

Kilrush Development Plan 2002

Introduction

Status of Development Plan

1. The Kilrush Draft Development Plan 2001 - 2006(the Plan) is made in accordance with the Planning and Development Act 2000 to set out an overall strategy for the proper planning and sustainable development of the Kilrush Urban District Council area.
2. The Plan is a legal document and replaces the Kilrush Development Plan 1988 and the Draft Kilrush Development Plan 1993.
3. The provisions of the Development Plan are considerations in the determination of applications for planning permission within the meaning of Section 34(2)(a)(i) of the Act.

Function

4. The functions of the plan are to :
 - i. Develop policies and proposals for the proper planning and development of the area;
 - ii. Provide a detailed and consistent framework for determining planning applications.
 - iii. Provide a basis for coordinating public and private development throughout the area.
 - iv. Bring planning issues before the public for consideration and debate ; and
 - v. Inform residents, property/land owners and developers how their interests will be affected for the period up to 2006.

Plan Area

5. The Plan applies to the administrative area of the Kilrush Urban District Council. It relates to the proper planning and sustainable development of the Plan area from 2001 to 2006. It will be valid for a period of five years from its adoption by Kilrush Urban District Council, subject to any review, variations, extensions or alterations made in accordance with legislation during that period.

Layout of Plan

6. The plan comprises four parts. Policies are distinguished from the rest of the text by use of **BOLD UPPER-CASE TYPE** and an explanation and justification for its inclusion follow each policy objective. Policies that relate to geographic areas or sites will appear on the proposals map.
7. Part A of the Plan comprises a written statement presenting the preferred strategy for the future development of the Plan area and the objectives and policies that are proposed for adoption to realise that strategy.
8. Part B of the Plan comprises the proposals map that provides a visual realisation of the disposition of the policies throughout the urban area. The proposals map is on an Ordnance Survey digital data base and reproduced at a scale of 1:5000.
9. Part C of the Plan comprises development guidelines that contain the standards that will ensure consistency and quality in all forms of development

Kilrush Development Plan 2002

10. Part D of the Plan comprises appendices providing details to support the policies in the written statement.

Consultation

11. The Planning and Development Act 2000 requires a statutory notification of the Planning Authority's intention to prepare a Development Plan. Public notices were published in the Irish Examiner on the 23rd January 2001 and the Clare Champion on the 19th January 2001.
12. In addition to the statutory consultation submissions and comments were sought from government, business, industrial, commercial, agricultural, community and wider public sectors. The submissions of regional and national organisations and service providers that had implications for the land use planning of the Plan area were sought. A full list of consultees appears in Appendix D of the Plan.
13. Public consultation was supplemented with a series of theme based public meetings and the circulation of a public consultation leaflet including a consultation response form. The responses to the consultation process have been considered by the Planning Authority in adopting the draft Plan.

Policy Context

14. Kilrush lies in the County of Clare within the Mid Western Region of Ireland. The Southern and Eastern Region Development Strategy 2000-2006 applies to the Mid Western Region. The Clare County Development Plan 1999 is the development plan for the non-urban areas of County Clare.
15. The Planning and Development Act 2000 requires that a planning authority, when making and adopting a development plan, shall so far as is practicable have regard to and be consistent with national plans, policies or strategies, regional planning guidelines and the development plans of adjoining authorities. Relevant objectives and policies within such documents are referred to in the written statement where appropriate.
16. Implementation of the plan will be assisted by the preparation of new and a review of existing supplementary planning guidance in the form of site-specific concept statements and development guidelines addressing development types and general issues.

Sustainable Development

17. The Planning and Development Act 2000 has sustainable development at the heart of its provisions. It follows from the national guidelines for sustainable development published in 1995. The guidelines recognised the role of development plans in delivering sustainable development. Planning authorities are advised to ensure that planning and development policies are fully consistent with environmental sustainability objectives. Objectives within the Plan will seek to ensure that development within the Plan area is sustainable.
18. The Council has sought to appraise the objectives in the Plan against sustainability criteria to ensure that policy objectives meet the aims of the Plan and result in no net loss to environmental, social and economic interests. The sustainability criteria and the assessment matrix appear as Appendix A in the Plan.

Implementation and Monitoring

19. Once the Development Plan is adopted, the Council will seek to monitor the effectiveness of the policy objectives in controlling development and delivering proper planning and sustainable development. This will be undertaken in a number of ways including a review of

Kilrush Development Plan 2002

development control decisions and a survey of changes in land use which will provide the basis for a subsequent review of the plan in 2004.

20. Mechanisms for the implementation of each policy objective will be indicated at the end of the text following the policy objective.

Part A

Chapter One

Development Strategy for Kilrush Urban Area

Introduction

1. The purpose of the development strategy is to set out clearly and concisely the main aims and objectives of the Plan, to indicate broadly how and where any new development is to be accommodated and to make clear the Council's priorities from the outset. In doing so it will provide a consistent context in which the plan's policies and proposals can be understood.
2. The aim of the plan is to ensure that in future the development and change of use of land in Kilrush is consistent with the principles of sustainable development.
3. Kilrush in recent years has experienced a falling population and rising unemployment whilst the rest of the country has benefited from a stable or rising population and growth in employment. There are indications that the position in the Plan area has started to change and that population has stabilised.
4. Without a change in long-term employment opportunities, it is not anticipated that the number of overall unemployed will reduce. However, it is likely that further jobs will be created in response to a gradual population growth and to an increased role in the town for tourism. Overall this will result in a reduction in the percentage of unemployed as seen against a rising population.
5. Levels of development necessary to fulfil this predicted growth pattern are not likely to be great in terms of land requirements. Sites can be found on derelict or underused developed land within the town centre. It is necessary however to provide for changes in household size and to allow for any in-migration from rural areas and resettlement of a population from nearby urban areas such as Ennis.
6. The Plan area is well located and has an environment that can continue to support its role as a tourist centre. Problems of traffic congestion, lack of hotel accommodation and irregular signing present a confused tourist message. This results in more tourists travelling through the town than stopping and interacting with the local economy. Public consultation has revealed a difference of view that exists between traditional practices and behaviour and the changes necessary to increase the attraction of the town to tourists.
7. The Plan will present a clear view of the way ahead that will improve the ability of the town to attract tourists to stop and stay in the town whilst improving the quality of life for residents. Improvements in the quality of life in the urban area in turn will attract more residents and a greater likelihood of new business establishing.
8. There are two elements to the development strategy :
 - i. A set of guiding principles and objectives to indicate the main directions of the plan; and
 - ii. A locational strategy to indicate how and where development is to be accommodated.
9. Taken together the guiding principles, objectives and the locational strategy constitute the Council's vision of the Plan for the Plan area over the period 2001 to 2006.

Kilrush Development Plan 2002

Kilrush Development Plan 2002

National and Regional Policy

10. The national priorities identified in the National Plan 2000-2006 are to :
 - i. increase national and regional competitiveness;
 - ii. promote sustainable growth and employment;
 - iii. implement the National Employment Action Plan;
 - iv. promote social inclusion;
 - v. increase north-south co-operation
11. The development objectives of the Southern and Eastern Development Strategy 2000-2006 relevant to the Plan are to :
 - i. Maintain and improve quality of life, in a sustainable manner for all who wish to live and work in the region;
 - ii. Consolidate and build on the region's recent economic performance especially regarding reductions in employment and long-term unemployment;
 - iii. Address emerging issues of sustainability and bottlenecks to growth including infrastructure and skilled labour provision;
 - iv. Distribute economic growth and its benefits throughout the region;
 - v. Target social exclusion in urban and rural deprived areas;
 - vi. Maintain a strong and vibrant economically viable rural community and a sustainable rural environment;
 - vii. Maintain the region's position as the power house of national economic development while contributing to the national objective of more spatially balanced economic activity in Ireland;

Sustainability

12. Sustainable development is defined by the Bruntland Commission in 1987 as development which meets the needs of the present without compromising the ability of future generations to meet their own needs.
13. In general terms the Plan seeks to sustain and enhance the quality of life in the Plan area by making the environment in its widest sense a major consideration in deciding the quantity, type and location of development.
14. The Council believes the policy objectives in the plan will achieve this aim and meet the essential needs of local communities in terms of open space, access to services, public transport, housing and employment.
15. To this end the strategy is underpinned by the following four guiding principles of sustainable development :
 - i. to conserve natural resources and natural and cultural heritage;
 - ii. to shape new development patterns in ways which reduce private car dependency and increase the attractiveness of the Plan area for economic growth and in particular for tourism;
 - iii. to optimise the use of already developed areas while making them more attractive places in which to live and work;
 - iv. to pursue social and economic inclusion through partnership, participation and equality of access to services, transport, housing and employment.
16. Kilrush as the commercial, administrative and service centre of West Clare has during its development established a robust and complex town centre that has a strong relationship with Cappagh and the Shannon estuary. The plan will seek to build on those strengths through the conservation of the natural resources of the area by maintaining water, land and air quality and maintaining a positive and productive use for its built environment.

Kilrush Development Plan 2002

17. A key objective of the Southern and Eastern Development Strategy 2000 - 2006 is to maintain and improve quality of life, in a sustainable manner for all who wish to live and work in the region. An objective of the Plan is to accommodate an increasing proportion of development in ways which make the most effective use of land, transport and other services. In particular this involves the reuse of previously developed land and promotes the position of the Plan area as a tourist centre.
18. Parts of the Plan area that have been previously developed are now derelict, underused or inappropriately used. These areas can accommodate a large proportion of the land requirements for development. This will help to conserve the natural resource of open land within the Plan area. Re-use of previously developed sites should also contribute to making the town centre a more pleasant place to live in.
19. The Council will therefore give preference to accommodating development within and adjacent to the existing built up areas of Kilrush and Cappagh. Whilst in terms of quantity this land will be sufficient for all development needs during the plan period, the condition of that land or buildings, its location vis-à-vis transport, services etc., the need for flexibility to respond to opportunities for social inclusion and the desire to maintain and enhance the environmental quality of the built up areas, make it necessary to identify other land at present undeveloped to address all potential development needs.

Objectives

20. Within the context of the aim of the plan to ensure that development and change is consistent with the concept of sustainable development, the objectives of the plan may be summarised as follows :
 - i. Maintain and enhance the role of the Plan area as the commercial, administrative and service centre of West Clare.
 - ii. Develop the Plan area further as a tourist centre.
 - iii. Maintain and enhance the local economy and increase employment opportunities particularly for small technology businesses.
 - iv. Make provision for the residential needs of the Plan area for the period to 2006 and secure implementation of the Clare County Housing Strategy 2000-2005.
 - v. Conserve and enhance environmental resources and seek environmental protection in order to safeguard and improve the environment in its broadest sense for present and future generations.
 - vi. Conserve and enhance local distinctiveness and the natural and cultural heritage of the Plan area.
 - vii. To reduce dependency on private motorised transport through the provision of facilities to support the use of alternative means of transport and to encourage more sustainable travel behaviour.
 - viii. Ensure that all residents have convenient access to a reasonable range and choice of retail and community services in a manner consistent with the concept of sustainable development.
 - ix. Make provision for the needs of all residents and visitors in terms of leisure, recreation and community facilities.
 - x. Allow for satisfactory provision of services (e.g. health & social care, childcare, education and emergency services) and service infrastructure (e.g. electricity, water drainage, sewerage and telecommunications) to meet the needs of the Plan area.

Kilrush Development Plan 2002

Locational Strategy

21. The overall objective of the locational strategy is to maintain and enhance the role of the Plan area as the commercial, administrative and service centre of West Clare.
22. The Council wishes to see this achieved by development that takes place in an orderly, phased and rational manner and relates to the overall strategy. It will seek to achieve this by providing the context for the retention and relocation of administrative, social and commercial functions and offering the space and environmental quality for a diversity of residential, retail, tourism, industrial and commercial opportunities.
23. Any determination of a locational strategy is affected significantly by the occurrence of large changes in population and employment opportunities. Growth in new technology employment opportunities is already taking place in the area of the marina on Cappagh Road. The extension of existing businesses such as Shannonside Building Supplies brings with it the possibility of new employment.
24. As part of a tripartite bid with Listowel in Kerry and Newcastle in Limerick, discussions with Government may result in Kilrush benefiting from a decentralisation of central government departments. If a decision is made within the life of the Plan to establish a significant number of civil service jobs within the Plan area sufficient land will be allocated to accommodate the necessary development.
25. Development resulting from such events whilst requiring single sites to accommodate employment activity can look to dispersed sites within the urban area to deliver the associated residential and socio-economic land uses.
26. In seeking to accommodate development the Council's first priority will be to give preference to the development of land within and immediately adjacent to the built up parts of the Plan area. It is recognised that development should not cram the town but be used as a means of enhancing the town's core fabric. The development of open land around the built up areas of Kilrush can have a significant effect upon the way the town appears to visitors. Care should therefore be taken in terms of the quality and design of such development.
27. The strategic development areas for future development to be located are identified within the Plan and defined on the Proposals Map. Detailed design briefs will be required from developers to conform to the concept statements that appear in Appendix B.

Development Guidelines

DG1 PROPOSALS FOR DEVELOPMENT WILL ONLY BE PERMITTED WHERE SUFFICIENT ACCOUNT IS TAKEN OF THE DEVELOPMENT GUIDELINES IN PART C OF THE PLAN.

28. To achieve a minimum standards in development and to continue to conserve and enhance the quality of life in the Plan area adherence to development guidelines is important and will be consistently applied.
29. The guidelines should be seen a supplementary to policy and where there is conflict between policy and guidelines the policy will be followed.
31. Guidelines will be up dated as new standards for development are brought forward and adopted as best practice.

Kilrush Development Plan 2002

Strategic Development Zones

LS1 Historic Town Centre – Retail, Commercial and Residential – 14 hectares

Kilrush Historic Town Centre is a rich mix of retail, commercial, recreational and residential uses. The Historic Town Centre lies within the strategic development area of the Town Centre and is designated an Architectural Conservation Area by the Plan. Development will seek to build upon the qualities of the built environment to sustain and enhance the vitality and viability of the town centre.

LS2 Town Centre Outside The Historic Town Centre – Mixed Use – 8 hectares

The Town Centre outside the historic core comprises a range of retail, commercial, community and residential uses located on a good road network. It is here that retail, office and commercial uses requiring new building or a more spacious environment will be encouraged to locate.

LS3 Killimer Road/Cappagh Road – Mixed uses – 10 hectares

The land contained by Fort Road, Killimer Road, Cappagh Road and the Wood River are at present in agricultural use. The eastern land adjacent to Killimer Road which has a high environmental quality being adjacent to the Wood River and close to the town centre is appropriate for residential use with opportunities for road frontage development such as a petrol filling stations.

The western part of the site accessed from the Killimer Road will accommodate an extension of existing light industrial and commercial activity in the area and other employment uses involving light industrial or commercial development whilst providing sufficient land to allow for surface water management and safeguarding the environment of the Wood River corridor.

LS4 Ennis Road/Wilson's Road – Retail and Residential – 16 hectares

The site has mixed agricultural and recreational uses at present. It has a prominent location at the gateway to the town whilst also occupying a position between existing residential development and the town centre. There are opportunities for medium sized retail units adjacent to Ennis Road and residential development on the southern part of the site separated by a broad corridor of open space with recreational uses running east to west through the site along and parallel to the ridge.

LS5 Industrial Estate, Cooraclare Road – Industrial – 18 hectares

This site is partly developed but will continue to offer the most appropriate location for industrial uses and can also provide for non-retail storage and distribution warehousing. The extension of the area into land adjacent to the Ennis Road will provide the possibility of alternative access into the industrial area removing heavy traffic from the town centre. Any new industrial development must ensure that there is sufficient buffer of landscape works to protect the residential amenities of residents on Ennis Road

LS6 Marina – Commerce, Recreation and Leisure – 9 hectares

Development of the marina has provided a good environment for high quality leisure, hotel and holiday accommodation. Future development will be expected to make a contribution to the tourism capacity of the town and offer benefits to the residential community whilst respecting the environmental quality of its setting.

Kilrush Development Plan 2002

LS7 Leadmore Road – Residential – 2.3 hectares

The need to provide a range of housing types requires the provision of a range of site locations. Land at Leadmore Road is serviced and in the event of increased housing demand within the life of the Plan that cannot be met on sites elsewhere this site would come forward for comprehensive development.

Sites allocated elsewhere in the Plan that could provide a comparable locational and environmental quality and therefore satisfy demand for a similar housing type exists at Cappa. This site would therefore only come forward when land zoned for residential development at Cappa have been developed.

The extension of residential development on Leadmore Road would provide the final extension of the developed area to the west on the northern side of the Creek. The provision of land of high environmental quality would provide for a comprehensive development that would act as the town edge with the open countryside in an area of scenic value.

Suburban Development Zone

30. For the urban area to expand in an orderly and sustainable way it is necessary to give direction to development within the suburban areas between the town centre and the open countryside. Such development must be tested against the appropriate policies within the Plan to ensure that it conforms to the overall strategy for development over the next five years.
31. Developments within this area will be mainly commercial and retail with residential development limited to developments of four or less housing units.

Open Countryside

32. Outside the strategic development areas and the built up areas of the urban district there are 330 hectares of land, 60% of the Plan area, that have a predominantly agricultural use. These areas provide the context and setting for the built up area. Development within these areas is only anticipated where it is necessary to sustain the existing uses of that area.
33. The area of open countryside indicates the extent of urban development for the Plan period. There will be a presumption against development within this area to safeguard the landscape and economic value of the open countryside. Development to meet the needs of the rural community will be accommodated.

Kilrush Development Plan 2002

Zoning Matrix Land Use	Residential Policy H4/H5	Town Centre Policy R1/2/3/4	Suburban Policy H6/7	Industrial Policy E2	Light Ind. Policy E3	Commercial Policy E3	Countryside Policy N2/N3
Single Dwelling	Policy H4	Policy H3/H6	Policy H6	NO	NO	NO	Policy H6
Housing	Policy H3/H4	Policy H3/H7	Policy H6/H7	NO	NO	NO	Policy H7
Holiday Home	Policy H3	Policy H3	Policy H6/H7	NO	NO	NO	NO
Flat/Apartment	Policy H3	Policy H3	Policy H6	NO	NO	NO	NO
Bed & Breakfast	Policy T3	Policy T3	Policy T3	NO	NO	NO	NO
Hotel /Hostel	NO	Policy T3/H8	Policy T3/H8	NO	NO	NO	NO
Caravan/Camp Site	NO	NO	NO	NO	NO	NO	Policy T4
Govt. Offices	NO	Policy E1/R2	Policy E1	NO	NO	NO	NO
Special Industry	NO	NO	NO	NO	NO	NO	NO
General Industry	NO	NO	NO	Policy E1/E2	NO	NO	NO
Light Industry	NO	NO	Policy E1	Policy E1/E2	Policy E1/E3	NO	NO
Offices	? ¹	Policy R2	Policy E1	? ¹	? ¹	? ¹	? ¹
Professional Services	? ¹	Policy R2	Policy E1	NO	NO	NO	NO
Large Retail	NO	Policy R2	Policy R5	NO	NO	No	NO
Storage/ Distribution	NO	NO	NO	Policy R2	NO	NO	NO
Petrol Station	NO	NO	Policy R7	NO	NO	Policy R7	Policy R7
Garden Centre	NO	NO	Policy R5	NO	NO	Policy R5	Policy E5
Small Retail	Policy R6	Policy R2	Policy R6	NO	NO	Policy R6	NO
Take Away Unit	Policy R6	Policy R2	Policy R6	NO	NO	NO	NO
Licensed Premises	NO	Policy R2	NO	NO	NO	NO	NO
Restaurant	NO	Policy R2	NO	NO	NO	NO	NO
Cinema	NO	Policy R2	Policy C1	NO	NO	NO	NO
Disco/Dance Club	NO	Policy R2/C1	NO	NO	NO	NO	NO
Community Hall	Policy C1	Policy R2/C1/S1	Policy C1	NO	NO	NO	NO
Sports/Leisure Hall	NO	Policy R2/C1	Policy C1	NO	NO	NO	NO
Health Centre / Clinic	NO	Policy R2/S1	Policy S1	NO	NO	NO	NO
Nursing Home	NO	Policy R2	Policy S2	NO	NO	NO	NO
School	NO	NO	NO	NO	NO	NO	NO
Car Park	NO	Policy R2/A6	YES	NO	NO	NO	NO

Kilrush Development Plan 2002

¹ Offices incidental to residential, industrial or commercial uses permitted subject to policies

Kilrush Development Plan 2002

Kilrush Development Plan 2002

Part A

Chapter Two

Tourism

1. The Council recognises the increasingly important part that tourism plays in the economy of the Plan area. This chapter sets out the Council's policies and proposals that relate to Tourism.

Objective

2. The overall objective is to develop the Plan area further as a tourist centre.

National and Regional Policy

3. It is an objective of the National Plan 2000-2006 to promote sustainable growth and development.
4. The overall tourism objective in the Southern and Eastern Development Strategy 2000-2006 is to grow the number of overseas and domestic tourists visiting the region whilst adhering to principles of sustainable tourism development. This means spreading tourists more widely throughout the region whilst taking account of the realistic tourism potential of individual areas.
5. The relevant priorities at a regional level are to :
 - i. expand and upgrade an accommodation base in non-established tourism areas;
 - ii. develop flagship projects or regional attractors with a view to drawing demand from main tourist hubs;
 - iii. upgrade and increase utilisation of existing visitor attractions to ensure a high quality visitor experience;
 - iv. develop tourism potential of water-based resources and provide facilities for water-based activities;
 - v. improve sign posting in key tourism areas and centres.

Kilrush As A Tourist Centre

6. Kilrush is located at the crossroads of two major routes for tourists both indigenous tourists and those visiting Ireland. The most important of these routes uses the Killimer-Tarbet ferry to take tourists on the north-south corridor between Cork and Galway visiting places such as Killarney and the Burren. The east-west route takes a mostly indigenous tourist population between Limerick and Ennis to West Clare and seaside resorts such as Kilkee. This route is also the major public transport route integrating buses with rail and air transport links at Ennis and Shannon
7. The potential exists and has been recognised to encourage a larger proportion of the tourism traffic to stop within Kilrush for longer periods and to make use of the numerous visitor attractions that the town has to offer. Significant problems of traffic congestion and lack of parking for cars and coaches, recognised as common issues in the Regional Development Strategy, have exacerbated issues of accommodation and quality visitor experience locally.
8. In the interests of sustainable tourism the natural attractions of Kilrush need, where appropriate, to be made safely and conveniently accessible to both tourists and residents whilst ensuring that the resource is sustainably managed. Such attractions include; the coastal drive and the beach at Cappagh; the heritage attractions of the historic town centre

Kilrush Development Plan 2002

and St Senan's Church; the particular attractions such as the trips to Scattery Island and dolphin watching in the Shannon estuary; and access to a marina and activity centre.

Extending the Tourism Base

T1 THE COUNCIL WILL CONTINUE TO WORK WITH OTHERS TO PROMOTE AND SUPPORT THE EXTENSION AND DIVERSIFICATION OF THE RANGE OF TOURIST FACILITIES AND ATTRACTIONS THROUGHOUT THE AREA IN SO FAR AS THEY DO NOT CONFLICT WITH THE AIMS OF OTHER POLICIES IN THE PLAN. PROPOSALS FOR DEVELOPMENT THAT WILL UNACCEPTABLY PREJUDICE THE GROWTH OF KILRUSH AS A TOURIST CENTRE WILL NOT BE PERMITTED.

9. Development that supports the role of Kilrush as a tourist centre, whilst recognising its wider role as the commercial, administrative and service centre of West Clare, will be encouraged where this is compatible with the principles of sustainable development and the aims and objectives of the Plan.
10. It is a regional priority to upgrade and increase use of existing visitor attractions to ensure a high quality visitor experience. Through its marketing officer the Council will continue to work with the owners and operators of private tourist attractions and facilities to deliver a high quality of visitor experience to the Plan area.
11. The Council manages the Vandeleur Gardens and the Heritage Centre as well as supporting a range of tourist activities and initiatives. Through its marketing officer it will continue to promote Kilrush as a tourist destination.

Implementation : Marketing Officer ; Development Control

Hotel Accommodation

T2 PROPOSALS FOR THE DEVELOPMENT OF AN HOTEL WITHIN THE TOWN CENTRE WILL BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT DEVELOPMENT WILL NOT :

- A. HAVE AN UNACCEPTABLE TRANSPORT OR ENVIRONMENTAL EFFECT; OR**
 - B. ADVERSELY AFFECT THE CHARACTER OF THE ARCHITECTURAL CONSERVATION AREA.**
12. The Plan area contains a range of guest house, bed and breakfast, hostel and apartment accommodation. It is recognised at a regional level the need to expand and upgrade the accommodation base to increase tourist nights spent in an area. The role of Kilrush within West Clare is partly defined by the services it can offer both tourists and residents.
 13. The lack of an hotel within the urban area results in a loss of a certain sector of trade that requires large function rooms and/or a larger scale of accommodation than is at present available. There is a place for a medium sized hotel with function rooms that can add to the town's role as the cultural and service centre of West Clare. An hotel in a town centre location will contribute to the vitality of the town centre and support the town centre economy.
 14. Activity associated with an hotel can have an adverse affect upon residential amenity resulting from noise and smell. Where access to and parking for an hotel is difficult to achieve within the town centre, consideration will be given to a contribution in lieu of parking to allow acquisition and development of off street parking elsewhere in the town centre to serve a town centre hotel. Turning bays and parking bays for coaches should be allocated at a rate of 1 coach bay per 50 beds and/or 50 seat function room.
 15. Proposals for an hotel outside the town centre have not to date been realised. Where such proposals come forward, they will be considered in the context of their contribution to the

Kilrush Development Plan 2002

Plan area as a whole. Developments however which undermine the vitality of the town centre will not normally be permitted (see Policy R1)

Implementation : Marketing Officer : Development Control **Bed and Breakfast Accommodation**

T3 PROPOSALS FOR BED AND BREAKFAST DEVELOPMENT WILL BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT:

- A. DEVELOPMENT WILL NOT HAVE AN UNACCEPTABLE TRANSPORT OR ENVIRONMENTAL EFFECT; AND**
- B. EXISTING RESIDENTIAL AMENITIES WILL NOT BE UNACCEPTABLY PREJUDICED; AND**
- C. THERE IS NO ADVERSE AFFECT UPON THE CHARACTER OF THE AREA.**

16. Bed and breakfast establishments fulfil an invaluable role in providing a flexible tourist accommodation significantly increasing the short stay tourist capacity of the Plan area. The Council will encourage the establishment of bed and breakfast accommodation where it does not conflict with existing residential amenities or give rise to unacceptable levels of on-street parking.

17. The nature of bed and breakfast accommodation is irregular and offers low key facilities not giving rise to the level of impacts generated by other more permanent and formal accommodation. It is therefore appropriate for such uses to locate within existing residential areas as well as elsewhere in the built up parts of the plan area.

18. Where the conversion or construction of dwellings for use as bed and breakfast accommodation requires the prior permission of the Council, the following shall be considered in assessing applications for such uses:

- i. Design and location of the development;
- ii. Scale of the proposed development;
- iii. Bed and breakfast establishments shall form part of the principal residence;
- iv. Adequacy of car parking and likely traffic generation;
- v. Impact on the amenity of adjoining property;
- vi. The type and size of advertising signage proposed.

Implementation : Development Control

Caravan and Camp Sites

T4 PROPOSALS FOR CARAVAN AND CAMP SITE DEVELOPMENT UP TO ONE HECTARE WILL BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT :

- A. DEVELOPMENT WILL NOT HAVE AN UNACCEPTABLE TRANSPORT OR ENVIRONMENTAL EFFECT; AND**
- B. EXISTING RESIDENTIAL AMENITIES WILL NOT BE UNACCEPTABLY PREJUDICED; AND**
- C. THERE IS NO ADVERSE AFFECT UPON THE CHARACTER OF THE AREA.**

18. Caravan and camp sites offer a tier of low budget and flexible visitor accommodation on a seasonal basis. There are no such sites within the Plan area the nearest being near Moyne two and a half kilometres away from the Town Centre.

19. Sites should be kept small and be properly landscaped so as to have a minimum impact on existing visual characteristics. The Council will require that caravan and camp parks are

Kilrush Development Plan 2002

located in well screened unobtrusive locations and their design and layout make use of the natural geographical features in order to minimise their impact.

20. The Council will generally require that caravan and camp sites be designed in accordance with the standards for such facilities laid down by Bord Failte in its publication 'Model standards for Caravan and Camping Parks' or any subsequent amendments, the requirements of the Health Authority, and those of the Fire Department.

Implementation – *Development Control*

Information Signing

T5 THE ERECTION OF ANY SIGN FOR THE PURPOSES OF ADVANCE WARNING, INFORMATION, DIRECTION OR ADVERTISEMENT WILL ONLY BE PERMITTED WHERE IT DOES NOT RESULT IN A DANGER TO ROAD USERS AND PEDESTRIANS AND WHERE IT CONFORMS TO THE COUNCILS CODE OF PRACTICE ON SIGNAGE.

21. Improved sign posting is recognised as a priority at regional level. Within the Plan area, a confusion of signs at road junctions fails to assist visitors who are seeking car parking, accommodation, shopping, attractions or other services.
22. Signing can have an influence on people's travel behaviour. Signs for Kilrush exist outside the Plan area and are the responsibility of others including Clare County Council. In certain locations such as the signing for traffic arriving off the ferry in Killimer the direction of road users to Kilrush should not be dominated by signing for smaller settlements or tourist attractions beyond Kilrush. The Council will encourage Clare County Council and others to take into account the need for clear and unambiguous signing and to respect a hierarchy of signing that serves the needs of the general road user, including tourists.
23. The Council will use the following Code of Practice for all non-regulatory or non-mandatory sign posting throughout the urban area based upon the following criteria :
- i. All signs will conform to national policy and advice provided by the Department of the Environment and Local Government and contained in the Traffic Signs Manual
 - ii. All signs will conform to a hierarchy of signing that leads the recipient of the information to the location being sought clearly and unambiguously.
 - iii. Signs will be designed to reflect their place in the hierarchy, differentiation being provided through colour, shape and size.
 - iv. With the exception of traffic route information all information at one location will normally be required to be placed on one sign which will be updated when new information is required to be displayed

Hierarchy of Information Signing

First Tier - *Usually located on the outskirts of town or in advance of major road junctions*
Traffic routes, centres of information

Second Tier - *Usually located at road junctions*

Car parking; centres of information; local districts; major local tourist attractions.

Third Tier

Individual premises and attractions; car parks; community facilities.

Fourth Tier

Advertisements and specific locational signing.

Kilrush Development Plan 2002

***Implementation** : Kilrush Urban District Council Town Manager ; Clare County Council Roads
Department*

Kilrush Development Plan 2002

Part A

Chapter Three

The Economy

1. This chapter sets out the Council's policies and proposals that relate to economic development other than tourism.

Objective

2. The objective is to maintain and enhance the local economy and increase employment opportunities particularly for small technology.

National and Regional Policy

3. It is a priority of the National Plan 2000-2006 to promote sustainable growth and employment.
4. It is an objective of the Southern and Eastern Regional Strategy 2000-2006 to consolidate and build on the region's recent economic performance especially regarding reductions in employment and long-term unemployment and to distribute economic growth and its benefits throughout the region

Background

5. In recent years, Kilrush has not followed the pattern of economic growth achieved elsewhere nationally nor in the county. During the second half of the twentieth century the West Clare railway was closed and there was also decline in the traditional industries resulting in closures and high unemployment in shipping, fishing, milling, ceramics manufacture and seaweed processing.
6. The loss of money to the local economy resulted in the closure of shops, hotels, dance halls and a cinema. Temporary respite was offered by the construction of the nearby Moneypoint power station but following construction the local economy went into decline and out-migration continued.

The Local Economy

7. Towards the end of the twentieth century new industry and business has returned to Kilrush with the support of tax incentives and promotion through agencies such as Shannon Development Corporation. Although unemployment is above the national average and at the last census in 1996 the population was still in decline, there are indications through recent developments that decline is in reverse and that employment opportunities are increasing.
8. Significant industrial employers in the urban area include Chemfab (Chemical Fabrics (Europe)) ; Kilrush Trading Company manufacturing furniture and Nordman Profile producing roofing materials. All three are located on the Industrial Estate at Coorclare Road. Although outside the Plan area Moneypoint power station still offers employment to local people.
9. Other employers within the Plan area provide a diversity of employment types including Leadmore Ltd. producing frozen foods, Shannonside Timber and Building Suppliers, Kilrush Marina with its boatyard, Now Casting International Ltd. providing specialist weather forecasting services and Cappagh Port employing pilots for shipping in the Shannon Estuary.

Kilrush Development Plan 2002

10. Future growth in employment has been identified within the postal services and elsewhere amongst existing employers in the area¹. The level of skills available within the local labour force is found to be mainly adequate although some specialist skilled workers are needed to be brought in from elsewhere in the country.
11. Kilrush has been working in partnership with Listowel in Kerry and Newcastle in Limerick County to attract a decentralised government department to locate amongst the three towns. Such relocation will make a significant difference to the local economy not only in offering employment directly but also indirectly through the increase in the money brought into the local economy.

Development for Employment Uses

- E1 PROPOSALS FOR COMMERCIAL USES, INDUSTRIAL USES, RESEARCH AND TECHNOLOGY USES AND EXTENSIONS, CONVERSIONS AND REUSE OF EXISTING EMPLOYMENT LAND WILL ONLY BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT IT CONFORMS TO THE ZONING OBJECTIVES OF THE PLAN AND :**
- A. DEVELOPMENT WILL NOT HAVE AN UNACCEPTABLE ENVIRONMENTAL EFFECT; AND**
 - B. ADEQUATE PROVISION IS MADE FOR SERVICING AND DELIVERY REQUIREMENTS SO THAT DEVELOPMENT WILL NOT GIVE RISE TO UNACCEPTABLE LEVELS OF VEHICULAR TRAFFIC ESPECIALLY HEAVY GOODS VEHICLES OR ON STREET PARKING TO THE DETRIMENT OF THE AMENITIES OF SURROUNDING AREAS AND ROAD SAFETY; AND**
 - C. DEVELOPMENT WILL NOT PREJUDICE EXISTING RESIDENTIAL AMENITIES; AND**
 - D. THE CHARACTER OF THE AREA IS NOT ADVERSELY AFFECTED; AND**
 - E. DEVELOPMENT WILL NOT PREJUDICE THE DEVELOPMENT OR USE OF THE AREA FOR TOURISM.**
12. The Council wishes to encourage small-scale business activity to provide a diverse and mixed economy with a range of employment opportunities. To this end the Council will work with others to promote the benefits of the Plan area for such employment uses.
 13. Land for industrial and storage and distribution uses is zoned in the Plan area. Other uses have wider locational opportunities within the Plan area.
 14. The quality of the environment in the open countryside in particular the landscape quality of the coastal areas is such that it is unlikely to accommodate employment uses requiring new buildings or extensive site areas.
 15. The characteristics of industry and commerce are evolving continuously and many small-scale businesses can be carried on in a variety of locations including residential areas without causing unacceptable disturbance through increased traffic, parking, noise, pollution or other adverse effects. Throughout the suburban area and particularly within the town centre mixed uses including employment activities can help to create vitality and diversity and reduce the need to travel.

Implementation : Development Control

¹ Discussions with Employers – Clare County Council 2001

Kilrush Development Plan 2002

Kilrush Development Plan 2002

Zoning of Land for Industrial, Storage and Distribution Uses

E2 PROPOSALS FOR NEW INDUSTRIAL, STORAGE AND DISTRIBUTION USES WILL BE PERMITTED ON LAND ALLOCATED AT THE COORACLARE ROAD INDUSTRIAL ESTATE AS DEFINED ON THE PROPOSALS MAP.

16. Larger scale enterprises are unlikely to satisfy all the criteria on most of the sites within the Plan area by virtue of the size and nature of the accommodation required; the scale and nature of traffic generated, and the impacts on residential amenity and tourism in terms of noise, smell and general disturbance.
17. The possibility of conflict between industrial processes and other land uses particularly residential and tourism uses is high. The council will encourage further industrial development and other employment uses on 5 hectares of undeveloped land within the area allocated in the 1993 draft Development Plan for industrial uses on the Cooraclare Road.
18. The land at Cooraclare Road will continue to be allocated for industrial uses and in addition where appropriate for storage and distribution uses. The location lends itself to industrial process industries and storage and distribution development rather than high tech service industry, which tends to seek a high quality mixed use environment.
19. The need for land for the purposes of storage and distribution is not seen as incompatible with industrial land use and can be accommodated within the industrial land allocation. The area is strategic development area LS5 in the location strategy.
20. The likely growth of existing industry and the location of new small-scale industrial units and storage and distribution units on the site over the next five years can adequately be accommodated within this area.

Implementation : Development Control

Zoning of Land for Light Industrial and Commercial Uses

E3 PROPOSALS FOR LIGHT INDUSTRIAL AND COMMERCIAL USES WILL BE PERMITTED ON LAND ALLOCATED AT CAPPAGH ROAD AS DEFINED ON THE PROPOSALS MAP WHERE IT CAN BE CLEARLY DEMONSTRATED THAT DEVELOPMENT WILL NOT:

- A. HAVE UNACCEPTABLE TRANSPORT OR ENVIRONMENTAL EFFECTS; AND**
 - B. PREJUDICE EXISTING RESIDENTIAL AMENITIES; AND**
 - C. ADVERSELY AFFECT THE CHARACTER OF THE AREA; AND**
 - D. PREJUDICE THE DEVELOPMENT OR USE OF THE AREA FOR TOURISM.**
21. That part of Cappagh Road between Frances Street and Soldiers Hill contains a mix of uses such as the Boat Yard, Now Casting and the Market that together contribute the character of the area and offer opportunities for a diversity of employment opportunities.
 22. To support this diversity the Plan is proposing the use of land between Cappagh Road and Killimer Road for light industrial or commercial use. Extension of existing businesses in the area such as Shannonside Building Supplies will also be considered where development would not result in increased traffic flows affecting Frances Street
 23. Behind the Cappagh Road frontage sites land is allocated in the locational strategy for residential uses. Any development under this policy must be of a type that will not conflict with residential amenities. Such development is likely to be controlled in terms of operating

Kilrush Development Plan 2002

hours, noise and smell and to conform to the concept statement for the wider strategic development area LS3 of which it is part.

24. The Wood River corridor is an important pedestrian link between the Vandeleur Gardens and the Marina. It enhances the quality of the visitor experience of the town and developments need to be sensitive to impacts on tourism from unsightly or overly-dominant industrial buildings

Implementation : Development Control

Protection of Zoned Employment Land

- E4 PROPOSALS FOR DEVELOPMENT WITHIN THE LAND ALLOCATED FOR EMPLOYMENT USES IN POLICIES E2 AND E3 AS DEFINED ON THE PROPOSALS MAP WILL ONLY BE PERMITTED FOR OTHER USES WHERE IT CAN BE CLEARLY DEMONSTRATED THAT :**
- A. DEVELOPMENT WILL NOT PREJUDICE THE CREATION OR RETENTION OF THE SPECIFIED EMPLOYMENT USES ELSEWHERE WITHIN THE ALLOCATED AREA; AND**
 - B. NO SUITABLE ALTERNATIVE PROVISION FOR THE PROPOSAL HAS BEEN MADE ELSEWHERE IN THE PLAN; AND**
 - C. THE SITE IS NO LONGER CAPABLE OF OFFERING ACCOMMODATION FOR THE SPECIFIED EMPLOYMENT USES; AND**
 - A. SUFFICIENT LAND IS AVAILABLE FOR THE SPECIFIED EMPLOYMENT USES WITHIN THE PLAN AREA**

25. The Council wishes to ensure that within the Plan area there is a wide choice of land and premises available to businesses wishing to continue or undertake new investment in the local economy and the local work force. In this respect vacant or undeveloped land situated within the allocated land area referred to in Policy E2 and E3 and defined on the proposals map represents a valuable resource which should not normally be permitted to be used for alternative uses.

Implementation : Development Control

Development on Agricultural Land

- E5 PROPOSALS FOR DEVELOPMENT ON LAND IN THE OPEN COUNTRYSIDE ACTIVELY MANAGED FOR AGRICULTURAL PURPOSES AND NOT ALLOCATED FOR SPECIFIC USES WITHIN THE PLAN WILL BE PERMITTED ONLY WHERE IT CAN BE CLEARLY DEMONSTRATED THAT :**
- A. DEVELOPMENT WILL NOT RESULT IN UNACCEPTABLE TRANSPORT OR ENVIRONMENTAL EFFECTS; AND**
 - B. DEVELOPMENT IS NOT FOR A TYPE OF DEVELOPMENT FOR WHICH LAND IS ALLOCATED ELSEWHERE IN THE PLAN AREA AND THERE IS LAND REASONABLY AVAILABLE FOR DEVELOPMENT IN SUCH AN AREA; AND**
 - C. THE CHARACTER OF THE AREA IS NOT ADVERSELY AFFECTED; AND**
 - D. DEVELOPMENT WILL NOT PREJUDICE THE DEVELOPMENT OR USE OF THE AREA FOR AGRICULTURE OR TOURISM; AND**
 - E. WHERE THE PROPOSED DEVELOPMENT IS FOR A SINGLE DWELLING THAT IT IS NEEDED FOR THE OCCUPATION OF A PERSON EMPLOYED FULL TIME IN AGRICULTURE ON ADJOINING LAND.**

26. The majority of the Plan area is not developed and comprises agricultural land under an active pastoral farming regime. The Council wishes to ensure that all land within the plan

Kilrush Development Plan 2002

area has a positive and active use and does not become neglected nor detract from the amenity of the plan area.

27. The agricultural industry has a significant role to play in the economy and environmental quality of the Plan area. Management of the open countryside outside the built up areas is achieved through management of the land for agricultural purposes. The quality of the open countryside is an important part of the attraction of the area to tourism.
28. There may be occasions where the locational requirements for some form of development will result in the loss of active agricultural land. These circumstances are not likely to be usual but may be necessary either for the continuation of the viability of the agricultural activity or in the public interest.

Implementation : Development Control

Agricultural Buildings

- E6 PROPOSALS FOR THE ERECTION OF AGRICULTURAL BUILDINGS WILL BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT:**
- A. THEY ARE SITED ON LAND WHICH IS IN USE FOR AGRICULTURAL PURPOSES AND THERE ARE NO EXISTING SUITABLE UNDERUSED BUILDINGS AVAILABLE; AND**
 - B. ADEQUATE PROVISION IS MADE FOR ACCESS AND MANOEUVRING OF MACHINERY AND LIVESTOCK TO AVERT PERPETUATION, INTENSIFICATION OR CREATION OF A TRAFFIC HAZARD: AND**
 - C. DEVELOPMENT WILL NOT HAVE UNACCEPTABLE ENVIRONMENTAL EFFECTS; AND**
 - D. THE PROPOSAL WILL NOT PREJUDICE THE AMENITIES OF PEOPLE RESIDING IN THE AREA OR USING THE AREA FOR THE PURPOSES OF TOURISM.**

29. In many circumstances new buildings which are purpose built for agriculture will not require planning permission. However, for larger scale buildings and buildings constructed in close proximity to others that have been built in the recent past planning permission will be necessary. The Council would strongly advise anyone intending to erect an agricultural building to check with the Council as to whether planning permission will be required.
30. In considering applications for planning permission for the erection of new farm buildings the Council will have regard to the viability of the holding. There will be a general presumption against the granting of planning permission for new agricultural buildings on farmlands where consent has already been granted for alternative use of other buildings deemed surplus to requirements where these could have served the purpose.
31. The Council will require that agricultural buildings be sited as unobtrusively as possible, normally within the existing farmyard complex, and be constructed of materials and in colours which will blend with their surroundings and reduce their overall impact on the landscape.
31. Agricultural developments should minimise interference with existing hedgerows and trees. In certain circumstances, the Council may require the submission of a scheme of landscape works in order to provide visual screening for a development.
32. The Council will require that agricultural developments be designed to Department of Agriculture and Food standards. When assessing the adequacy of effluent handling facilities the following will be considered to be soiled waste ; slurry, soiled yard run-off, milk washings, silage effluent and dungstead seepage. The holding period required for purposes of

Kilrush Development Plan 2002

calculating waste handling facilities will be between 16 and 26 weeks, depending on the nature of the land on which soiled waste will be spread.

Implementation : *Development Control*

Kilrush Development Plan 2002

Kilrush Development Plan 2002

Part A

Chapter Four

Housing

1. This chapter sets out the Council's policies and proposals for the provision of housing.

Objective

2. The objective of the Plan is to make provision for the residential needs of the Plan area for the period to 2007.

National and Regional Policy

3. The priorities in the national plan seek to promote social inclusion in the context of sustainable growth and employment.
4. Objectives of the Southern and Eastern Development Strategy 2000 - 2006 include maintaining and improving the quality of life in a sustainable manner for all who wish to live and work in the region whilst targeting social exclusion in urban and rural deprived areas.
5. The Planning and Development Act 2000² requires that a planning authority shall include in a development plan a strategy for the purpose of ensuring the proper planning and sustainable development of the area in respect of the housing of the existing and future population.

Background

6. Public housing is a significant proportion of the housing for the Plan area. Whilst there is a continued growth in the numbers of council houses being built over the last five years the ratio of public to private housing has shifted towards a higher percentage of private housing being built in recent years.
7. Council housing has been located within or adjacent to the existing developed areas of the town whereas private housing has tended to develop on the outskirts at Cappagh and on the Kilkee Road. An exception to this is the element of private housing in the form of apartments and flats provided within the town centre.

Housing Strategy

8. The adopted Housing Strategy for the Plan is the Clare County Housing Strategy 2000 – 2005 (Appendix 5). The Council will use their available powers and resources to secure achievement of the proposals and policies contained in the Housing Strategy.
9. Kilrush has experienced significant population decline over the last twenty years although this decline had been reducing during the 1990's. The decline previously has been in the economically active age groups resulting in an increase in the older and more dependant age groups.
10. In the absence of recent census data assumptions have to be made about the current population. Evidence from the housing market³ shows there to be no great demand for private housing. The lack of vertical mobility amongst house owners is seen as a significant factor in this inactivity. The rate of new house building and the demand for public housing suggests however that the decline in population in Kilrush has stopped.

² Planning and Development Act 2000 Section 94

³ Survey of Estate Agents February 2001 by Clare County Council Planning Department

Kilrush Development Plan 2002

11. The land use survey showed a total of 1047 houses within the urban area⁴. Of this, total 432 units are council housing. 16% of housing is found in the town centre and this does not take into account possible housing opportunities above ground floor retail and commercial premises.
12. Evidence produced by census data and national surveys show that household sizes are getting smaller and there is a higher proportion of single or two person households. The need to address changes in household size and social inclusion mean that policies will have to encourage future housing to be mixed in terms of accommodation types offered
13. Recent housing developments that have addressed a broad range of need include :
 - i. Development of individual 4/5 bedroom detached private housing along the Kilkee Road.
 - ii. Development of a mix of public housing on Leadmore Road
 - iii. Development of private 2/3 bedroom apartments on Toler Street.
14. Currently there is planning permission for 94 units of housing yet to be built 65 houses at Cappagh Road and 26 apartments in converted property in the town centre. Other permission relates to three individual detached houses elsewhere.
15. Concentrations of public housing in particular on Grace Street and the John Paul Estate, and on Pound Street/Pella Road exacerbate social exclusion in the Plan area. Sales to tenants have introduced a mix of public and private housing but the uniformity of housing style and the tradition of public housing in Kilrush acts against full and sustainable social inclusion.
16. The aim of the Council in meeting housing need is to encourage the refurbishment and conversion of existing buildings in addition to some infill development or development of open sites within the town centre. Whilst this will provide for a wide range of dwelling types it will not provide land suitable for larger housing units on more spacious sites.
17. In the event of significant population change resulting from an event such as decentralisation of a central government department or a major resettlement movement by former residents, additional areas of housing land need to be allocated to address the full range of housing types.
18. A two phase approach will be required to address housing need in the Plan area. This two phase approach will be strictly controlled to prevent scattered unsustainable development from taking place. Land allocated for housing resulting from a sudden change in expected population growth will not be made available for general housing development in the first instance.
19. The first phase land will be allocated to satisfy the expectation of a static or modest population growth. An additional allocation of land will then be made to accommodate housing to accommodate land resulting from major population change resulting from a significant event.

⁴ Land Use Survey 2000 Clare County Council Planning Department

Kilrush Development Plan 2002

Social and Affordable Housing

H1 ON ALL HOUSING DEVELOPMENTS OF FIVE OR MORE DWELLINGS THE COUNCIL WILL REQUIRE THAT 20% OF THE LAND ZONED FOR RESIDENTIAL USE OR A MIX OF RESIDENTIAL AND OTHER USES BE MADE AVAILABLE FOR THE PROVISION OF SOCIAL AND AFFORDABLE HOUSING.

20. Policy H5 of the Housing Strategy provides that the Council will reserve 20% of residentially zoned land for the purpose of meeting social and affordable housing need arising within the plan area.
20. The Council will utilise the full range of appropriate mechanisms for the provision of social and affordable housing in Kilrush as identified in the Housing Strategy. The Council considers it appropriate to ensure that a range of mechanisms to secure social and affordable housing provision are available and will negotiate with developers on a site by site basis.
21. The Council will negotiate with private developers to provide affordable and/or social housing, at an appropriate level to meet identified housing need, on land zoned for residential use, or for a mixture of residential and other uses, to which an exemption certificate does not apply.

Housing Mix

H2 PROPOSALS FOR RESIDENTIAL DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT THE PROPOSALS REFLECT A MIX OF HOUSING TYPES, INCLUDING SMALL HOUSING UNITS.

22. The Council will therefore consider the appropriate mix of types and sizes of dwellings on a site by site basis, as and when planning applications are received and will use conditions and agreements as appropriate to secure the preferred mix of housing types and sizes.

Implementation : Development Control

The Voluntary and Co-operative Housing Sector

H3 THE COUNCIL WILL WORK WITH THE VOLUNTARY AND CO-OPERATIVE HOUSING SECTOR TO DELIVER RENTED AND AFFORDABLE HOUSING THROUGHOUT KILRUSH TO ADDRESS THE NEED FOR GREATER SOCIAL INCLUSION AND TO ACHIEVE INTEGRATION OF HOUSING TYPES.

21. The council will work with the voluntary and co-operative housing sector to deliver rented and affordable housing throughout Kilrush to achieve a higher level of integration of housing types thereby addressing the need for greater social inclusion.
22. Voluntary and co-operative housing bodies play a significant role in the provision and management of social housing and can act as nominees of the Council in delivering social and affordable housing. Housing supply guidelines encourage planning authorities to take a pro-active role in facilitating the involvement of the voluntary and co-operative housing sector in the provision of housing on land or sites identified for transfer by developers.

Implementation : Development Control ; Housing Department

Kilrush Development Plan 2002

Housing in the Town Centre

- H4 THE COUNCIL WILL PROMOTE THE USE OF EXISTING BUILDINGS WITHIN THE TOWN CENTRE TO BE CONVERTED TO RESIDENTIAL USES. PROPOSALS FOR RESIDENTIAL DEVELOPMENT WITHIN THE TOWN CENTRE WILL BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT DEVELOPMENT WILL :**
- A. CONSERVE AND ENHANCE THE VITALITY AND VIABILITY OF THE CENTRE; AND**
 - B. RESPECT THE DENSITY, MASSING, SCALE, PROPORTIONS, MATERIALS AND OVERALL DESIGN AND CHARACTER OF THE EXISTING PROPERTY AND THE CHARACTER OF THE STREET SCENE AND SURROUNDING AREA; AND**
 - C. BE ACCESSIBLE TO PEDESTRIANS, CYCLISTS AND THOSE WITH SPECIAL MOBILITY NEEDS; AND**
 - D. NOT HAVE UNACCEPTABLE TRANSPORT OR ENVIRONMENTAL EFFECTS NOR BE PREJUDICIAL TO RESIDENTIAL AMENITY.**

23. Within Kilrush town centre there are in excess of seventy buildings that are under-used, vacant and/or derelict. Many of these are capable of residential use and will contribute significantly to increase the variety of housing types within the town.
24. The spaces around buildings and their height as compared with adjacent buildings are an important part of their character and the character of the surrounding area. In encouraging residential development whilst density will not be proscribed particular attention will be paid to proposals to ensure that the density, massing, scale, proportions, materials and overall design are in keeping with the character of the town centre
25. The Council are keen to see the continued vitality and viability of the town centre and see the increase of residential accommodation within the town as key to it. Developments on Toler Street and John Street show how the creation of apartments and town houses can be developed successfully.
26. In line with the Plan's objectives to promote Kilrush as a tourist centre the provision of accommodation for short stay purposes will make a valuable contribution to increasing the capacity of the town to accommodate tourists.
27. Policies elsewhere in the Plan seek to make good use of accommodation on the upper floors of shops and commercial premises that occupy the ground floors but make little or no use of the upper floors (see Policy R3 Chapter 7).
28. Where housing is being provided for special needs the following factors need to be taken into consideration the need for adequately located parking within the overall layout and design of the development, the proximity to a range of local services and the need to avoid an over provision of similar accommodation within the area.

Implementation : Development Control

Zoning of Land for Housing

- H5 LAND WILL BE ALLOCATED FOR RESIDENTIAL DEVELOPMENT AT CAPPAGH ROAD (7 HECTARES), DOONEEN PARK (0.75 HECTARES) AND LEADMORE ROAD (0.85) HECTARES AS DEFINED ON THE PROPOSALS MAP.**

29. Whilst there is sufficient capacity within the town centre to meet future housing needs for the Plan period, it is unlikely that the reuse of buildings within the town centre will provide the variety of dwellings the market will require nor that is consistent with the Housing Strategy.

Kilrush Development Plan 2002

30. Existing permissions for residential development at Cappagh will offer a different sort of housing to that provided by a town centre location. There is other land close to this area of permitted development that is adequately serviced and can be developed for residential housing in a sustainable manner.
31. The pattern of residential property in terms of density and design is mixed in the Cappagh area. Strong structural planting should break up the ridgelines of the buildings that will otherwise intrude onto the skyline
32. Distant from the town centre the development should create its own form respecting the open nature of the site and its visibility from within the town. Cappagh has few retail outlets, and small retail units serving local housing will deliver a more sustainable form of development. Development should incorporate improved pedestrian circulation to provide direct access to the town centre.
33. Dooneen Park is a development of private housing close to the town centre. Land between the developed area and Pound Street offers opportunity to 'finish off' this development in a sustainable manner providing sufficient public open space for the whole development.
34. Land at Leadmore Road is adjacent to the development at the junction with Pella Road and offers an opportunity to create a completed edge of town development. The large proportion of public housing in this area makes the development of private housing desirable in the interests of social inclusion.

Implementation : Development Control

Zoning of Land for Additional Housing

- H6 PROPOSALS FOR RESIDENTIAL DEVELOPMENT WILL BE PERMITTED AT KILLIMER ROAD, WILSON'S ROAD AND LEADMORE ROAD AS DEFINED ON THE PROPOSALS MAP WHERE IT CAN BE CLEARLY DEMONSTRATED THAT :**
- 1. THERE HAS BEEN A SIGNIFICANT RISE IN DEMAND FOR HOUSING RESULTING FROM INCREASED EMPLOYMENT OPPORTUNITIES; AND**
 - 2. LAND ALLOCATED FOR RESIDENTIAL DEVELOPMENT ELSEWHERE IN THE PLAN AREA HAS BEEN FULLY DEVELOPED ; AND**
 - 3. THE REUSE OR REFURBISHMENT OF EXISTING PROPERTIES WITHIN THE TOWN CENTRE IS NOT APPROPRIATE; AND**
 - 4. DEVELOPMENT WILL CONFORM TO THE CONCEPT STATEMENT FOR THE SITE.**
35. The locational strategy identifies sites at Killimer Road (LS3) and Wilson's Road (LS4) as being appropriate for a mixture of uses that together can achieve sustainable development. The proportion of house sites allocated for residential uses whilst flexible is indicated in the concept statements that appear in Appendix B. In the absence of housing need, the site at Leadmore Road would remain as open countryside.
 36. In the absence of significant events resulting in a rise in employment opportunities and an associated rise in the demand for housing the land allocations will not become active within the Plan period although the other development envisaged at Killimer Road and Wilson's Road may still go ahead.

Implementation : Development Control

Kilrush Development Plan 2002

Residential Development Outside Land Zoned for Housing

- H7 PROPOSALS FOR RESIDENTIAL DEVELOPMENT OF FOUR HOUSES OR LESS OUTSIDE AREAS ZONED FOR HOUSING OR WITHIN THE TOWN CENTRE WILL BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT :**
- A. LAND ALLOCATED FOR RESIDENTIAL DEVELOPMENT ELSEWHERE IN THE PLAN AREA HAS BEEN FULLY DEVELOPED ; AND**
 - B. THE SITE IS AN INFILL SITE BETWEEN OTHER RESIDENTIAL PROPERTIES OR IS A DERELICT OR OBSOLETE BUILDING; AND**
 - C. DEVELOPMENT WILL NOT PREJUDICE THE AMENITIES OF ADJOINING OCCUPIERS; AND**
 - D. DEVELOPMENT WILL NOT RESULT IN ADVERSE TRANSPORT OR ENVIRONMENTAL EFFECTS; AND**
 - E. WHERE IT IS IN THE OPEN COUNTRYSIDE, THERE IS A SPECIFIC LOCAL HOUSING NEED FOR THE DEVELOPMENT OF THE PARTICULAR SITE.**

37. The Council have allocated sufficient land for housing within the Plan area to meet the needs of the period 2001 - 2006. In selecting the lands zoned for housing the Council have sought to select locations that will allow development of the Plan area to be sustainable.

38. Outside of these zoned areas the lands are predominantly agricultural or peripheral to the services and facilities of the built up areas. In such locations residential development will not be sustainable as it will fail to uphold the four guiding principles of sustainable development as stated in the Development Strategy in Chapter One.

39. There may be circumstances where one-off residential development is required for the specific needs of the management of land or because the zoned land is no longer capable of offering sites for residential development. This may be the result of the zoned lands being fully developed and having no dwellings available to meet the housing needs of the applicant or the environmental impacts of the proposed development being not acceptable.

Implementation : Development Control

Development Within Residential Curtilages

- H8 PROPOSALS FOR DEVELOPMENT WITHIN EXISTING RESIDENTIAL CURTILAGES INCLUDING EXTENSIONS TO EXISTING DWELLINGS AND NEW DWELLINGS WILL BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT THEY WILL:**
- A. RESPECT THE DENSITY, MASSING, SCALE, PROPORTIONS MATERIALS AND OVERALL DESIGN AND CHARACTER OF THE EXISTING PROPERTY AND THE CHARACTER OF THE STREET SCENE AND SURROUNDING AREA; AND**
 - B. NOT PREJUDICE THE AMENITIES OF ADJOINING OCCUPIERS; AND**
 - C. NOT PREJUDICE ROAD SAFETY OR THE RETENTION ON AN ACCEPTABLE LEVEL OF PARKING PROVISION AND AN ACCEPTABLE LEVEL OF PARKING PROVISION IS PROVIDED FOR ANY SEPARATELY OCCUPIED DWELLING; AND**
 - D. NOT PREJUDICE THE RETENTION OF ADEQUATE PRIVATE AMENITY SPACE AND ADEQUATE PRIVATE AMENITY SPACE IS PROVIDED FOR ANY NEW SEPARATELY OCCUPIED DWELLING.**

40. Where extensions are potentially capable of separate occupation but lack an acceptable level of separate parking provision or private amenity space the Council will impose a condition on

Kilrush Development Plan 2002

any planning permission granting such development that the extension should only be used ancillary to the main dwelling.

41. The Council will require that house extensions be in general harmony in terms of scale and design with the existing dwelling and have regard to the design of adjoining dwellings. Regard should be had to site coverage and private open space and the impact on the residential amenity of adjoining property. The Council will not normally permit flat roof extensions to the front or side.
42. The Council recognises that certain short term housing needs can be required for dependant relatives. In assessing such applications the Council will require the following:
 - i. The size of the extension will be subsidiary in size and scale to the main house;
 - ii. The unit will be functionally and physically integrated into the main house;
 - iii. The development shall be for short-term use only and shall be capable of integration into the main house when it ceases to be required.
 - iv. The amenities of adjoining properties will not be impaired;
 - v. Parking provision will be provided for in accordance with the standards set out in Part C of the Plan.
 - vi. Site coverage and private open space provision will not be substantially reduced.
43. All permissions for granny flats will normally stipulate that the premises will be returned to a single dwelling when the flat is no longer required for a family member and that it shall not be let, leased or sold other than as part of the main residence.

Implementation : Development Control

Development Involving the Conversion of Residential Properties to Houses for Multiple Occupation

- H9 PROPOSALS FOR CONVERSION OF EXISTING RESIDENTIAL PROPERTIES INTO SMALLER UNITS OF SELF CONTAINED RESIDENTIAL ACCOMMODATION OR CHANGE OF USE TO HOUSES IN MULTIPLE OCCUPATION OR CONVERSION OF NON-RESIDENTIAL PROPERTIES FOR RESIDENTIAL USE WILL BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT DEVELOPMENT WILL :**
- A. NOT PREJUDICE THE CHARACTER OF THE SURROUNDING AREA; AND**
 - B. NOT PREJUDICE THE AMENITIES OF ADJOINING OCCUPIERS; AND**
 - C. IDENTIFY AN ACCEPTABLE LEVEL OF OFF-STREET PARKING; AND**
 - D. PROVIDE ADEQUATE AMENITY SPACE.**

43. The conversion, where appropriate, of larger residential properties and other buildings into smaller units of accommodation can make a valuable contribution to the supply and range of housing provision throughout the Plan area, suitable for growing numbers of single person and small households, many of which may not wish or cannot afford to live in larger properties.

Implementation : Development Control

Estate Management

- H10 IT IS THE POLICY OF THE COUNCIL TO ENCOURAGE TENANT INVOLVEMENT AND PARTICIPATION IN ESTATE MANAGEMENT. THE COUNCIL WILL CONTINUE TO WORK WITH TENANTS AND OTHERS TO IMPROVE THE QUALITY OF LIFE FOR ALL RESIDENTS THROUGH EFFECTIVE ESTATE MANAGEMENT.**

Kilrush Development Plan 2002

44. This policy will be relevant to all areas of public housing where they form the significant majority of housing units in an area. Units of rented or affordable public housing fully integrated within private housing areas will not be included.
45. The John Paul Estate on Grace Street is an area of concentrated public housing. The estate has areas of poor environmental quality within it resulting from the public treatment of open spaces. The West Clare Development Plan, a community development plan published by Eiri Corca Baiscin in 1996, makes specific reference to the high levels of unemployment and school age population on the estate⁵.
46. The estate has been the focus of action by community support agencies in partnership with the Council. Residents on the estate have worked together to develop the local community and undertake various projects. The Estate Management Group will continue to receive support from the Council working in partnership with other community based agencies such as the Family Support Group.
47. Policies within the plan will seek to integrate housing types to address issues of social inclusion. One of the problems of the estate is that it is one and a half miles from the town centre. Its peripheral location exacerbates the social exclusion evident from the Eiri Corca Baiscin Plan
48. The development of land for residential use to the rear of the estate (Policy H6) will create stronger links with the town centre and offer a range of affordable and private housing to address the current imbalance in the area in favour of public housing.

Implementation : Policy H1, Concept Statement LS5

Travellers Accommodation

- H10 PROPOSALS FOR THE USE OF LAND FOR THE STATIONING OF RESIDENTIAL CARAVANS OCCUPIED BY TRAVELLERS WILL BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT :**
- A. DEVELOPMENT WILL NOT HAVE UNACCEPTABLE TRANSPORT OR ENVIRONMENTAL EFFECTS; AND**
 - B. THE LAND IS NOT THE SUBJECT OF UNACCEPTABLE LEVELS OF NOISE DISTURBANCE, AIR POLLUTION, SMELL, DUST OR CONTAMINATION; AND**
 - C. THE PROPOSAL WILL NOT UNACCEPTABLY PREJUDICE THE AMENITIES OF NEIGHBOURING RESIDENTIAL OCCUPIERS; AND**
 - D. ADEQUATE PROVISION IS MADE FOR VEHICULAR ACCESS, PARKING AND MANOEUVRING; AND**
 - E. THE SITE IS WITHIN A REASONABLE DISTANCE OF LOCAL SERVICES AND FACILITIES.**
49. The Plan area is not identified by the Clare County Travellers Unit as being a location for the provision of halting sites or permanent sites for travellers. Kilrush receives irregular visits from the travelling community. The environmental quality of illegal halting areas do not provide a good quality of life for the travelling community. They can also have a significant impact upon the appearance of the town and the quality of life of the residents and visitors.
 50. Whilst the Council is being advised that sufficient sites are being provided throughout the Clare County area and there is no request from the Travellers Unit to make provision for halting sites there will be no allocation of land for such a purpose within the Plan.

⁵ West Clare Development Plan 1996

Kilrush Development Plan 2002

51. It is prudent however to recognise that a change in the existing position might require that sites be found within the Plan area and the above policy will be used to assist in finding appropriate sites.
52. Ideally sites should be well related to existing community, social, educational and other facilities though in view of the difficulty in identifying suitable sites the fact that a small site is not well related to such facilities will not in itself be a reason for the Council to refuse planning permission.

Implementation : Development Control

Kilrush Development Plan 2002

Kilrush Development Plan 2002

Part A

Chapter Five

Environment

1. The environment consists of air, water, rock, soil and living things linked by complex and ever-changing processes. Human activity further shapes and changes these natural resources to produce a landscape that is made up of natural and man-made features moulded by the past and present needs of society. Sustainable development seeks to conserve those natural resources for the needs of future generations.
2. This chapter sets out the Council's policies and proposals for the protection, conservation and enhancement of the environment under the three headings of Natural Resources; Natural Heritage; Built Heritage & Archaeology.

Objective

3. It is an objective of the Plan to conserve and enhance environmental resources and seek environmental protection in order to safeguard and improve the environment in its broadest sense for present and future generations, and to conserve and enhance local distinctiveness and the natural and cultural heritage of the Plan area.

National and Regional Policy

4. The development objectives of the Southern and Eastern Development Strategy 2000-2006 include objectives to maintain and improve the quality of life in a sustainable manner for all who wish to live and work in the region.
5. It is an aim of the Strategy to catalyse the commercial and social development of towns and villages through enhancement of the built environment. Its priority is to provide financial support in landscaping, eradication of derelict sites, improvements to the streetscape, as well as general amenity improvements and for it to be continued and extended.
6. The Strategy sets out the areas for delivery of sustainable spatial planning. The Plan area falls into the category of disadvantaged rural areas where the development strategy includes objectives to enhance the quality of life in smaller towns and villages and protect areas with environmental designations and of high amenity to enhance their tourism potential. Included in this Strategy is an objective for the protection of areas of high amenity and areas with environmental designations to enhance their tourism potential.

Background

7. Kilrush is situated on the Shannon Estuary at the junction of the N67 and N68 national routes and the R473 and R483 regional routes and close to the Killimer-Tarbet vehicle ferry. Kilrush is the second town of County Clare after Ennis.
8. The urban area of Kilrush comprises the densely populated town of Kilrush, the village of Cappagh and their immediate hinterland covering an area of just over 2 square miles (553 hectares). Situated at the gateway to the Loop Head peninsula, Kilrush is the main town of West Clare providing a local retail, commercial, and administrative centre for the West Clare area.
9. The topography of the Plan area is dominated by the coastline and the valley of Kilrush creek. Two shallower valleys also run north-east to south-west across the urban area and the land rises to over sixty metres to the north-west of the town. Its urban form over the centuries has largely obscured this natural topography.

Kilrush Development Plan 2002

Requirements for Environmental Impact Statements

10. Environmental assessment is a means of evaluating the full environmental impact of development. All environmental assessments consider alternative development proposals, assess the impacts of these alternatives, proposes measures to avoid, mitigate against or compensate for adverse impacts and in each case lead to the production of an environmental statement. This statement is submitted as supporting information with a planning application or if deemed necessary, after an application has been submitted.
11. Development proposals of the type listed in Schedule One of the European Communities (Environmental Impact Assessment) (Amendment) Regulations 1999 require an environmental impact assessment. The schedule is very broad ranging and if there is any doubt whether or not a proposal requires an environmental impact assessment reference should be made to the Council.
12. Where an environmental impact assessment is required the applicant or person intending to apply for planning permission may request the Council to provide a written opinion on the information that is needed to be contained in an environmental impact statement. Such information will be specific to the development being proposed. The criteria for environmental assessment in Appendix D constitute the framework of headings and basic breadth of information that will need to be provided to form the structure of any environmental assessment.

Natural Resources

13. The Planning and Development Act 2000⁶ requires the protection and preservation of the quality of the environment, including the prevention, limitation, elimination, abatement or reduction of environmental pollution and the protection of waters, groundwater, the seashore and the atmosphere.

Protection of Water Resources

N1 PROPOSALS FOR DEVELOPMENT THAT ARE DAMAGING, UNSYMPATHETIC OR DETRIMENTAL TO THE AMENITY, QUANTITY OR QUALITY OF WATER IN PONDS, DITCHES, STREAMS, RIVERS OR THE BATHING WATERS AT CAPPAGH WILL NOT NORMALLY BE PERMITTED.

14. There are water courses running to the south west through the urban area two flowing into Kilrush creek, the larger being the Wood River, and one smaller water course forming the southern urban boundary flowing into the Shannon Estuary. These water courses are supplied from within the urban area by field ditches and surface water run off in addition to water brought into the urban area by those water courses.
15. High phosphate levels occur on the Wood River which are attributed to agricultural surface water run off outside the Plan area. Occasional pollution incidents from within the urban area are exacerbated by the lack of tidal effects in the creek that would otherwise dissipate them. Risks of pollution arise from existing and new development within the town.
16. It is necessary to maintain and enhance the coastal waters, rivers and other waters in Kilrush for the purpose and use of drinking, fishing, nature conservation and bathing. Areas of water add great interest to the environment and provide a valuable recreational resource. They provide a significant local and national tourism asset. Policy S4 in Chapter 8 addresses drainage and the protection of water quality.

⁶ Planning and Development Act 2000 Schedule 1 Part IV

Kilrush Development Plan 2002

17. Where proposals for development will have direct or indirect impacts upon the quality of water, the volume of water in water courses or water bodies and the visual appearance of the water courses, water bodies or their banks it will be necessary for an assessment of impact and the proposal of measures to avoid or mitigate against those impacts to be submitted along with any application for planning permission.

Implementation : *Development Control ; Environmental Services Department*

Air

18. The main source of air pollution is vehicle generated. High traffic flows and congestion can give rise to significant levels of pollution. Other sources of air pollution are irregular but can occur around commercial or industrial premises. Incidents of air pollution are not recorded in the Plan area although infrequent variations in air quality can be detected around the industrial estate. The coastal location with frequent high winds minimises the impacts limiting them to areas to the north and east of the urban area.
19. The locational strategy and policies on Transport & Access in Chapter 7 seek to address traffic generated air pollution by reducing car dependency and encouraging alternative modes of transport.
20. Air pollution is an environmental effect that will be considered in applying policies in the Plan particularly with regard to proposals for commercial and industrial development.

Natural Heritage

Landscape Protection

- N2 PROPOSALS FOR DEVELOPMENT IN THE OPEN COUNTRYSIDE WILL ONLY BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT :**
- A. THE CHARACTER OF THE LANDSCAPE HAS BEEN TAKEN INTO ACCOUNT; AND**
 - B. DEVELOPMENT WILL RESULT IN THE CONSERVATION AND ENHANCEMENT OF LANDSCAPE CHARACTER.**

21. The landscape of the Plan area is described in the Heritage Council Pilot Study on Landscape Characterisation in County Clare as an area of lowland ridge farmland. This means that it is typified by rolling landform with a series of shallow ridges, diverse field patterns, dispersed farmlands, small woodlands and rocky coastline.
22. At a local level the landscape character reflects greater local distinctiveness with the variety of current and historic land uses and the natural and semi-natural habitat distribution within the valley running inland from Kilrush creek and the higher ground either side of it. Landscape areas such as the coast and creek, the Wood River valley, the wooded parkland, the ridges to the east and west and the higher land to the north provide a framework within which the settlements of Kilrush and Cappagh have evolved.
23. For Kilrush to retain its distinctive landscape character it is necessary to assess and monitor all development proposals which may have an adverse impact on the character of the landscape in the area. The Planning & Development Act 2000⁷ requires that Development Plans should include policies for the preservation of the character of the landscape where it is

⁷ Planning and Development Act 2000 Section 19 (2(e))

Kilrush Development Plan 2002

the opinion of the planning authority that the proper planning & development of the area requires it.

24. Proposals for development that significantly impact upon the landscape character, including visual impacts, will be accompanied by an assessment of the impact upon the surrounding landscape area to the extent to which that impact outside as well as inside the Plan area.
25. Landscape works to provide a setting and character for a development should be undertaken with reference to the development guidelines in Part C of the Plan. Development provides an opportunity to address elements of the landscape that are degrading such as abandoned objects and derelict structures of no historic or architectural merit. Proposals for development will be expected to demonstrate how they will enhance the landscape.

Implementation : Development Control ; County Heritage Officer

Retention, Protection And Enhancement Of Landscape Features

N3 PROPOSALS FOR DEVELOPMENT WILL NORMALLY ONLY BE PERMITTED WHERE THEY RETAIN, PROTECT AND ENHANCE EXISTING FEATURES OF LANDSCAPE WHICH CONTRIBUTE TO THE CHARACTER OR QUALITY OF THE ENVIRONMENT. THE COUNCIL WILL ENCOURAGE THE PLANTING OF TREES IN APPROPRIATE LOCATIONS WHERE THEY WILL CONTRIBUTE TO LANDSCAPE QUALITY, HABITAT DIVERSITY AND THE STREET SCENE.

26. A range of features can make a key contribution to the quality, character and/or distinctiveness of an area either individually or cumulatively. These include trees, woodland, geological or geomorphological features, hedgerows, watercourses, ponds, dry stone walls footpaths and other built or natural heritage features.
27. Where there are existing woodlands, trees and/or hedgerows on development sites the Council will require developers to carry out a vegetation survey to include the species, size and condition of trees, hedgerows and the location of areas of shrubs.
28. Where landscape features of value are to be incorporated within development sites, the Council will impose conditions requiring appropriate measures to be taken to secure their protection during development operations as well as their long term management.
29. The Council will encourage a high standard of design for new developments, taking into account the distinctive characteristics of the built form in Kilrush – building heights, frontage lines, scale and so forth.
30. The Council will seek to ensure the protection & enhancement of features including trees, woodland, watercourses, stone walls and other built or natural heritage features wherever possible. The stone walls around Vandeleur Estate are of particular importance as being locally distinctive in the eastern part of the Plan area.
31. The Council will protect high amenity areas from environmentally detrimental development, while seeking to promote amenity developments for recreation and tourism purposes (e.g.: walking trails, viewing areas, picnic sites, and so forth) as finances permit.
32. Tree planting throughout the Plan area will be encouraged where it makes a positive contribution to the local environment. Tree planting in urban areas along streets or in public open spaces can significantly improve the quality of the street scene.

Kilrush Development Plan 2002

33. The collective aim of the policy is to ensure a better environment for present and future generations, by conserving and protecting the character, diversity, natural beauty and amenity of the landscape of Kilrush and improving degraded areas.

Implementation : Development Control : County Heritage Officer

Protection of Views

N4 PROPOSALS FOR DEVELOPMENT THAT WILL INTERFERE DIRECTLY OR INDIRECTLY WITH THE ENJOYMENT OF THE VIEWS AS DEFINED ON THE PROPOSALS MAP WILL BE PERMITTED ONLY WHERE IT CAN BE CLEARLY DEMONSTRATED THAT :

- A. THERE WILL BE NO OBSTRUCTION TO THE VIEW FROM A PUBLIC PLACE; AND**
- B. DEVELOPMENT WILL COMPLIMENT THE ENJOYMENT OF THAT VIEW; AND**
- C. DEVELOPMENT WILL NOT CONFLICT WITH OTHER POLICIES IN THE PLAN.**

34. Following a survey of the Plan area the Council has identified locations from which important views can be obtained. These locations are of particular importance to the Plan area and are regarded as worthy of protection, as they contribute significantly to the scenic importance of the town. These locations are defined on the proposals map.

35. The County Development Plan identified areas of visual vulnerability and scenic value which follow the coast on the West Clare area. The areas within the Plan area that are important to safeguard for their views and prospects coincide generally with the areas identified in the County Development Plan.

36. The Council will exercise a high level of control for any development proposal that will detract from the views at the following locations:

- i. Views of the distant coastline & Kerry Hills, Scatterry Island & the townscape on the Kilkee Road
- ii. Views along the Cappagh Road south, of the distant islands & Kerry Hills, the foreground of the port & beach
- iii. Views of the islands, creek & coastline from the Leadmore Road southwards
- iv. Views of the islands, creek & coastline from the Pella Road south westwards

Implementation : Development Control

Nature Conservation

N5 PROPOSALS FOR DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT :

- A. THERE IS NO DIRECT OR INDIRECT ADVERSE AFFECT ON AREAS DESIGNATED AS SITES OR CANDIDATE OR POTENTIAL SITES OF NATIONAL OR INTERNATIONAL IMPORTANCE FOR WILDLIFE; AND**
- B. THERE WILL BE NO DIRECT OR INDIRECT IMPACT UPON PROTECTED SPECIES AND THEIR HABITATS; AND**
- C. THERE WILL BE NO ADVERSE IMPACTS UPON FEATURES OF MAJOR IMPORTANCE TO WILD FLORA AND FAUNA; AND**
- D. THERE WILL BE NO SIGNIFICANT ADVERSE IMPACTS UPON LOCAL BIODIVERSITY**

37. The Shannon Estuary is designated as a candidate Special Protection Area under the Habitats Directive and defined on the proposals map. Development in designated, candidate or potential Special Areas of Conservation, Special Protection Areas, RAMSAR sites or other

Kilrush Development Plan 2002

sites designated under the Habitats Directive and Natural Heritage Areas will not be permitted where it will have significant ecological impacts on the integrity of those sites.

38. The Planning & Development Act 2000⁸ requires the conservation and protection of European sites. Where development is proposed that will have a direct or indirect impact upon an area designated as being of national or international importance for wildlife or upon species identified in the Wildlife Act as being protected species and their habitats the Council will require the submission of an Environmental Statement assessing the impact of the proposals and showing how such impacts can be avoided, mitigated against or compensated for.
39. The Planning and Development Act 2000⁹ provides for the protection of features of the landscape which are of major importance for wild flora and fauna. These can be linear features such as hedgerows, rivers and tree belts that allow for the movement and distribution of wild flora and fauna either continuously or as stepping stones through otherwise inhospitable habitat areas or as individual habitats or cluster of habitats such as ponds or wetland areas that collectively support the movement and genetic diversity of wild flora and fauna.
40. Of the 553 hectares of the urban area only 200 hectares has been developed. The remaining open area is mainly open farmland, woodland or the open water of the creek. The undeveloped land comprises a variety of grassland, woodland, freshwater, marine and coastland habitats that will support a wide range of wild flora and fauna and their habitats that collectively make up the local biodiversity of Kilrush.
41. Distinctive larger habitats include Kilrush Woods and Vandeleur Gardens, a mixed broadleaf and conifer plantation, covering an area 72 hectares and Kilrush Creek 17 hectares once tidal now controlled by lock gates which retain a high water tide level. Outside the lock gates are mud flats that provide feeding grounds for estuarine birds.

Implementation : Development Control : County Heritage Officer

Built Heritage

Protection of Archaeology

B1 PROPOSALS FOR DEVELOPMENT WHICH ARE LIKELY TO HAVE AN IMPACT UPON RECORDED MONUMENTS WILL ONLY BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT;

- A. SUFFICIENT OPPORTUNITY HAS BEEN AFFORDED FOR THE INVESTIGATION AND RECORDING OF ARCHAEOLOGICAL INTERESTS; AND**
- B. THE PROPOSALS INCLUDE PROPOSALS FOR THE CONSERVATION AND MANAGEMENT OF ARCHAEOLOGICAL FEATURES; AND**
- C. THERE WILL BE NO DESTRUCTION OF RECORDED MONUMENTS.**

42. Kilrush is a late Nineteenth Century planned town with acknowledged archaeological importance. The preservation of these archaeological remains in situ or by record is essential. The protection of the underlying archaeological strata is a vital part of any new development plan for the town.

⁸ Planning and Development Act 2000 Section 19 (2(c))

⁹ Planning and Development Act 2000 Schedule One (Part IV (4))

Kilrush Development Plan 2002

43. The River Shannon is an area of high archaeological potential and the underwater archaeology must be considered where development impacting upon the shoreline, creek and river is being considered
44. The council will ensure the protection of archaeological materials & features in situ by encouraging archaeological assessment and record prior to a planning application being lodged.
45. The Council and the County Conservation Officer will work with local groups and individuals to identify and protect items of Archaeological interest including those identified on the record of monuments and places
46. An area that has seen extensive settlement has an underlying archaeology that is vulnerable to development and change. The underlying layers of land use provide an historic record that can be lost through insensitive or inappropriate development from lack of sufficient investigation and recording.
47. Items of archaeological interest are recorded as Recorded Monuments. In the Plan area there are eight Recorded Monuments which are identified on the proposals map:-

Mon.No.	Townland	Classification
CL067-007	Leadmore East	Enclosure
CL067-008	Leadmore East	Holy Well
CL067-009	Broomhill House	17 th century House
CL067-010	Cappagh (Moyarta)	Enclosure
CL067-011	Kilrush	Ecclesiastical Remains
CL067-011/1	Kilrush	Church
CL067-011/2	Kilrush	Graveyard
CL067-011/3	Feagarroge	Holy Well

Implementation : Development Control : County Conservation Officer

Protected Structures

B2 PROPOSALS FOR DEVELOPMENT AFFECTING A PROTECTED STRUCTURE OR ITS SETTING WILL BE REQUIRED TO INCORPORATE MEASURES FOR THEIR CONSERVATION AND ENHANCEMENT.

PROPOSALS FOR DEVELOPMENT INVOLVING ALTERATIONS OR ADDITIONS TO A PROTECTED STRUCTURE OR ITS SETTING WILL ONLY BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT :

- A. DEVELOPMENT WILL BE COMPATIBLE WITH AND WILL NOT DETRACT FROM THE SPECIAL CHARACTER OF THE STRUCTURE OR ITS SETTING; AND**
- B. FEATURES OF ARCHITECTURAL OR HISTORIC INTEREST AND THE HISTORIC FORM AND STRUCTURAL INTEGRITY OF THE STRUCTURE WILL BE RETAINED**

PROPOSALS INVOLVING THE DEMOLITION OF A PROTECTED STRUCTURE WILL ONLY BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT;

- A. THE BUILDING IS NOT CAPABLE OF REPAIR; OR**

Kilrush Development Plan 2002

- B. THERE IS NO COMPATIBLE OR VIABLE ALTERNATIVE USE FOR THE BUILDING; AND**
- C. PRESERVATION IN SOME FORM OF COMMUNITY OWNERSHIP IS NOT POSSIBLE OR SUITABLE; AND**
- D. AN ACCEPTABLE SCHEME FOR REDEVELOPMENT HAS BEEN APPROVED.**

48. The urban character of Kilrush has unique and varying qualities, with many buildings of regional architectural and historic importance. There is a need to conserve the elements of our heritage which contribute to the present, and will help to ensure a better environment for present & future generations.
49. The Planning and Development Act 2000¹⁰ removes exempted development rights where works to a protected structure or a proposed protected structure will materially affect the character of the structure or any element of the structure which contributes to its special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Planning permission will be required where such works are proposed.
50. The Council will conserve and protect buildings and structures included in the record of protected structures listed in Appendix C, and defined on the proposals map, because of their special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.
51. The Council will prevent the demolition or any material alteration without planning permission, of buildings and structures included in the record of protected structures. Insensitive developments that compromise the setting of listed buildings or structures will not be permitted.

Implementation : Development Control ; County Conservation Officer

Architectural Conservation Area

- B3 THE COUNCIL WILL PROTECT, CONSERVE AND ENHANCE THE ARCHITECTURAL CONSERVATION AREA AS DEFINED IN THE PROPOSALS MAP. PROPOSALS FOR DEVELOPMENT WITHIN THE ARCHITECTURAL CONSERVATION AREA WILL ONLY BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT DEVELOPMENT WILL RESPECT THE DENSITY, MASSING, SCALE, PROPORTIONS, MATERIALS, THE OVERALL DESIGN AND CHARACTER OF THE EXISTING PROPERTY AND THE CHARACTER OF THE STREET SCENE AND SURROUNDING AREA. PROPOSAL INVOLVING THE DEMOLITION OF BUILDINGS WITHIN THE ARCHITECTURAL CONSERVATION AREA WILL ONLY BE PERMITTED WHERE THE BUILDING DOES NOT CONTRIBUTE TO THE CHARACTER OR APPEARANCE OF THE AREA OR WHERE IT CAN BE CLEARLY DEMONSTRATED THAT THE BUILDING IS BEYOND VIABLE REPAIR OR RESCUE.**

52. The extent of the architectural conservation area in Kilrush has been identified by the quality and coherence of architectural design and scale of the buildings and associated open spaces. The overall quality of this area is of sufficient importance to require special care in dealing with development proposals that affect protected and unprotected structures alike.
53. The Planning and Development Act 2000¹¹ removes exempted development rights where works to the exterior of a structure located in an architectural conservation area will materially

¹⁰ Planning and Development Act 2000 Section 57

¹¹ Planning and Development Act 2000 Section 82

Kilrush Development Plan 2002

affect the character of the area. Planning permission will be required where such works are proposed.

54. The Council may acquire by agreement or compulsorily purchase land within an Architectural Conservation area that is necessary in order to preserve the character of the architectural conservation area.¹²
55. The Architectural Conservation Area identified in Kilrush is defined on the proposals map. This area has been defined to comply with the Planning & Development Act 2000¹³ where it states that development plans shall include an objective to preserve the character of a place, area, group of structures or townscape which is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or contributes to the appreciation of protected structures.
56. In considering proposals under this policy the Council will ensure that use is being made of natural materials such as natural slate roofs, wooden windows, stone cills etc., and that important architectural features such as render, quoins, architraves, chimneys, roof barges, shop fronts etc. It will be the policy of the Council to prevent the removal of important items of street furniture or other architectural features such as paving which contribute to the importance of the character of the Architectural Conservation Area.

Implementation : *Development Control; County Conservation Officer*

Derelict Sites & Obsolete Areas

57. The Planning & Development Act 2000 requires that development plans contain policies for the development and renewal of areas in need of regeneration. Policies elsewhere in the Plan seek to fulfil this requirement by reusing derelict or obsolete buildings for residential uses or otherwise to sustain and enhance the vitality and viability of the town centre.¹⁴
58. The Land Use Survey¹⁵ reveals that the main pockets of dereliction occur at the following locations :
- i. Glynn's Warehouses
 - ii. Open area adjacent to Marina car park
 - iii. Buildings on Francis Street
 - iv. Buildings on Moore Street
 - v. Sites at the end of The Glen with Ennis Road
 - vi. Buildings on John Street
59. Derelict sites not only constitute an 'eyesore' in themselves but often have the 'knock on' effect of inhibiting development of adjoining properties. The Council encourage implementation of the Town Renewal Scheme to help combat dereliction. The Council will make use of the Derelict Sites Act 1990 where appropriate to require owners of derelict properties to carry out suitable improvements, and to implement the provisions of the Act to prevent or remove injury to amenity arising from derelict sites.

Urban Renewal

60. The Plan area has been successful in being accepted into the Town Renewal Scheme. The Town Renewal Scheme is aimed at restoring the town's physical fabric with reference to its urban form and also improving the social and economic life of the town. It includes a

¹² Planning and Development Act 2000 Section 82

¹³ Planning and Development Act 2000 Section 81

¹⁴ Policies H6 and R2 in the Plan

¹⁵ Land Use Survey 2000 Clare County Council Planning Department

Kilrush Development Plan 2002

substantial amount of residential and commercial development. The scheme deals mainly with urban spaces such as streets or squares and areas of terraced buildings.

61. To benefit from the financial incentives provided by the scheme any buildings included in the town renewal scheme for redevelopment must comply with the conditions laid down under this scheme. Development otherwise than in compliance with the scheme will be considered on its own merits against policies within the Plan.

Kilrush Development Plan 2002

Kilrush Development Plan 2002

Part A

Chapter Six

Transport & Access

1. This chapter sets out the Councils policies and proposals in respect of issues relating to transport and access.

Objective

2. It is an objective of the Plan to reduce dependency on private motorised transport through the provision of facilities to support the use of alternative means of transport and to encourage more sustainable travel behaviour.

Background

3. Transport in the County of Clare is dominated by motorised road traffic. This is particularly true of the West Clare area, which has minimal public transport and no railway service. Public transport is limited to connecting to other towns in West Clare and to Ennis the county town by a national bus route and then at Ennis by links to the wider bus network and to the rail network and Shannon airport.
4. Kilrush as the major town in West Clare and the subject area for this Plan is small and urban in character. As the major town of West Clare and the location for regional services and shops it has to accommodate the traffic generated by journeys into the town from the surrounding areas. The actively mobile urban population is able to access services within the town without recourse to private motorised transport.
5. To fulfil the aims of sustainable development, private motorised travel must be kept to a minimum and alternative modes of transport must be fully exploited. Whilst travelling to and from the town is limited by the means of transport available for long journeys, opportunities can be found for movements throughout the urban area that will reduce the dependency on the motor car.
6. Private motorised transport is just one mode of transport this Plan will consider. Other modes include, Public Transport, Community Transport, Walking and Cycling.

Public Transport

7. Public transport provides the principle alternative mode of transport to the private motor car and comprises bus and taxi. Bus Eirann serves the Plan area with links to Kilkee and Ennis where links can be made to the national bus and rail network. Summer services provide a more extensive bus service linking Kilrush more effectively with West Clare.
8. Private licensed taxis provide a valuable role linking in to the more remote rural areas of West Clare. Taxis operating in the town do not wait on the street but can be called by telephone. The use of taxis within the town does not justify the provision of a designated waiting area for taxis.

Kilrush Development Plan 2002

Community Transport

A1 THE COUNCIL WILL WORK WITH OTHERS TO ENCOURAGE AND PROMOTE A COMMUNITY BASED PUBLIC TRANSPORT SCHEME TO LINK THE URBAN AREA WITH THE WEST CLARE RURAL AREAS.

9. For Kilrush to fulfil the Plan objective of retaining its role as commercial, administrative and service centre of West Clare its communication links with its hinterland must be effective. The public transport links with the West Clare peninsular and the rural areas of West Clare are mainly limited to private taxis with some occasional seasonally affected bus services.
10. It is an objective of the Rural Transport Initiative set up under the National Development Plan to promote and support the development of community based transport. The Council endorse that and encourage and support such initiatives that contribute to maintaining and enhancing its role as the administrative, commercial and service centre of West Clare.
11. As part of wider community development Eiri Corca Baiscinn and Clare County Council will look at the possibilities for community based public transport and other rural transport schemes in the West Clare area . The identification of routes through the urban area and the provision of bus parking and waiting areas are ways in which the Council can support such schemes through the implementation of the Plan.

Implementation : Kilrush Urban District Council ; County Development Board

Safe and Convenient Access

A2 PROPOSALS FOR DEVELOPMENT WILL ONLY BE PERMITTED WHERE THEY SATISFACTORILY ADDRESS THE PROVISION OF FACILITIES FOR ACCESS FOR PERSONS WITH PHYSICAL DISABILITIES, PEDESTRIANS AND CYCLISTS.

12. The access needs of persons with physical disabilities are addressed in the Building Regulations (Part M – Access for the Disabled). The use of ramps, lifts, disabled toilets and adequate circulation spaces for the function of any development for the safety and convenience of persons with physical disability will be considered in the determination of applications for planning permission.
13. Cycling is a transport mode, where safe and convenient, can provide an alternative to the motor car for many local trips. Where development occurs it must address the needs of cyclists by identifying cycle friendly routes and providing adequate safe and secure parking areas for cycles.
14. In the town centre the emphasis for movement should be on foot. The town centre of Kilrush is small and there are many residential areas within reasonable walking distance of less than 500 metres. Routes between residential areas and the town centre and between the town centre and car parking areas and access to buildings must be safe and convenient. The Council will undertake a programme of road improvements including the provision of pedestrian crossings, reduced kerb heights and signage that identifies those safe and convenient routes.

Implementation : Development Control

Kilrush Development Plan 2002

Safe Routes to School

A3 LAND IS SAFEGUARDED AS DEFINED ON THE PROPOSALS MAP AT CAPPAGH ROAD, WILSONS ROAD AND ENNIS ROAD FOR THE PROVISION OF A SHARED PUBLIC FOOTPATH AND CYCLE PATH. PROPOSALS FOR DEVELOPMENT THAT WILL UNACCEPTABLY PREJUDICE THE IMPLEMENTATION OF THE PROPOSED USES WILL NOT BE PERMITTED.

15. Proposals for development adjacent to the proposed public footpaths and cycle routes will be expected to facilitate the implementation of the policy by direct works and/or contribute financially to the implementation of a safe routes to school scheme.
16. In the Plan area, outside the town centre, safe and convenient access for pedestrians and cyclists will be promoted and opportunities sought to reduce conflicts with other modes of transport. Many car journeys are short in distance within the urban area. Trips to shops and schools can be less than 500 metres adding to traffic congestion and air pollution. Safe routes to school will not only reduce car trips but raise awareness amongst pupils and their parents of the health and social benefits in walking and cycling to school.
17. Extension of the footpath on Ennis Road to the Plan boundary will provide safe and convenient access to the golf course that lies just outside the Plan area and makes an important contribution to the leisure facilities of the town. The Council will seek the co-operation of Clare County Council to complete the link beyond the Plan boundary..

Implementation : Development Control

Access from National Roads

A4 PROPOSALS FOR DEVELOPMENT THAT REQUIRE DIRECT ACCESS FROM THE N67 NATIONAL SECONDARY ROAD BETWEEN COORACLARE ROAD AND THE PLAN BOUNDARY AT LEADMORE, STEWARD STREET AND THE PLAN BOUNDARY AT BALLYNOTE AND THE N68 FROM WILSONS ROAD TO THE PLAN BOUNDARY AT BALLYMACURTAUN WILL NOT NORMALLY BE PERMITTED.

18. National Policy¹⁶ advises against developments requiring direct access to a national secondary route in an area where the maximum speed limit applies. In the urban area the majority of national, regional and county roads are subject to speed limit restrictions. The sections of road referred to in the policy are the major traffic arteries for traffic entering and leaving the town and safe and convenient traffic flows will be prejudiced by private access points taken directly from the national road.
19. Where development takes place it must make use of existing access points where appropriate or by the creation of parallel access roads offering access to a number of properties from a single access point from the major road.

Implementation : Development Control

¹⁶ National Roads Authority policy

Kilrush Development Plan 2002

Traffic Management

A5 THE FOLLOWING LAND IS SAFEGUARDED AS DEFINED ON THE PROPOSALS MAP :

- A. 0.16 HA AT THE JUNCTION OF O'DEA ROAD AND VANDELEUR STREET FOR THE MODIFICATION OF THE ROAD JUNCTION;**
- B. 0.13 HA AT HENRY STREET WITH O'DEA ROAD FOR THE MODIFICATION OF THE ROAD JUNCTION;**
- C. 0.16 HA AT THE JUNCTION OF FRANCES STREET AND MERCHANTS QUAY FOR THE PROVISION OF A ROUNDABOUT;**
- D. 0.16 HA AT THE JUNCTION OF FRANCIS STREET AND TOLER STREET FOR THE MODIFICATION OF THE ROAD JUNCTION**

TO PROVIDE IMPROVED TRAFFIC MANAGEMENT. PROPOSALS FOR DEVELOPMENT THAT WILL UNACCEPTABLY PREJUDICE THE IMPLEMENTATION OF THE PROPOSED USES WILL NOT NORMALLY BE PERMITTED.

20. Kilrush is a tourist centre and on a strategic road network that links Kerry to Galway and West Clare to Limerick. Therefore the town has a high proportion of traffic passing through it especially in the summer months. Resolving transport issues is fundamental to achieving the wider aims of the Plan.

21. If Kilrush wishes to retain its role as strategic centre for West Clare, develop further as a tourist centre and increase its population and employment base, whilst conserving and enhancing its built and natural environment, managing the traffic generated by such activity is a key task.

22. Traffic congestion in Kilrush has been identified as resulting in part from inappropriate or ill-defined road junctions. A traffic management scheme will be adopted that promotes priority routes that will seek to alleviate traffic congestion through the improvement of two major road junctions and various other works to improve traffic direction signs.

Implementation : Development Control

Car Parking

A6 1.5 HA OF LAND AT THE GLEN AND 0.23 HA OF LAND AT BACK ROAD IS SAFEGUARDED AS DEFINED ON THE PROPOSALS MAP FOR THE CONSTRUCTION OF CAR PARKING ACCESS ROADS AND PUBLIC OPEN SPACE, TO PROVIDE PUBLIC CAR PARKING AND ACCESS AND CAR PARKING FOR RESIDENTS AND TRADERS. PROPOSALS FOR DEVELOPMENT THAT WILL UNACCEPTABLY PREJUDICE THE IMPLEMENTATION OF THE PROPOSED USES WILL NOT NORMALLY BE PERMITTED.

23. To encourage off-street parking and to encourage more stopping by tourist traffic passing through the town the existing car park at Place de Plouzane will be extended and improved. Opportunity here and at Back Road will be taken to provide rear access to premises fronting onto Henry Street for deliveries and bulk collections.

Implementation : Development Control

Kilrush Development Plan 2002

Parking Control Measures

A7 THE ROADSIDE AREAS DEFINED ON THE PROPOSALS MAP IN HENRY STREET, MOORE STREET, BURTON STREET, FRANCES STREET, AND VANDELEUR STREET WILL BE RESTRICTED BY CONTROLLED PARKING MEASURES.

24. Where appropriate on-street car parking within the town centre will be controlled by a pay & display scheme. Free parking spaces will be reserved for residents and traders in the off-street parking areas and for residents at designated bays on roads with residential frontages.
25. Problems of traffic congestion have been identified in part as being the result of uncontrolled parking and inadequate off street car parking. The above measures are intended to address those matters and provide facilities that will support the Plan's strategic aims, of maintaining and enhancing the role of the Plan area as the commercial, administrative and service centre of West Clare; developing Kilrush as a tourist centre and maintaining and enhancing the local economy.
26. The streets identified include those where obstructions to traffic flows result in traffic congestion at certain times. In determining the parking measures appropriate to what are predominantly residential streets the needs of those residents and their need for safe and convenient car parking will be taken into account.
27. The bus stop at present located in the Market Square whilst offering a central location can add to problems of traffic congestion. The relocation of the bus waiting bay to Frances Street close to its junction with Market Square and the provision of a bus stop at the west end of Frances Street serving the Marina and supermarket will improve the service and result in little disruption to the existing route. The provision of a new roundabout at the west end of Frances Street will offer ample turning area.

Implementation : Kilrush Urban District Council, Bus Eirann

Parking for Persons with Physical Disability

A8 SAFE AND CONVENIENT DESIGNATED ON-STREET PARKING BAYS FOR PERSONS WITH PHYSICAL DISABILITY WILL BE PROVIDED AND MAINTAINED AT FRANCES STREET, TOLER STREET AND MARKET SQUARE AND OFF-STREET PARKING BAYS FOR THE DISABLED WILL BE PROVIDED AND MAINTAINED IN ALL OFF-STREET CAR PARKING AREAS.

28. The needs of people with physical disability for safe and convenient car parking are referred to in documents "Access for the Disabled" (No's 1 – 3) published by the National Rehabilitation Board. Parking bays should be well sign posted and must be of sufficient width to allow wheel chairs to be positioned beside a vehicle. This requires an additional width of 1.2 metres. Ramped access to pedestrian footways should be provided from the parking bays.

Implementation : Development Control

Kilrush Development Plan 2002

Car and Cycle Parking Standards

A9 PROPOSALS FOR DEVELOPMENT WILL INCLUDE DETAILS OF CAR AND CYCLE PARKING TO COMPLY WITH ADOPTED STANDARDS.

29. The provision of vehicle and cycle parking both operational and non-operational is necessary to reduce traffic congestion and to provide safe and convenient access to buildings, business premises and places of work.
30. To make development sustainable, car parking standards may vary to allow for higher density development in town centre or close to town centre locations where off street parking may be available in public car parks or where the requirements of car ownership are likely to be less.
31. Where a scheme for the provision of off-street car parking exists and the developer is unable to provide on-site car parking in a town centre location the Council will require contributions to the cost of providing such car parking. Car parking standards in Development Guidelines reflect the different levels of car parking to be provided.

Implementation : Development Control

Maintaining Minimum Parking Standards

A10 WHERE NEW DEVELOPMENT IS PROPOSED THAT RESULTS IN A LOSS OF CYCLE OR CAR PARKING PROVISIONS THE MINIMUM STANDARD FOR THE USE OF THE LAND AS LAID DOWN IN APPENDIX MUST BE PROVIDED ON THE SITE OR PROVIDED BY WAY OF A CONTRIBUTION TO A PUBLIC CYCLE OR CAR PARKING SCHEME.

32. Provisions for cycle parking refer to sufficient space to access and park a standard adult bicycle conveniently along with any structures necessary for the security of that bicycle when so parked.
33. Car and cycle parking areas for non-residential purposes must be adequately lit and should be overlooked to provide a safe and convenient environment for users of the parking area.

Implementation : Development Control

Kilrush Development Plan 2002

Part A

Chapter Seven

Town Centre and Retailing

1. This chapter sets out the Council's policies and proposals for the development of the town centre and retailing throughout the Plan area.

Objective

2. It is an objective of the Plan to ensure that all residents have convenient access to a reasonable range and choice of retail and community services in a manner consistent with the concept of sustainable development.

National and Regional Policy

3. National and Regional policy in relation to town centres and retailing is brought together in the Guidelines for Planning Authorities "Retail Planning".¹⁷
4. The guidelines identify a retail hierarchy ranging from the primacy of Dublin as the country's retail centre to rural village stores. The Plan area fits into the tier of shopping centres of towns of a population size of between 1500 and 5000, which provide basic convenience shopping either in small supermarkets or convenience shops and some lower order comparison shopping such as hardware, pharmaceutical products and clothes.
5. The guidelines also recognise the role of convenience shops serving small communities and the role of larger retail outlets that cannot be satisfactorily located within town centres.
6. The guidelines look at the role of town centres and recognise the role of the Council in enhancing the vitality and viability of their town centres. The guidelines recognise that town centres in rural areas serve a much wider population than the population of the town and that must be recognised in policy objectives within the Plan.

Background

7. The Plan area has historically served the retailing needs for the wider West Clare area supported by smaller retail outlets at Kilkee and food cased retail outlets in the communities of Doonbeg, Moyasta, Cross, Carrigaholt, Cooraclare, Cree and Kilbaha.
8. The Plan area contains a range of retail types. Whilst the town centre forms the backbone of the retail outlets within the Plan area other retail outlets serving either convenience goods or specialist goods such as ironmongery, agricultural products, cars, tractors, fuel and timber products are more widely spread throughout. Occasional market stalls also trade within the town centre.
9. Increased car ownership and a change in shopping habits has led to a demand for greater choice of comparison goods e.g. clothing, footwear, furniture, leisure goods etc., resulting in an increase in car journeys to retail centres such as Ennis, Galway and Limerick.

¹⁷ Department of the Environment and Local Government Retail Planning Guidelines for Planning Authorities December 2000

Kilrush Development Plan 2002

Kilrush Town Centre

R1 PROPOSALS FOR DEVELOPMENT THAT UNACCEPTABLY PREJUDICE THE VITALITY AND VIABILITY OF KILRUSH TOWN CENTRE WILL NOT NORMALLY BE PERMITTED.

10. The town centre is identified on the proposals map as a strategic development area. The role of the town centre in Kilrush is critical to a sustainable future for the Plan area and to the aim of the plan to maintain and enhance its role as the commercial, administrative and service centre of West Clare. In considering proposals for development, the Council will at all times take into account the impacts on the town centre.

11. There will be opportunities for a range of developments to take place within the Plan area over the Plan period which may offer employment or tourism opportunities for example that will satisfy other policy requirements and realise some of the aims of the Plan. However in considering proposals for development the importance of sustaining the town centre will be paramount.

Implementation : Development Control

Development Within the Town Centre

R2 PROPOSALS FOR RETAIL AND OTHER DEVELOPMENT APPROPRIATE TO A TOWN CENTRE LOCATION WILL BE PERMITTED WITHIN THE TOWN CENTRE AS DEFINED ON THE PROPOSALS MAP WHERE IT CAN BE CLEARLY DEMONSTRATED THAT DEVELOPMENT WILL:

- A. CONSERVE AND ENHANCE THE VITALITY AND VIABILITY OF THE CENTRE; AND**
- B. BE CONSISTENT WITH THE SCALE AND FUNCTION OF THE CENTRE; AND**
- C. BE ACCESSIBLE TO PEDESTRIANS, CYCLISTS AND THOSE WITH SPECIAL MOBILITY NEEDS; AND**
- D. NOT HAVE UNACCEPTABLE TRANSPORT OR ENVIRONMENTAL EFFECTS NOR BE PREJUDICIAL TO RESIDENTIAL AMENITY; AND**
- E. WHERE REASONABLE AND APPROPRIATE INCLUDE RESIDENTIAL OR TOURIST ACCOMMODATION OR OTHER NON-RETAIL USES ON UPPER FLOORS**

12. Town centres are more than just about shopping and a mix of uses that have developed over time give a particular town centre its own character and distinctiveness. Retaining that mix of uses is an important part of enhancing the vitality and viability of town centres.

13. Support for town centres needs to address a range of issues some of which car parking, diversity of transport types, encouraging a diversity of uses and the creation of an attractive and safe town centre have been addressed by policies in this chapter and elsewhere in the plan.¹⁸

14. Occasional street trading is controlled by the Council and allows for an increased diversity in the street scene. Such activity needs to be carefully managed and controlled to ensure that it does not have an adverse effect upon the vitality and amenity of the town centre. Street trading should be limited to the Market Square and Frances Street where the additional pedestrian activity will not give rise to danger to road users or obstruction to footpaths.

¹⁸ Policies in Chapter Six of the Plan

Kilrush Development Plan 2002

Implementation : Development Control

Development on Upper Floors

R3 THE USE OF UPPER FLOOR OF PREMISES FOR RESIDENTIAL OR TOURIST ACCOMMODATION IN THE TOWN CENTRE AND SUBURBAN ZONE WILL ONLY BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT DEVELOPMENT WILL NOT HAVE UNACCEPTABLE TRANSPORT OR ENVIRONMENTAL EFFECTS OR BE PREJUDICIAL TO RESIDENTIAL AMENITY. WHERE SATISFACTORY LIVING ACCOMMODATION CANNOT BE PROVIDED OTHER USES WILL BE PERMITTED WHICH CREATE EMPLOYMENT OPPORTUNITIES OR COMMUNITY FACILITIES SUBJECT TO THE ABOVE CRITERIA.

15. Many premises in the town centre have use of premises limited to the ground floor. Upper floors are sometimes vacant or underused. The provision of residential or tourist accommodation on the upper floors of premises in the town centre will increase the vitality and viability of the town centre, increase capacity for tourism and make for a more sustainable form of development.

16. This policy identifies residential or tourist accommodation use as a first choice for new and existing premises above ground floor level. It is recognised that the loss of a residential or tourist accommodation use could be acceptable where an upper floor was needed in connection with or in support of a ground floor use.

Implementation : Development Control

Change of Retail Uses in the Town Centre

R4 CHANGES OF USE OF EXISTING CLASS 1 RETAIL USES AT GROUND FLOOR LEVEL WITHIN THE AREA OF THE HISTORIC TOWN CENTRE AS DEFINED ON THE PROPOSALS MAP WILL ONLY BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT :

- A. IT COULD NOT BE RETAINED IN VIABLE RETAIL USE; AND**
- B. THE PROPOSED USE WILL MAKE A POSITIVE AND COMPLEMENTARY CONTRIBUTION TO THE VITALITY AND VIABILITY OF THE CENTRE AND WILL NOT UNDERMINE THE RETAIL FUNCTION OF THE STREET FRONTAGE OR PART OF IT; AND**
- C. THE PROPOSED USE WILL NOT RESULT IN UNACCEPTABLE TRANSPORT OR ENVIRONMENTAL EFFECTS NOR BE PREJUDICIAL TO RESIDENTIAL AMENITY**

17. The vitality and viability of the town centre is dependant upon a balanced mix of uses. The introduction of uses not consistent with that balance, for example where one use such as take away food outlets become dominant on a particular street, would have an adverse effect upon the town centre as a whole.

Implementation : Development Control

Kilrush Development Plan 2002

Out Of Town And Edge Of Town Retail Development

R5 PROPOSALS FOR RETAIL DEVELOPMENT EXCEEDING 500 SQUARE METRES GROSS FLOOR SPACE OUTSIDE THE TOWN CENTRE WILL BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT THERE IS A NEED FOR THE DEVELOPMENT AND THAT IT :

- A. CANNOT REASONABLY BE ACCOMMODATED WITHIN THE TOWN CENTRE; AND**
 - B. WILL NOT WHEN CONSIDERED ON ITS OWN OR WITH ANY OTHER RECENT OR PROPOSED RETAIL DEVELOPMENT IN THE LOCALITY, HAVE AN UNACCEPTABLE IMPACT ON THE VITALITY AND VIABILITY OF THE TOWN CENTRE; AND**
 - C. WILL BE ACCESSIBLE TO PUBLIC TRANSPORT USERS, PEDESTRIANS, CYCLISTS AND THOSE WITH SPECIES MOBILITY NEEDS; AND**
 - D. WILL NOT HAVE UNACCEPTABLE TRANSPORT OR ENVIRONMENTAL EFFECTS NOR BE PREJUDICIAL TO RESIDENTIAL AMENITY**
18. The Government guidelines advise that *'where rural town centres are not serving the community well, and there is a significant amount of travel by car to other larger centres, then proposals for new retail developments should be encouraged in or near the town centre, in order to reduce travel and retain trade in town. In small towns and villages there is therefore a clear presumption in favour of central or edge of centre locations for developments'*.
19. The increase in demand for direct purchase of bulky goods such as DIY goods and flat pack furniture of a size that can be transported by car and is not manageable by customers travelling by foot, cycle or bus makes a town centre location less attractive for retail outlets supplying those goods.
20. If Kilrush is to achieve its aim of retaining its role as the administrative, commercial and service centre of the West Clare area it must seek to recover some of the retail market being lost to alternative retail centres. The strategic development area LS4 has been identified a site on the Ennis road as shown on the proposals map.

Implementation : Development Control

Small Scale Out Of Centre Retail Developments

R6 PROPOSALS FOR SMALL SCALE RETAIL DEVELOPMENTS FALLING WITHIN CLASS 1 (SHOP), CLASS 2 (FINANCIAL AND PROFESSIONAL SERVICES) OR TAKE AWAY FOOD DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT :

- A. DEVELOPMENT WILL NOT GIVE RISE TO UNACCEPTABLE LEVELS OF VEHICULAR TRAFFIC OR ON-STREET PARKING TO THE AMENITIES OF THE AREA AND ROAD SAFETY ; AND**
 - B. DEVELOPMENT WILL NOT PREJUDICE RESIDENTIAL AMENITY; AND**
 - C. THE CHARACTER OF THE AREA WILL NOT BE ADVERSELY AFFECTED**
21. Local shops and facilities provide an essential and valuable service to the community particularly for less mobile people and for those wishing to make frequent small purchases.
22. The Council recognises that the provision of small scale shops and related service facilities will help to ensure that residents have safe and convenient access to a reasonable range and

Kilrush Development Plan 2002

choice of facilities while helping to reduce travel and car use and to secure a more sustainable environment.

Implementation : Development Control

Petrol Filling Stations

R7 PROPOSALS FOR PETROL FILLING STATIONS WILL ONLY BE PERMITTED OUTSIDE THE TOWN CENTRE AND WHERE IT CAN BE CLEARLY DEMONSTRATED THAT ;

A. DEVELOPMENT WILL NOT GIVE RISE TO UNACCEPTABLE LEVELS OF VEHICULAR TRAFFIC OR ON-STREET PARKING TO THE AMENITIES OF THE AREA AND ROAD SAFETY ; AND

B. DEVELOPMENT WILL NOT PREJUDICE RESIDENTIAL AMENITY; AND

C. THE CHARACTER OF THE AREA WILL NOT BE ADVERSELY AFFECTED

23. Small shops associated with petrol filling stations may be a cost effective way of providing the equivalent of a local shop. Whilst the important role of such provision is recognised such shops should remain secondary to the use as a petrol filling station. Shops associated with petrol filling stations up to the size of 100m² will normally be allowed but consideration will have to be taken of the additional car trips to visit the shop that could result in forecourt congestion and adverse traffic movements.

24. The strategic development area LS3 identifies a site on the Killimer Road as appropriate for a petrol station and associated retail activity that is defined on the proposals map.

25. Where permission is granted the Council will require that they comply with the standards set out below:-

- i. A minimum frontage of 30m. when located within a 40 M.P.H. area and 45m. in other speed limit areas.
- ii. No obstruction other than a pump island located within 15m. of the road boundary.
- iii. A minimum distance of 7m. from the pump island to the road boundary.
- iv. Generally two access points will be permitted. These shall have a minimum junction radius of 10.7m. where operating speeds are greater than 40 M.P.H., and 6.1m. otherwise, and between 7m. and 9m. in width.
- v. A minimum distance from the entrance to the nearest road junction shall be 50 metres for major junctions and 25 metres for minor road junctions.
- vi. Clear separation from the public road by a low wall not exceeding 0.5m in height with footpath provided outside this wall. This area shall not be used for advertising matter in a manner that interferes with sight lines and obstructs pedestrian flow.
- vii. No provision of lights, signs, or other fittings which would cause glare or confusion to road users.
- viii. Compliance with the requirements of R.T. 42 of A Foras Forbartha insofar as they relate to petrol filling stations.
- ix. Compliance with S.I. 311 of 1979 Dangerous Substances (Retail and Private Petroleum Stores regulations) and latest amendments relating to the underground and overground storage of petroleum and other vehicle fuels.
- x. That the design of petrol station canopies take account of the design of any existing structures on the site on which they are to be located, and of the nature of the general environment in which they are to be set.
- xi. A comprehensive landscaping plan is required to be agreed with the Council.
- xii. Parking spaces are required to be provided in accordance with the standards set out in 5.16.
- xiii. Surface water shall be catered for within the site and shall not be permitted to pond in the forecourt areas nor flow onto the public road.
- xiv. A petrol/oil interceptor trap shall be fitted to the surface water drainage system.

Kilrush Development Plan 2002

xv. Provision shall be made for the storage and removal of refuse and waste material

Implementation : *Development Control*

Kilrush Development Plan 2002

Kilrush Development Plan 2002

Part A

Chapter Eight

Services and Infrastructure

1. This chapter will set out the Council's policies and proposals relating to the provision of community facilities, services and service infrastructure to meet the needs of the Kilrush Urban District Council area in the period 2001 – 2006.

Objective

2. To allow satisfactory provision of services (health & social care, education and emergency services) and service infrastructure (electricity, water supply, drainage, sewerage and telecommunications) to meet the needs of the Kilrush Urban District Council area in the period 2001 – 2006.

National and Regional Policy

3. The national priorities identified in the National Plan 2000-2006 include the promotion of social inclusion.
4. The development objectives of the Southern and Eastern Development Strategy 2000-2006 include targeting social exclusion in urban and rural deprived areas

Background

5. In the last half of the twentieth century Kilrush has suffered from social deprivation resulting from the low employment opportunities and out migration. This situation which has been reflected throughout the West Clare area has led to a number of initiatives aimed at tackling problems that have arisen.
6. Kilrush has a range of community services within the town centre commensurate with its role as the commercial, administrative and service centre of West Clare. These include a public library, a community centre and a Youth Centre..
7. Health services exist in the form of private doctors and a regular clinic held in the Community Centre. There is a recognised need by the Mid-West Health Board to extend services in Kilrush. Hospital services are provided by hospitals in Ennis and Limerick. There are four residential care homes in the town and a family resource centre.
8. Kilrush has a primary school and secondary school with a range of pre-school facilities and a Gael School. The secondary school has space for 550 students and it is at present not filled and future trends suggest that numbers will fall in line with trends throughout the County.
9. A range of pre-school and child care facilities exist within the town.
10. Emergency services are all located within the Plan area. Fire services are located in Steward Street. The Garda Station is next to the courthouse in Moore Street. Ambulance services are located adjacent to Kilrush Hospital on the Cooraclare Road. Coastguard and I.N.L.I. services are base at the Pilot House in Cappagh.

Kilrush Development Plan 2002

Community Services

- S1 THE COUNCIL WILL ENCOURAGE PROPOSALS FOR DEVELOPMENT THAT BRING TOGETHER COMMUNITY AND HEALTH FACILITIES IN ONE LOCATION WHERE IT CAN BE CLEARLY DEMONSTRATED THAT DEVELOPMENT WILL :**
- A. OCCUPY A CENTRAL LOCATION WITHIN THE URBAN AREA; AND**
 - B. BE ACCESSIBLE TO PEDESTRIANS, CYCLISTS AND THOSE WITH SPECIAL MOBILITY NEEDS; AND**
 - C. NOT HAVE UNACCEPTABLE TRANSPORT OR ENVIRONMENTAL EFFECTS NOR BE PREJUDICIAL TO RESIDENTIAL AMENITY; AND**
 - D. WHERE REASONABLE AND APPROPRIATE INCLUDE RESIDENTIAL OR TOURIST ACCOMMODATION OR OTHER NON-RETAIL USES ON UPPER FLOORS.**

11. The Council has been discussing with others the development of a one stop shop for Kilrush in derelict premises on Frances Street/Merchants Quay that will provide Urban District Council, County Council and Health Board facilities in one building complex. Such a proposal supports the principles of sustainable development.

12. In the interests of social inclusion a one-stop shop should be located in a central location with safe and convenient access for pedestrian, cycling, public transport and car parking links.

13. The development of a one-stop shop provides the opportunity to restore and enhance the quality of the built environment of the Plan area. As a new public building, opportunity should be taken to create a landmark building of high quality with sufficient space to allow for the growth and extension of its multi-various functions. Re-use of existing buildings should not inhibit an imaginative design in conversion and refurbishment of the former whilst retaining the character and design detail of the original and respecting any protected structure status.

Implementation : Development Control

Residential Care Homes

- S2 PROPOSALS FOR RESIDENTIAL CARE HOMES AND NURSING HOMES WILL BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT :**
- A. SUFFICIENT CAR PARKING IS PROVIDED FOR RESIDENTS, STAFF AND VISITORS; AND**
 - B. SUFFICIENT PRIVATE OPEN SPACE IS PROVIDED FOR RESIDENTS ; AND**
 - C. DEVELOPMENT WILL NOT HAVE UNACCEPTABLE TRANSPORT OR ENVIRONMENTAL EFFECTS NOR BE PREJUDICIAL TO RESIDENTIAL AMENITY.**

14. The provision of residential homes for nursing, convalescence, geriatric and hospice care is an important part of the overall health service appropriate to the Plan area. Facilities both public and private exist within the Plan area. Additional facilities provided through the development of new building should be located within the town centre or suburban zone where there can be safe and convenient access for visitors.

15. The development of facilities within existing buildings outside the town centre can be considered only where there is will be no extension to the existing curtilage of that building and the building is appropriate to the proposed use in terms of design and layout. Proposals which would result in adverse impacts upon the landscape character of an area would not normally be permitted.

Kilrush Development Plan 2002

Childcare Facilities

- S3 PROPOSALS FOR THE PROVISION OF CHILDCARE FACILITIES WILL ONLY BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT:**
- A. THEY ARE TO BE SITED CLOSE TO HOUSING OR EMPLOYMENT AREAS AND ADJACENT TO TRANSPORT CORRIDORS AND IN THE VICINITY OF SCHOOLS; AND**
 - B. DEVELOPMENT WILL NOT HAVE UNACCEPTABLE TRANSPORT OR ENVIRONMENTAL EFFECTS NOR BE PREJUDICIAL TO RESIDENTIAL AMENITY.**

16. The Council will promote the provision of childcare facilities in appropriate locations. It may from time to time monitor such provision to ensure that adequate, well located facilities that provide safe and convenient access to childcare.
17. Childcare provision has been identified in the Government's National Anti-Poverty Strategy as being one measure that can address both poverty and social exclusion through combating educational disadvantage, facilitating participation in work by women alleviating family stress and social isolation and supporting women in accessing training, education and employment within the childcare sector. Proposals for the provision of child care facilities will be required on all residential developments in excess of 75 units of housing
18. Any application for the provision of child care facilities must be accompanied by the following information to ensure the safe operation of the development : the proposed number and age range of the children to be catered for; the proposed number of staff, the ratio of staff to children and the maximum number of staff on the premises at any given time; the hours and days of opening; an indication of the internal floor space arrangements and for external play space provision; a block layout plan indicating proposed car parking provision, landscaping and screening proposals, the means of access and internal vehicle manoeuvring space.
19. Proposals which involve development at locations such as a busy road junction or a dangerous bend or the formation of a new vehicular access on to a main traffic route or where access standards cannot be achieved will not be permitted
20. Government draft guidelines for the provision of childcare facilities¹⁹ advises that where proposals for residential development creating in excess of 75 units of housing is being considered facilities for child care should be provided by the developer.

Implementation : Development Control

Garda Station

- S4 LAND IS ALLOCATED AS DEFINED ON THE PROPOSALS MAP FOR A GARDA STATION ON ENNIS ROAD.**

21. The existing Garda station on Moore Street is to be closed and a new Garda station built on Ennis Road.

Implementation : Development Control

¹⁹ Guidelines for Planning Authorities on Childcare Facilities Department of the Environment and Local Government July 2001

Kilrush Development Plan 2002

Public Water Supply

22. Kilrush Urban District is served by the Kilrush Water Supply Scheme which supplies mains water at a rate of 215,000 gallons per day in excess of that required by the existing population and any predicted population rise during the plan period.
23. Some supply problems have been experienced at times when the mains water supply is lost due to essential works. Consideration will be given to the use of a back up supply from alternative group water scheme sources to prevent losses to business.

Drainage

S5 PROPOSALS FOR DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT CONSIDERATION HAS BEEN GIVEN TO MEASURES NECESSARY FOR THE TREATMENT OF SURFACE WATER RUNOFF, THE PROTECTION OF THE WATER QUALITY IN WATER COURSES AND THE ALLEVIATION OF FLOODING

24. The natural drainage system of Kilrush is impacted upon by the level of built development that has occurred over the centuries. Impermeable surfaces are washed clean during rainfall when the movement of water across these surfaces is rapid and cleansing so that all polluting deposits such as oil, rubber, refuse, mud and spilled materials are washed into ditches and drains.
25. The poor quality of water discharging from surface water outfalls can seriously affect the receiving watercourse. Techniques to reduce the impact of these discharges have been developed and collectively form a range of Best Management Practices for dealing with urban run-off.²⁰

Implementation : Development Control

Public Sewerage

S6 PROPOSALS FOR DEVELOPMENT WILL ONLY BE PERMITTED WHERE CONNECTION IS MADE TO THE PUBLIC SEWERAGE SYSTEM

26. The existing sewerage system serves the whole of the urban area. Sewerage is pumped from a pumping house on Cappagh Road to a holding tank at Leadmore west from where it is discharged into the sea at Skagh Point.
27. The existing system has the capacity to serve a population of 8000 persons, more than the existing population and any predicted population rise during the Plan period. All development proposals within the Plan area will be required to connect to the public sewer.

Implementation : Development Control

Secondary Sewerage System

28. During the life of the plan a secondary treatment system is programmed to be installed at Leadmore West outside but serving the Plan area. The scheme is an upgrade of the existing facility near Skagh Point.

²⁰ 'Protecting the quality of Scotland's environment' A Guide to Surface Water Best Management Practices Scottish Environment Protection Agency 1996

Kilrush Development Plan 2002

Implementation : Clare County Council **Electricity**

29. Electricity supply is supplied by Electricity Supply Board (ESB) and is constantly being improved. The existing capacity is sufficient to serve the needs of a population more than the existing population and any predicted rise in demand during the Plan period. ESB proposes to modify, alter or place underground lines as development comes forward. Up-rating of the substation on Kilkee Road and of the network in the town centre area is also proposed.
30. If development is to take place on Back Road a new substation should be incorporated into the development to support the network to Dooneen Park and connect to the wider network.

Telecommunications

S7 THE COUNCIL WILL CONTINUE TO WORK WITH THE TELECOMMUNICATIONS INDUSTRY TO DEVELOP AND EXTEND THE BROADBAND INFRASTRUCTURE SERVICING KILRUSH TO ENSURE THAT UP TO DATE FACILITIES ARE AVAILABLE AND THAT COMPANIES AND BUSINESSES LOOKING TO EXPAND OR ESTABLISH WITHIN THE AREA CAN BE SERVICED TO THE EXTENT OF THEIR REQUIREMENTS.

31. Currently Kilrush has access to I.S.D.N lines and microwave technology supporting a wide range of services. For greater expansion of information and communication technology businesses additional services will be required. The Council is in discussion with Eircom to ensure that services can be put in place to allow for the natural development of Kilrush as well as the demands of any decision by government to decentralise into the area.

Implementation : Kilrush Urban District Council

Erection of Telecommunications Equipment

S8 PROPOSALS FOR DEVELOPMENTS INVOLVING THE ERECTION OF MASTS, ANTENNAE OR ANCILLARY EQUIPMENT FOR TELECOMMUNICATION PURPOSES WILL ONLY BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT DEVELOPMENT WILL NOT:

- A. RESULT IN DIRECT OR INDIRECT RISKS TO PUBLIC HEALTH; AND**
- B. HAVE UNACCEPTABLE TRANSPORT OR ENVIRONMENTAL EFFECTS NOR BE PREJUDICIAL TO RESIDENTIAL AMENITY.**

32. Telecommunications are provided by a range of telecommunications companies into the Kilrush area. Two issues arise in planning terms concerning telecommunications. Firstly the capacity of the network in the area to provide for current and future demands by businesses and domestic customers within the area or seeking to establish in the area and secondly the impact of physical structures such as masts necessary to deliver the services required.
33. The physical structures necessary to deliver a high quality telecommunications service are by their nature intrusive into the landscape. In most cases a satisfactory compromise can be achieved. Every effort must be made to reduce the visual impacts of structures by the sharing of facilities between various telecommunications companies and users and to locate them in areas that will minimise visual impact whilst achieving the technical requirements of the industry.

Kilrush Development Plan 2002

34. Whilst compromise can be achieved in visual terms compromise is not an option where public health is concerned. The evidence concerning the health risks associated with telecommunications structures is inconclusive. The Council will however adopt a precautionary position in respect of these matters. Therefore whilst there is no desire on the part of the Council to thwart the industry, development proposals will not be permitted for the erection of telecommunications structures where there is a reasonable cause for concern on matters of public health resulting from the operation of the structure.
35. To give clarity to the extent of that precautionary principle structures will not normally be permitted to locate within 50 metres of any building where the public legally gather or reside nor to any land allocated within the plan for development that might result in the construction of such a building.

Implementation : *Development Control*

Waste Recycling

36. The Council may require the provision of suitable recycling facilities. Provision for glass, cans, textiles, paper, plastics, metals, waste oils, batteries, packaging wastes, organic waste, sludge and any other materials suitable for recycling, recovery or re-use may be included. Installation of suitable litter disposal facilities may also be required.
37. In locating recycling facilities there is a need to ensure that they are well located and adequately serviced so that no spillage occurs from un-emptied facilities. A waste transfer station has been established 7 miles from the town centre at Lisdeen that serves the Plan area. Recycling facilities exist in the car park in Place de Plouzane for bottles.
38. Locations for additional recycling facilities including in the long term a local waste transfer station need to be identified to promote more sustainable disposal of waste. The location of recycling facilities need to take into account the need for bulky nature of bottles and paper, the need for management and supervision and the need for good vehicular access.
39. Locations in public car parks or the car parks of larger retail stores are the best locations. Where development is providing for such car parking areas the installation of recycling facilities will be required. A location for a local waste transfer station to serve the urban area needs to take account of the environmental and traffic impacts of such a scheme.

Implementation : *Development Control*

Kilrush Development Plan 2002

Part A

Chapter Nine

Leisure, Recreation and Community Facilities

1. This chapter sets out the Council's policies and proposals for leisure, recreation and community facilities.

Objective

2. To make provision for the needs of all residents and visitors in terms of leisure, recreation and

National and Regional Policy

3. It is a priority of the Southern and Eastern Regional Development Plan 2000-2006 to maintain and improve quality of life, in a sustainable manner for all who wish to live and work in the region.

Background

4. Recreation areas in the form of playing fields can be found at the Kilrush Community school , Moneypoint sports ground and the recreational grounds on Cooraclare Road and on the John Paul Estate on Wood Road.
5. An increase in the demand for indoor leisure and recreation facilities is a national trend. The increased popularity of indoor sports requires significant investment in buildings and equipment. The common use of facilities constructed for schools and colleges are a sustainable way of addressing the leisure demand. There is some public use of a limited set of facilities at the secondary school.
6. Open Space areas in the plan area are informal. There are no formal playgrounds or hard play areas. Open space areas associated with housing developments have some limited planting but are mainly open grassed areas.
7. Cultural events occur within the town as part of tourist attractions. There are stage facilities for all year round use at the primary and secondary schools, the Community Centre and Youth Centre. The standard of facilities varies with full lighting and staging available at only some venues.

Leisure and Recreation

C1 PROPOSALS FOR LEISURE, RECREATIONAL, CULTURAL ENTERTAINMENT AND COMMUNITY FACILITIES AND EXTENSIONS, CONVERSIONS AND REUSE OF EXISTING FACILITIES WILL BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT DEVELOPMENT WILL:

- A. BE ACCESSIBLE TO LOCAL RESIDENTS WITH OR WITHOUT PAYMENT, PEDESTRIANS, CYCLISTS AND THOSE WITH SPECIAL MOBILITY NEEDS; AND**
- B. NOT HAVE AN UNACCEPTABLE TRANSPORTATION OR ENVIRONMENTAL EFFECTS; AND**
- C. NOT PREJUDICE EXISTING RESIDENTIAL AMENITIES; AND**
- D. NOT ADVERSELY AFFECT THE CHARACTER OF THE AREA; AND**
- E. NOT PREJUDICE THE DEVELOPMENT OR USE OF THE AREA FOR TOURISM.**

Kilrush Development Plan 2002

8. There is an identified need for leisure, recreational and entertainment facilities in the Plan area. Apart from providing a local facility any leisure or recreational development offers the opportunity to support tourism needs and thereby enhance the role of the Plan area as a tourist centre. To address issues of social inclusion it is necessary that developments offer benefits to the whole community in terms of health and entertainment.
9. The Council recognises that leisure and recreational facilities operate from early morning to late at night and as such can create particular environmental problems in terms of noise, light pollution and traffic movements. A balance has to be struck between making a facility physically and sustainably accessible whilst protecting residential amenity.
10. Although there is a bathing beach at Cappagh there is no public swimming pool in the Plan area. The nearest public swimming pool is at Kilkee. The development of a public swimming pool in the Plan area would be encouraged.
11. The secondary school on Cooraclare Road is equipped with a sports hall with the potential and sufficient space for further expansion for indoor sport and leisure use. The Council will support development proposals for the extension of leisure and sporting facilities at the school building upon the existing facility.

Implementation : *Development Control*

Public Open Space and Play Areas

C2 WHERE APPROPRIATE PROPOSALS FOR DEVELOPMENT WILL BE REQUIRED TO MAKE PROVISION FOR PUBLIC OPEN SPACE, PLAY SPACE OR OTHER INFORMAL RECREATIONAL FACILITIES IN ACCORDANCE WITH THE STANDARDS ADOPTED BY THE COUNCIL

12. Play space and informal recreational facilities are lacking within the urban area. Where new development occurs the Council will seek the provision and/or equipping of play spaces and/or informal recreational facilities accessible to all according to the standards set out in the development guidelines in Part C.
13. It is recognised that it is not always appropriate for developments to provide play space and informal recreational space either because of site restrictions or the nature of the development proposed.
14. Where provision is not appropriate because of site limitations developers will be required to contribute either financially or in kind to adopted schemes for the provision and maintenance of play space or informal recreational facilities provide elsewhere but accessible to and of benefit to the users of the development.
15. Where it is proposed that public open space is to be taken in charge by the Council for future maintenance the developer will be required to present the land to be taken in charge laid out and constructed as required by the planning permission and conditions attached to such a permission.

Implementation : *Development Control : Kilrush Urban District Council*

Kilrush Development Plan 2002

RECREATIONAL ROUTES

- C3 THE FOLLOWING LAND IS SAFEGUARDED AS DEFINED ON THE PROPOSALS MAP FOR THE CREATION OF RECREATIONAL ROUTES FOR WALKING, CYCLING, HORSE RIDING AND WHEELCHAIR ACCESS :**
- A. A CORRIDOR OF LAND THIRTY METRES IN WIDTH BETWEEN THE TERRETT AND KILLIMER ROAD**
 - B. A CORRIDOR OF LAND THIRTY METRES IN WIDTH BETWEEN KILLIMER ROAD AND CAPPAGH ROAD**
 - C. A CORRIDOR OF LAND FIVE METRES IN WIDTH ALONG THE LINE OF THE FORMER WEST CLARE RAILWAY BETWEEN MERCHANTS QUAY AND THE DISTRICT BOUNDARY AT LEADMORE WEST**
 - D. A CORRIDOR OF LAND PARALLEL TO THE KILKEE ROAD AT SHANNON HEIGHTS**
- WHERE PROPOSALS FOR DEVELOPMENT INCLUDE OR ARE ADJACENT TO THIS SAFEGUARDED LAND PROVISION OF THE RECREATIONAL ROUTE WILL BE REQUIRED.**

16. Recreational walking and riding makes a valuable contribution to the quality of life and provides an important tourist facility. Two road based walking routes within Kilrush have been developed for recreational purposes. The Heritage Walk and the 'healthy path', *Slí na Sláinte*.
17. Recreational routes should focus on the safety and convenience of users and roads do not always provide the best routes taking those factors into account. The use of the road network for recreational routes cannot always be avoided.
18. It is being proposed that land should be safeguarded alongside the Wood River linking the Vandeleur gardens accessed from the Terrett and Cappagh Road by the Marina. The proposal for a riverside walk along a corridor of land between Killimer Road and Cappagh Road has been a proposal in previous plans but to date has not been implemented.
19. Such a walk will link two areas attractive to tourist whilst providing a valuable amenity for the local community by further extending the walking network. Possible links across the Wood River into the town centre will further enhance this route.
20. The route should provide not only safe and convenient walking but also a resource for recreational cycling and horse riding. The flat nature of then walk if suitably surfaced could also provide access for wheel chairs and others with mobility impairment.
21. The former West Clare railway is an important part of the heritage of the town. The line entered the Plan area at Leadmore West and ran parallel to the coast to Cappagh Pier with a station and sidings serving the town at Kilrush Creek on Merchant's Quay. The section of the route between Kilrush and Cappagh Pier has been substantially developed upon although evidence of the former turntable on Cappagh Pier still exists.
22. The line of the permanent way of former railway line from Merchant's Quay south westwards along the coastline is still in evidence on the ground and has been used in part as the line of infrastructure facilities for water and sewerage. The establishment of a recreational route for walkers, wheel chairs and riders will allow off road access out to the coast at Skagh Point and onto the quieter road network whilst conserving the former line of the historic railway.

Kilrush Development Plan 2002

23. The view from Shannon Heights, protected by policy on the Plan lacks safe and convenient public access. The recreational routes is best provided in the form of a footpath running parallel to the road verge and limited to pedestrian and wheelchair use.

Implementation : Development Control

Kilrush Development Plan 2002

Kilrush Development Plan 2002

Part C

Development Guidelines

Policy DG1

DG1 PROPOSALS FOR DEVELOPMENT WILL ONLY BE PERMITTED WHERE SUFFICIENT ACCOUNT IS TAKEN OF THE DEVELOPMENT GUIDELINES IN PART C OF THE PLAN.

Site Details

1. Applications for development will be expected to be accompanied by sufficient details concerning the existing condition of the site, its environment and of the surrounding areas to allow a full and proper consideration of the development proposals.

Such details shall include :

1. A plan of the site at a scale appropriate to the size of the development showing :
 - i. the contours of the land;
 - ii. existing vegetation cover including individual trees;
 - iii. the location and material composition of boundaries;
 - iv. existing buildings, structures and historical or archaeological features;
 - v. all pipes, culverts, septic tanks, wells, storage tanks and percolation areas;
 - vi. existing roads, rights of way, footpaths and access tracks;
 - vii. water courses, wetlands and water features;
 - viii. land drainage.
2. A plan of the surrounding area including the site for a distance of at least five hundred metres showing :
 - i. the location and extent of adjacent landscape features;
 - ii. current use of the site and adjacent land uses;
 - iii. roads, rights of way, footpaths and access tracks;
 - iv. existing buildings, structures and historical or archaeological features off site;
 - v. all pipes, culverts, septic tanks, wells, storage tanks, percolation areas off site;
 - vi. boundaries;
 - vii. services.
3. A description of the landscape character of the site and important views into and out of the site.

Design

2. New buildings will be expected to address their function and their surroundings. Openings in walls should be concentrated on the longer walls of a building and refer to the internal function of the building as well as addressing the character of their surroundings.
3. Converted or extended buildings need to respect their surroundings in terms of proportion and design. Conversion can bring with it a change of use that requires changes to the number, location and size of existing openings as well as the reordering of internal elements. Such alterations need sensitive treatment to ensure that they can adequately function in their new use without detracting from the character of the building and its place within the area.
4. Conversion and alteration of protected buildings and buildings within the architectural conservation area are controlled by legislation and in many cases need planning permission. The advice of the Council and the Clare County Council conservation officer should be sought in these cases.

Kilrush Development Plan 2002

Windows

5. The number and location of windows is a reflection of the function of the building and the design of the building as a whole. Windows within the Plan area address a range of designs and functions and where new building is taking place it should seek to address the character of similar buildings in its immediate area. Generally windows should range from square to vertically rectangular. A dimension of 1:1.6 representing a commonly accepted ratio of width to height. Windows with a predominately horizontal appearance should be avoided.
6. The majority of windows in traditional buildings are designed to be opened and fall into one of two types, sash or casement. More recent buildings using different materials have introduced a variety of window opening styles. Care must be taken in selecting a non-traditional window style and material to ensure that there is no detracting from the character of the area.
7. The location of windows within a building allows views into as well as out of a building. The location of windows should ensure that there is no loss of residential amenity and sufficient protection of privacy, to avoid the use of screens, shutters or other measures that will otherwise detract from the character of the area.

Doorways

8. The number and location of doorways is a reflection of the function of the building. Simple vernacular buildings usually have no more than two external doorways. Buildings fulfilling a more complex role such as a shop or a factory may require a variety of openings. Conversions of buildings from one use to another may also give rise to a need for further doorways.
9. The size, design and materials used in new and converted buildings should reflect a uniformity of proportion and finish and in the case of new buildings reflect the proportions and materials of the surrounding area.

Energy Conservation

10. Building design, orientation and location can help reduce energy requirements by maximising solar gain and minimising heat loss. The inclusion of energy efficient technology can also contribute to reducing energy inputs and are to be encouraged.
11. The Council recognises that energy efficiency in building construction is the subject of building regulations. These guidelines are concerned with site layout and building design:
 - i. Measures for achieving energy efficiency through site layout will include:
 - ii. Use of building shape and layout to minimise wind tunnelling and eddying;
 - iii. Selecting location to avoid poor micro-climate (hill crests and frost pockets) and to make the most of south facing slopes;
 - iv. Orientation to enable the majority of housing to face within 45° of south and preferable within 30° to maximise solar gain.
 - v. Limit overshadowing by neighbouring buildings and trees to ensure no more than 5% loss of useful total solar gain. This should not be achieved through loss of existing trees.
 - vi. Use of landscaping to provide shelter belts, improve energy conservation and provide for shade in summer and winter.

Kilrush Development Plan 2002

12. The following criteria will improve achieving energy efficiency through building design:
- i. Internal layout to include consideration of placing rooms needing high temperatures (e.g. living rooms) to the southerly side to maximise passive solar heating.
 - ii. Layout of windows, doors and roof lights to provide larger window areas to the south (to maximise solar gain) and smaller to the north (to minimise heat loss but still provide adequate daylight).
 - iii. Provision for recycling of rain, water and domestic waste on site to be made feasible.
 - iv. Provision for active solar systems to be included or made feasible as appropriate.
 - v. Use to be made of material with reduced energy inputs (e.g. sustainably produced timber), low maintenance needs and locally manufactured or recycled or reused on site.

Requirements Of Persons With Disabilities

13. The Council will assess developments that have public access in light of their compliance with the parts of the building regulations which deals with the needs of people with disabilities.
14. The Council will pay particular attention to the following:-
- i. Where sanitary services are provided in public buildings the Council will require that adequate provision be made for people with disabilities.
 - ii. Access in urban areas shall be assessed with regard to the positioning of street furniture and advertising signage.
 - iii. Footpaths will be required to be dished at junctions and at access points.
 - iv. Car parking provision shall be provided for the disabled and mobility impaired in accordance with standards set out in Chapter 6 of this Plan

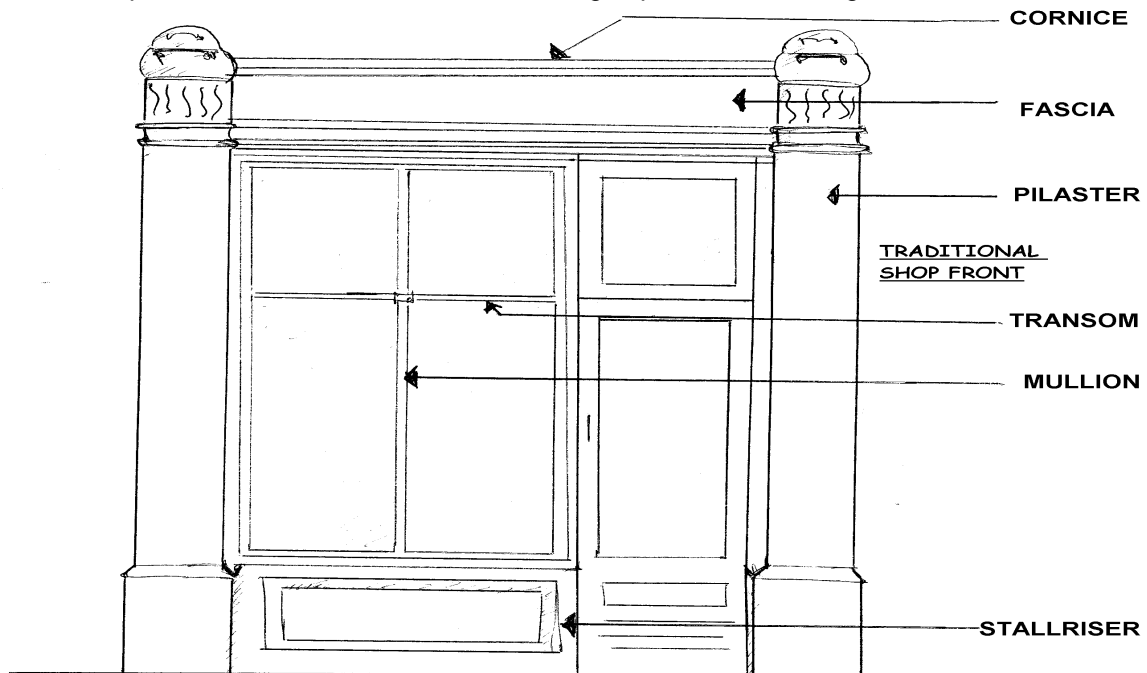
Shop Fronts

15. The Council aims to retain the best features of traditional shop fronts and encourage new shop fronts to reflect local character. The following checklist should be employed to assist in the consideration of shop fronts. New shop fronts should respect local character in terms of scale, proportion and materials. They should permit safe and convenient access for all members of the community in particular disabled people.
16. There will be an overall objective of retaining old shop fronts of traditional design where they survive. Any ornamental columns, pilasters, fascias, consoles or other mouldings should be retained even if the remainder of the shop front is to be changed and features should be reinstated where they are missing.
17. The relationship of all constructional elements (pilasters, fascias, stall risers etc.) should be considered in the composition of the design.
- i. Provide a stall riser to raise display of goods and improve security against ram raiding;
 - ii. Avoid projecting the fascia beyond the shop face;
 - iii. Avoid overlarge fascias (more than one fifth of the height of the shop front is excessive);
 - iv. Do not extend fascias above first floor level;
 - v. Avoid internally illuminated or plastic box fascias;
 - vi. Avoid fixed 'wet look' or glossy blinds
 - vii. Retain pilasters to visually support the upper floor and frame the shop window;
 - viii. Use transoms and mullions to subdivide large sheets of glass;
 - ix. Use entrance doors appropriate to the style of the shop front;

Kilrush Development Plan 2002

- x. Integrate entrance doors to upper floors within the overall shop front design

18. The shop front should be considered as an integral part of the building.



19. The shop front should be considered in the setting of the street;

- i. Do not disrupt the rhythm of terraced divisions e.g. by spanning fascias across more than one property or removing pilasters at party walls;
- ii. Maintain the scale and proportions appropriate to the street;

Advertising Signs

20. These guidelines will be read in conjunction with policy on information signing in Chapter 3.

21. The Council will normally permit the provision of nameplates and advertising signs on commercial and industrial premises, indicating the nature of the activity involved or the service being offered on the premises. Where appropriate (e.g. entrance to an industrial estate) these should be grouped.

22. Signs and nameplates will be required to comply with the guidelines set out below:-

- i. Signs and nameplates, including those involving corporate names and logos within the traditional areas of towns and villages will be required to take account of the tradition of signage within those areas.
- ii. In general signs and nameplates on buildings will be required to be hand painted, or to comprise individual raised letters on a timber or stone background.
- iii. Internally illuminated box fascias and illuminated projecting box signs will not be permitted.
- iv. Signs, should not project above the level of a building parapet, or otherwise obtrude on the skyline.
- v. Signs should not interfere with windows or other features of the facade nor conflict with the proportions of the existing structures in the area. In the case of a listed building, limited advertising matter will be permitted.

Kilrush Development Plan 2002

- vi. Sundry advertising devices attached to the facade of any structure, e.g. spotlights, flags, banners, neon moving message signs multi-coloured lights, will not normally be permitted.
- vii. Fixed signs shall be preferred to free-standing signs.

Facades of Commercial Buildings

- 23. The Council will require that new or refurbished facades of commercial buildings have regard to the scale, width, depth, materials and colours of facades traditional to the area.
- 24. The Council aims to actively promote the sharing of signage structures in tourist areas and the removal of inappropriate signage

Shutters/Security Screens

- 25. There are circumstances where for reasons of security of premises that shutters or screens are required. Security measures for premises should be designed so that they do not harm the appearance of an area or buildings. The Council will not normally permit the installation and use of roll down shutters in the town centre.
- 26. The Council wishes to ensure that the use of security measures does not detract from the appearance of individual shops and shopping streets. There are a number of approaches to shop fronts and buildings that face onto shopping streets that can be adopted that will achieve security without compromising appearance by day or by night.
 - i. The retention or provision of a stall riser to deter the use of a vehicle to effect entry.
 - ii. The use of laminated glass to deter smash & grab attacks.
 - iii. The use of open lattice or mesh shutter or screens positioned behind the glass.
 - iv. The use of dark coloured non-reflective finishes .
 - v. The location of shutter boxes behind facades

Site Frontage

- 27. The amount of site frontage required will be related to the design of the development and the nature of the residences being proposed.
- 28. Where development is for individual sites not in the town centre the Council will require a minimum site frontage of 25m for single storey and dormer dwellings, and 15m for detached two storey dwellings.
- 29. Sites in rural areas will generally be required to have a minimum frontage of 30m.

Space Around Buildings

- 30. Generally a minimum distance of 2.4 m. for single storey, and 3.7m for two-storey buildings will be required to be maintained between the side walls of adjacent dwellings or dwelling blocks each having a minimum of 1m from the dwelling to the boundary. This standard may be relaxed where the dwelling incorporates a single storey structure to the side.
- 31. A rear garden area with a minimum depth of 10m will be required, except in the case of infill developments in towns and villages where shorter garden lengths may be permitted where it does not conflict with the character or setting of adjacent buildings or residential amenity. The use of extensive hard landscaped areas around dwellings will not be permitted.

Building Line

Kilrush Development Plan 2002

32. The building line required will relate to the nature and design of the dwellings being proposed, and the nature of the layout of the individual estate. Where infill development is taking place the building line will reflect that of the adjacent properties with the same road frontage.
33. For high-density urban developments, buildings may be permitted at the inside edge of footpaths in suitable circumstances where it reflects or contributes to the character of the area.
34. A front building line with a minimum set back of 12m from the new roadside boundary will normally be required. Building lines will also be required to take into account existing and anticipated building lines of adjacent developments and any requirements for improvements to roads or footpaths.

Visibility Lines

35. For developments with direct access to a road outside built up areas is require to ensure that unobstructed visibility lines for a distance of 90 metres in each direction from a point 3 metres in from the road edge and at a height of 1.5 metres above ground level at the point of proposed access must be established and boundaries set back to achieve such visibility.
36. Where the boundary is a hedgerow it shall be coppiced and relocated to form the new front boundary to the road along the visibility line. Where trees occur and can be safely retained within the visibility splay the lower branches shall be lifted to a height of three metres from ground level

Landscape

37. Layout and design of proposed developments should be of a high standard providing an interesting and attractive visual environment. New developments need to be carefully assimilated into existing landscapes and townscapes by sensitive design and an appreciation of the established character of the area.
38. An assessment of the existing landscape as referred to above should be presented with an accompanying report with any planning application. A landscape concept plan should be agreed prior to planning permission being granted from which a detailed plan can be formulated.
39. Prior to any work commencing on site details regarding landscape layout, detailed planing plans and areas proposed for adoption by the Council should be shown on appropriate scale plans.

Landscape Layout

40. The following information should be submitted on a 1:500 scale plan.
 - i. General site layout including all buildings, roads, footpaths, services and adjacent land use.
 - ii. Existing landscape features to be removed and those to be retained e.g. trees, hedgerows, streams.
 - iii. All hard finishes including paths, fences, walls (showing extent and height).
 - iv. Open spaces including details of any play equipment
 - v. The relationship of open space within the development to areas of open space within adjacent developments including any footpath links.
 - vi. Include details of protective measures to be taken for trees and vegetation to be retained indicating how this will be achieved.

Kilrush Development Plan 2002

- vii. Existing and proposed contours at one metre intervals to reveal proposed changes to land form.

Detailed Planting Plans

41. The following information should be submitted on a 1:200 scale plan for areas of planting.
 1. Plant species and numbers to be planted in each area including sizes.
 2. Areas to be seeded or turfed including specification for seed mix.
 3. Areas of planting within house curtilages

Public Art

42. The Council will encourage the integration of public art into a development. Public art can do much to enhance the character of an area and create a theme for a development. The integration of art as an integral part of design should be explored as part of the landscape design. Art can take many forms and need not be confined to set piece sculptures. The realm of public art also embraces many forms of craft working such as metal work and woodwork.

Cables And Wires

43. The Council will normally require that individual cable and wire connections be located underground.

Boundaries

44. Boundaries between properties should reflect the character of the surrounding area and any distinctiveness of the development.

Public Open Space

45. The quality and accessibility of open space is an important part of the urban environment. Public open space provides a range of benefits for an urban population both in terms of health, environmental quality and recreation.
46. Public open space needs to be functional and safely and conveniently accessed. In providing public open space developers will ensure that the allocation of land is a positive rather than residual allocation and will seek to provide land which contributes to the overall design of the development.
47. Wherever possible all mature trees and other amenity features are to be retained and integrated into the development. Where a water body forms a feature of a residential development it is necessary to integrate it into the design of the surface water treatment (see Policy S4) as well as the open space. In considering the integration of such features it is necessary to evaluate the risk of such a feature to public safety and to require that adequate steps be taken to bring such risk to an acceptable level.
48. Where development comprises six or more dwellings or where the site being developed will comprise in its complete form six or more dwellings the an area of 75 square metres of open space area will generally be required in respect of each dwelling, subject to a minimum provision of 10% of the total gross area of the site.

Kilrush Development Plan 2002

49. Incidental open spaces such as road verges and margins, roundabouts, land associated with other infrastructure provision, or land which because of its nature or topography is not capable of being used for amenity purposes, will not be taken into account when the provision of amenity open space area is being assessed
50. The total open space area provided by a development shall be laid out to provide a range of linked open spaces. The range of facilities provided should be in the following descending order so that on the smaller developments there must at least be an area of formal open space of 450 m² : Formal open space – minimum 450m² ; Local equipped play areas - minimum 450m² ; Kick-about areas – minimum 1000m² ; Informal recreational space – minimum 2000m²
51. Informal recreational areas can be made up of areas of landscape value retained within a development or can be formed by the management approach adopted towards parts of the public open space provided. Such areas should physically link into the surrounding landscape structure to assist in integrating the development into the landscape and to provide opportunities for wildlife to populate the newly developed area.
52. Formal open space should reflect the character of the landscape context in which the development is located and help to develop the distinctiveness of the development. In built up areas formal open space can make a significant contribution to the streetscape and the appearance and quality of the urban area. The layout and implementation of formal open space areas will form part of the overall design and implementation of the development.
53. Kick-about areas and areas of public open space can attract noisy and boisterous behaviour which can adversely affect residential amenity. Location and layout of such facilities needs to be considered carefully to avoid interference with local amenity.
54. Play areas have to recognise the needs of the development and age groups they may be serving. The hierarchy of play areas should start with kick-about areas for older children, then address the equipped play areas for younger children with a very local provision of areas for toddlers on larger residential developments.
55. Safe and convenient use and access of public open space and play areas can largely be determined by location. In the interests of security equipped play areas and toddler play areas need to be overseen from adjacent properties and accessed on footpaths from residential properties without the need for the crossing of distributor roads.
56. Open space areas with a narrow access from the public road and located to the rear of dwellings and houses backing onto open space will not normally be permitted.
57. Equipment provided for play areas should be appropriate to the age group being served and competently installed. Where such play areas are being installed in areas of existing residential accommodation liaison should take place with local communities to establish needs, layout and location.
58. In certain circumstances, when a major area of public open space is available in close proximity to a proposed housing development, the requirements regarding the provision of open space may be relaxed. It will be conditional that adjacent open space is suitable for use by the residents of the housing scheme, and that adequate access is available to such open space. In these circumstances a financial contribution is required towards the cost of the provision, management and improvement of the public open space being availed of.
59. In some cases, infill housing schemes in the central areas of towns and villages may not be required to comply with the open space provision requirements, provided adequate play

Kilrush Development Plan 2002

areas are provided, together with areas provided with hard landscaping and suitable for passive recreation.

60. A relaxation of the standards may be considered where the gross density of a housing scheme is less than 6 dwellings per hectare, as the provision of space within the dwelling curtilages over and above the minimum required may be taken into account.

Roads and Pedestrian Links

61. Road design can have a significant effect upon the environmental quality of a development. Flexibility in the use of road standards allows for the conservation, enhancement or creation of a landscape character that can have significant effects upon the quality of life for the area.
62. Road design and construction will generally be required to comply with the current edition of the "Recommendations for Site Development Works in Housing Areas" published by the Department of Environment and Local Government November, 1998 and any subsequent amendments.
63. For developments of more than 60 dwellings, or for developments which form part of a larger development which will contain more than 60 dwellings, the Council will normally require the provision of a distributor road with no direct dwelling access, such that no road with direct dwelling access serves more than 60 dwellings.
64. Where distributor roads are required, and where developments are proposed or required to take place in a number of phases, the Council will normally require that the distributor road be designed and constructed to a standard capable of accommodating construction traffic.
65. Measures should be taken at design stage which prevents the estate being used as a 'short-cut' and restricts through traffic. Layouts, which give priority to pedestrians, shall be encouraged.
66. In the interests of good design and traffic safety, the Council will not normally permit the provision of long straight road sections within housing areas.
67. The width of roadway required will generally be related to the number of dwellings being served. The Council shall generally require that the following standards be met:

Distributor Frontage will be restricted except in exceptional circumstances. The road shall generally be a minimum of 7.5 metres wide with two footpaths, each two metres wide separated by a grass margin from the road. The width of footpaths and grass margins may be reduced where cycle facilities are to be provided.

Collector Limited access will be permitted. Minimum road width shall generally be six metres with two footpaths each two metres wide. Grass margins may be required.

Cul-de-Sacs While generally not more than 35 dwellings shall be permitted, loops may serve up to 50 houses. Road width shall generally be 5.5 metres, with two 1.5 metre wide footpaths. A single footpath may suffice where the cul-de-sac serves less than 20 houses. In smaller cul-de-sacs serving less than 10 houses footpaths may not be required if it is clear that pedestrian priority is paramount.

68. Road layouts shall make allowances for the requirements of service and emergency vehicles.
69. The use of traffic calming measures e.g. ramps, pinch points, chicanes, appropriate surface treatments will be required where necessary.

Kilrush Development Plan 2002

70. Pedestrian links through and between housing areas, connecting to open space areas and facilitating access to community facilities will be required where appropriate. Routes should be adequately lit where appropriate and designed in a manner to prevent motorised access.

71. Road drainage constructed so as to discharge to a stream, ditch, watercourse, or surface water sewer shall be designed in a manner that does not result in pollution of or damage to water courses.

Street Lighting

72. Lighting shall be provided in accordance with guidelines contained in 'Recommendations for Site Development Works in Housing Areas' of the Department of Environment and Local Government, November 1998 and any subsequent amendments.

73. Street lighting in housing schemes will normally be required to be provided in accordance with a standard which will provide a reasonable level of amenity lighting within the scheme.

74. Lighting of distributor roads within large housing schemes will generally be required to be of a standard which provides illumination sufficient to ensure the safe movement of traffic in accordance with ESB's publication '*Public Lighting in Residential Estates*'

Crime Prevention

75. Fear of crime can be dealt with by the careful design and layout of development.
- i. Development should avoid creating public areas that are not overlooked by adjacent housing or businesses.
 - ii. Rear entrance yards and access points should be open to view from the street and adequately lit.
 - iii. Footpaths should be open to one side and not pass between buildings or dense vegetation unless very short in length.

Car and Cycle Parking Standards²¹

Use	Central Areas	Other Areas	Cycle Parking ²²
Dwelling	1 for 3 bed, 2 for 4 Bed	1 for 3 bed, 2 for 4 Bed	With garage none: without garage 1 secured space ²³ per unit
Flat/Apartment	0.75 space per bedroom	0.75 space per bedroom	1 secured space per flat or apartment
Guest House/B&B	1 space per bedroom plus 1 space	1 space per bedroom plus 1 space	1 secured space per 10 bedrooms
Hotel ²⁴	1 space per bedroom plus 1 space per 10 bedrooms	1 space per bedroom plus 1 per 10 bedrooms	1 secured space per 10 bedrooms : 2.5 spaces per 100m ² of dining area : 4 spaces per 100m ² of bar/dance floor
Hostel	1 space per bedroom	1 space per bedroom	1 secured space per 10

²¹ Where reference is made to floor areas, it shall imply gross floor area

²² standards are based upon urban requirements and may be relaxed in rural areas

²³ a secured space is a space inside a building or structure where no part of the bicycle is accessible

²⁴ Excluding function rooms or bars

Kilrush Development Plan 2002

			bed spaces
Caravan/Camping Site	1 space per pitch	1 space per pitch	1 space per pitch
General Industry/Manufacturing	2 spaces per 100m ²	2 spaces per 100m ²	1 space per 100m ²
Warehousing	1 space per 100m ²	2 spaces per 100m ²	1 space per 1000m ²
Offices General	2 spaces per 100m ²	2 spaces per 100m ²	1 space per 8 members of staff : 1 space per 100m ²
Medical/Dental/Bank /Financial/Insurance	2 spaces per 100m ²	3 spaces per 100m ²	1 space per 8 staff : 1 space per consulting room
Local Shop	2 spaces per 100m ²	3 spaces per 100m ²	1 space per 8 staff: 1 space per 100m ²
Shopping Centre/Large individual/Retail Store			
	5 spaces per 100m ²	6 spaces per 100m ²	1 space per 8 staff : 24 spaces per 1000m ²
Take-Aways²⁵	3 spaces per take-away	3 spaces per take-away	1 space per 8 staff : 1 space per 100m ²
Garages	1 space per 100m ²	1 space per 100m ²	1 space per 8 staff
Cash & Carry	3 spaces per 100m ²	4 spaces per 100m ²	1 space per 8 staff : 20 spaces per 1000m ²
Retail Warehousing	4 spaces per 100 m ²	5 spaces per 100 m ²	1 space per 8 staff : 20 spaces per 1000m ²
Restaurant/Cafe	10 spaces per 100m ²	12.5 spaces per 100m ²	1 space per 8 staff : 5 spaces per 100m ² :
Crèches/Playschool/ Nurseries	1 per employee and 0.25 per child	1 per employee and 0.25 per child	1 space per 8 staff
Ballrooms/Dance Clubs/Function Rooms	20 spaces per 100m ²	33.3 spaces per 100m ²	2 spaces per 100m ²
Cinema/Theatre	0.25 space per seat	0.33 space per seat	1 space per 20 fixed seats
Licensed Premises	10 spaces per 100m ²	33.33 spaces per 100m ²	1 space per 8 staff ; 1 space per 100m ²
Amusement Arcades	1 space per 100m ²	2 spaces per 100m ²	1 space per 100m ²
Hospital²⁶	1 space per patient bed	1 space per patient bed	1 space per 8 staff 5 spaces per 100 beds
Nursing Homes²⁷	0.33 space Per patient bed	0.33 space Per patient bed	5 spaces per 100 beds 1 space per 8 staff
Primary Schools²⁸	1 space per classroom	1.5 spaces per classroom	1 space per 8 staff 1 space per 10 students
Secondary Schools/Colleges²⁹	1 space Per classroom	2 spaces Per classroom	1 space per 8 staff : 1 space per 5 students
Churches	0.1 space per 100m ²	0.2 space per 100m ²	1 space per 20 fixed seats
Library/Museum	2 spaces per 100m ²	4 spaces per 100m ²	1 space per 8 staff : 4 spaces per 100m ²
Golf Course/Pitch & Putt	2 spaces per hole	4 spaces per hole	
Golf Driving Range	0.25 Per 0.5 m base line	0.5 Per 0.5 m base line	

²⁵ If Restaurant included, additional parking standards will apply

²⁶ Additional Operational car parking spaces may be required

²⁷ Additional Operational car parking spaces may be required

²⁸ Bus Circulation Area may also be required

²⁹ Bus Circulation Area may also be required

Kilrush Development Plan 2002

Athletics /Playing Fields	5 per track/field	10 per track/field	2 spaces per track/field
Tennis Courts	1 space per Court	2 spaces per Court	2 spaces per court
Community Centre/ Sports Centre³⁰	2 spaces per 100m2	4 spaces per 100m2	1 space per 8 staff : 4 spaces per 100m2
Bowling Alley	2 spaces per lane	3 spaces per lane	1 space per 8 staff : 0.5 space per lane
Swimming Pool	5 spaces per 100m2	10 spaces per 100m2	1 space per 8 staff: 5 spaces per 100m2

³⁰ Plus a minimum of 2 car parking spaces per small court and 10 per large court

Kilrush Development Plan 2002

Kilrush Development Plan 2002

Kilrush Development Plan 2002

Kilrush Development Plan 2002

Kilrush Development Plan 2002

Appendix B/1

LS1 Historic Town Centre – Retail, Commercial and Residential – 14 hectares

1. The boundary of the Historic Town Centre is coincident with the Architectural Conservation Area. Within the identified Architectural Conservation Area there are several protected structures within the Historic Town Centre to which policy B3 of the Plan applies and a large number of buildings that are derelict or underused.
2. Policy B4 in the Plan applies specifically to the architectural conservation area and any development will be required to comply with it.
3. There are opportunities for the following development :
 - i. residential development on the upper floors of retail and commercial premises with rear access especially to properties on Henry Street and the south side of Moore Street.
 - ii. small retail outlets and professional services.
 - iii. a new medium sized hotel.
4. Additional take away restaurants and bars however will be considered carefully so as to protect the character of the streets and avoid any potential conflict with residential use.
5. Discussions should be undertaken with the County Fire Officer to ensure that building regulations do not result in loss of architectural or historic interior or exterior features whilst ensuring safe use of any building.
6. Until a special planning control scheme is in place proposals for significant developments should be undertaken in consultation with the County Conservation Officer who will be able to advise on design and restoration matters.
7. Developers are referred to the Planning and Development Act 2000 Sections 81 – 83 which lays out the special planning controls in architectural conservation areas that seek to protect the special values of the area.

Development Form

8. Historic Town centre development will have to respect the character and architectural form of the existing street scene. Particular attention to shop fronts and door and window openings will be required. On-site parking requirements can be relaxed where commuted payments are made towards off-street parking scheme elsewhere in the town centre.
9. Market Square forms the centre of the strong visual lines of the town formed by Francis Street, Henry Street and to a lesser degree Moore Street and Burton Street. Development should contribute to these strong visual axis by continuing the existing façade treatment along these streets.
10. The backs of properties within the historic core are visible from points within the town notably Killimer Road, Place de Plouzane and Back Road. Development will be expected to address the refurbishment of the rear of buildings and the small workshop/garages or sheds that exist in rear yards.
11. Pedestrian links through the unbroken facades of Henry Street and Moore Street should be considered as a way or revitalising back land areas and increasing pedestrian permeability of the town.

Kilrush Development Plan 2002

Appendix B/2

LS2 Town Centre Outside The Historic Town Centre – Mixed Use – 8 hectares

1. Within the town centre there is a range of existing buildings of different ages and styles which in the main complement each other. There are derelict or underused sites two in particular at the former Convent on Back Road and the former mill warehouses on Merchants Quay that offer opportunity for large scale developments. These buildings are protected structures to which policy B2 applies

Development Form

2. General design standards will apply to buildings outside the historic core of the town centre ensuring that new buildings contribute to and respect the street scene. Where site layout and orientation inhibit the provision of adequate on site car parking standards may be relaxed where commuted sums are made towards off street parking scheme elsewhere in the town centre.
3. Development of the former warehouse buildings should consider a mix of residential, community and retail uses. Development of the former Convent will lend itself to a single user. In both cases, the buildings are protected structures and any development will need to respect the historic and architectural features and values of the buildings and their curtilages.
4. Apart from the protected buildings and their settings there is opportunity to use more modern and innovative design introducing new materials into the street scene that can deliver a high quality but more radical appearance into the town.
5. Land allocated for car parking at The Glen will provide for a mix of car parking and public open space so as to act as a focus for communal activity, occasional markets and for static tourist information on a board or similar.
6. The land at The Glen includes the existing car parking in Place de Plouzane as well as a mixture of back yard and open space areas. The extension and formal layout of a car parking area with through access for cars and delivery vehicles needs to be integrated with safe and convenient through access for pedestrians focussed on a formal open space with seating and planted areas and the shopping area in Henry Street.

Kilrush Development Plan 2002

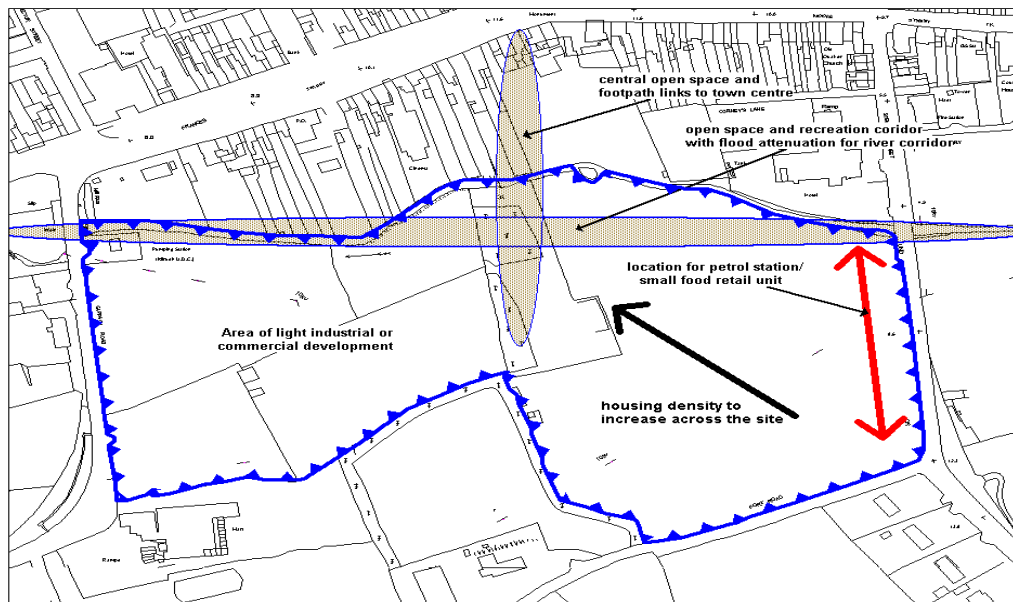
Appendix B/3

LS3 Killimer Road/Cappagh Road – Mixed uses – 10 hectares

1. The land contained by Fort Road, Killimer Road, Cappagh Road and the Wood River are at present in agricultural use. The eastern land adjacent to Killimer Road which has a high environmental quality being adjacent to the Wood River and close to the town centre is appropriate for residential use with opportunities for road frontage development such as a petrol filling stations.
2. The western part of the site accessed from the Killimer Road will accommodate an extension of existing light industrial and commercial activity in the area and other employment uses involving light industrial or commercial development whilst providing sufficient land to allow for surface water management and safeguarding the environment of the Wood River corridor.

Development Form

3. This site offers the best opportunity for a mix of well designed private and affordable housing. Development of the site will be phased to respond to market demand and to accord to principles of sustainable development. House design and layout must be dense enough to reflect its location close to the town centre with densities decreasing across the site north to south. Part of the site close to the Wood River should provide quality open space area that can provide surface water storage and attenuation to alleviate risks of flooding.
4. A public footpath will be provided in a thirty metre corridor of open space alongside the Wood River from Killimer Road to Cappagh Road capable of being extended to the Vandeleur Estate at The Terret. Pedestrian links to the town centre across the Wood River will satisfy the sustainability criteria for development minimising the need for using the motor car.
5. This site is on an important entry to the town and should reflect the character of the town encouraging potential visitors to stop. The presence of a petrol filling station on the Killimer Road will serve the traffic accessing the Killimer-Tarbet ferry and could provide a small flexible retail outlet for nearby housing.



Kilrush Development Plan 2002

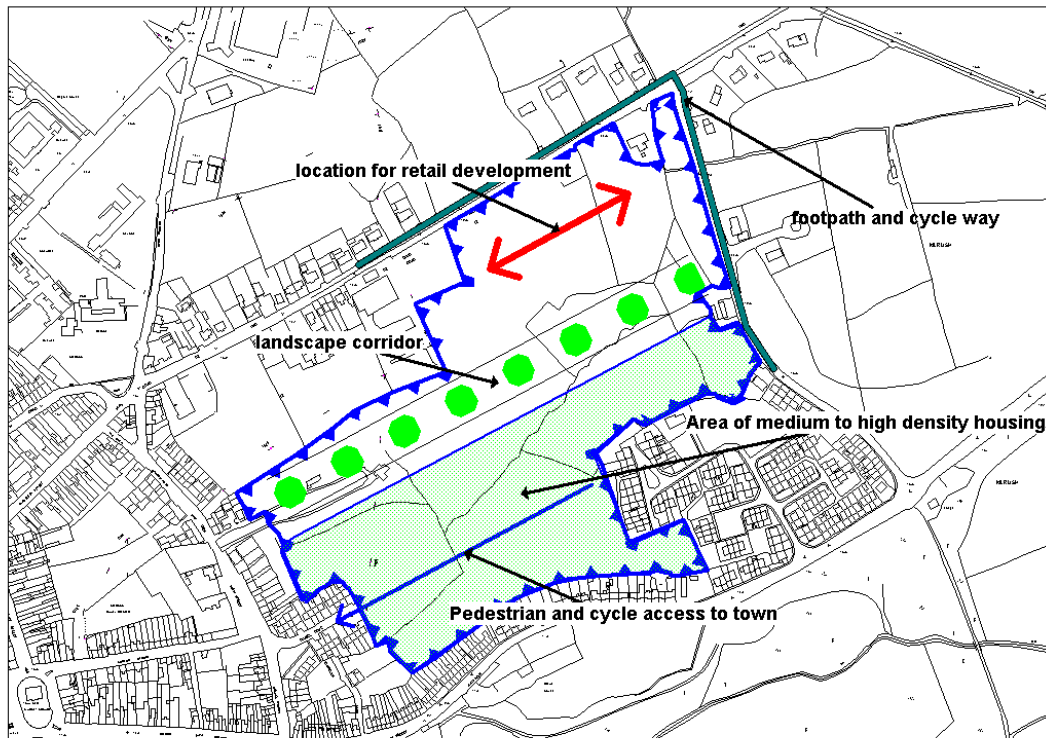
Appendix B/4

LS4 Ennis Road – Retail and Residential– 16 hectares

1. It includes a low ridge that is prominent from the Ennis Road and divides the site between land to the rear of Grace Street and the John Paul Estate and the Ennis Road. This ridge should be used to provide a corridor of open space linking back into the town centre with pedestrian and cycle access.
2. The Ennis Road frontage will provide space for large-scale retail uses. The remainder of the site should be part wooded landscaped open space and part recreational area on the high ground, with medium to high density residential development to the rear of Grace Street offering private and affordable housing.
3. Access for housing should be from Wilson's Road and provide no through access for traffic.

Development Form

4. In the development of this site, phasing will be used to bring forward elements of landscaped open space along with retail or residential development delivered either by developers of the site or, through a commuted payment scheme, by the Council. Densities will decrease across the site with the highest density being closest to the town. Parking requirements for the highest density housing could be relaxed.



Kilrush Development Plan 2002

Appendix B/5

LS5 Industrial Estate, Cooraclare Road – Industrial – 5 hectares

1. This site is allocated for industrial development and comprises areas of open ground in amongst or adjacent to existing industrial development. Good road access to the main roads without the need to pass through the town centre offers good transport links avoiding town congestion. This can be enhanced by the development of a direct road access from Ennis Road. Water and sewage infrastructure is good and possibilities to link into a secondary back up water supply exist.

Development Form

2. Market forces will determine size and layout of buildings. The prominence of the site from the Ennis Road and where exposed to views from the Kilkee Road to the west may require sensitive treatment of above average height buildings. Improved access for pedestrians and cyclists to the town centre will be sought

Kilrush Development Plan 2002

Appendix B/6

LS6 Marina – Commercial and Leisure – 4 hectares

1. The location of the marina at the end of Frances Street lacks visual focus when viewed from the town centre. Any development should create that visual focus by providing a significant feature of public art at the junction of Merchants Quay with Pella Road.

Development Form

2. The marina, activity and boatyard which dominate Kilrush Creek call for a development style that compliments them whilst creating a unifying identity for this part of the urban area. There will be a requirement to provide sufficient parking for any proposed development, including the use of the marina and the general visiting public attracted to the area by the visual and environmental quality of the Creek.
3. The former seaweed factory, used as a wood store, has significant quayside and can offer complimentary facilities for the marina as well as facilities in support of commercial operations that exploit the tourism potential of the potential and the wildlife that inhabits it.
4. The recreational opportunities that are offered by the route of the former West Clare railway must be safeguarded to provide a recreational link between the town and the open countryside and to conserve the historic interest of the former railway that played a key part in the towns history.
5. The scale and proportion of any development must respect the overall impact on the skyline of the town especially when viewed from the estuary. Care must also be taken to protect views of the creek and more distant views out into the estuary from the Leadmore Road.

Kilrush Development Plan 2002

Appendix B/7

LS7 Leadmore Road – Residential – 2.3 hectare

1. The site is in a scenic location where views from the north over the estuary are protected by Policy N4. Development must therefore conform with that policy and not obstruct nor adversely effect the views from Pella Road and need to be designed accordingly.

Development Form

2. This is a site on the edge of the town and density must reduce across the site so as not to create a hard urban edge. Particular attention must be given to layout, scale, materials and to extensive and substantial landscape schemes that allow development to be absorbed into the landscape and contribute to and enhance.
3. The opportunity to provide affordable housing on the site should be pursued with the Planning Authority or their designated agency as provided for in the Housing Strategy. This approach will ensure that the overall quality of the development and its landscape scheme will conform to the high standards required in this location.

Kilrush Development Plan 2002

Kilrush Development Plan 2002

Appendix C

List of Protected Structures:

- K.1 A.Ryan & Son Warehouse, John Street, Kilrush
- K.2 Brodericks. 56 Moore Street, Kilrush
- K.3 Cappagh Pier
- K.4 Clare Motor Rewinds, Warehouse, The Square, Kilrush
- K.5 Community Centre, Toler Street, Kilrush
- K.6 F.A.S. Building, Fair Green (off), Kilrush
- K.7 Glynn Marine Supplies, Warehouse, Kilrush
- K.8 Mrs G.Glynn's House, Merchant's Quay/Frances Street, Kilrush
- K.9 House (The Monastery), Merchant's Quay, Kilrush
- K.10 The Old Convent, Pound Street, Kilrush
- K.11 Crotty's Bar, The Square, Kilkee
- K.12 Lillis Travel(Façade), Moore Street, Kilrush
- K.13 Manchester Martyrs Monument, Francis Street
- K.14 Broomhill House, Kilrush
- K.15 O'Sullivan's, Moore Street, Kilrush
- K.16 Saunders, Moore Street, Kilrush
- K.17 St Senan's Catholic Church, Toler St
- K.18 St Senan's Church of Ireland, Grace Street, Kilrush
- K.19 The Courthouse, Moore Street, Kilrush
- K.20 The Square Holiday Homes, Tower & Walls, Fort Rd, Cappagh,
- K.21 Vandeleur Mausoleum, St. Senan's C.of Irl.
- K.22 Vandeleur Estate, Feagarroge
- K.23 Warehouse, Merchants Quay/Corn Mill, Kilrush
- K.24 P Keating, shop front, Moore Street, Kilrush
- K.25 P.J. Kennedy, shop front Moore Street, Kilrush
- K.26 Market House, Market Sq, Kilrush
- K.27 The stables in Vandeleur Estate Wood
- K.28 The Gate lodge at the entrance to the Vandeleur Estate Woods to the east of the town
- K.29 The Limekiln, Limekiln Road
- K.30 The Engine turntable at Cappagh Pier
- K.31 Bonnie Doon House, Market Square, Kilrush
- K.32 Estate Cottage, Wilson Rd, Kilrush
- K.33 Leadmore House, Kilrush
- K.34 House of late Joe Hawes, Moore St, Kilrush
- K.35 Station House, Merchants Quay, Kilrush
- K.36 2 cast iron pumps, Cappagh, Kilrush
- K.37 W.C Engine House, Merchant's Quay, Kilrush

Kilrush Development Plan 2002

Kilrush Development Plan 2002

Appendix D

List of Consultees

NAME	ORGANISATION & ADDRESS
Tim Whelan	Bord Gas, Dock Rd, Limerick
Yvonne Bogdanovic,	Chorus, Corporate House, Mungret St, Limerick
Seamus McNulty	Mid-Western Health Board, Tobertaoscaun, Ennis, Co. Clare
Antoinette O' Neill	Architectural Advisor, Arts Council, 70 Merrion Sq, Dublin 2
Minister DeValera	Dun Aimhirgin, 43-49 Mespil Rd, Dublin 4
Rev. R.C Hanna	The Rectory, Bindon St, Ennis
Fr Michael Sheedy	Toler St, Kilrush
Tom Shanahan	Teagasc, Station Rd, Ennis
Mark Reidy	Chamber of Commerce, Henry St, Kilrush
Donal Griffin	FAS,42 Parnell St, Ennis
Michael Cullinan	E.S.B, Carmody St, Ennis
John Coridan	Esat Digifone, Plassey Technological Park, Castletroy, Co. Limerick
Fred Quinn	Eircell Ltd, Blackthorn House, Bracken Rd, Sandyford Industrial Estate, Dublin
Gerry Morrissey	Eircom, Telecentre, The Market, Ennis
Jimmy Conroy	Duchas, Vandeleur Centre, Kilrush, Co. Clare
Dermot Ahern	Minister, Department of Social Community & Family Affairs, Aras Mhic Dhiarmada, Store St, Dublin 1
Mary O' Rourke	Minister, Department of Public Enterprise, 44 Kildare St, Dublin 2.
Frank Fahy	Minister, Department of Marine & Natural Resources, Lesson Lane, Dublin 2.
Mary Harney	Minister for Enterprise, Trade & Employment, Kildare St, Dublin 1.
Michael Woods	Minister, Department of Education & Science, Marlborough St, Dublin 1.
John McLoughlin	Regional Manager, Bus Eireann, Parnell St, Limerick.
John O' Sullivan	Planning Office, An Taisce, Taylor's Hall, Dublin 2.
Sylvester O' Dwyer	Superintendent, Garda Siochana, Moore St, Kilrush
Eamon Naughton	County Development Board, Clare County Council, New Rd, Ennis.
Jack Bourke	Company Secretary, Shannon Development, Town Centre, Shannon, Co. Clare
Martin Nolan	County Manager, Kerry County Council, Aras an Chontae, Tralee, Co. Kerry.
Willie Moloney	Manager, Clare County Council, New Rd, Ennis
Diarmuid Collins	Secretary, An Bord Pleanala, Floor 3, Block 6, Irish Life Centre, Lower Abbey St, Dublin 1
Noel Dempsey	Department of the Environment & Local Government, Custom House, Dublin 1.

Kilrush Development Plan 2002

Kilrush Development Plan 2002

Kilrush Development Plan 2002

Appendix E

CRITERIA FOR ENVIRONMENTAL ASSESSMENTS

1.0 Description Of The Development, The Local Environment And The Baseline Conditions

1.1 Description of the development

The purpose and objectives of the development should be explained. The description of the development should include the physical characteristics, scale and design as well as quantities of material needed during construction and operation. The operating experience of the operator and the process, and examples of appropriate existing plant, should also be given.

1.2 Site description

The area of land affected by the development should be clearly shown on a map and the different land uses of this area clearly demarcated. The affected site should be defined broadly enough to include any potential effects occurring away from the construction site (e.g. dispersal of pollutants, traffic, changes in channel capacity of water courses as a result of increased surface run off etc.)

1.3 Residuals

The types and quantities of waste matter, energy and residual materials and the rate of which these will be produced should be estimated. The methods used to make these estimations should be clearly described, and the proposed methods of treatment for the waste and residual materials should be identified. Waste should be quantified wherever possible.

1.4 Baseline conditions

A description of the environment as it is currently and as it could be expected to develop if the project were not to proceed. Some baseline data can be gathered from existing data sources, but some will need gathering and the methods used to obtain the information should be clearly identified. Baseline data should be gathered in such a way that the importance of the particular area to be affected can be placed into the context of the region or surroundings and that the effect of the proposed changes can be predicted.

2.0 Identification And Evaluation Of Key Impacts

2.1 Identification of impacts and Method Statement

The methodology used to define the project specification should be clearly outlined in a Method Statement. This statement should include details of consultation for the preparation of the scoping report, discussions with expert bodies (e.g. Planning Authority, Duchas, Heritage Council etc.) and the public, and reference to panels of experts, guidelines, checklists, matrices, previous best practice examples of environmental assessments on similar projects (whichever are appropriate).

Kilrush Development Plan 2002

Consideration should be given to impacts which may be positive or negative, cumulative, short or long term, permanent or temporary, direct or indirect. The logic used to identify the key impacts for investigation and for the rejection of others should be clearly explained. The impacts of the development on human beings, flora and fauna, soil, water, air, climate, landscape, material assets, cultural heritage, or their interaction, should be considered. The Method Statement should also describe the relationships between the promoter, the planning, engineering and design teams and those responsible for the ES.

2.2 Prediction of impact magnitude

The size of each impact should be determined as the predicted deviation from the baseline conditions, during the construction phase and during normal operating conditions and in the event of an accident when the proposed development involves materials that could be harmful to the environment (including people).

The information and data used to estimate the magnitude of the main impacts should be clearly described and any gaps in the required data identified. The methods used to predict impact magnitude should be described and should be appropriate to the size and importance of the projected disturbance. Estimates of impacts should be recorded in measurable quantities with ranges and/or confidence limits as appropriate. Qualitative descriptions where necessary should be as fully defined as possible (e.g. "insignificant means not perceptible from more than 100m").

2.2 Assessment of impact significance

The significance of all those impacts which remain after mitigation should be assessed using the appropriate national and international quality standards where available. Where no such standards exist, the assumptions and value systems used to assess significance should be justified and the existence of opposing or contrary opinions acknowledged.

3.0 Alternatives and mitigation

3.1 Alternatives

Alternative sites should have been considered where these are practicable and available to be developed. The main environmental advantages and disadvantages of these should be discussed in outline, and the reasons for the final choice given. Where available, alternative processes, designs and operating conditions should have been considered at an early stage of project planning and the environmental implications of these outlined.

3.2 Mitigation

All significant adverse impacts should be considered for mitigation and specific mitigation measures put forward where practicable. Mitigation methods considered should include modification of the project, compensation and the provision of alternative facilities as well as pollution control. It should be clear to what extent the mitigation methods will be effective. Where the effectiveness is uncertain or depends on assumptions about operating procedures, climatic conditions etc, data should be introduced to justify the acceptance of these assumptions.

Kilrush Development Plan 2002

3.3 Commitment to mitigation

Clear details of when and how the mitigation measures will be carried out should be given. When uncertainty over impact magnitude and/or effectiveness of mitigation over time exists, monitoring programmes should be proposed to enable subsequent adjustment of mitigation measures as necessary.

4.0 Communication of results

Presentation

The report should be laid out clearly with the minimum amount of technical terms. An index, glossary and full references should be given and the information presented so as to be comprehensible to the non specialist.

4.2 Balance

The environmental statement should be an independent objective assessment of environmental impacts not a best case statement for the development. Negative impacts should be given equal prominence with positive impacts and adverse impacts should not be disguised by euphemisms or platitudes. Prominence and emphasis should be given to predict large negative or positive impacts.

4.3 Non technical summary

There should be a non technical summary outlining the main conclusions and how they were reached. The summary should be comprehensive, containing at least a brief description of the project and the environment, an account of the main mitigating measures to be undertaken by the developer, and a description of any remaining or residual impacts. A brief explanation of the methods by which these data were obtained and an indication of the confidence which can be placed in them should also be included.