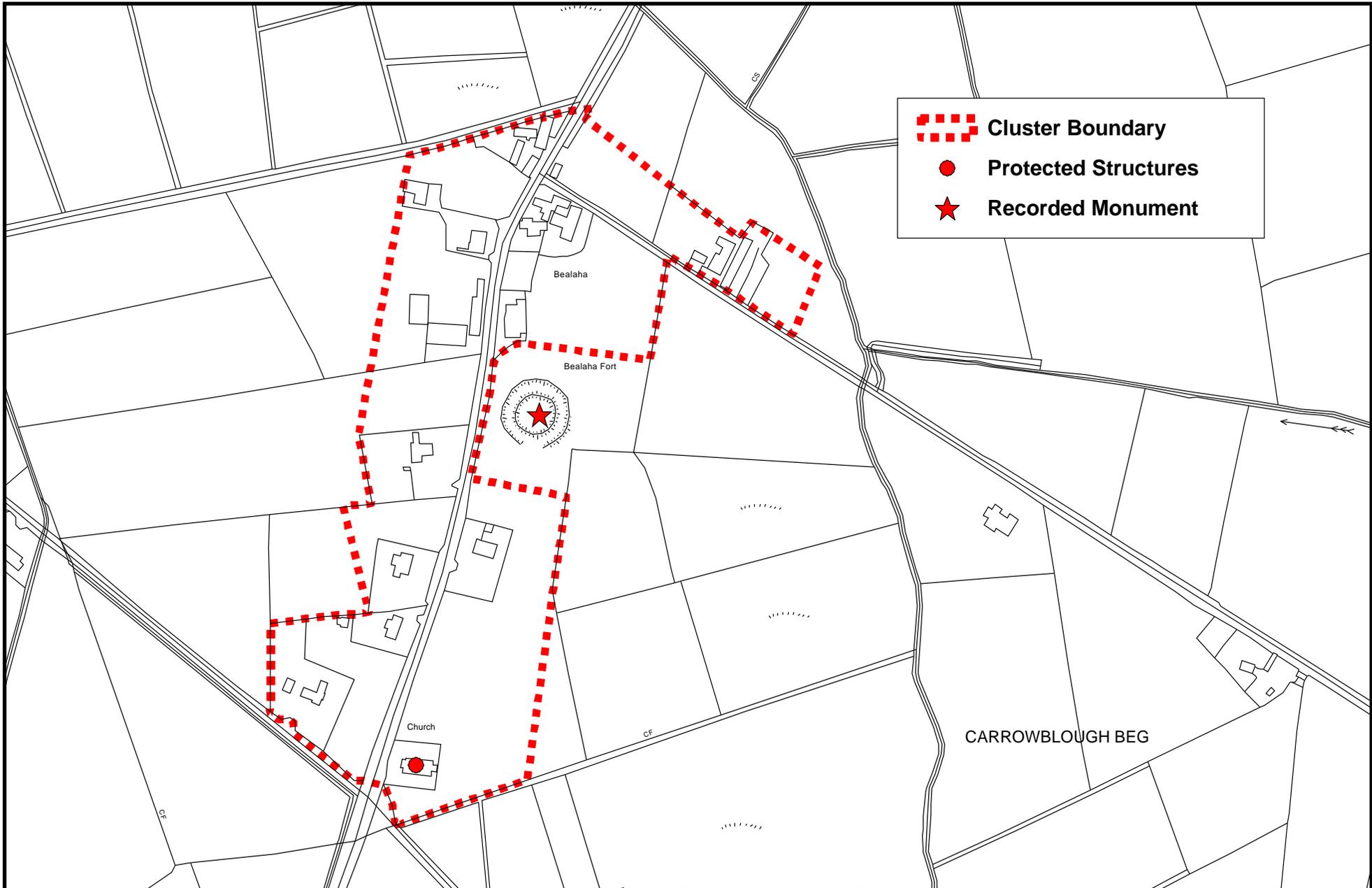
**Ballyvrisolaun**



Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Ballyvrisolaun</b>		
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				Date: January 2017



Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Bartra Cluster</b>		
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Clare County Council:  
**Clare County Development Plan 2017–2023**

Title:  
**Bealaha**

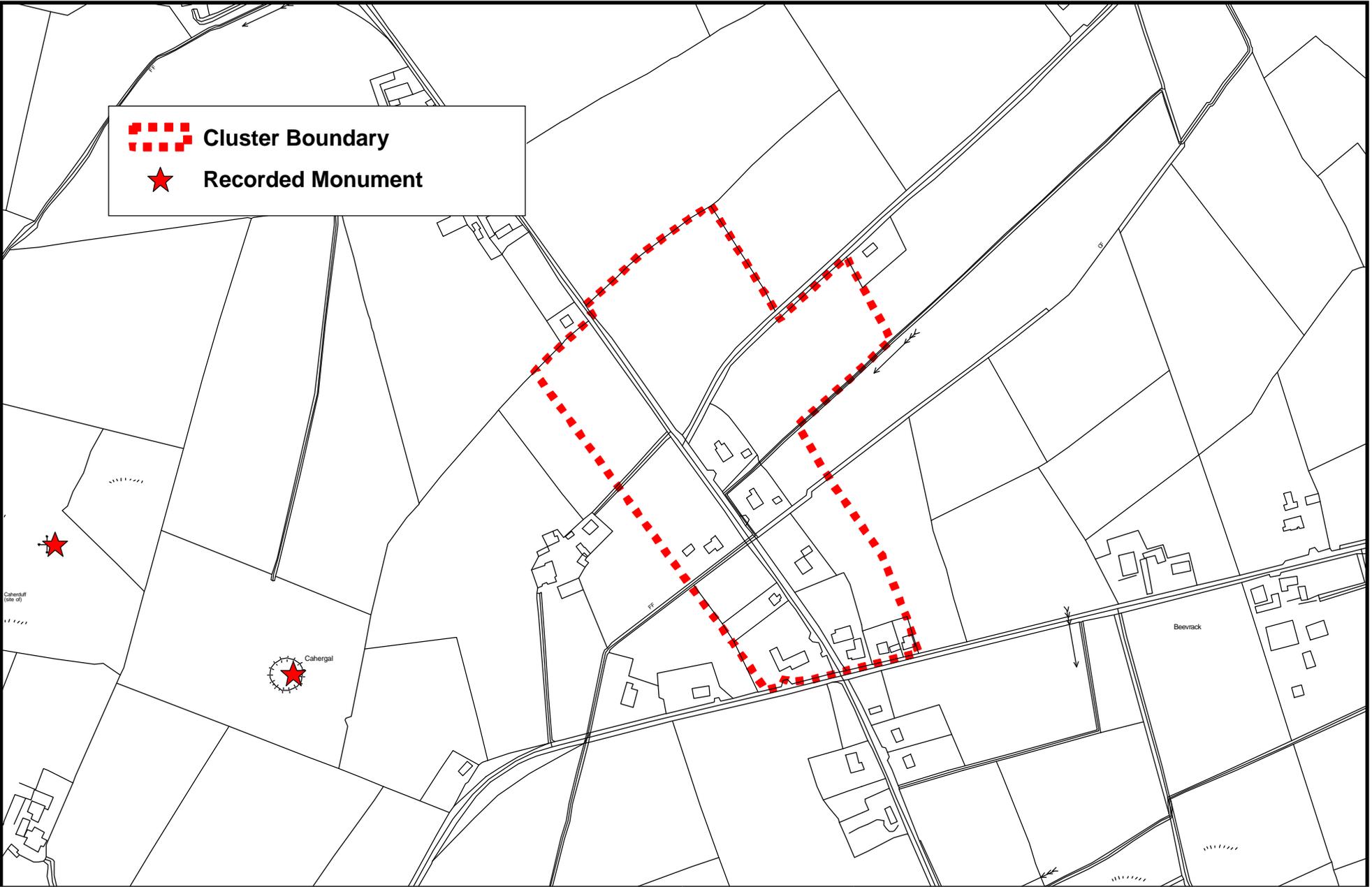
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 Licence Number: 2015/18/CCMA/Clare County Council

Drawn By:  
 Padraig McManus

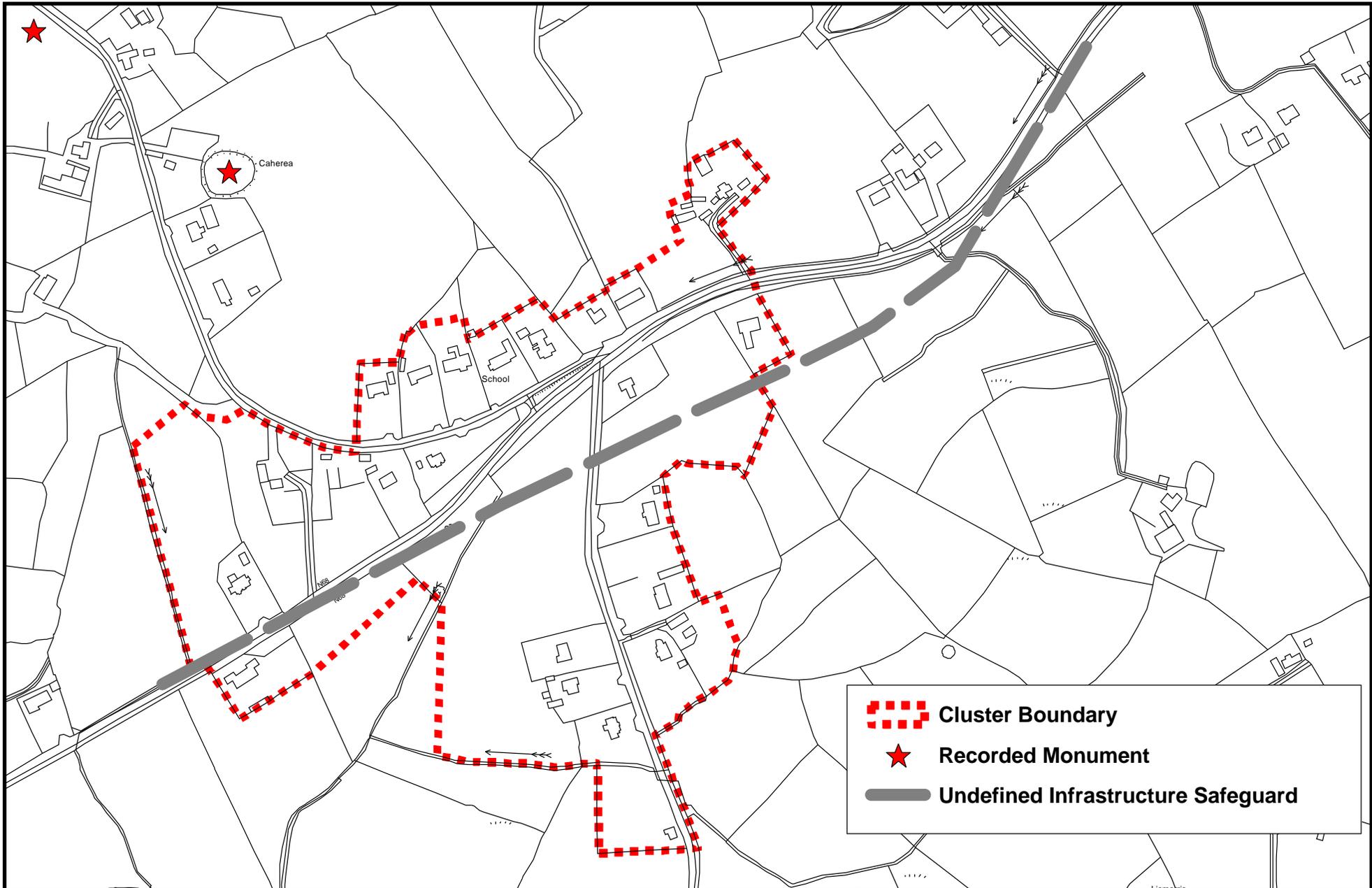
Checked By:  
 Helen Quinn

Scale:  
 Not to Scale

Date:  
 January 2017



Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Beevrack</b>		
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				Date: January 2017



Clare County Council:  
Clare County Development Plan 2017–2023

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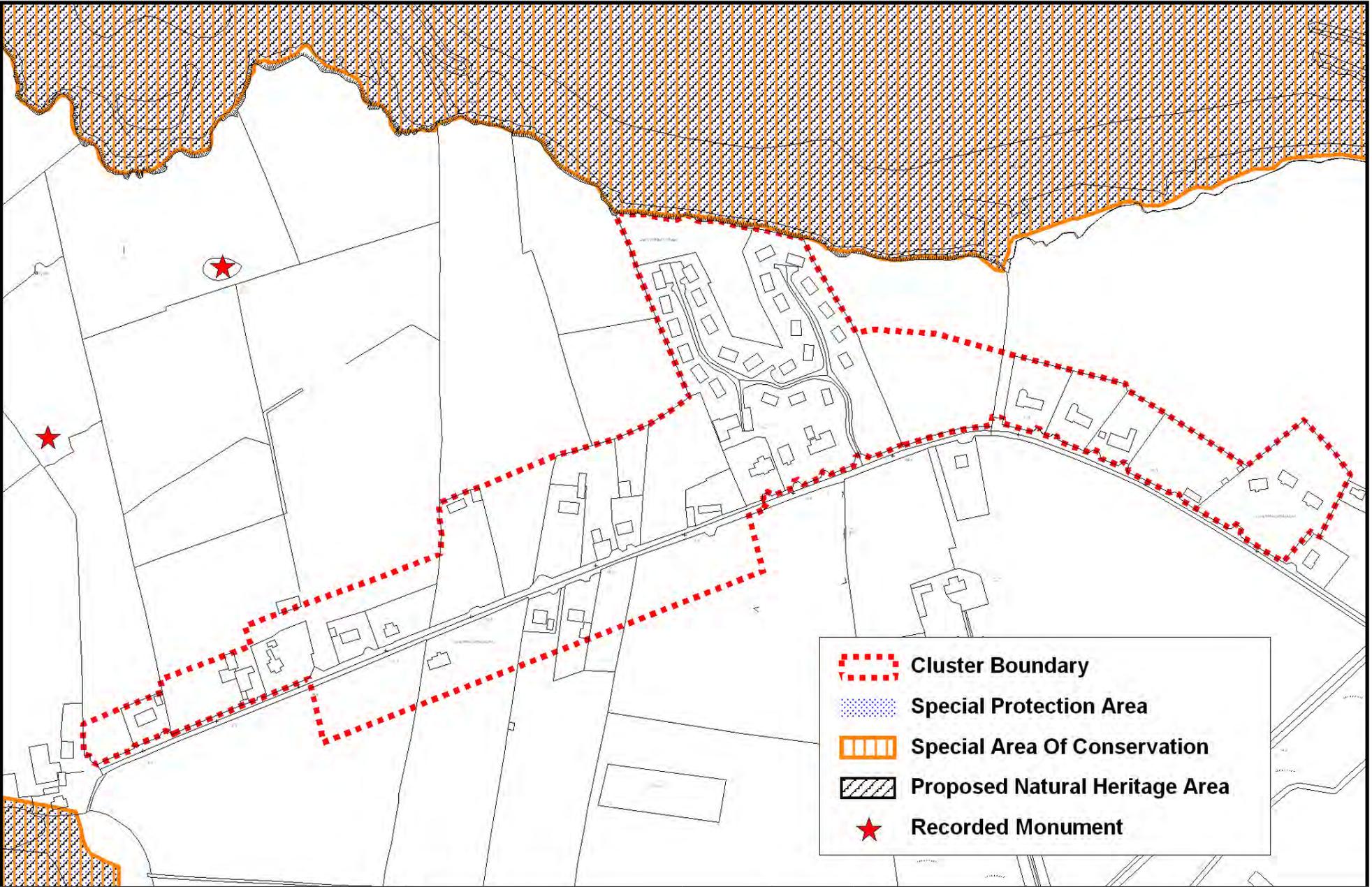
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**Caherea**

Drawn By:  
Padraig McManus

Checked By:  
Helen Quinn

Scale:  
Not to Scale

Date:  
January 2017



	<b>Cluster Boundary</b>
	<b>Special Protection Area</b>
	<b>Special Area Of Conservation</b>
	<b>Proposed Natural Heritage Area</b>
	<b>Recorded Monument</b>

Clare County Council:  
**Clare County Development Plan 2017–2023**

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Title:  
**Caherush**

Drawn By:  
 Padraig McManus

Checked By:  
 Helen Quinn

Scale:  
 Not to Scale

Date:  
 January 2017

**Cloonadrum**



Clare County Council:  
**Clare County Development Plan 2017–2023**

Title:  
**Cloonadrum**

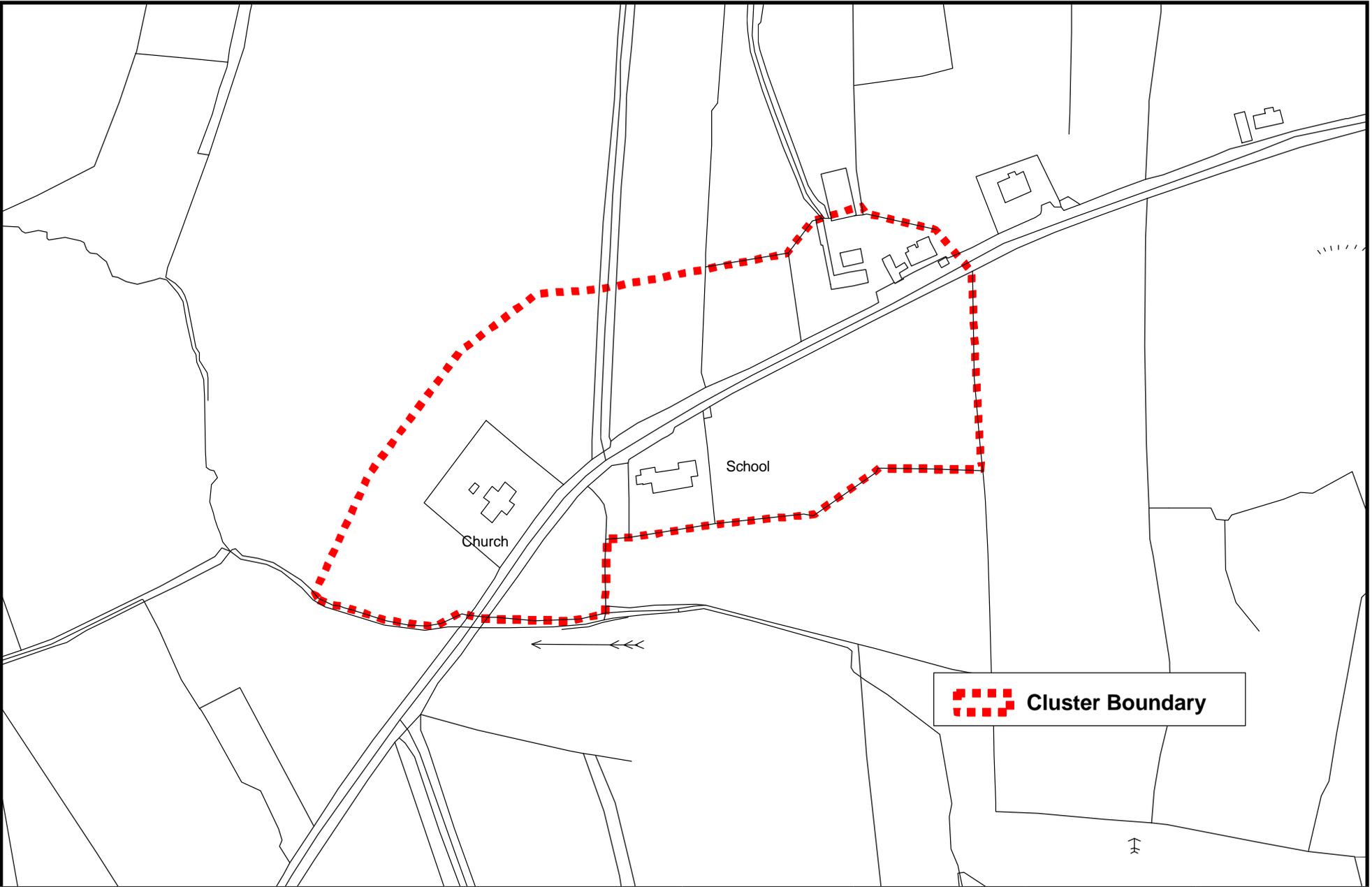
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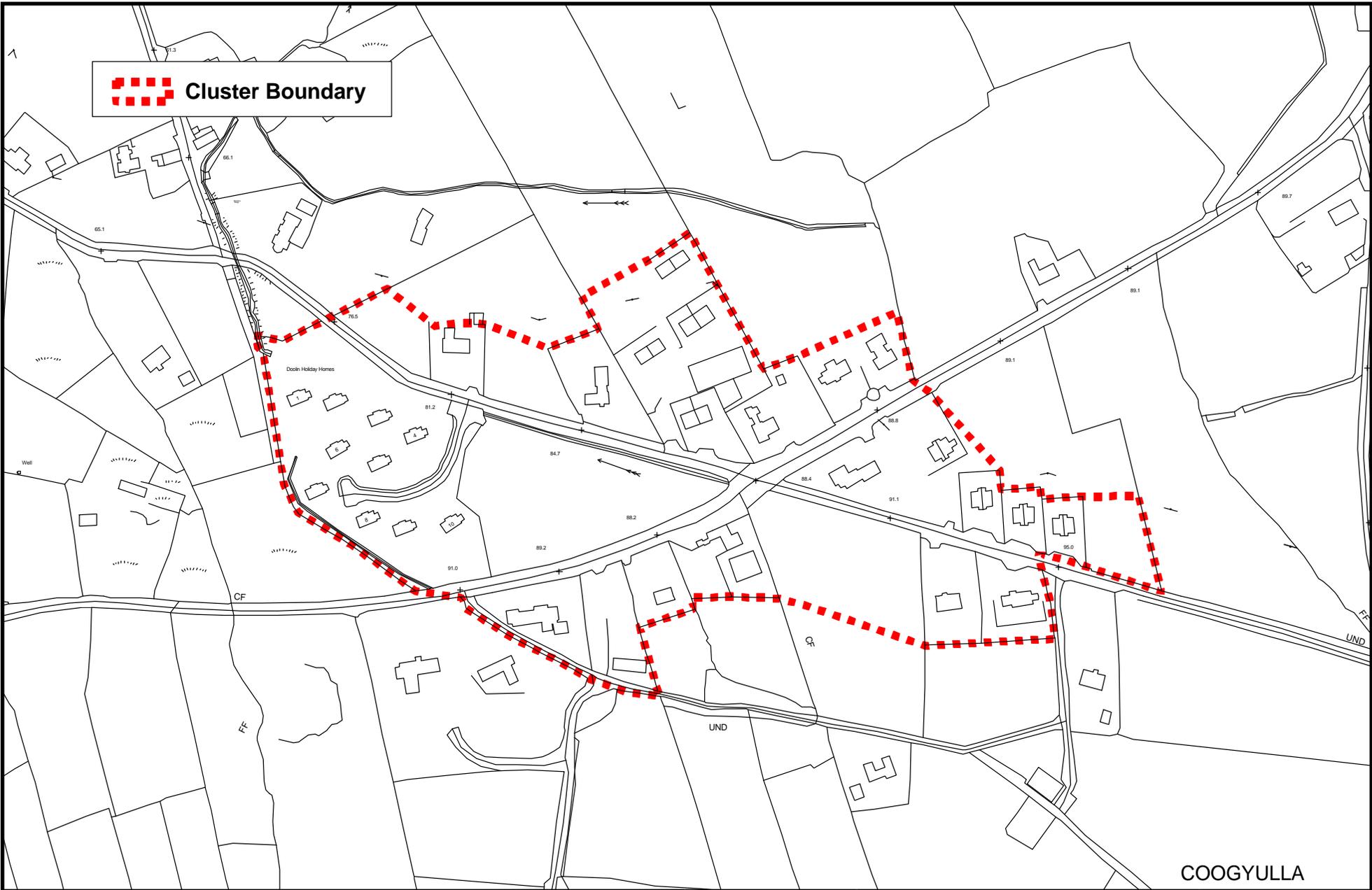
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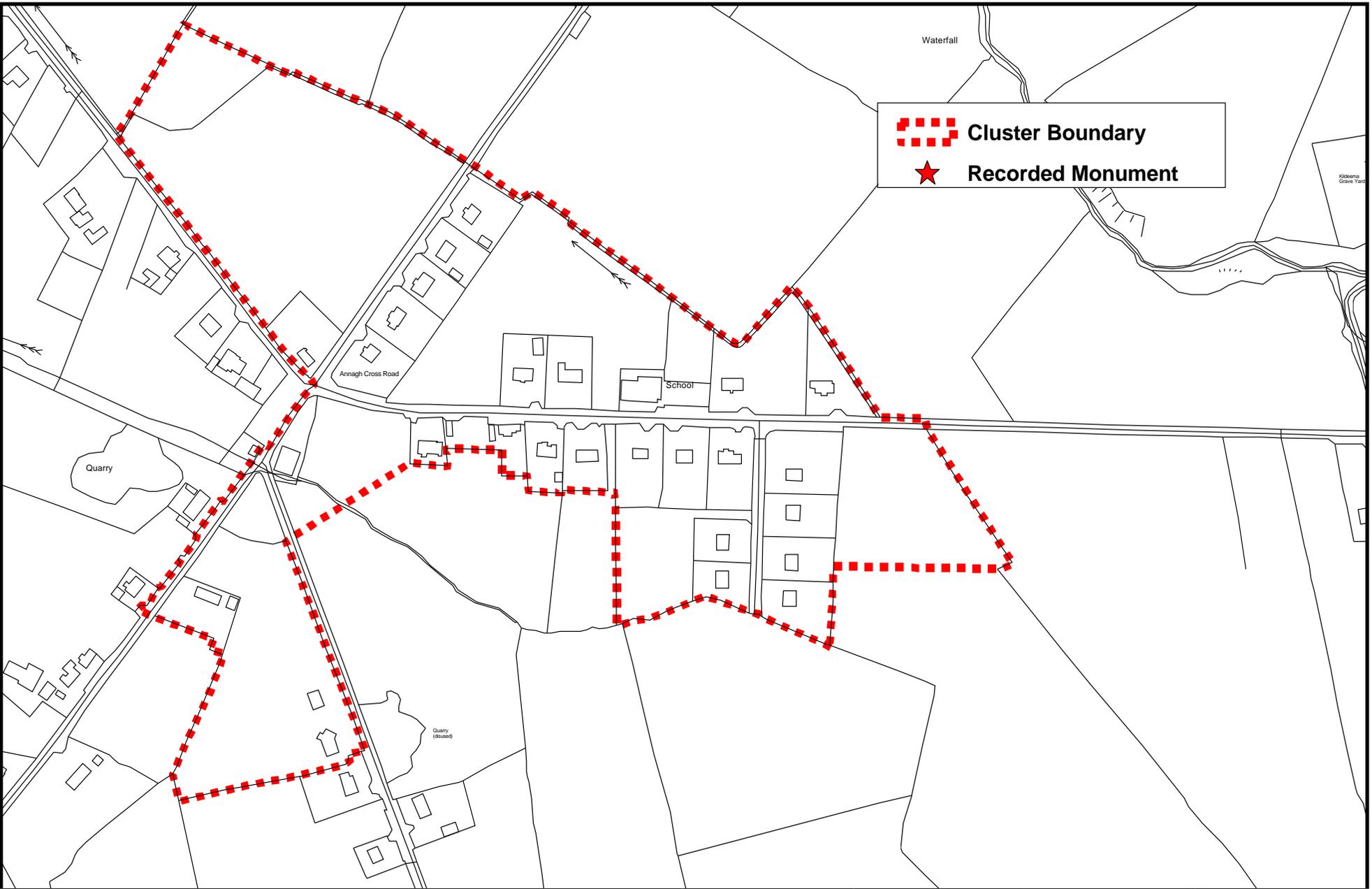
Date:  
January 2017



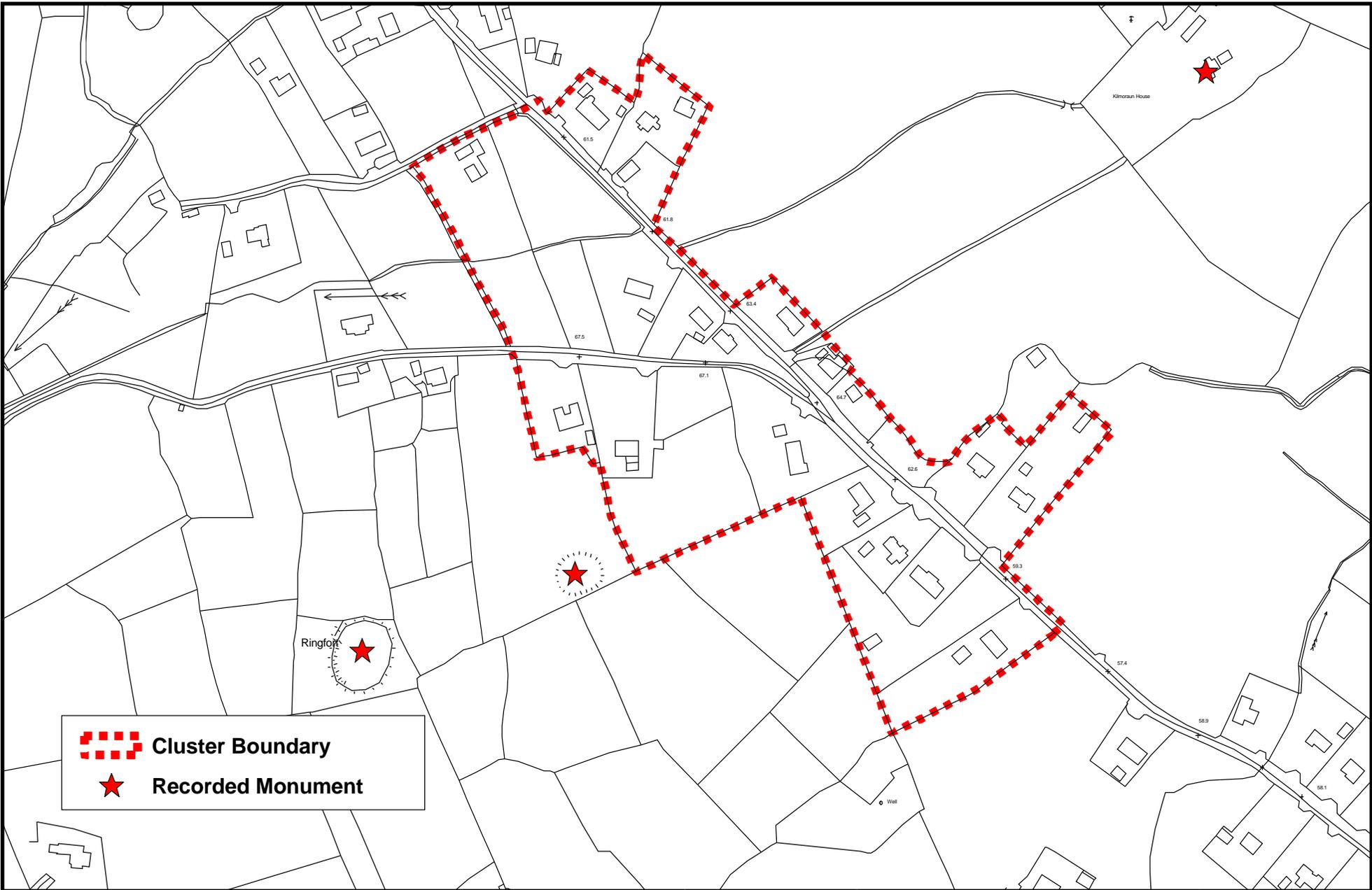
Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Cloonanaha</b>		
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				Date: January 2017



Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Coogyulla Cross Cluster</b>		
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				Date: January 2017

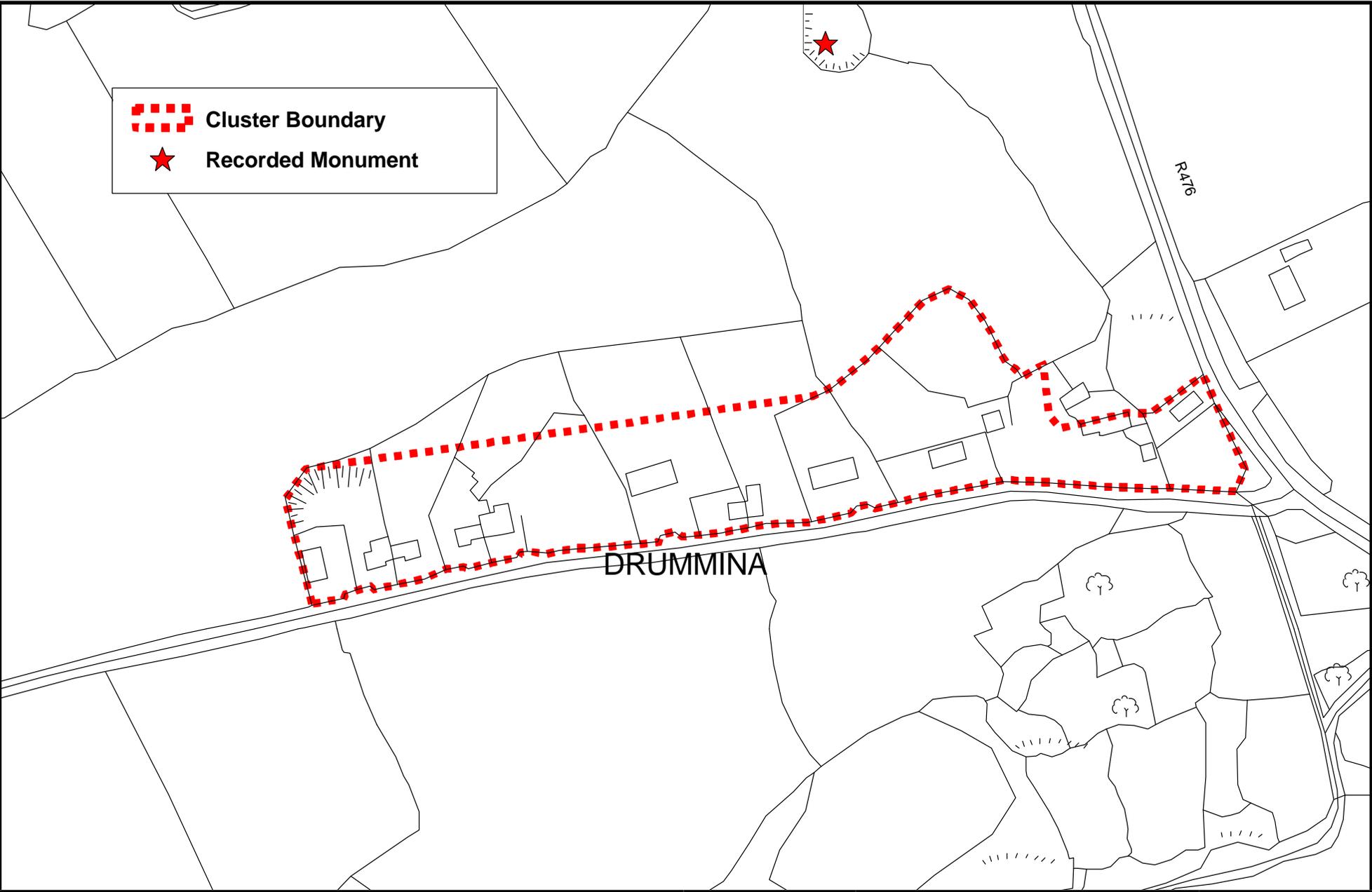


Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Crosses of Annagh</b>		
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		Scale: Not to Scale		

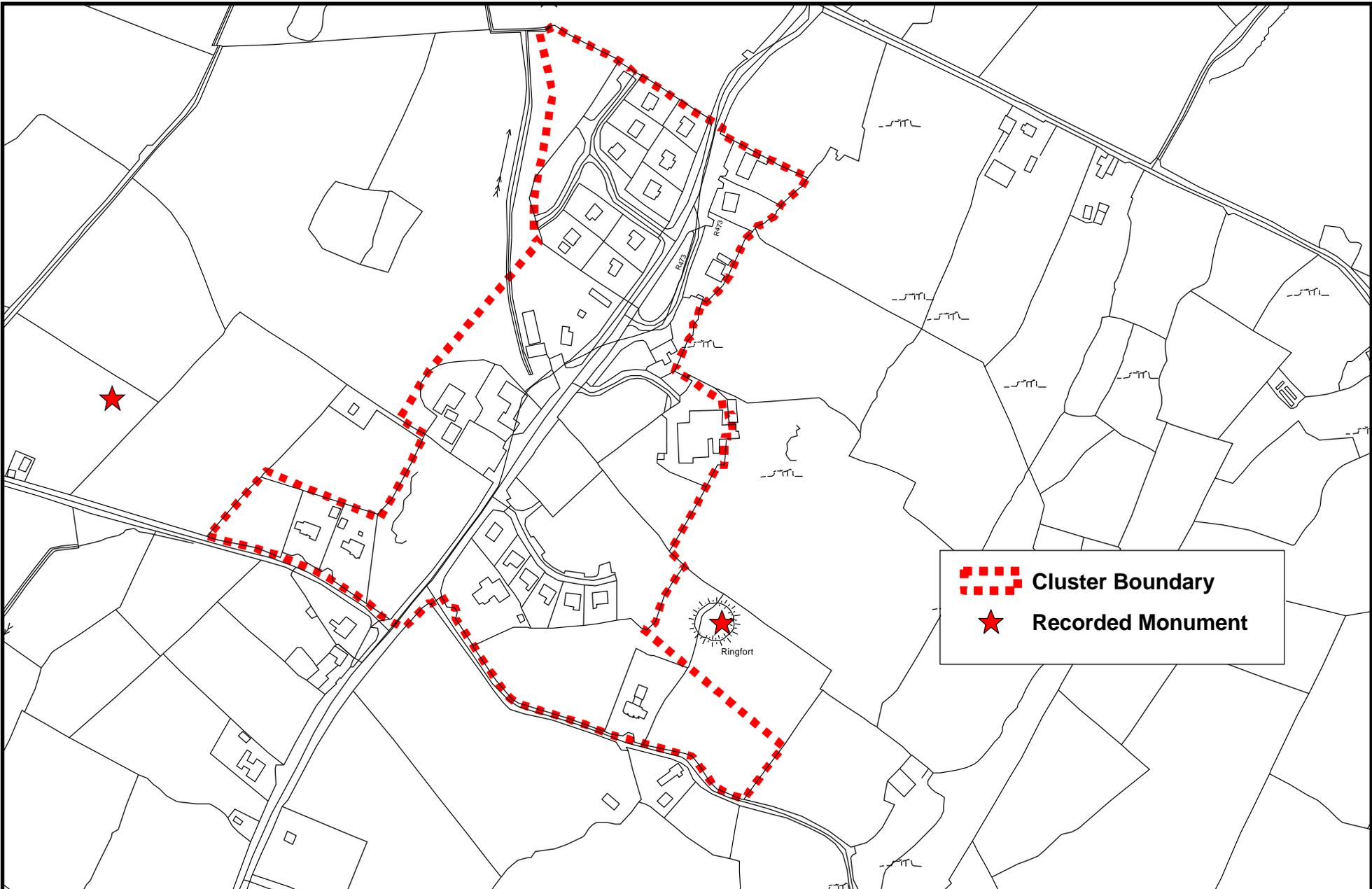


	<b>Cluster Boundary</b>
	<b>Recorded Monument</b>

Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Drumdrehid Cluster</b>		
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				Date: January 2017



Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Drummina</b>		
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				Date: January 2017



Clare County Council:  
**Clare County Development Plan 2017–2023**

Title:  
**Drumquin**

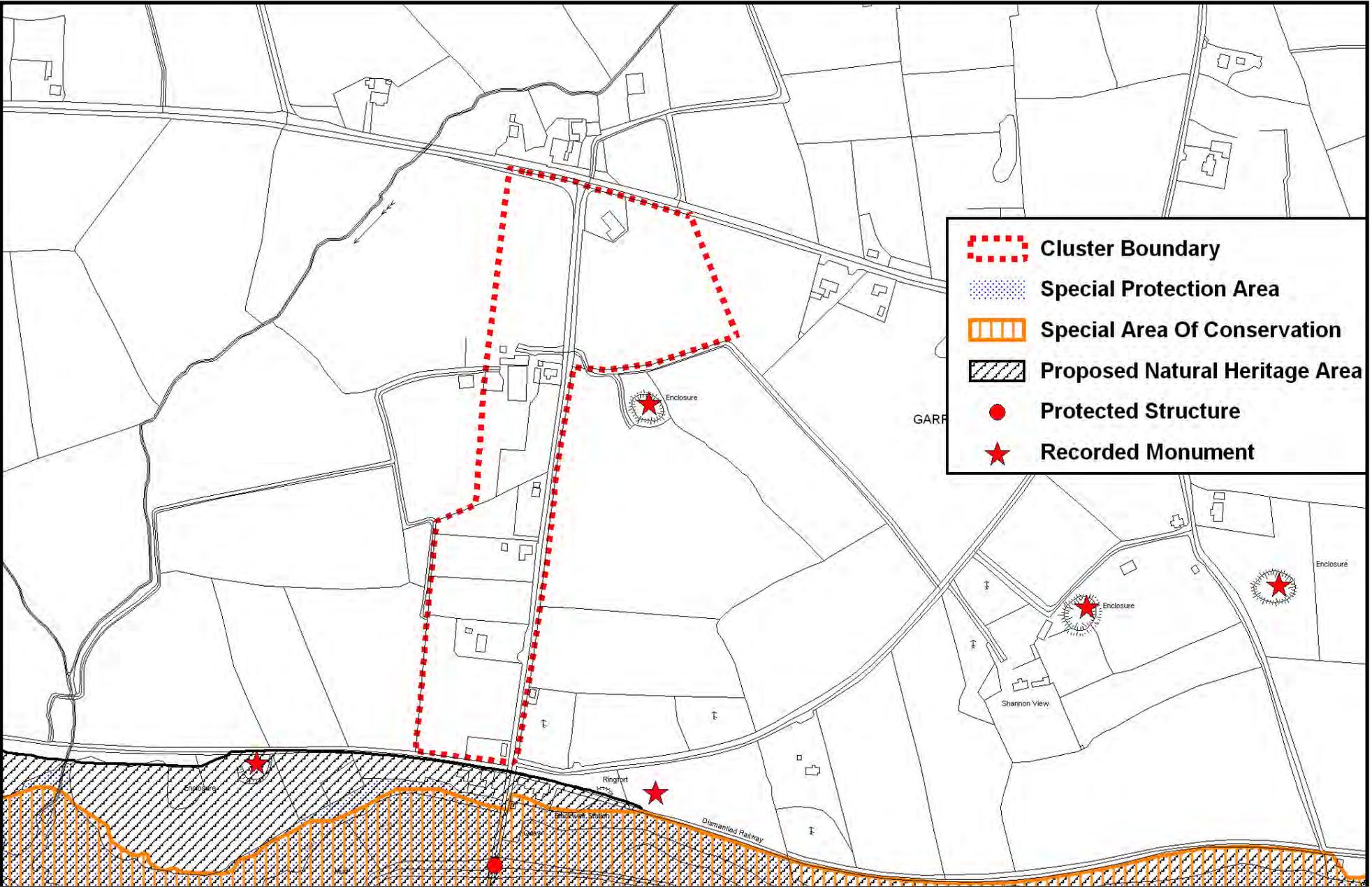
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Drawn By:  
 Padraig McManus

Checked By:  
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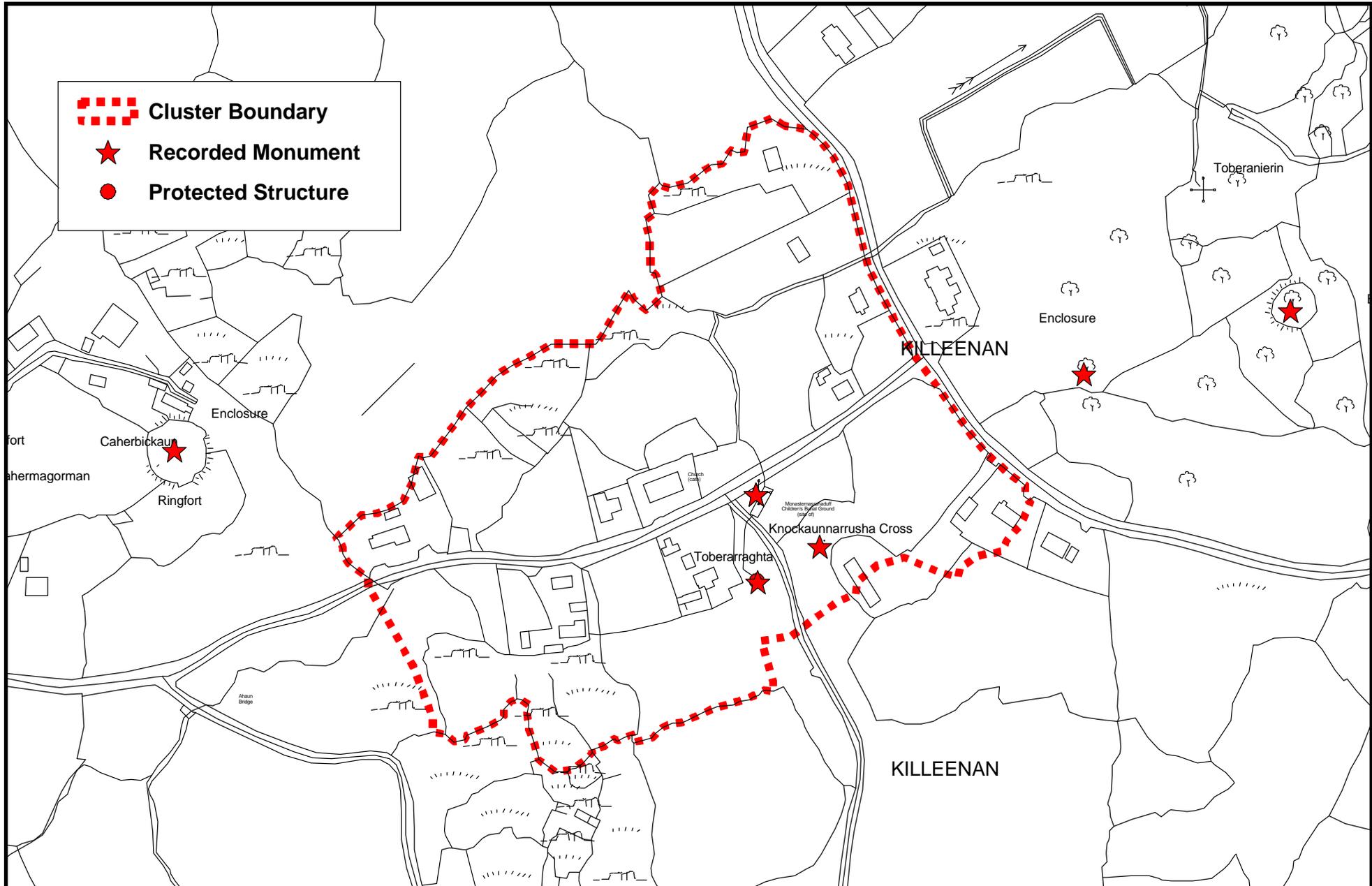
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Date:  
 January 2017



	<b>Cluster Boundary</b>
	<b>Special Protection Area</b>
	<b>Special Area Of Conservation</b>
	<b>Proposed Natural Heritage Area</b>
	<b>Protected Structure</b>
	<b>Recorded Monument</b>

Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Garraun</b>		
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		Scale: Not to Scale		



**Cluster Boundary**  
**Recorded Monument**  
**Protected Structure**

Clare County Council:  
**Clare County Development Plan 2017–2023**

Title:  
**Killeenan**

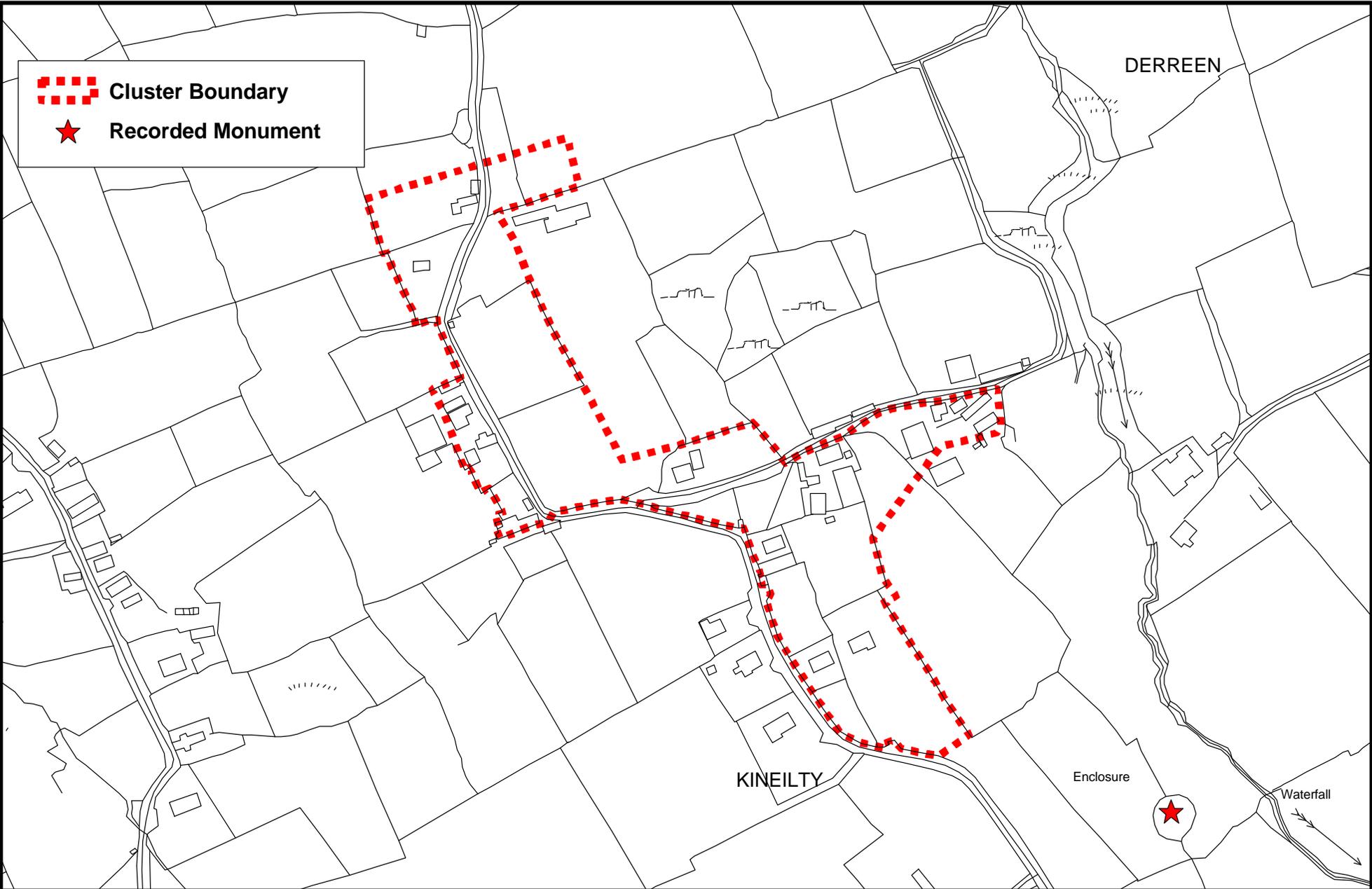
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Drawn By:  
 Padraig McManus

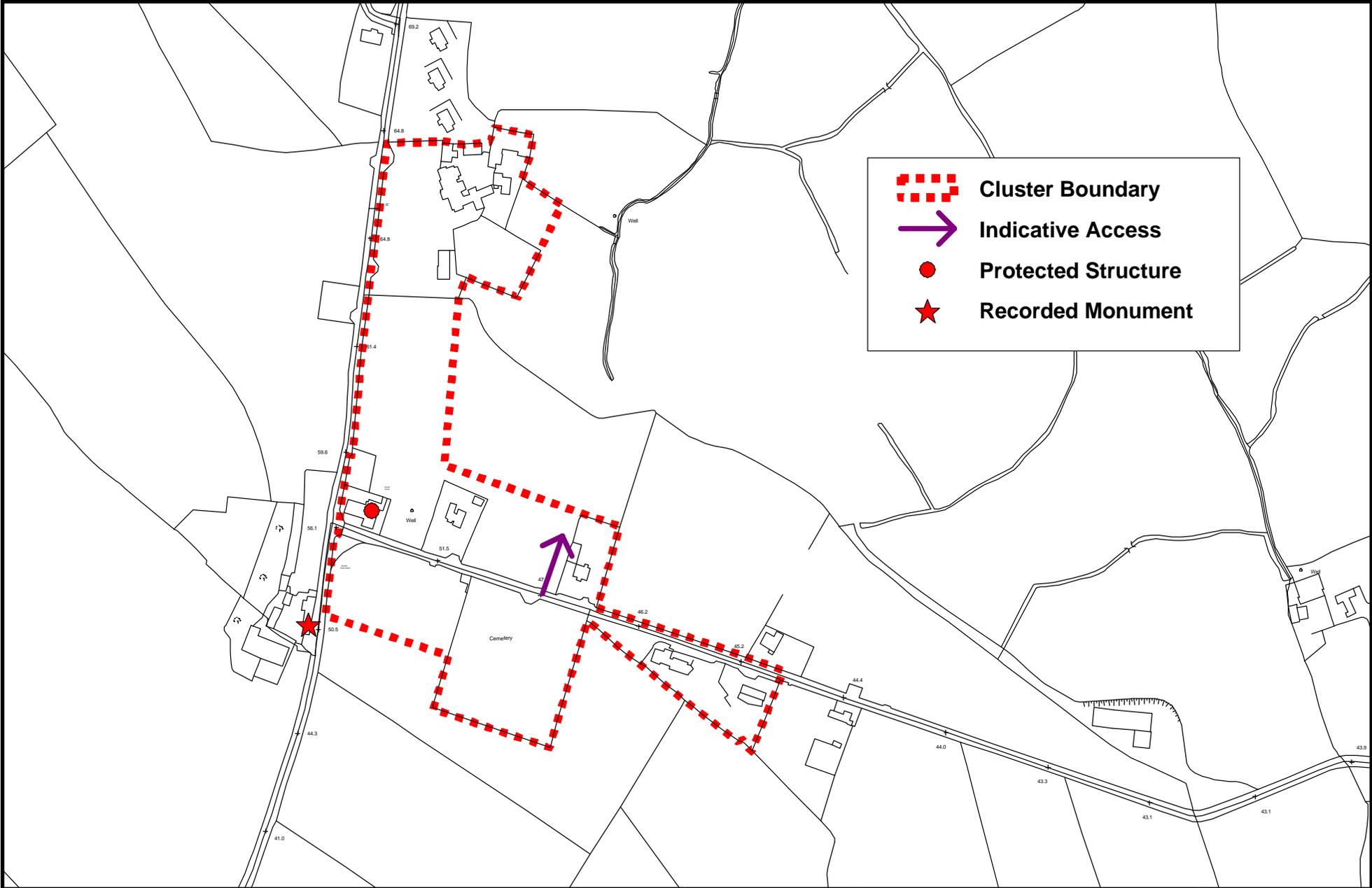
Checked By:  
 Helen Quinn

Scale:  
 Not to Scale

Date:  
 January 2017



Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Kineilty</b>		
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				Date: January 2017



	<b>Cluster Boundary</b>
	<b>Indicative Access</b>
	<b>Protected Structure</b>
	<b>Recorded Monument</b>

Clare County Council:  
**Clare County Development Plan 2017–2023**

Title:  
**Knockfin**

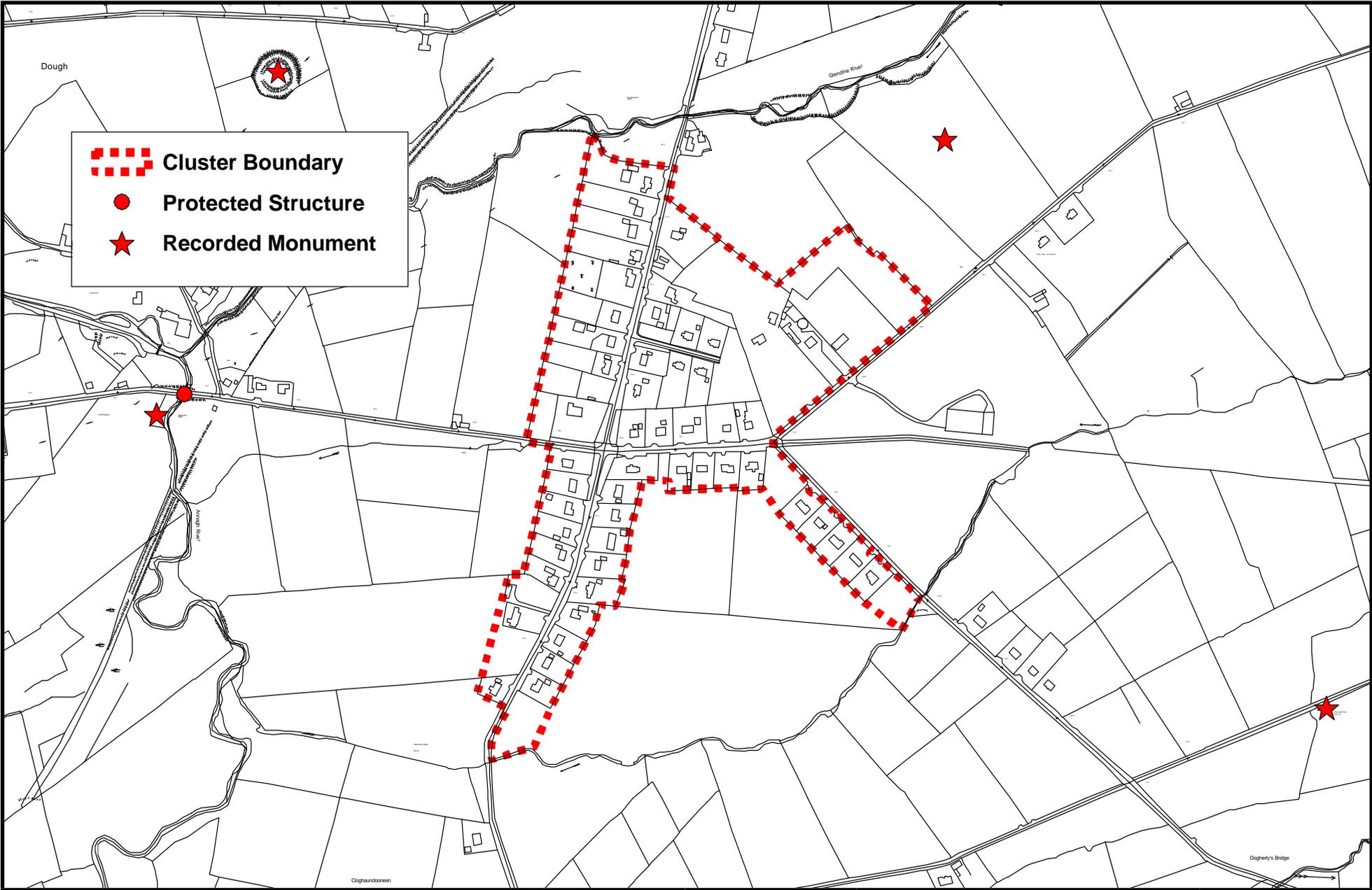
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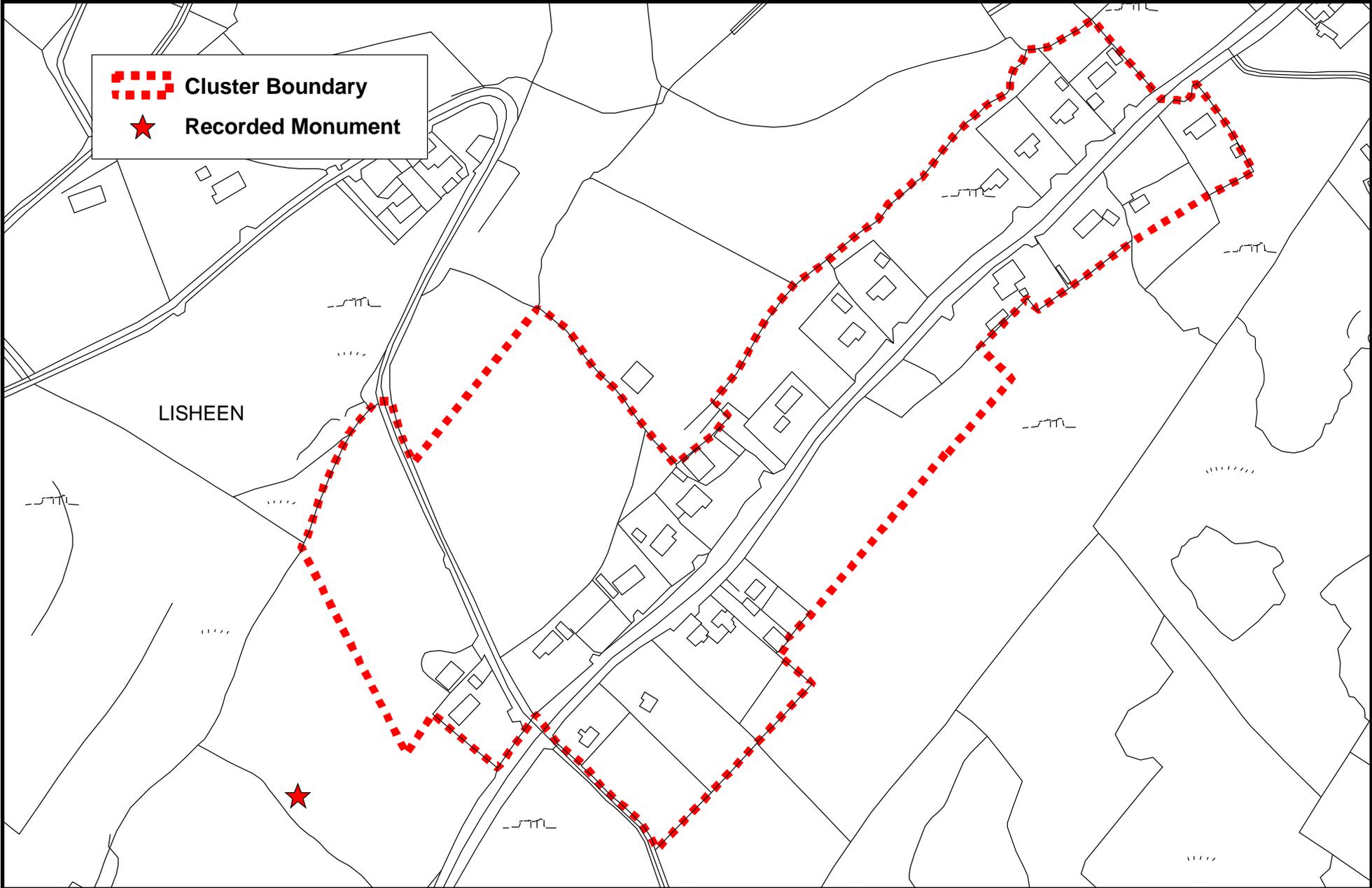
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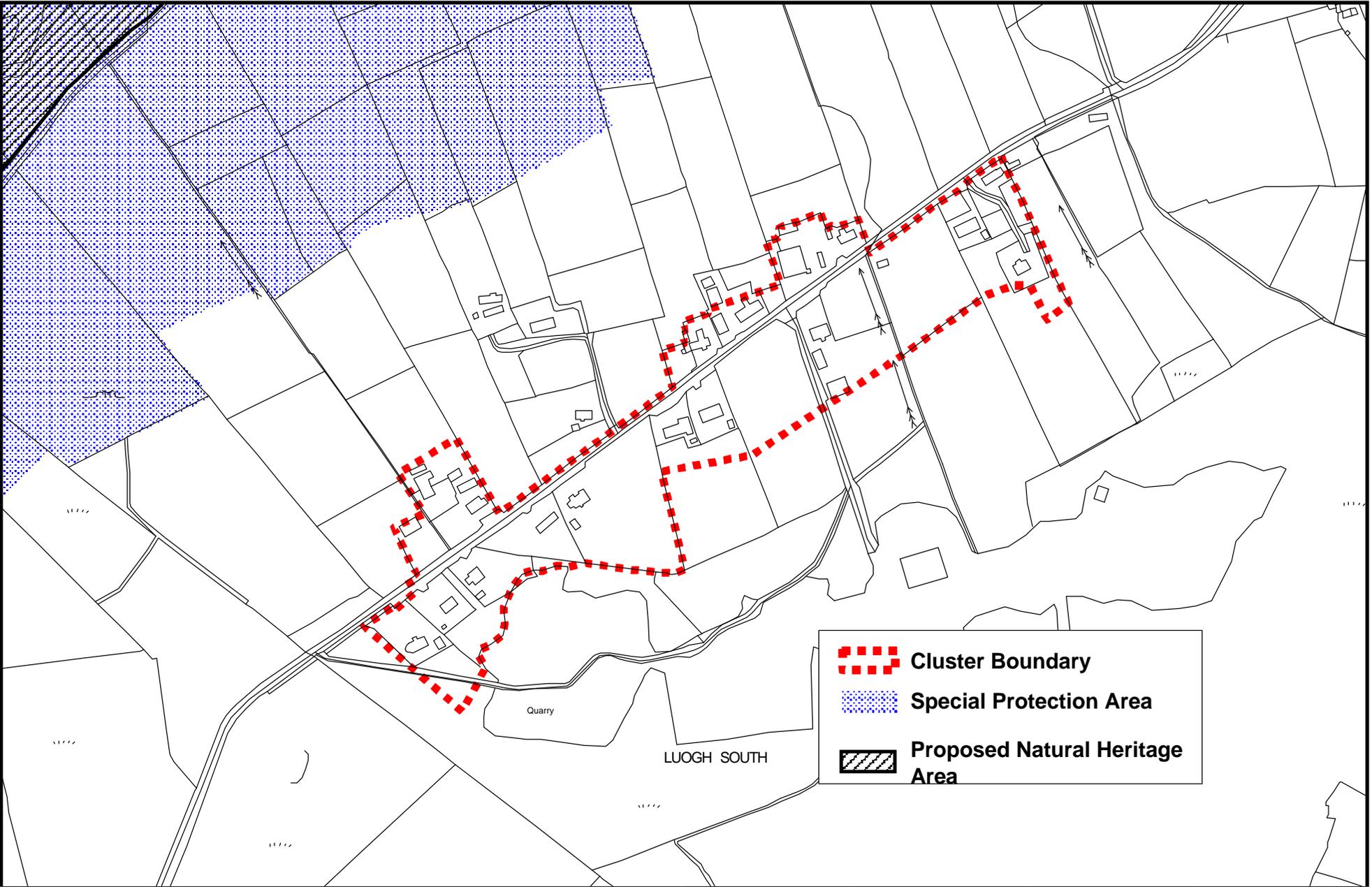
Date:  
 January 2017



Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Knockloskeraun</b>		
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				Date: January 2017

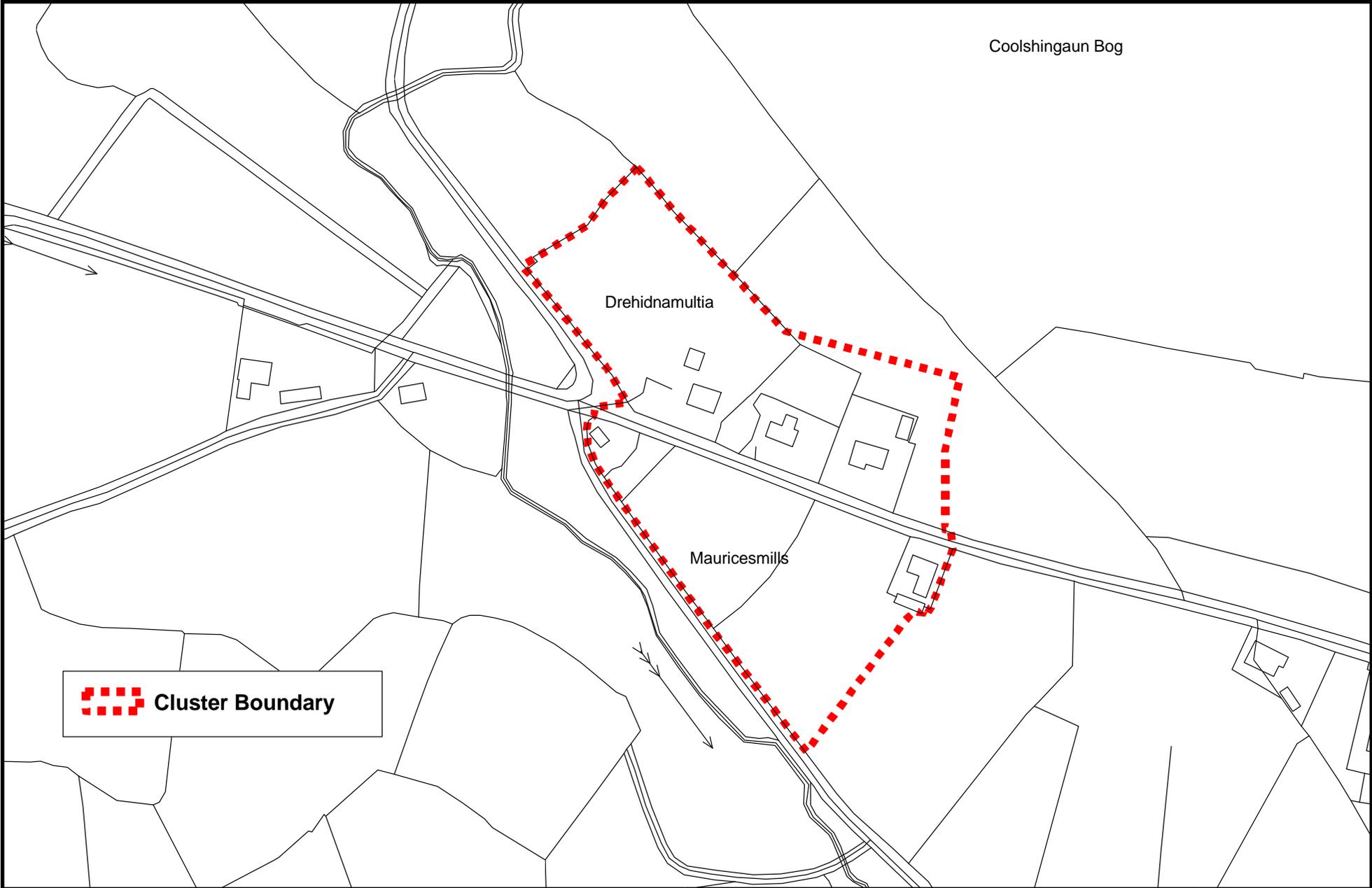


Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Lisheen</b>		
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				Date: January 2017



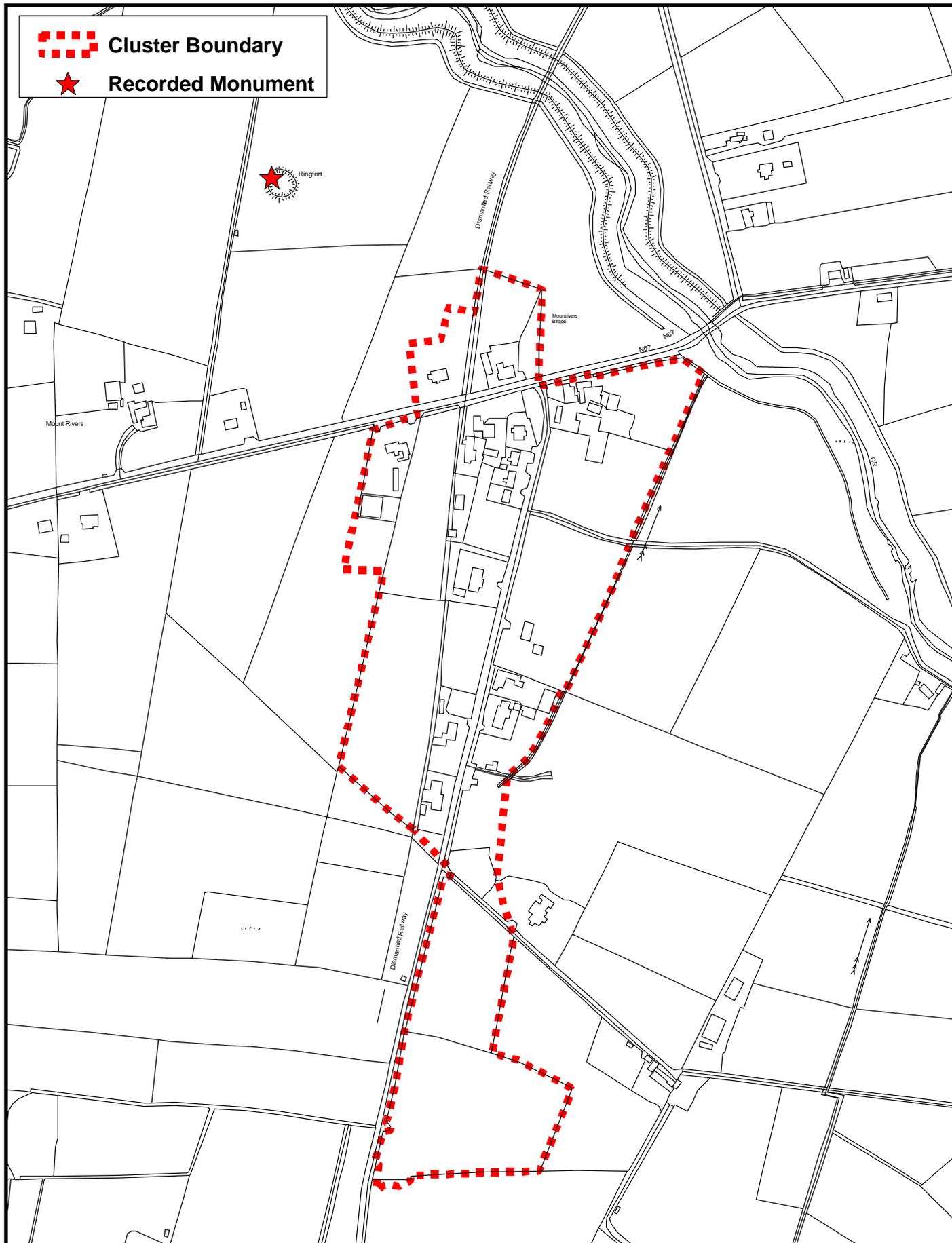
Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Luogh South</b>		
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				Date: January 2017

**Maurices Mills**



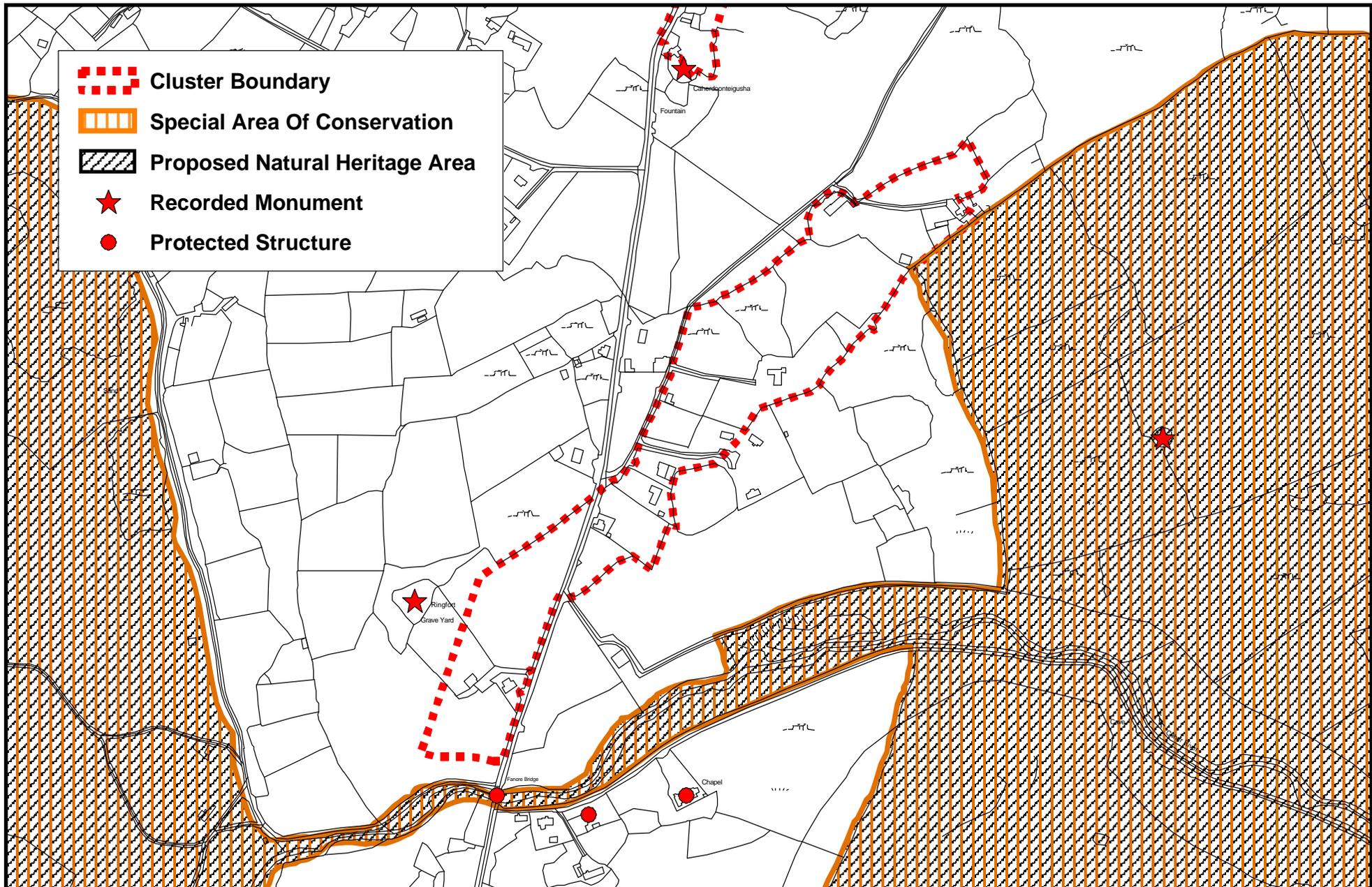
Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Maurices Mills</b>		
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				Date: January 2017

# Mountrivers



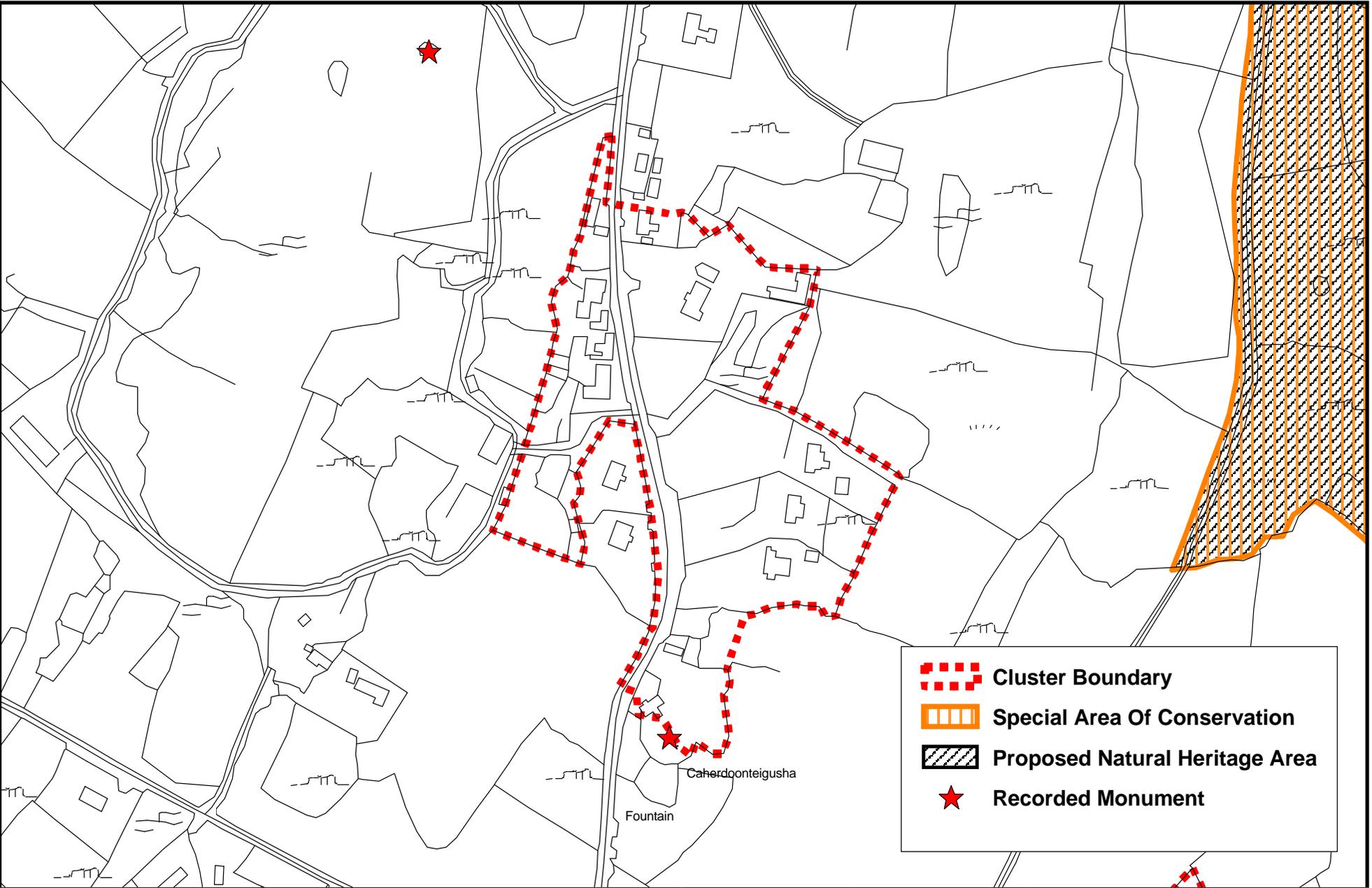
Section 5: Clusters

Clare County Council: <b>Clare County Development Plan 2017-2023</b>		Title: <b>Mountrivers</b>	
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		Scale: Not to Scale	Date: January 2017



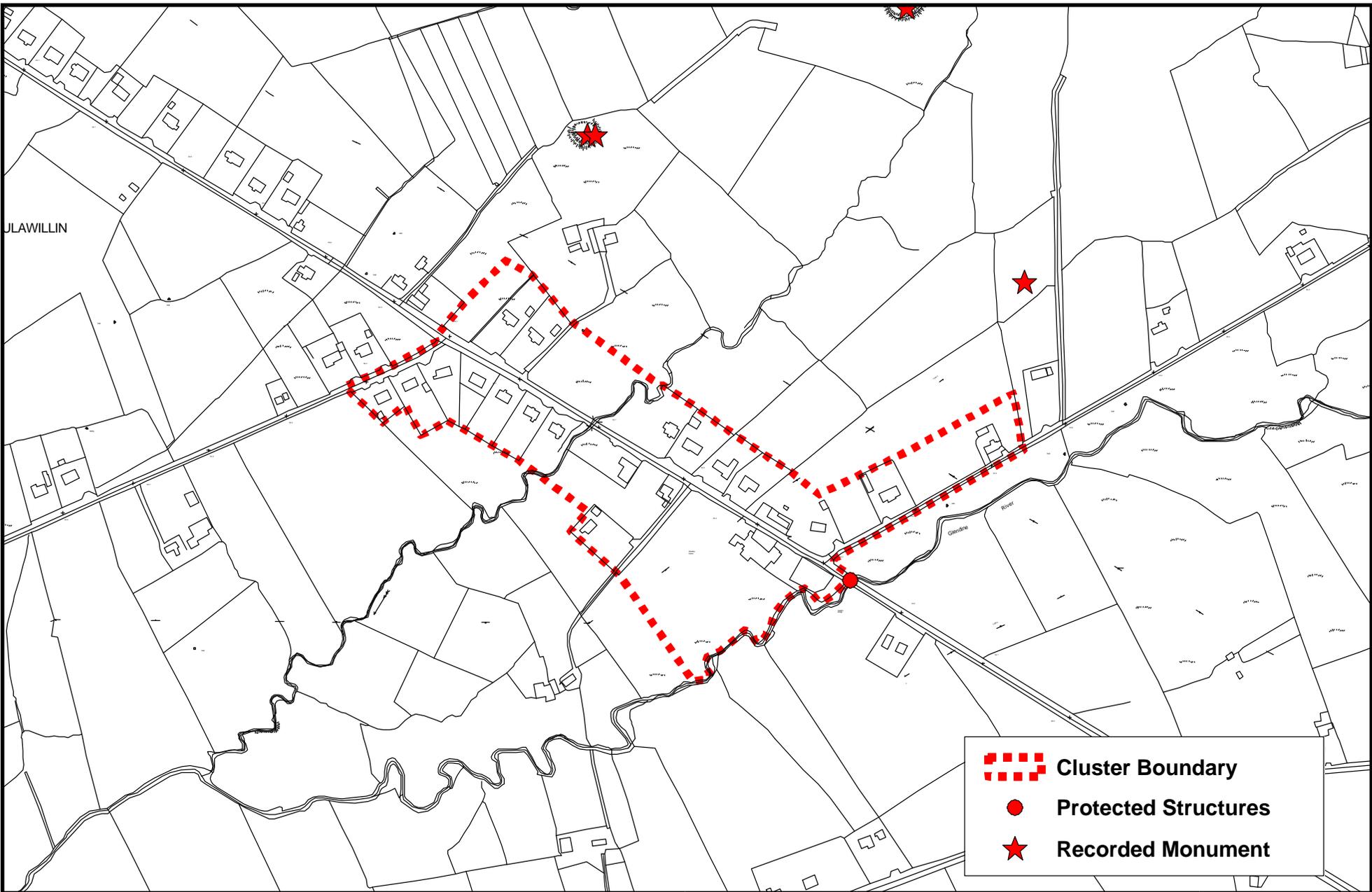
-  Cluster Boundary
-  Special Area Of Conservation
-  Proposed Natural Heritage Area
-  Recorded Monument
-  Protected Structure

Clare County Council: <b>Clare County Development Plan 2017-2023</b>		Title: <b>Murroughkilly</b>	
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		Scale: Not to Scale	Date: January 2017



	<b>Cluster Boundary</b>
	<b>Special Area Of Conservation</b>
	<b>Proposed Natural Heritage Area</b>
	<b>Recorded Monument</b>

Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Murroughtoohy South</b>		
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		Scale: Not to Scale		



Clare County Council:  
**Clare County Development Plan 2017–2023**

Title:  
**Poulawillin**

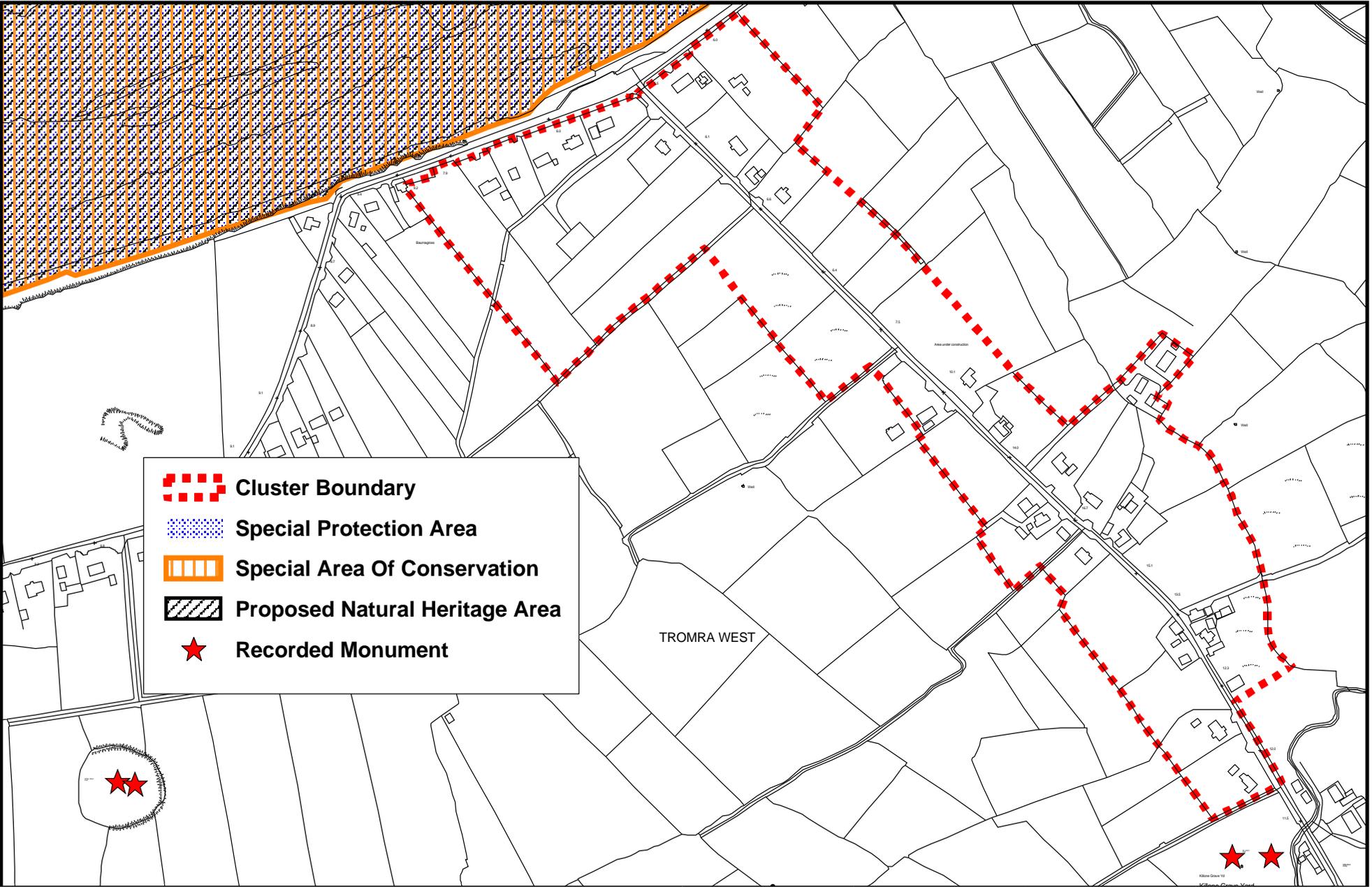
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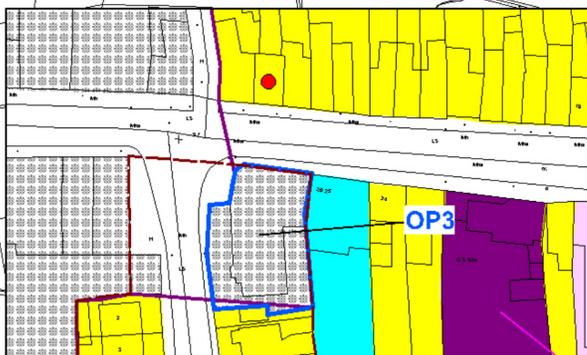
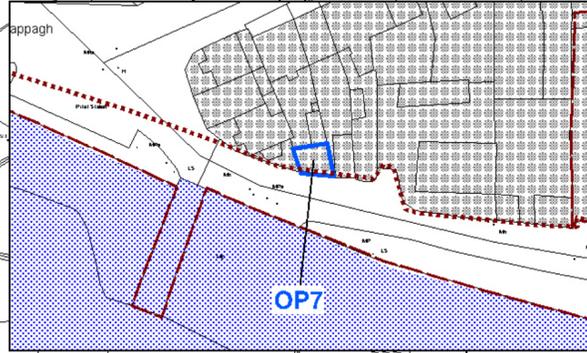
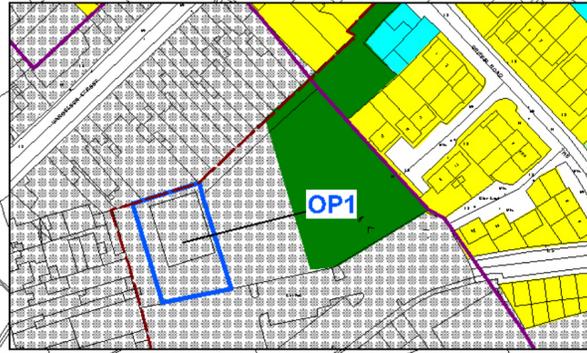
Date:  
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Clare County Council:  
**Clare County Development Plan 2017–2023**  
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Title: <b>Tromra</b>		Checked By: Helen Quinn		Scale: Not to Scale		Date: January 2017	
Drawn By: Padraig McManus							

# Large Maps

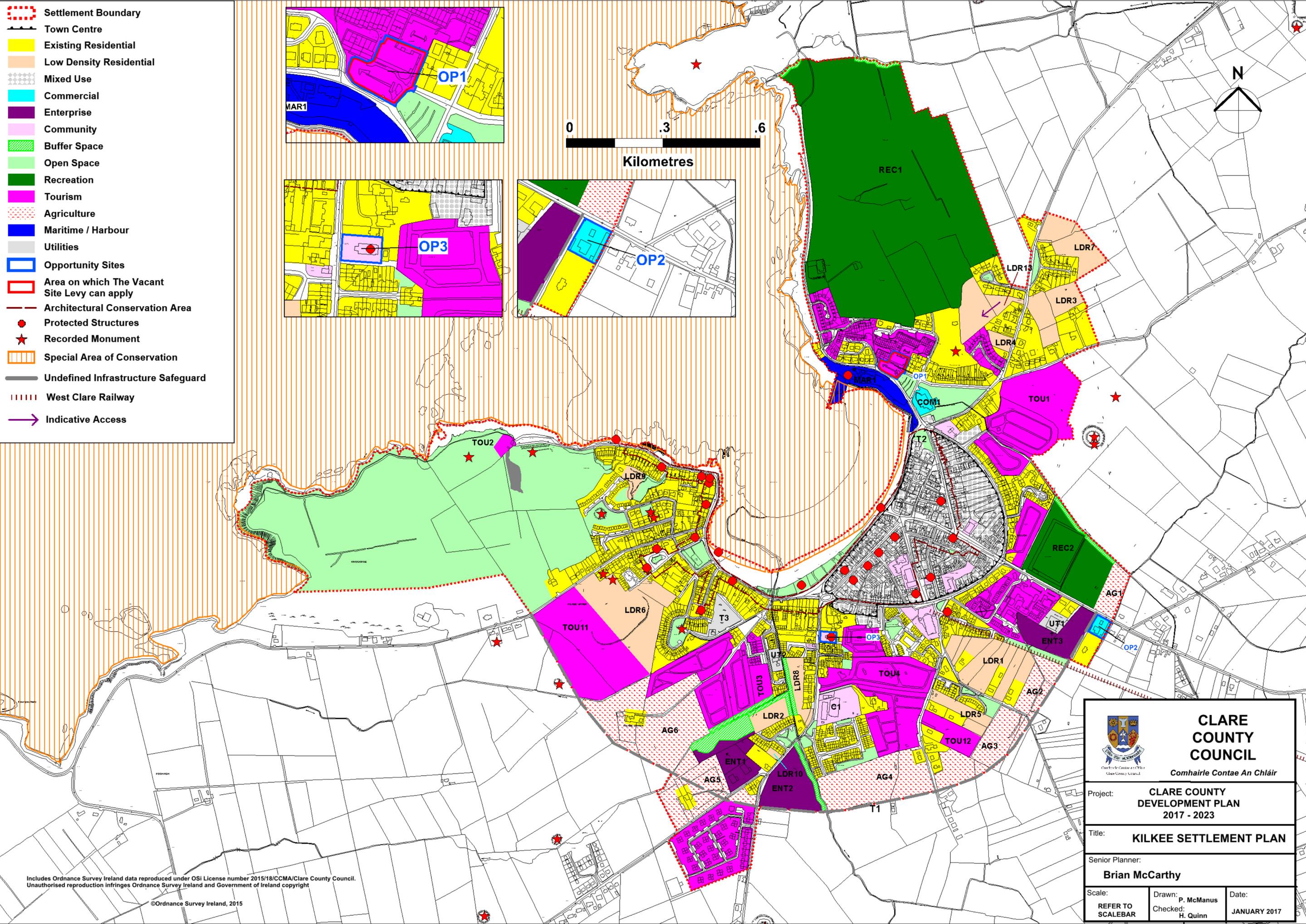
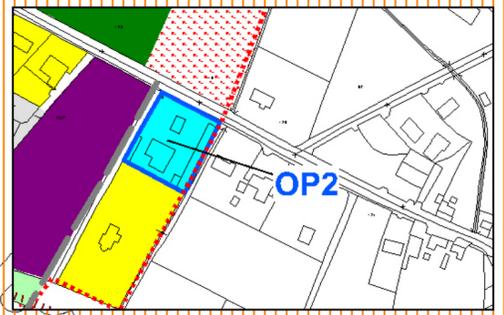
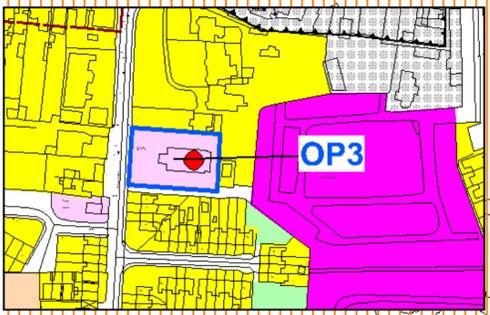
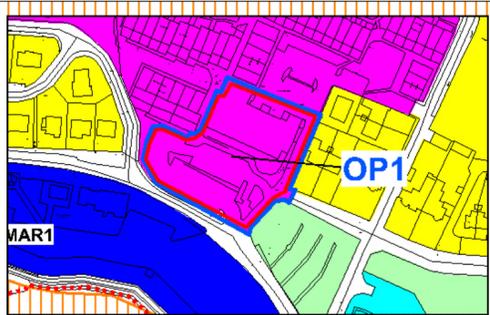


**CLARE COUNTY DEVELOPMENT PLAN 2017 - 2023**

Kilrush Settlement Boundary	Core Shopping Area (Retail Strategy For The Mid West Region 2010 - 2016)	Residential	Mixed Use	Enterprise	Light Industrial	Open Space	Recreation	Agriculture	Opportunity Sites	Architectural Conservation Area	Walkway, Cycle Way, Greenway	Indicative Access
Cappa Settlement Boundary	Existing Residential	Low Density Residential	Commercial	Industry	Community	Buffer Space	Tourism	Utilities	Area on which the Vacant Site Levy can apply	Harbour Area	Public Rights Of Way	Protected Structure

Title: **KILRUSH SETTLEMENT PLAN**  
 Scale: Refer To Scalebar | Map Ref: | Date: **JANUARY 2017**

- Settlement Boundary
- Town Centre
- Existing Residential
- Low Density Residential
- Mixed Use
- Commercial
- Enterprise
- Community
- Buffer Space
- Open Space
- Recreation
- Tourism
- Agriculture
- Maritime / Harbour
- Utilities
- Opportunity Sites
- Area on which The Vacant Site Levy can apply
- Architectural Conservation Area
- Protected Structures
- Recorded Monument
- Special Area of Conservation
- Undefined Infrastructure Safeguard
- West Clare Railway
- Indicative Access



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 <h2 style="margin: 0;">CLARE COUNTY COUNCIL</h2> <p style="margin: 0;"><i>Comhairle Contae An Chláir</i></p>		
Project: <b>CLARE COUNTY DEVELOPMENT PLAN 2017 - 2023</b>		
Title: <b>KILKEE SETTLEMENT PLAN</b>		
Senior Planner: <b>Brian McCarthy</b>		
Scale: <b>REFER TO SCALEBAR</b>	Drawn: <b>P. McManus</b> Checked: <b>H. Quinn</b>	Date: <b>JANUARY 2017</b>



CLARE COUNTY  
DEVELOPMENT PLAN  
2017  
2023



Comhairle Contae an Chláir  
Clare County Council

Clare County Council,  
Áras Contae an Chláir,  
New Road,  
Ennis, Co. Clare

Tel: +353 (65) 682 1616  
planoff@clarecoco.ie  
www.clarecoco.ie

3d

Clare County Development Plan 2017-2023  
West Clare Municipal District  
Written Statement & Settlement Plans

