

# Kilrush Development Plan 2002

## Variation No.3

Kilrush Urban District  
Council  
Town Hall, The Square,  
Kilrush, Co. Clare



December 2005

Forward Planning Section  
Clare County Council  
New Road, Ennis,  
Co. Clare

# ***Kilrush Development Plan 2002 – Variation No. 3***

## **Kilrush Development Plan 2002**

### **Variation No. 3**

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# **Kilrush Development Plan 2002 – Variation No. 3**

## **Variation No. 3**

- 3.1 Part A – Chapter 1, Development Strategy for Kilrush Urban Area, page 7, Strategic Development Zone LS2 change zoning of Place de Plouzane from car-park to Proposal Site and add text at end of paragraph to read as follows:

*To this aim, Place de Plouzane is identified as a Proposal Site which seeks to provide for a mixed development, an integral element of which will continue to be for car-parking.*

- 3.2 Part A – Chapter 1, Development Strategy for Kilrush Urban Area, page 7, Strategic Development Zone LS5. Amend area to 19 hectares.

- 3.3 Part A – Chapter 1, Development Strategy for Kilrush Urban Area, page 7, Strategic Development Zone LS6. Amend area to 5.5 hectares.

- 3.4 Part A – Chapter 1, Development Strategy for Kilrush Urban Area, page 8 change heading to read "Other Settlement Land". Paragraph 31 replace the text with the following:

*Development within this area will be mainly commercial and retail. Proposals for residential development will be required to ensure the existing character of the immediate area be maintained and where possible reinforced whilst also seeking to support and strengthen the service base.*

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*Kilrush is identified within the Mid West Regional Strategy and Planning Guidelines (May 2004) as one of the towns for government decentralisation.*

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### **Proposal Site**

*The proposal site at Place de Plouzane is specifically identified as it is centrally located directly adjacent to the town centre core with potential for pedestrian links to the main street of the town. The site provides the opportunity for a*

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### **Variation 3.1, 3.2, 3.3, 3.4**

#### **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. To this aim, Place de Plouzane is identified as a Proposal Site which seeks to provide for a mixed development, an integral element of which will continue to be for car-parking.

##### **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.

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### **LS5 Industrial Estate, Cooraclare Road – Industrial – 19 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 – 5.5 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.

### **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.

### **Other Settlement Land**

28. 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.
29. Developments within this area will be mainly commercial and retail. Proposals for residential development will be required to ensure the existing character of the immediate area be maintained and where possible reinforced whilst also seeking to support and strengthen the service base.

### **Open Countryside**

31. 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

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for the built up area. Development within these areas is only anticipated where it is necessary to sustain the existing uses of that area.

32. 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.

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### Variation 3.5

<b>Zoning Matrix Land Use</b>	Residential Policy H4/H5	Town Centre Policy R1/2/3/4	Other Settlement Land 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	? <sup>1</sup>	Policy R2	Policy E1	? <sup>1</sup>	? <sup>1</sup>	? <sup>1</sup>	? <sup>1</sup>
Professional Services	? <sup>1</sup>	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

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### **Variation 3.6**

10. Future growth in employment has been identified within the postal services and elsewhere amongst existing employers in the area<sup>1</sup>. 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 is identified within the Mid West Regional Strategy and Planning Guidelines (May 2004) as one of the towns for government decentralisation. 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***

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<sup>1</sup> Discussions with Employers – Clare County Council 2001

## ***Kilrush Development Plan 2002 – Variation No. 3***

### **Variation 3.7**

Residential Development Outside Land Zoned for Housing

**H7 PROPOSALS FOR RESIDENTIAL DEVELOPMENT ON OTHER SETTLEMENT LAND OUTSIDE AREAS ZONED FOR HOUSING OR WITHIN THE TOWN CENTRE WILL BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT :**  
**LAND ALLOCATED FOR RESIDENTIAL DEVELOPMENT ELSEWHERE IN THE PLAN AREA HAS BEEN FULLY DEVELOPED ; AND**  
**THE SITE IS AN INFILL SITE BETWEEN OTHER RESIDENTIAL PROPERTIES OR IS A DERELICT OR OBSOLETE BUILDING; AND**  
**DEVELOPMENT WILL NOT PREJUDICE THE AMENITIES OF ADJOINING OCCUPIERS; AND**  
**DEVELOPMENT WILL NOT RESULT IN ADVERSE TRANSPORT OR ENVIRONMENTAL EFFECTS; AND**  
**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:**  
**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**  
**NOT PREJUDICE THE AMENITIES OF ADJOINING OCCUPIERS; AND**  
**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**  
**NOT PREJUDICE THE RETENTION OF ADEQUATE PRIVATE AMENITY SPACE AND ADEQUATE PRIVATE AMENITY SPACE IS PROVIDED FOR ANY NEW SEPARATELY OCCUPIED DWELLING.**

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

### **Variation 3.8 and 3.9**

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### 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 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. Opportunity 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 – Variation No. 3***

## **Variation 3.10**

### **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.

#### **Proposal Site**

5. The proposal site at Place de Plouzane is specifically identified as it is centrally located directly adjacent to the town centre core with potential for pedestrian links to the main street of the town. The site provides the opportunity for a comprehensive mixed development, incorporating an element of off-street public parking and formal public open space, which will reinforce the town centre and make an overall positive contribution to the sustainable development of the town.
6. The site is located directly adjacent to the Architectural Conservation Area and therefore development proposals will be required to ensure they compliment the style, form and character of the existing buildings and streetscapes within it as presented in paragraphs 2 to 4 above.

## ***Kilrush Development Plan 2002 – Variation No. 3***

### **Variation 3.11**

#### **Appendix B/5**

#### **LS5 Industrial Estate, Cooraclare Road – Industrial – 19 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

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### **Variation 3.12**

#### **Appendix B/6**

#### **LS6 Marina – Commercial and Leisure – 5.5 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.

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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. To this aim, Place de Plouzane is identified as a Proposal Site which seeks to provide for a mixed development, an integral element of which will continue to be for car-parking.

##### **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.

## ***Kilrush Development Plan 2002 – Variation No. 3***

### **LS5 Industrial Estate, Cooraclare Road – Industrial – 19 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 – 5.5 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.

### **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.

### **Other Settlement Land**

28. 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.
29. Developments within this area will be mainly commercial and retail. Proposals for residential development will be required to ensure the existing character of the immediate area be maintained and where possible reinforced whilst also seeking to support and strengthen the service base.

### **Open Countryside**

31. 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

### ***Kilrush Development Plan 2002 – Variation No. 3***

for the built up area. Development within these areas is only anticipated where it is necessary to sustain the existing uses of that area.

32. 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 – Variation No. 3

### Variation 3.5

<b>Zoning Matrix Land Use</b>	Residential Policy H4/H5	Town Centre Policy R1/2/3/4	Other Settlement Land 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	? <sup>1</sup>	Policy R2	Policy E1	? <sup>1</sup>	? <sup>1</sup>	? <sup>1</sup>	? <sup>1</sup>
Professional Services	? <sup>1</sup>	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 – Variation No. 3***

### **Variation 3.6**

10. Future growth in employment has been identified within the postal services and elsewhere amongst existing employers in the area<sup>1</sup>. 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 is identified within the Mid West Regional Strategy and Planning Guidelines (May 2004) as one of the towns for government decentralisation. 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***

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<sup>1</sup> Discussions with Employers – Clare County Council 2001

## ***Kilrush Development Plan 2002 – Variation No. 3***

### **Variation 3.7**

Residential Development Outside Land Zoned for Housing

**H7 PROPOSALS FOR RESIDENTIAL DEVELOPMENT ON OTHER SETTLEMENT LAND OUTSIDE AREAS ZONED FOR HOUSING OR WITHIN THE TOWN CENTRE WILL BE PERMITTED WHERE IT CAN BE CLEARLY DEMONSTRATED THAT :**  
**LAND ALLOCATED FOR RESIDENTIAL DEVELOPMENT ELSEWHERE IN THE PLAN AREA HAS BEEN FULLY DEVELOPED ; AND**  
**THE SITE IS AN INFILL SITE BETWEEN OTHER RESIDENTIAL PROPERTIES OR IS A DERELICT OR OBSOLETE BUILDING; AND**  
**DEVELOPMENT WILL NOT PREJUDICE THE AMENITIES OF ADJOINING OCCUPIERS; AND**  
**DEVELOPMENT WILL NOT RESULT IN ADVERSE TRANSPORT OR ENVIRONMENTAL EFFECTS; AND**  
**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:**  
**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**  
**NOT PREJUDICE THE AMENITIES OF ADJOINING OCCUPIERS; AND**  
**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**  
**NOT PREJUDICE THE RETENTION OF ADEQUATE PRIVATE AMENITY SPACE AND ADEQUATE PRIVATE AMENITY SPACE IS PROVIDED FOR ANY NEW SEPARATELY OCCUPIED DWELLING.**

## ***Kilrush Development Plan 2002 – Variation No. 3***

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

### **Variation 3.8 and 3.9**

## ***Kilrush Development Plan 2002 – Variation No. 3***

### 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 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. Opportunity 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 – Variation No. 3***

## **Variation 3.10**

### **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.

#### **Proposal Site**

5. The proposal site at Place de Plouzane is specifically identified as it is centrally located directly adjacent to the town centre core with potential for pedestrian links to the main street of the town. The site provides the opportunity for a comprehensive mixed development, incorporating an element of off-street public parking and formal public open space, which will reinforce the town centre and make an overall positive contribution to the sustainable development of the town.
6. The site is located directly adjacent to the Architectural Conservation Area and therefore development proposals will be required to ensure they compliment the style, form and character of the existing buildings and streetscapes within it as presented in paragraphs 2 to 4 above.

## ***Kilrush Development Plan 2002 – Variation No. 3***

### **Variation 3.11**

#### **Appendix B/5**

#### **LS5 Industrial Estate, Cooraclare Road – Industrial – 19 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 – Variation No. 3***

### **Variation 3.12**

#### **Appendix B/6**

#### **LS6 Marina – Commercial and Leisure – 5.5 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.