



Clare County Council
New Road, Ennis, Co. Clare



Tipperary County Council
Civic Offices, Limerick Road, Nenagh, Co. Tipperary



KILLALOE-BALLINA

TOWN ENHANCEMENT & MOBILITY PLAN

January 2022

ACKNOWLEDGEMENTS

The Plan has been prepared by a multi-disciplinary team comprising land use planners, architects, landscape architects, urban designers, conservation experts, transport engineers and ecologists /environmental specialists, on behalf of Clare County Council and Tipperary County Council.

The team would like to acknowledge and thank the support and guidance of the steering team from the Councils, particularly:

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We thank the Elected Members of both Municipal Districts:

Killaloe Municipal District:

Cllr. Joe Cooney - Cathaoirleach
Cllr. Pat Hayes
Cllr. Pat Burke
Cllr. Alan O'Callaghan
Cllr. Tony O'Brien

Nenagh Municipal District:

Cllr. Michael O'Meara - Cathaoirleach
Cllr. Fiona Bonfield
Cllr. Joe Hanigan
Cllr. John 'Rocky' McGrath
Cllr. Ger Darcy
Cllr. Hughie McGrath
Cllr. Seamus Morris
Cllr. Dr. Phyll Bugler
Cllr. John Carroll

The Killaloe-Ballina Town Enhancement & Mobility Plan was endorsed by the Elected Members at the Killaloe Municipal District meeting on the 10th November 2021 and the Nenagh Municipal District on the 18th November 2021. At the Council meetings of both Clare County Council and Tipperary County Council on the 13th December 2021, the Plan received overall endorsement.

Notification of the Plan and the Plan's Strategic Environmental Assessment (SEA) and Appropriate Assessment were issued to the Minister of Housing, Local Government and Heritage on 12th November 2021 and as such the Plan takes effect from January 2022.

**KILLALOE-BALLINA
TOWN ENHANCEMENT & MOBILITY PLAN**

**DOWNEY
MESH ARCHITECTS
CURTINS
CAAS LTD.**

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INTRODUCTION



INTRODUCTION

The Killaloe-Ballina Town Enhancement and Mobility Plan has been prepared on behalf of both Clare County Council and Tipperary County Council to seek a comprehensive coordinated guidance to improve transportation and mobility management as well as to stimulate the sustainable development and enhanced public realm for both Killaloe and Ballina. In light of the proposed Killaloe Bypass, Shannon Bridge Crossing and R494 Improvement Scheme, there is a unique opportunity to revitalise and reconnect the towns by re-imagining public spaces and connecting key landmarks with considered pedestrian and cyclist routes. It draws on the unique and special character of the area with 2 towns but essentially 1 people working and living closely together.

A multi-disciplinary approach is taken in this regard, to ensure that a holistic vision is created with innovative ideas for the future development of these closely aligned settlements.

The Plan does not form public policy. The Plan identifies non-binding criteria that will only become binding once the Plan is incorporated into the relevant Clare and Tipperary County Development Plans.

This Plan is a key action towards the fulfilment of objectives and policies set out in the Clare County Development Plan 2017-2023 (as varied): Volume 3c: Killaloe Municipal District (as varied), and North Tipperary Development Plan 2010-2016 (as varied).

The development of this Plan was based upon a continued process of dialogue and positive engagement with as many different people and groups from around the towns as possible. This has been achieved through two rounds of public consultation in August-September 2020 and July-August 2021 and the endorsement of the plan in November 2021 by the Elected Members of Killaloe Municipal District of Clare County Council and Nenagh Municipal District of Tipperary County Council.

In order to aid the success of the Plan, it has set out a number of proposals to enhance the towns and these range from long-term strategic proposals to short term wins that will help to kick-start the Plan. These proposals also help to ensure that there is a level of measurability regarding the success of the Plan.

The Plan also seeks to encourage the local business and resident communities to help with the enhancement of the study area and in this regard includes information on sources of funding that can be utilised in the implementation of the Plan.

ENVIRONMENTAL CONSIDERATIONS OF KILLALOE-BALLINA TOWN ENHANCEMENT & MOBILITY PLAN

STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

A screening for Strategic Environmental Assessment (SEA) determination has been made by Clare County Council and Tipperary County Council regarding the Killaloe-Ballina Town Enhancement and Mobility Plan.

This Killaloe-Ballina Town Enhancement & Mobility Plan will be non-statutory and will not form public policy. The Plan will identify non-binding criteria that will only become binding once the Plan is incorporated into the relevant Clare and Tipperary County Development Plans.

The SEA Directive [Article 3 (2)] requires, subject to certain exceptions, that SEA is carried out for all plans and programmes:

- (a) which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use and which set the framework for future development consent of projects that are subject to the EIA Directive 2011/92/EU, as amended, or
- (b) which, in view of the likely effect on sites, have been determined to require an assessment pursuant to Article 6 or 7 of Habitats Directive 92/43/EEC.

The SEA Directive has been transposed into Irish law by the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (Statutory Instrument No. (SI No. 435 of 2004), as amended, and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI No. 436 of 2004), as amended. Article 9 of the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (SI No. 435 of 2004), as amended, requires, subject to certain exceptions, that SEA is carried out for all plans and programmes:

- (a) which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications and tourism, and which set the framework for future development consent of projects listed in Annexes I and II to the Environmental Impact Assessment Directive, or
- (b) which are not directly connected with or necessary to the management of a European Site but, either individually or in combination with other plans, are likely to have a significant effect on any such site.

The Plan is not directly connected with or necessary to the management of a European Site; however, development of Killaloe/Ballina would have the potential to affect the integrity of European Sites. Consequently, it is being determined that it would be prudent and responsible to undertake Stage 2 AA of the Plan, aligned with AA requirements under: European Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora; and European Communities (Birds and Natural Habitats) Regulations 2011 (Statutory Instrument No. 477 of 2011), as amended.

The above has been adopted in order to ensure that environmental considerations have been integrated into the Plan, so that the Plan can usefully inform future decision making, it has been prudent and responsible to undertake an SEA of the Plan, aligned with SEA requirements under: Directive 2001/42/EC of the European Parliament and of the Council of Ministers of 27 June 2001 on the Assessment of the Effects of Certain Plans and Programmes on the Environment; and European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (SI No. 435 of 2004), as amended.

APPROPRIATE ASSESSMENT (AA)

A screening for Appropriate Assessment (AA) determination has been made by Clare County Council regarding the Killaloe-Ballina Town Enhancement and Mobility Plan. A similar determination has been made by Tipperary County Council.

This Plan will be non-statutory and will not form public policy. The Plan will identify non-binding criteria that will only become binding once the Plan is incorporated into the relevant Clare and Tipperary County Development Plans.

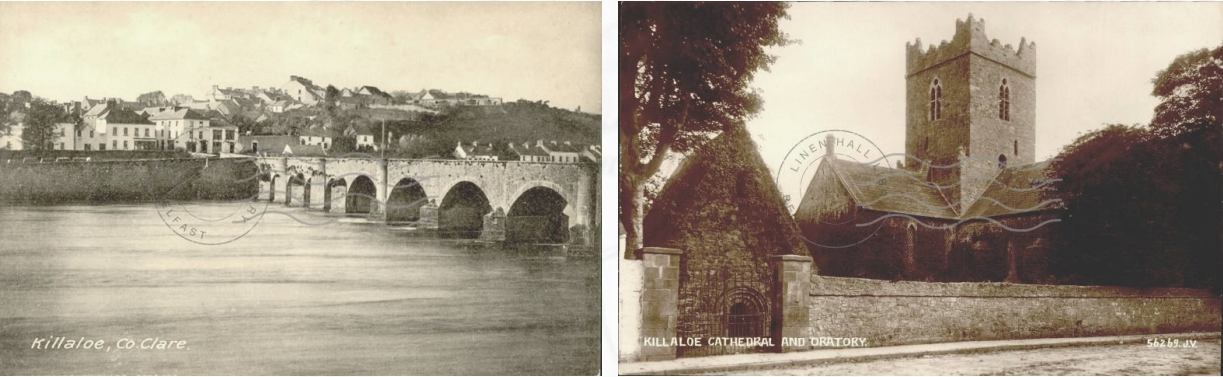
However, development of Killaloe-Ballina would have the potential to affect the integrity of European Sites.

Taking the above into account and in order to ensure that considerations relating to European Sites are integrated into the Plan, so that the Plan can usefully inform future decision-making, it is determined that it would be prudent and responsible to undertake Stage 2 AA of the Plan, aligned with AA requirements under: European Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora; and European Communities (Birds and Natural Habitats) Regulations 2011 (Statutory Instrument No. 477 of 2011), as amended.

The Environmental Report (SEA) and the Natura Impact Report (AA) are prepared as separate reports in support of this plan. However, the key mitigation measures outlined in them has been provided within the main body of this Plan.

GEOGRAPHICAL CONTEXT

The twin towns of Ballina and Killaloe span the River Shannon at the southern point of Lough Derg, not far from the monastic complex of Iniscealtra, the sixth century Holy Island and Béal Ború, the ancient fort of the High King of Ireland.



KILLALOE

Standing on the River Shannon, on the southern end of Lough Derg, Killaloe owes its origin to the 6th century monastic establishment of St. Lua, which first stood on a small island in the Shannon, about 1km downstream from Killaloe Bridge. In the tenth century it was a base for Brian Ború as it controlled the strategic crossing of the Shannon above Limerick, where the Vikings were in control. Killaloe remained an important centre for many centuries until in 1579, it was designated as the capital town of the County of Clare. In Elizabethan times, Ennis was chosen as the county town of Clare, and the importance of Killaloe declined.

To the south of the river in Killaloe town, the study area is defined by the Architectural Conservation Area (ACA) and by the National Monuments Zone of Notification. The Architectural Conservation Area includes Killaloe Bridge and extends south from the canal walls to include Royal Parade, John St., Main St., The Green, Chapel St., Thomas St., New St. and parts of Courthouse Road, Carrig's Lane. This is the old historic centre of the town.

The National Monuments Service 'Zone of Notification' extends beyond the ACA to include areas the north and south. To the north, the zone boundary extends to include a number of historically important features in the river and aligns with the county boundary line in the centre of the River Shannon. To the south, the zone extends south of St Flannan's Cathedral.

To the west and south-west of the town the study area boundary is defined by the ACA and by a schedule monument site adjacent to the third opportunity site on the Killaloe side.



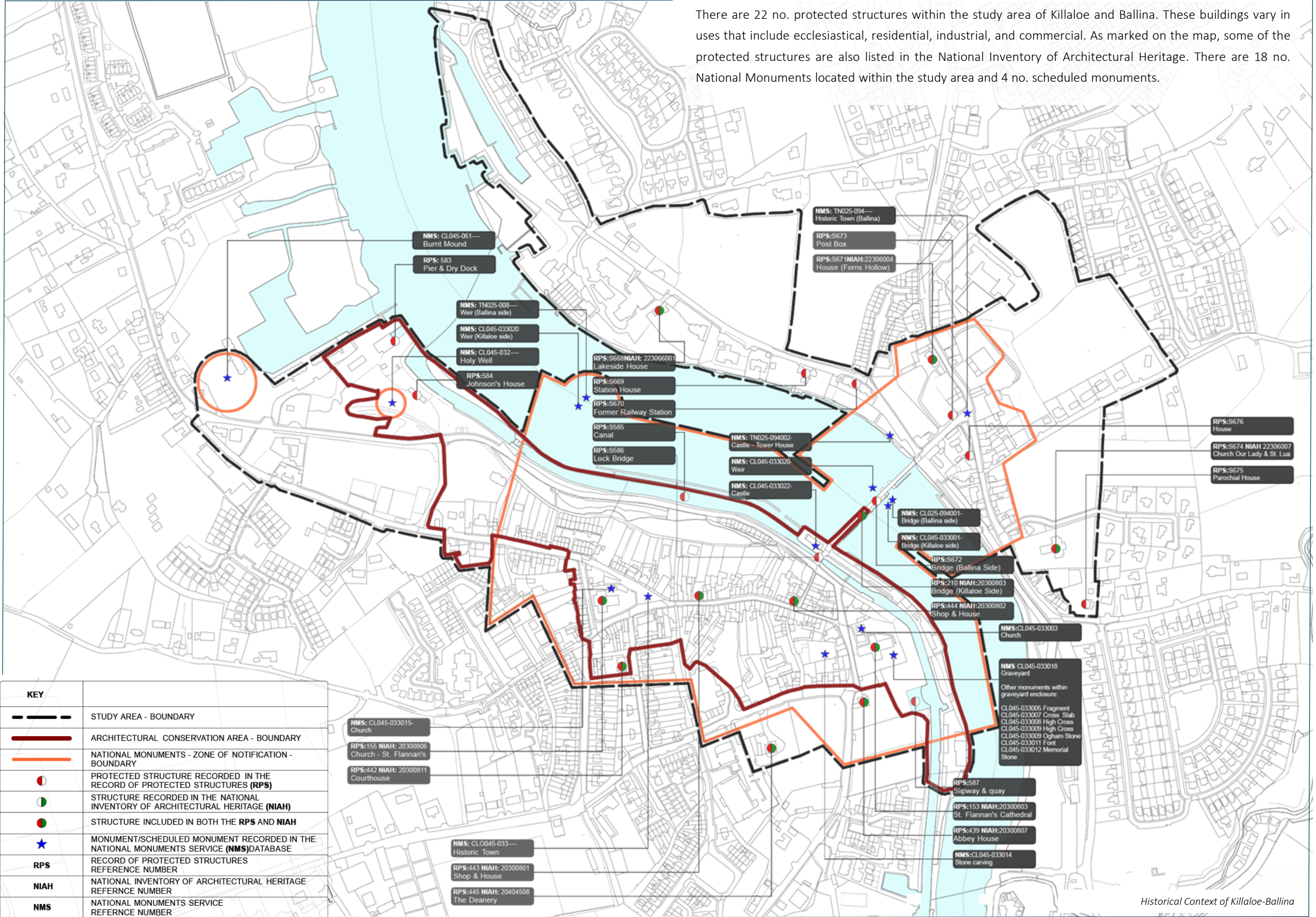
BALLINA

Back in the 19th and early 20th century, Ballina used to be an important stopping point for barges travelling up the Shannon along with Killaloe. However, this began to decline with the train lines linking the town to Dublin to deliver goods. As a result, the barges eventually disappeared in the 1920s and 1930s. They came back for a brief period during the Emergency but vanished some time after that. The railway tracks were removed in the 1950s, having fallen into disrepair. New lines which linked Limerick directly to Dublin meant there was no need for them, and they were taken up.

The town has developed historically in a linear form along the shoreline, with the town centre focused on Killaloe Bridge. The town, arising from its proximity to Limerick City, its picturesque setting and wealth of public facilities and amenities has seen significant residential expansion over the past number of decades, particularly to the north and west of the town centre.

Ballina has a compact town centre, characterised by strong vernacular streetscape, and permeated by views to and from the lake. The town centre has a mix of shops, a pharmacy, pubs and restaurants. The service function of Ballina, is complemented by shops, offices, including boutique outlets, and a convenience supermarket in Killaloe.

There are 22 no. protected structures within the study area of Killaloe and Ballina. These buildings vary in uses that include ecclesiastical, residential, industrial, and commercial. As marked on the map, some of the protected structures are also listed in the National Inventory of Architectural Heritage. There are 18 no. National Monuments located within the study area and 4 no. scheduled monuments.



Historical Context of Killaloe-Ballina

PLAN OVERVIEW

The main objective of the Plan is to establish a holistic, joined-up, and well-coordinated approach led by Clare County Council and Tipperary County Council in collaboration with other stakeholders towards future development of Killaloe and Ballina. Accordingly, the Plan pictures a future of the towns as the following:

“Killaloe and Ballina are towns of sustainable, inclusive environment and vibrant economy which enjoy a highly valued riverfront location and townscape that not only inspires identity and unity, but also encourages a diverse range of activities and recreation. Safe, accessible, and visually attractive public realm improvements will improve the quality of life for residents, visitors, and workers. The Shannon Crossing and Bypass will change the face of both towns by linking two national tourism brands of the Hidden Heartlands and the Wild Atlantic Way. In this way, the riverfront will be further opened up as a key amenity that both enhances public access and fosters new investment.”

Underpinning this vision is the desire to ultimately develop an evidence-based long-term strategy that will inform the future development of these twin towns.

This report has been prepared by Downey, in collaboration with MESH Architects, Curtins Transport Planning, and CAAS Ltd. on behalf of Clare County Council (CCC) and Tipperary County Council (TCC). The key requirements of the Plan are to evaluate the potential to:

- Develop a shared vision for transport management and mobility, public realm, heritage, tourism, and Green & Blue Infrastructure of Killaloe and Ballina, which is further developed by a set of proposals for river-related interventions, street network, public spaces, public buildings, parks, and walkways of the towns;
- Develop proposals to highlight the town centres through an enhanced quality of public realm and promote consistency in the experience of town centres;
- Develop proposals to connect the towns centres with adjacent amenities, including River Shannon, Leisure and Community Centres, heritage centre, play areas, and with Lough Derg and the Silvermines Mountains by identifying pedestrian and cycle linkages;
- Identify key opportunity sites for enhancement and connection, where new residential or mixed-use development could promote opportunities for the towns to achieve a more efficient use of land;
- Provide traffic management of the towns to prioritise the pedestrians and cyclists and provide for a phasing plan post-Killaloe Bypass;
- Develop a public realm strategy integrated with Green Infrastructure, which is further supported by a network of pedestrian and cycling linkages.



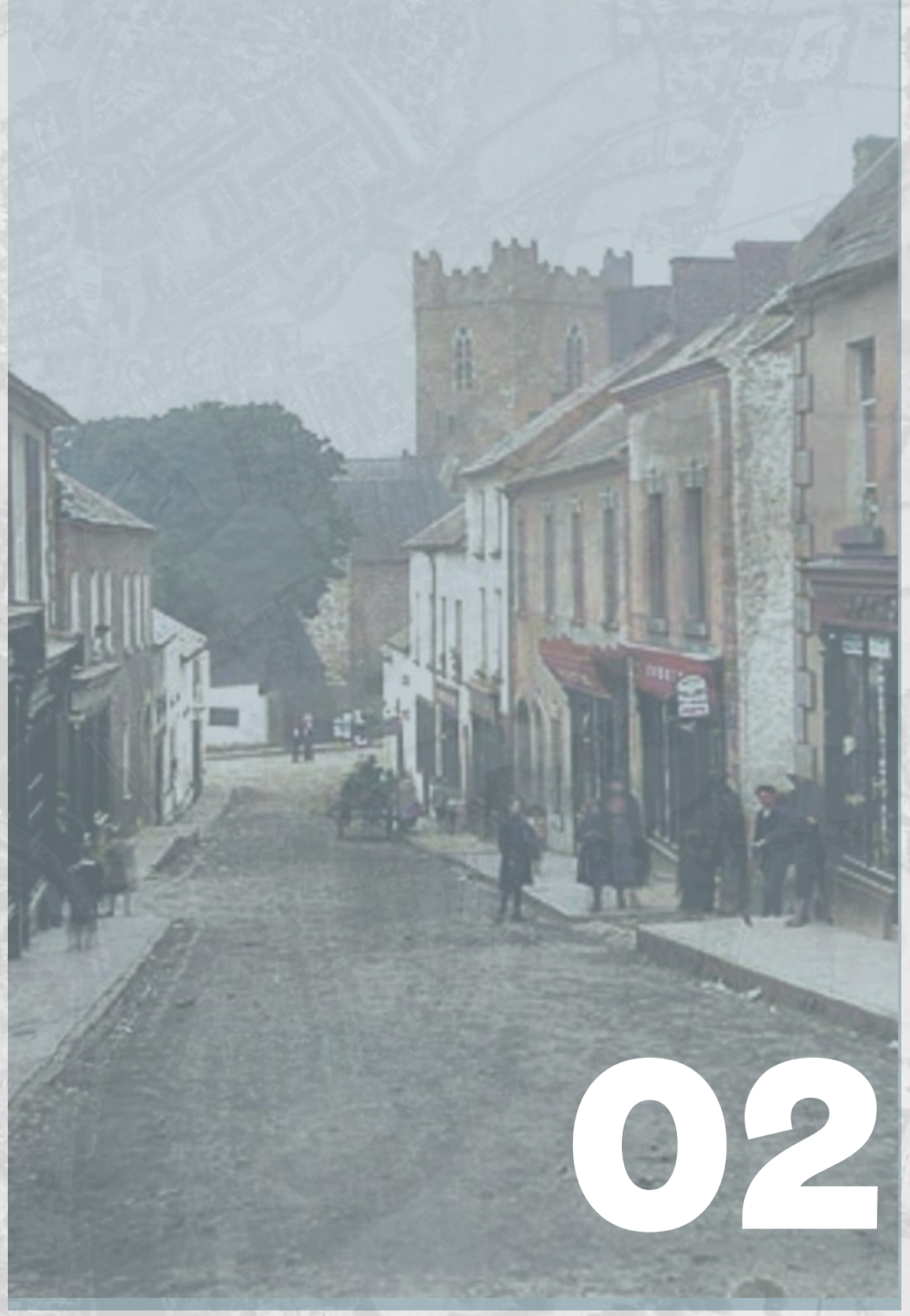
*Cruising on the River Shannon,
Source: Killaloe-Ballina Local History Society Facebook Page*

VISION STATEMENT

Vision Statement for the twin towns of Killaloe and Ballina is as per the following:

“With a sustainable environment and vibrant economy, the heritage towns of Killaloe and Ballina enjoy a highly valued riverfront location and cohesive townscape which not only inspires identity and a sense of unity, but also encourages a diverse range of activities and recreation. Safe, accessible, and visually attractive public realm improvements will enhance the quality of life for residents, visitors, and workers in an Age Friendly environment. The Shannon Crossing and Bypass will change the face of both towns by linking two national tourism brands of the Hidden Heartlands and the Wild Atlantic Way. In this way, the riverfront will be further opened up as a key amenity that both enhances public access and fosters new investment.”

*Killaloe-Ballina along the River Shannon,
Extracted from the Historic 6" Map of Ireland*



02

PLANNING POLICY CONTEXT

PLANNING POLICY CONTEXT

The following provides an overview of the relevant planning policy, at three levels; this includes, National Planning Framework, National Adaptation Framework, Climate Action Plan, and All-Ireland Pollinator Plan at national level, Regional Spatial Economic Strategy for Southern Regional Assembly at regional level, and Clare County Development Plan, North Tipperary County Development Plan, Killaloe Bypass, Shannon River Crossing, at local level. The scope of the review was to cover “Killaloe” and “Ballina” as the key words alongside “heritage”, “tourism”, and “ecological” elements and “climate change” to achieve a holistic insight to the policy context.



Project Ireland 2040: National Planning Framework 2018

As outlined in the National Planning Framework (NPF), market towns and villages sit alongside more modern, but equally distinctive settlements that knit modern architecture with the existing historic urban heritage.

National Strategic Outcome 7 of the NPF focuses on “Enhanced Amenities and Heritage”, describing attractive places as ‘a combination of factors, including vitality and diversity of uses, ease of access to amenities and services supported by integrated transport systems and green modes of movement such as pedestrian and cycling facilities. Appealing places are also defined by their character, heritage, and sense of community. This includes attractive buildings and street layouts, civic spaces and parks and regeneration of older areas and making places feel safe through active use and design.’

According to **National Policy Objective 18a**:

‘Support the proportionate growth of and appropriately designed development in rural towns that will contribute to their regeneration and renewal, including interventions in the public realm, the provision of amenities, the acquisition of sites and the provision of services.’

Regional Spatial and Economic Strategy 2020

The Regional Spatial & Economic Strategy (RSES) seeks to achieve balanced regional development and full implementation of NPF. It will be implemented in partnership with local authorities and state agencies to deliver on this vision and build a cohesive and sustainable region. As set out in the RSES for the Southern Region:

‘Settlements in the Mid-West SPA such as Adare, Askeaton, Ballina, Ennistymon, Killaloe, and Scarriff (inter alia) offer employment opportunities and services in strategically located areas. They provide services, social opportunities, employment, infrastructure and are home to a network of communities.’

Moreover, Lough Derg Blueway: Portumna - Killaloe/Scarriff is identified as blue-way in the RSES, which is defined as: *‘Natural recreational trails on or alongside our loughs, rivers, canals and coast that provide scenic routes into rural Ireland using multiple outdoor activities to navigate the trails.’*

National Adaptation Framework: Planning for a Climate Resilient Ireland

As outlined in “Built Environment and Spatial Planning” section, the National Adaptation Framework (NAF) recognises that, *‘climate change considerations need to be considered as a matter of course in planning-related decision-making processes and that the deepening of adaptation considerations in the planning and building standards processes is considered the most appropriate way of increasing the resilience of the built environment’.*

At a local level, and as part of the considerations for adaptation, the Plan notes how land use policies may also facilitate the conversion or maintenance of land at risk of flooding to less vulnerable uses. Local authorities should consider policies to acquire flood prone lands for suitable, less vulnerable land uses, within their overall increased active land management role. This is of particular importance given the proximity of the study area to the River Shannon and the lower River Shannon SAC (Special Area of Conservation).

Climate Action Plan 2021

The Climate Action Plan 2021 sets out a roadmap for halving Ireland’s emissions by 2030 and reach net zero no later than 2050. It is an ambitious course of action and will require a step change in how we approach land use and transportation as well as building design. The Plan clearly sets out key actions that must be tackled to achieve the targets set out in the Plan and these include increasing electric vehicles, reducing transportation emissions, including through the encouragement of an increase in walking and cycling infrastructure. The use of renewable electricity and proving more energy efficient buildings are both key targets.

All-Ireland Pollinator Plan 2021-2025

The All-Ireland Pollinator Plan is a shared plan of action which is to bring about a landscape where pollinators can flourish over 2021-2025. To achieve this, the Plan sets out six objectives; (1) Making farmland pollinator friendly, (2) Making public land pollinator friendly, (3) Making private land pollinator friendly, (4) All-Ireland Honeybee Strategy, (5) Conserving rare pollinators, and (6) Strategic coordination of the Plan. The Plan also provides various booklets for different sectors, i.e., communities, businesses, schools, sport clubs, gardens, etc., to actively engage within implementation of these objectives.

Clare County Development Plan 2017-2023 (as varied)

As asserted in the Development Plan, Killaloe is identified as a “Small Town”, which is of fundamental importance in both offering services and facilities to their own populations and surrounding rural areas, and in employment and tourism. It is the objective of the County Council:

‘To ensure that the small towns throughout the County continue to act as important local service centres that maintain sustainable communities, help to ensure a good quality environment, provide public transport to the main centres, ensuring a high quality of life for those who live in the vicinity’.

According to **CDP7.7** of the Development Plan, it is an objective of the County Council:

‘a. To support small towns as important centres for the provision of convenience goods and retail services for the catchment population.

b. To encourage the provision (where not already provided) of good quality convenience outlets capable of supporting a main food shopping trip in or on the edge of the town centre.

c. To encourage the provision of tourist and visitor-orientated retail provision to capitalise on the central role that these towns play in the tourism industry in the County’.

The Council recognises that there are a number of ‘linked settlements’ in the County including Killaloe-Ballina, which in this case, the linked settlement crosses the County boundary as well as the River Shannon. Outlined in the Development Plan, while retaining their own identities, these settlements, due to their proximity to one another and their complementary roles, will be encouraged to work together to generate the critical mass of population to act as a focus for service provision and economic growth for their surrounding rural areas.

In terms of the tourism strategy in East Clare and as asserted in the **CDP9.23** of the Development Plan, it is the objective of the Council: *‘To support the development of a footpath/walking route around Lough Derg, linking Killaloe to Tuamgraney and Mountshannon’.*

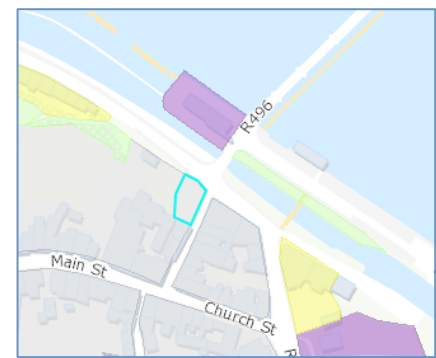
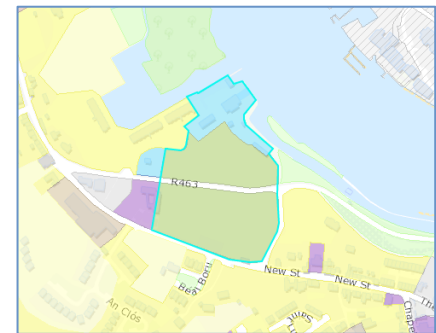
Furthermore, it provides an overview of the opportunity sites detailing the appropriate uses that can be developed within them. The details are summarised as the following:

The key objectives for Killaloe of the Development Plan are set out below:

- To work in coordination with Tipperary County Council to progress the development of Killaloe and Ballina as linked settlements.
- To promote Killaloe as a gateway to County Clare for traffic approaching from the east.
- To ensure that Killaloe continues to act as an important local service centre with the capacity to provide a high level of service to ensure a quality of life for those in the vicinity, to maintain a sustainable community and to help ensure environmental quality.

- To enhance the town centre in order to continue to serve the growing population in the area.
- To promote the development of the commercial, tourism and retail sector in the town.
- To improve pedestrian facilities and linkages in the settlement especially between the schools and the town centre.
- To promote enterprise and employment generating development in order to increase the sources of employment in the town.
- To ensure that growth is balanced and sustainable and is relative and appropriate to the scale, size and character of the existing town.

It is noted that the preparation of the Clare County Development Plan 2022-2028 commenced on the 18th of September 2020 with the publication of the Pre-Draft Issues Paper. The Draft Plan has not been issued at the time of writing the Killaloe-Ballina Town Enhancement and Mobility Plan.

	<p>Site Area: c. 0.02ha</p> <p>Zoning: Mixed Use</p> <p>Appropriate Uses: Mixed Use Development, i.e., Housing, Commercial, Community and Public Open Space</p>
	<p>Site Area: c. 3.9ha</p> <p>Zoning: Recreation and Utilities</p> <p>Appropriate Uses: Sports Grounds/Playing Pitches, Golf Courses, Tennis courts and other Active Indoor and Outdoor Recreational Facilities + Key Infrastructural Services</p>

North Tipperary County Development Plan 2010-2016 (as varied)

As asserted in the Development Plan, Ballina is identified as a “Service Centre”, which is defined as a:

‘Robust settlement that has a capacity to accommodate new residential growth, employment and enterprise and other appropriate uses. The service centres are being targeted for growth at an appropriate scale to service their local hinterlands and to consolidate housing, local employment, public transport, and a range of services. According to the Development Plan, these towns and villages perform important roles as retail and service providers in their local economy and are targeted for continued growth’.

The Development Plan provides a set of general objectives for the future development of Ballina mostly stressing on a partnership with Clare County Council to deliver a balanced development, supporting growth by high-quality and sustainable developments and encouraging the development of derelict sites for a variety of uses, and promoting the tourism as the key feature of the town. It also provides specific objectives for different aspects of the development, including sustainable communities, town centre and public realm, built and natural heritage, and tourism and infrastructure.

Moreover, it provides an overview of the opportunity sites detailing the appropriate uses that can be developed within them. The details are summarised as the following:

It is noted that the preparation of the Tipperary County Development Plan 2022-2028 commenced on the 18th of September 2020, and it is currently at the draft stage.



Site Area:

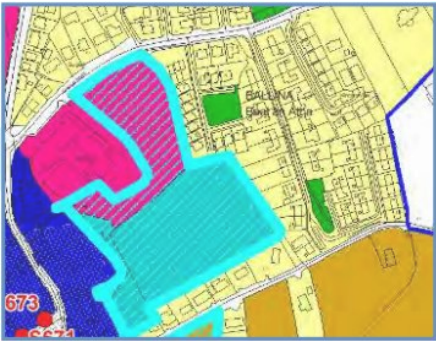
c. 2.6ha

Zoning:

Business and Enterprise/Open Space and Amenity

Appropriate Uses:

Tourism Facilities, Water-Based Recreational Facilities and Public Amenities



Site Area:

c. 6ha

Zoning:

Town Centre/Social and Public

Appropriate Uses:

Mixed Use Development, i.e., Retail, Commercial, Educational and Residential



Site Area:

c. 6ha

Zoning:

Town Centre/ Residential/Amenity

Appropriate Uses:

Mixed Use Development, i.e., Housing, Commercial, Community and Public Open Space



Site Area:

c. 1ha

Zoning:

Residential

Appropriate Uses:

Housing, Community Facilities, and Public Car Park

County Clare Tourism Strategy 2030

The County Clare Tourism Strategy 2030 is intended to guide our journey to a vibrant new future in tourism. Accordingly, the 2030 vision is for Clare to be a globally-renowned sustainable and vibrant destination, easily reached and traversed, and recognised for its rich cultural assets, its stunning and open-space landscapes, its compelling array of remarkable experiences, and for its welcome and exceptional hospitality.

Achieving this vision will require all tourism interests in Clare, supported by government and national agencies, to work collaboratively to deliver an outcome that enriches all communities across our County. Clare County Council is committed to driving this Strategy in partnership with the Tourism Industry and to the implementation of many of the actions set out within it.

The Strategy highlights Killaloe and its historical significance and presence on the ground of the Gaelic Clare Clans, with the most prominent personality being Brian Ború who became the last High King of Ireland from his base in Killaloe before the Norman invasion.

Outlined in the Strategy, Killaloe is a prime example of a community that needs additional parking to facilitate further retail and cultural development of the community, without compromising the aesthetics of the townscape.

In terms of undertaking feasibility research and development work to strengthen the theme of High Towers and High Powers at key sites throughout the County and creating an inventory of all key sites, the Strategy suggests Killaloe Cathedral and assessing alternative types of visitor access to this key site with the Diocese.

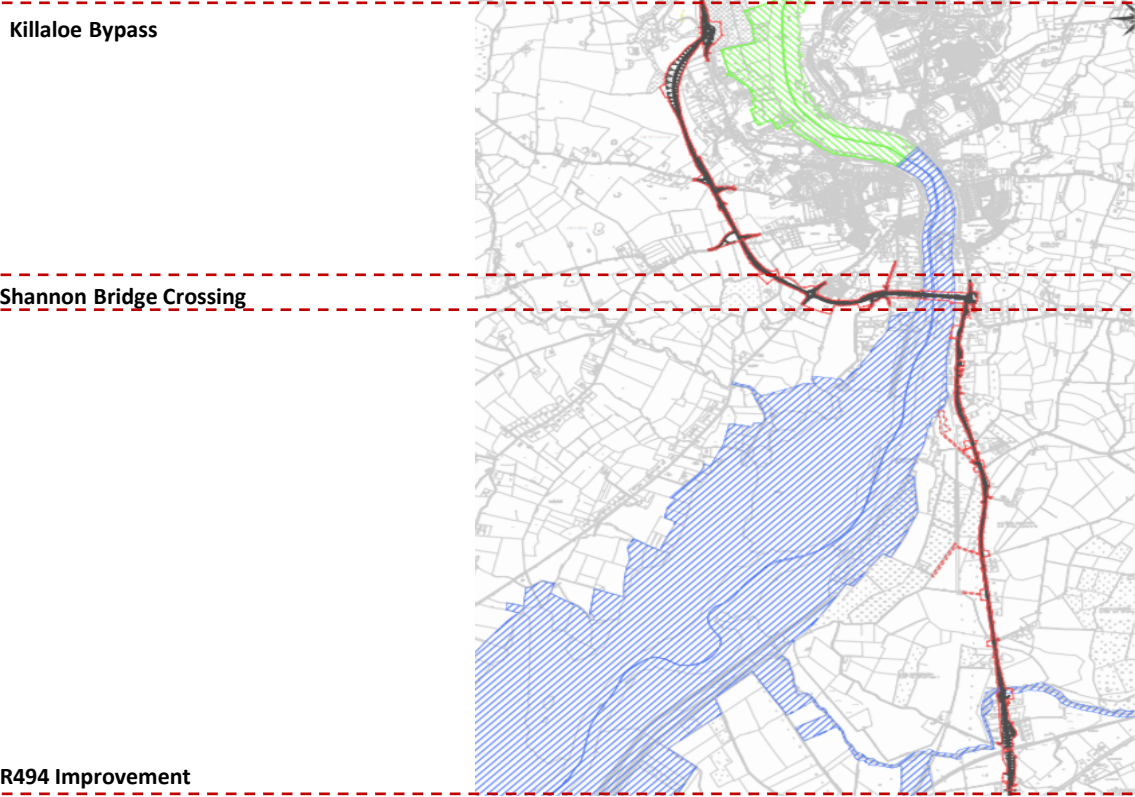


Killaloe Bypass, Shannon River Crossing & R494 Improvement February 2012

This scheme aims to provide a high-quality road for the transport of people and goods, in safety and comfort, in accordance with national, regional and local objectives. It is required to overcome the inadequacies of the existing road network in facilitating improved traffic circulation and reducing congestion and delays in Killaloe and Ballina along with the provision of improved pedestrian and cyclist facilities to improve safety in the towns. The proposed scheme has been broken down into three sections as follows:

1. **Killaloe Bypass:** This part of the Scheme aims to create a western bypass around the town of Killaloe which will connect the R463 to the north of the town with the proposed Shannon Bridge Crossing section and R463 to the south of the town. The bypass has received planning permission and construction has commence.
2. **Shannon Bridge Crossing:** This section of the Scheme will cross the River Shannon approximately 1km south of the existing Killaloe Bridge and will connect the proposed Killaloe Bypass with the R494.
3. **R494 Upgrade:** This section will involve widening, regrading and local realignment of the R494 from its junction with the R496 and proposed Shannon Bridge Crossing south of Ballina, as far as the junction with the R445 north of Birdhill.

The overall route of the proposed scheme is illustrated in the Figure below. These improvement projects offer opportunities to create new arrival/access points for Killaloe and Ballina. These can act as interception points for car and bus traffic before it reaches the more sensitive urban core. These points can be used for parking and modal transfer to walking and cycling.



The Shannon Mighty River of Ireland

A Tourism Masterplan for the Shannon 2020-2030

The Tourism Masterplan for the Shannon considers the tourism development opportunities for the entire length of the Shannon Navigation and the Shannon Erne Waterway, a 10km wide corridor from Cavan-Leitrim southwards to Limerick City. As set out in the Masterplan, ‘It presents a coordinated strategy and development framework of scale to guide sustainable development of the Shannon as a compelling tourism destination within Ireland’s Hidden Heartlands’. The Masterplan identifies three spatial “Discovery Zones”, namely, Upper Shannon (Lough Allen and Shannon Erne Waterway), Mid-Shannon (Lough Ree, peatlands & Shannon Callows), and Lower Shannon (Lough Derg & Lower Shannon). Accordingly, Lower Shannon, which includes both towns Killaloe and Ballina, offers wonderful ancillary experiences, including fine dining, traditional music, concerts, and festivals, at different locations throughout the year. Lower Shannon is located in a highly productive agricultural area and has fostered its reputation for excellent local food production and country markets.

Set out in the Masterplan, the following proposed signature projects are concerned with Killaloe and/or Ballina:

- Options to improve on-water and beside-water activities and links with settlements upstream and downstream e.g., Limerick, O’Brien’s Bridge, and Killaloe/Ballina (subject to feasibility study).
- Enhanced links from Castlelough Woods onwards to Ballina/Killaloe (south) and Garrykennedy/Dromineer (north) along Lough Derg Way and/or by boat along the lake.
- Linking Limerick via Clonlara, Ardnacrusha, O’Brien’s Bridge, Killaloe/Ballina, Tuamgraney and Scariff.
- Support proposals for a network of camping/RV sites, in suitable locations around Lough Derg.
- Creation of linked boating experiences; support enterprises and clubs to deliver aligned visitor experiences at destinations around the lake; build on stories of Brian Ború; Iniscealtra and the pilgrim experience; trading on the Mighty Shannon; that leverage existing strengths.

As part of enhancing the on-water visitor experience, Killaloe-Ballina are called out for the following proposals:

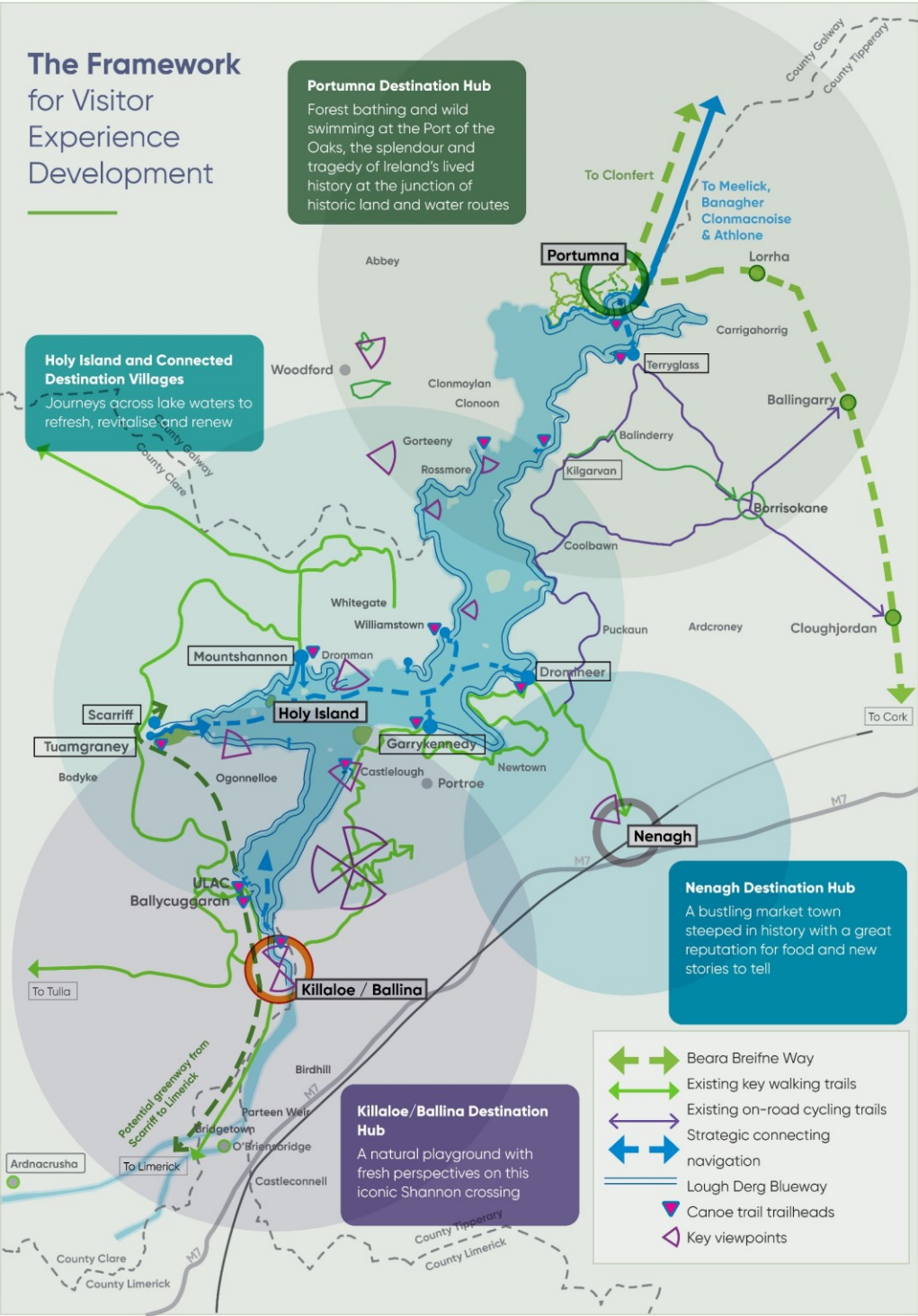
- Blueway developments are being considered and prioritised by Waterways Ireland for different destinations along the River Shannon, and this includes the Lough Derg - Killaloe walkway.
- Designated Waterways Ireland moorings on Lough Derg, including Killaloe and Portumna as pilot ‘tranquil’ locations in the Lower and Mid Shannon.
- Development of an additional Cruise Hire Hub(s) to ‘spread’ the options for on-water experiences in different destinations including Killaloe (subject to technical, commercial and environmental feasibility assessments).

In terms of improving existing local link routes along the River Shannon and based on a gap analysis of public transport services within the Shannon Region, it is recommended that consideration is given to developing three new Shannon Local Link services, connecting the Shannon Gateways, Hubs, and Towns and Villages to the Shannon harbours. Two of these proposals are concerned with Killaloe-Ballina as the following:

- Portumna - Terryglass - Nenagh - Dromineer - Garrykennedy - Killaloe and Ballina: North South link that connects a Gateway, two Hubs and three Destination Villages. This proposed service could potentially be made more efficient through the addition of ‘Demand Responsive Transport’ element, where a scheduled service would follow the most direct route between Portumna, Nenagh and Killaloe/ Ballina.
- Portumna - Mountshannon - Scariff - Tuamgraney - Killaloe: North South link that connects several hubs and villages to two major attractions.

It is suggested that if both proposed routes between Killaloe-Ballina and Portumna were implemented, these should be timetabled at alternate times to achieve a higher frequency for the connection between Killaloe and Ballina and Portumna

As part of promoting Green Infrastructure along the River Shannon, it is proposed to undertake a Feasibility Study for the Development of ‘Shannon Greenway’ linking Limerick, via Clonlara, Ardnacrusha, O’Brien’s Bridge, Killaloe/ Ballina, Tuamgraney and Scariff.



Framework of the Visitor Experience Development

Lough Derg Visitor Experience Development Plan 2020-2024

This Visitor Experience Development Plan seeks to develop a coordinated approach to destination development across the Lough Derg region. The purpose of this Visitor Experience Development Plan is therefore to provide:

- A steer for experience development and investment based on geographically distinctive opportunities,
- Insights into the motivations of our most likely visitors - what they need and want,
- A framework for curating clusters of experiences that will motivate prospective visitors,
- A collaborative approach to spreading the word about this great place, and
- Ways of keeping track of progress.

This Strategy sets out the overall approach to Destination Planning over 2020 to 2024 and a separate accompanying document sets out a detailed Action Plan.

The core focus of this Strategy is Lough Derg itself, including the waters, islands, lakeshore and lakeside settlements. As illustrated in the Figure, Killaloe and Ballina also forms part of the Strategy defined as a **Destination Hub** within the Visitor Experience Action. This is further detailed to ‘*a natural playground with fresh perspectives on this iconic Shannon crossing, and a perfect base to get active in nature*’.



Development Guidelines for Tourism Destination Towns

Published by Fáilte Ireland for tourism destination towns, these Guidelines provide a framework to support communities and Local Authorities and set out the key drivers of what makes a town appealing. These guidelines are intended as a practical aid to Local Authorities, Chambers of Commerce, LEADER Programme Local Action Groups and other business and community groups who consider their town to either be a tourism destination town or have the potential to develop as one. The key criteria introduced by this Guideline is illustrated in the following Figure:

KEY CRITERIA	Access, Orientation, & Signage	Attractiveness of Town
	Public Realm	Interpretation, Storytelling, & Animation
	Things to Do and See in the Daytime	Things to Do and See in the Evening
	Accommodation	Food & Drink
	Retail	Festivals/Events
	Sustainability	Basic Services & Safety
	Awareness (Marketing)	

The Vision
for 2024

Killaloe/Ballina
Destination Hub



- Fantastically exciting family-friendly adventures in nature – head **straight onto continuously safe** treks and trails leading **from the town onto the water and into the mountains east and west**
- These walks will **link and loop seamlessly with safe cycling, boat trips, easy or guided canoeing** and great **local food experiences** across a “**slow travel network**”. Come back again and again to try **new high and low adrenalin activities** in nature
- These joined-up experiences will be easy to book **on-line when the visitor is planning their journey**
- Along these trails, encounter **history up close** and the **stories in the landscape** with great interpretation that **inspires and engages**
- Lakeshore areas at **Castletough Forest/Bay and Ballycuggeran** will offer a range of on- and off-water activities, linking in with longer distance walks linking to Killaloe/Ballina and Garrykennedy
- Explore strolling around **the town centres** and **great food and drink beside the water**
- Explore **accessible short walking loops** including locally distinctive guided heritage and food experiences within the town and into the immediate landscape
- Enjoy festivals and events that celebrate Killaloe/Ballina’s **family-friendly activities in nature** and that **connect with the wider Shannon**
- Easily accessible **angling** information and ghillies
- In the longer term, Killaloe/Ballina could be linked via a greenway to O'Briensbridge and Limerick with a great experience of the **extensive industrial heritage of Ardnacrusha** and the taming of the mighty Shannon's power

Extracted from Lough Derg Visitor Experience Development Plan 2020-2024

Survey of Trees in Towns and Villages of
County Clare - 2015

The overall aim of this study was to survey and record the existing trees in chosen settlements of County Clare, including Killaloe, in order to assess quality and value of trees and categorise those which are suitable (or otherwise) for retention, analyse contribution of the trees to the place, and make recommendations to Clare County Council for tree management and enhancement. Overall, the survey provides an insight to the existing green infrastructure potentials.

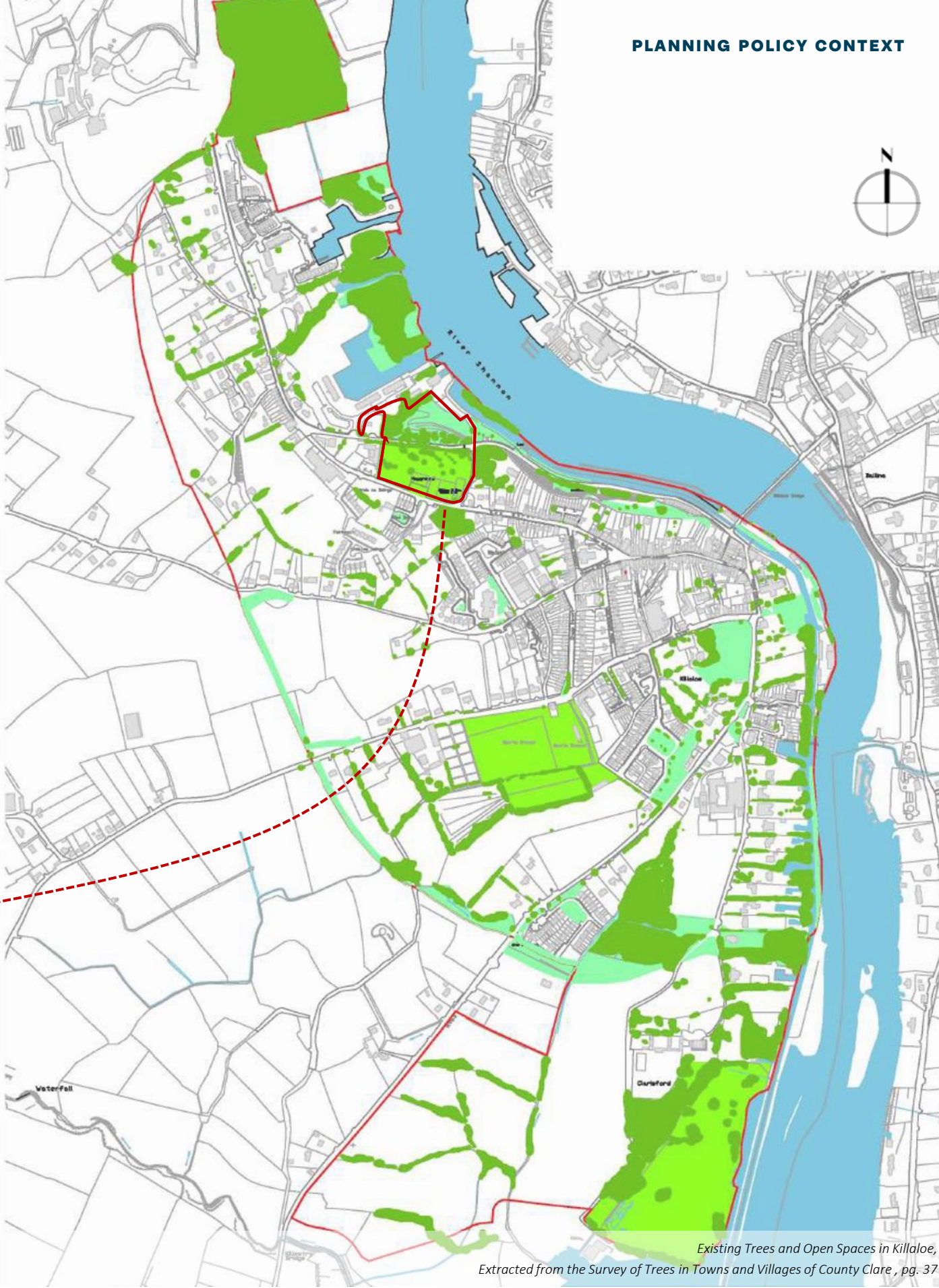
Masterplan of Tobermurragh and Bane Field
in Killaloe January 2016

The main purpose of the study is the design of a Masterplan of Tobermurragh and Bane Field in Killaloe, to realise the opportunity to potentially create a new urban park environment, informed by its industrial, cultural and natural heritage, while enhancing its gateway location at the edge of Killaloe, and exploiting its elevated position overlooking and adjacent to Lough Derg.

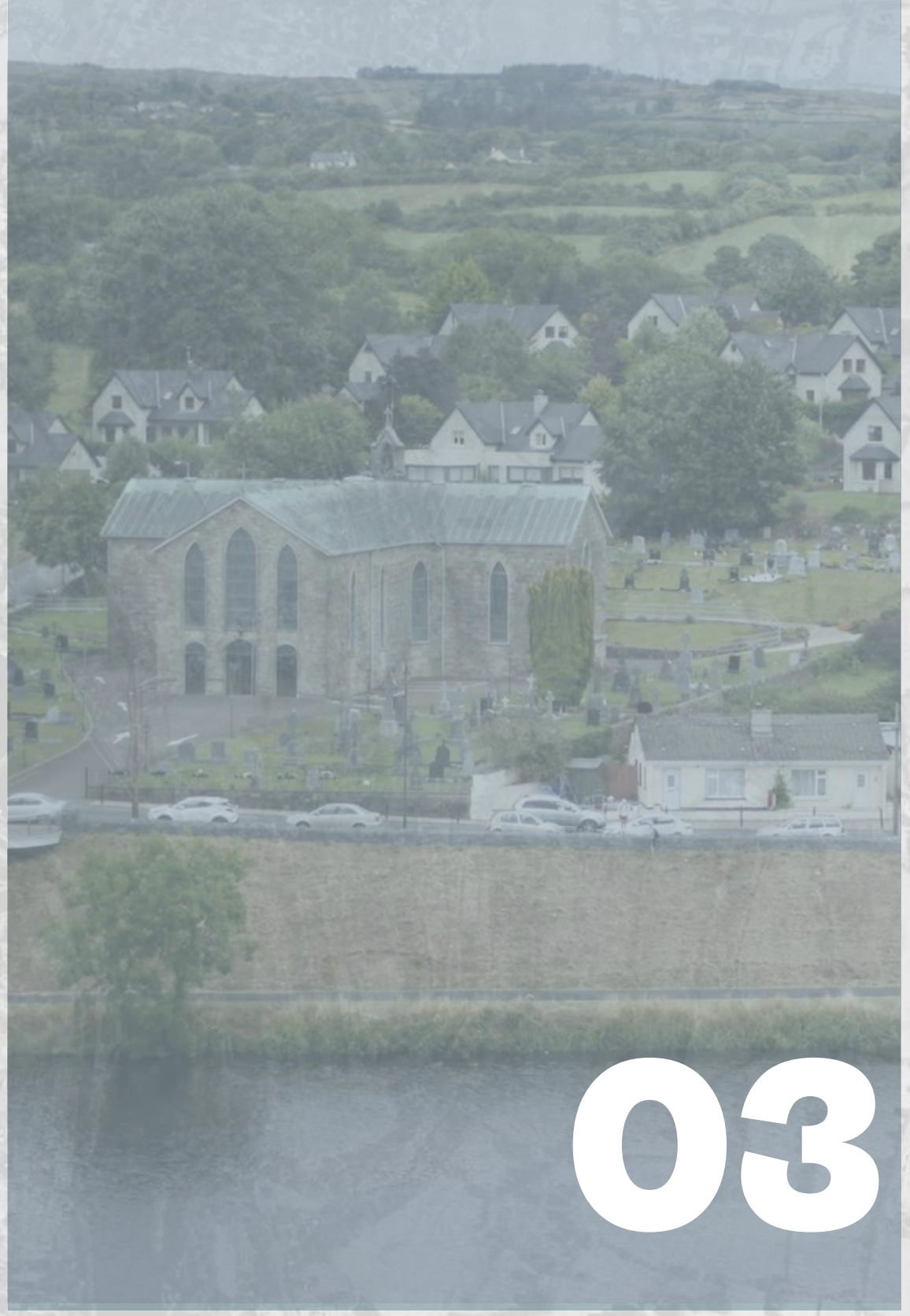
The main components of the Preferred Masterplan Strategy are selected to reinforce the natural qualities of the site, with an emphasis on being fit for purpose, sustainable, efficient, coherent, flexible, and good looking. A simple palette of robust surface materials is proposed, according to the intended function and that are easy to service and economic to maintain. Predominantly natural materials are preferred for the site fittings (timber and stone) so as to create a high-quality space with a strong sense of place.



Masterplan of Tobermurragh and Bane Field



Existing Trees and Open Spaces in Killaloe,
Extracted from the Survey of Trees in Towns and Villages of County Clare , pg. 37



03

EXISTING CONTEXT: STUDY AREA

DEMOGRAPHIC PROFILE

Population, Density, & Age Structure

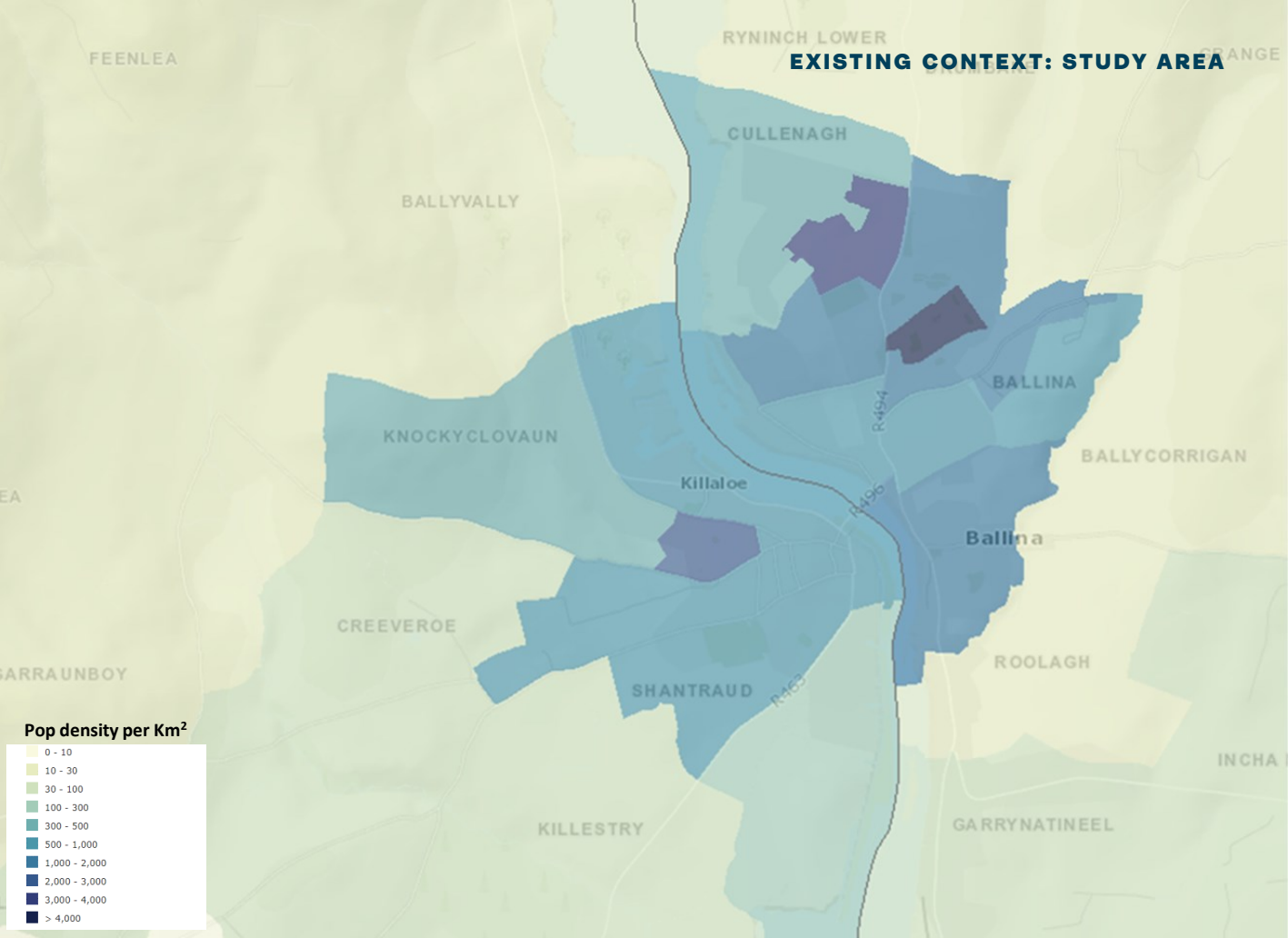
Census 2016 results show that the settlement of Ballina had a population of 2,632 in April 2016, while Killaloe stood at 1,484 individuals. This indicates that the population residing in Ballina is circa 1.8 times greater than Killaloe, and this has a clear impact on the nature of zoning in both settlements. Evidence shows that both settlements had a growing population over the intercensal 2011-2016 with 14.9% (192 persons) and 7.8% (190 persons) growth rate recorded for Killaloe and Ballina respectively. These rates stand considerably above the State figure over the same course of time (3.8%).

Considering the area identified as Killaloe (1.12 sq.km.), this settlement had a density of 1,323 individuals per square kilometre. With a stated area of 2.25 sq.km, Ballina’s population density stands at 1,170 individuals per square kilometre. This indicates that not only is Killaloe covering a smaller area of land, but it also accommodates a relatively greater number of people. As illustrated in the Figure, while Killaloe's most dense area is located at the heart of the town, in Ballina, it is mostly spreading towards the northern parts.

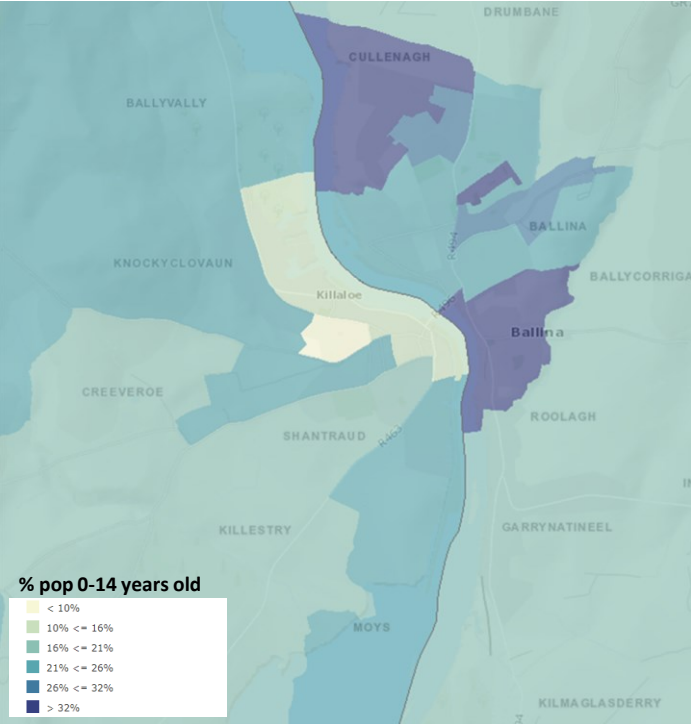
The age cohorts of these settlements indicate that with 15% of the population aged over 64, Killaloe has a greater rate of old age dependency. However, Ballina recorded 32% of the population aged under 17 which results in a greater rate of young age dependency. This can have a further impact on the type of community infrastructure required to be planned for each settlement. Interestingly, from 1,881 persons aged over 15 in Ballina, 34.9% (or 657 individuals) were single, while this was greater for Killaloe (44.4% or 534 individuals). Comparing this with the age cohorts, it is expected that most singles in Killaloe are of higher age cohorts which again stresses on the need for adequate healthcare and social facilities. It is noted that a total of 331 persons (16.1%) in Killaloe and 325 persons (10.4%) in Ballina stated that they had a disability in April 2016. This also stresses the significance of taking an inclusive approach towards future development of the towns and their public realm.

	Killaloe		Ballina	
	persons	%	persons	%
0-9 years	199	13.4	513	19.5
10-19 years	162	10.9	410	15.6
20-29 years	168	11.3	184	7.0
30-39 years	266	17.9	414	15.7
40-49 years	190	12.8	528	20.1
50-59 years	190	12.8	267	10.1
60-69 years	150	10.1	158	6.0
70-79 years	79	5.3	101	3.8
80+ years	80	5.4	57	2.2

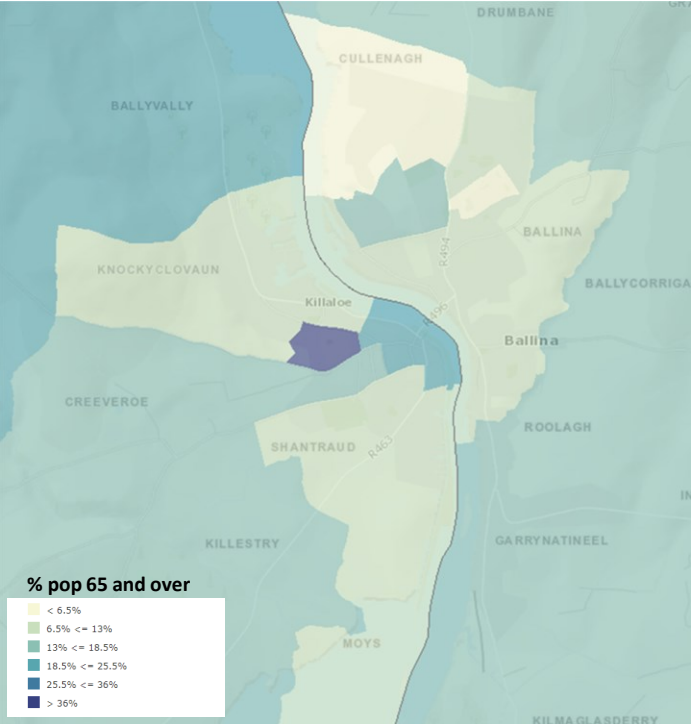
Age Profile of Killaloe and Ballina indicating 15.2% of the overall population in both settlements are 60 years old and above



Population Density per Sq. Km. in Small Areas within Killaloe and Ballina, Census 2016



Spatial distribution of % population of 0-14 years old indicating Ballina has a younger age profile with most of them residing in northern and southern ends of the town pushing for a linear growth of the town along the river



Spatial distribution of % population of 65 years old and above indicating Killaloe has more senior residents with most of them residing in western ends of town centre and town centre

DEMOGRAPHIC PROFILE

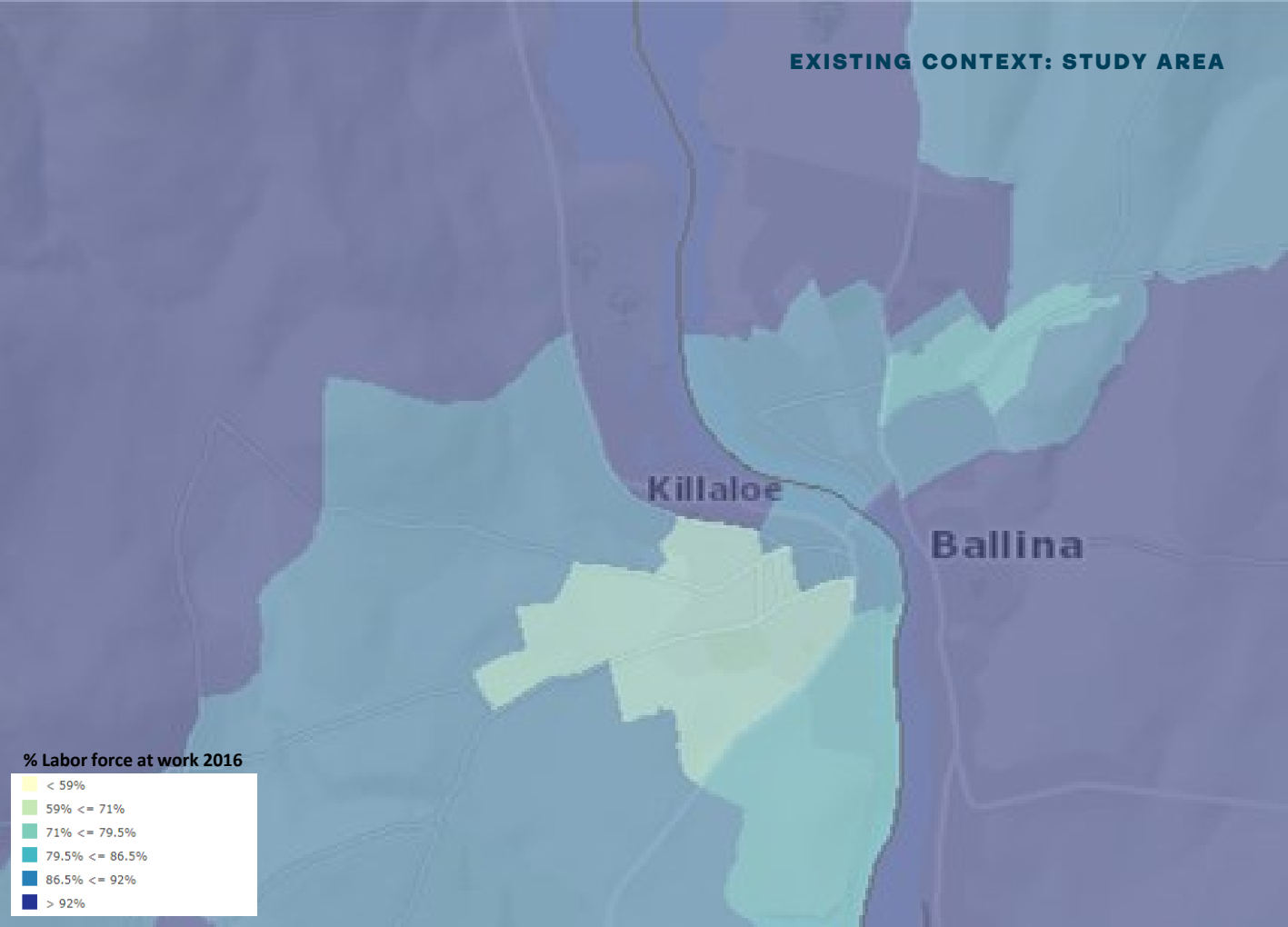
Employment, Labour Catchments, & Commuting

According to Census 2016 and as illustrated in the Figure, employment profile of the towns indicate that Ballina and northern ends of Killaloe along the River has higher rates of employment. Breaking down the employment profile of the towns into professional occupations and retired individuals, it is evident that most senior residents are living in Killaloe town centre and its western side.

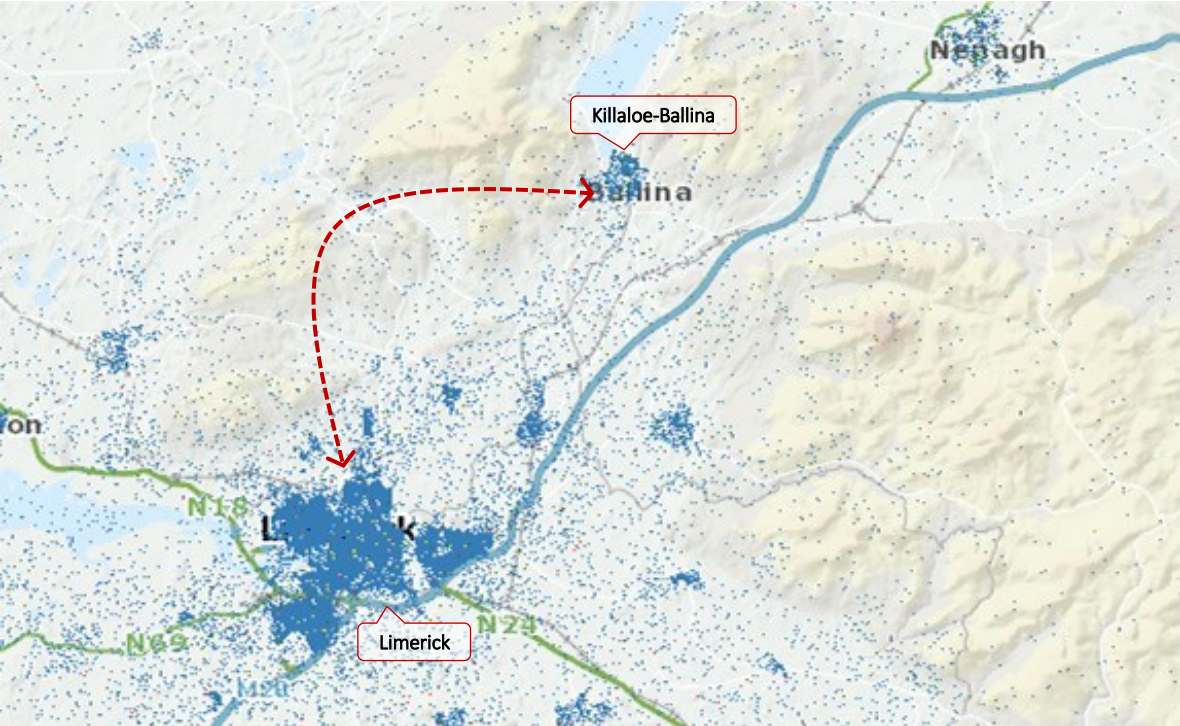
This is not only asserting the necessity of taking an Age Friendly strategy towards future development of the towns, but also provides guidance on location and site selection decisions for any development of co-working spaces and hubs, and their supporting activities, i.e., café, sport centre, etc.

Census 2016 shows that a total number of 2,377 commuters were travelling from Killaloe and Ballina to either work or education destinations. This is approximately 58% of the overall population living in those settlements in 2016.

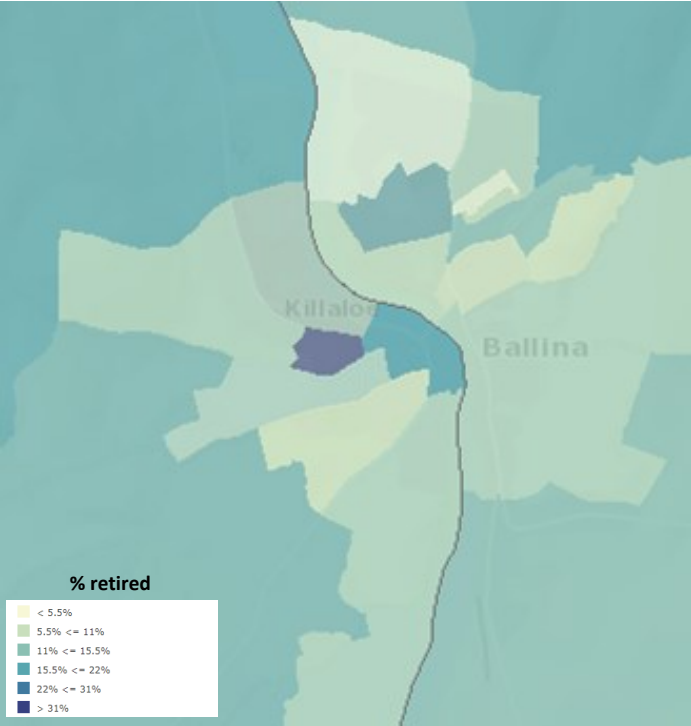
According to Census 2016, Limerick City and suburbs was a major labor catchment ranked as the State's third largest daytime working population. Ballina, with 355 commuters, was the third feeder town for Limerick City and suburbs in 2016. This equates to circa 15% of the commuters living in Killaloe and Ballina.



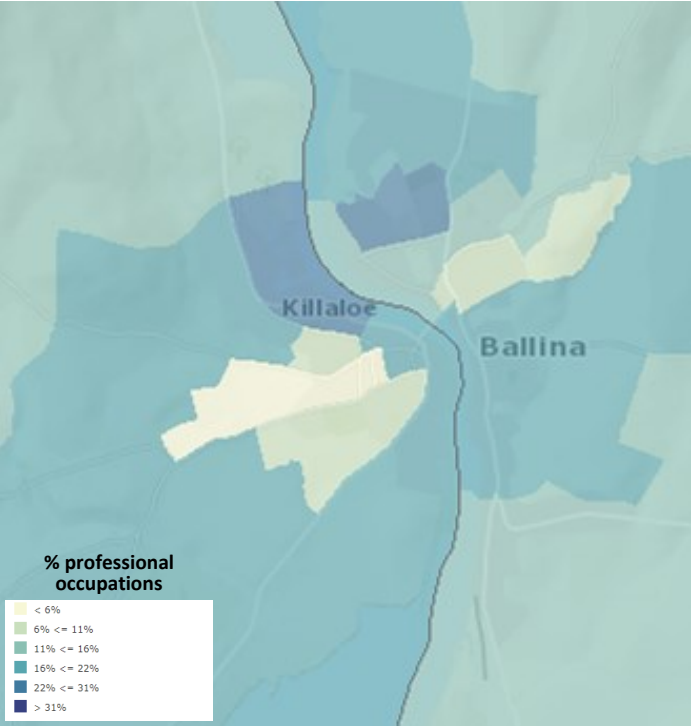
Percentage population of labor force at work in Small Areas within Killaloe and Ballina, Census 2016



Ballina placed as the third feeder town with 355 commuters per day to Limerick City & Suburbs



Spatial distribution of % retired individuals in Killaloe and Ballina indicating higher rates for Killaloe town centre and its western ends



Spatial distribution of % individuals with professional occupations in Killaloe and Ballina indicating higher rates in northern areas of both towns and along the River

DEMOGRAPHIC PROFILE

Means of Commuting & Car Ownership

Of the total commuters of Killaloe and Ballina (2,377) in 2016, 73% were commuting with private cars (1,733 individuals), 23% with green modes of transport (539 individuals), and 4% with public means of transport (105 individuals).

There are three ways to commute from Killaloe to Limerick:

- Route 323 Bus (costs €7-11, takes c. 42 min, every 4 hours service)
- Taxi (costs €40-55, takes c. 22 min)
- Drive (costs €3-5, takes c. 22 min)

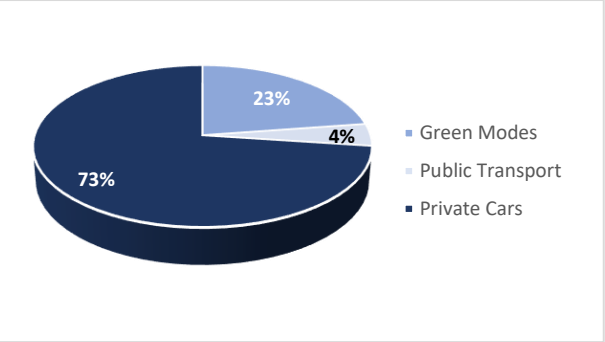
There are three ways to commute from Ballina to Limerick:

- Line 323 Bus (costs €7-11, takes c. 36 min, every 4 hours service)
- Taxi (costs €40-55, takes c. 21 min)
- Drive (costs €3-5, takes c. 21 min)

However, according to the latest updates dated on 22nd of December 2020, the National Transport Authority (NTA) is planning improvements to the Bus Route 323.

This includes an enhanced week-day timetable with increased frequency to seven daily trips, and new Sunday timetable with three daily round trips linking Nenagh and Limerick via Ballina, Birdhill, and Castleconnell. Noted that the frequency of trips for route 345 as it serves Limerick-Scariff via Killaloe is of crucial importance.

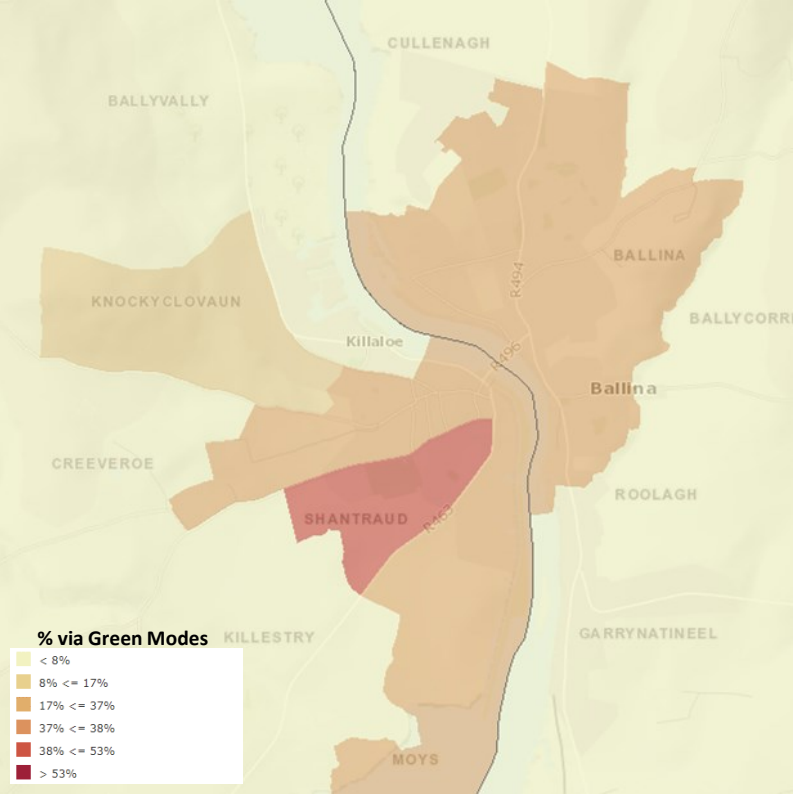
Despite the proposals to improve bus services throughout the towns, these improvements are restricted to the frequency of the services which is not of material effect on the public transport use. The cheapest and shortest alternative is still driving, and a lack of active transport with limited capacity of public transport has adversely influenced pattern of travel in both towns.



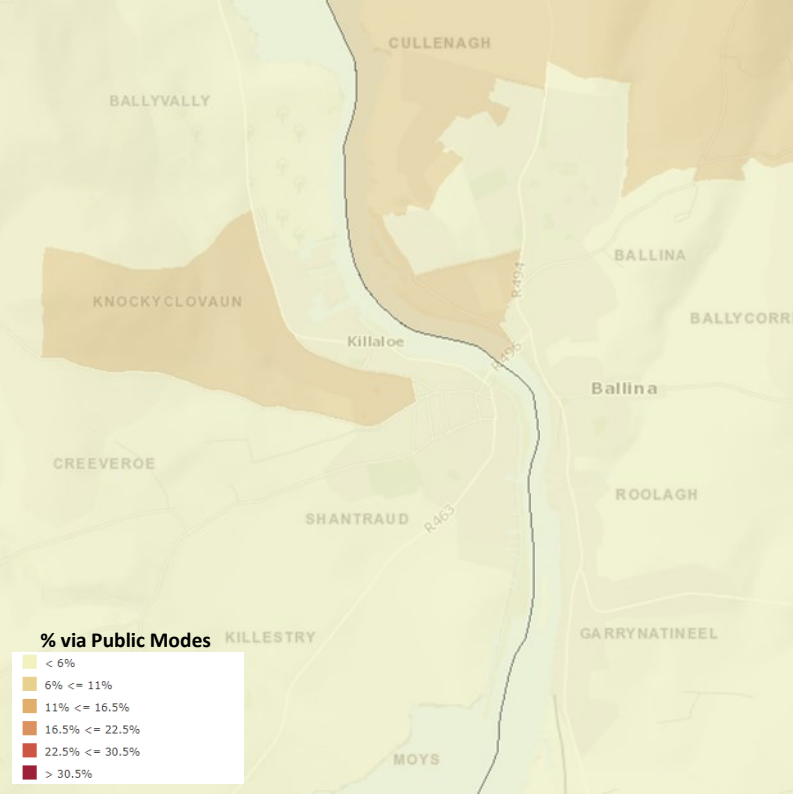
Current Means of Transport in Killaloe-Ballina

Bus 323 (Drummin Village - Newport Tipperary)	Mon. to Fri.	06.57 AM
		07.57 AM
		09.37 AM
		12.37 PM
		03.37 PM
		06.37 PM
	Sun.	09.37 PM
		09.37 AM
		02.07 PM
Bus 345 (Limerick - Scariff)	Sun. to Thu.	07.07 PM
		09.44 AM
		06.19 PM

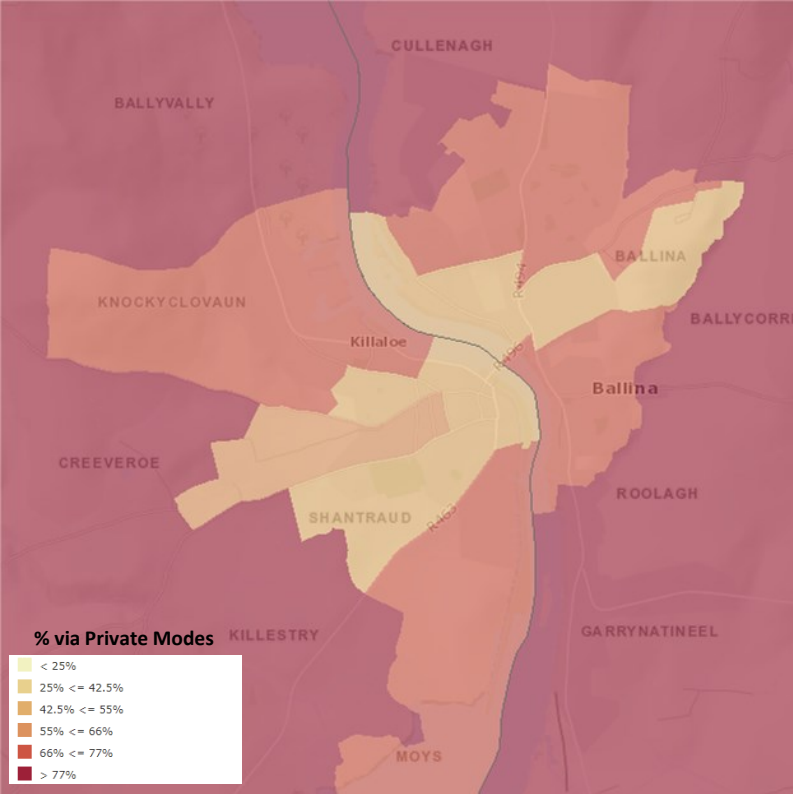
Current Bus Services in Killaloe-Ballina



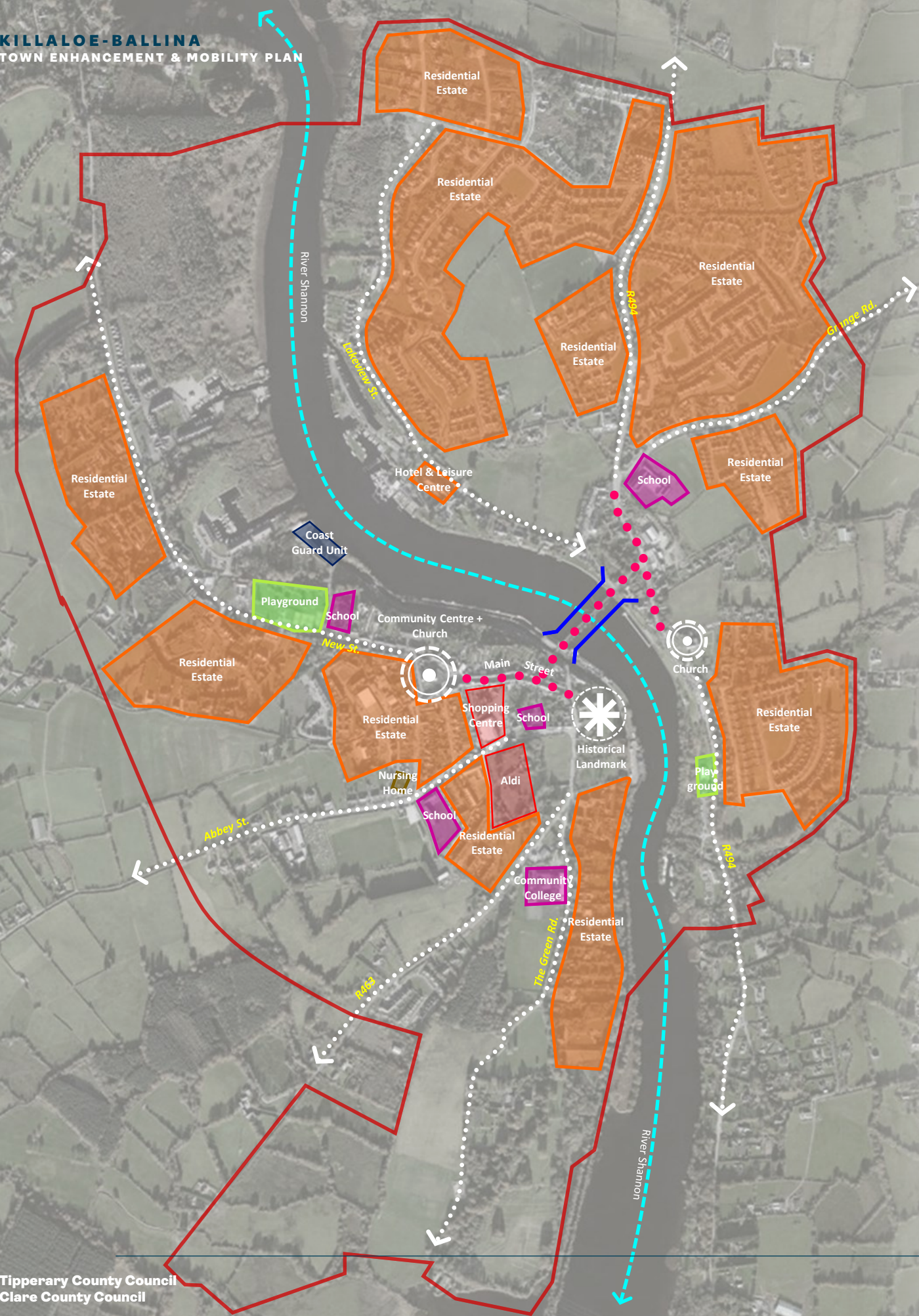
Ballina placed as the third feeder town with 355 commuters per day to Limerick City & Suburbs



Spatial distribution of % retired individuals in Killaloe and Ballina indicating higher rates for Killaloe town centre and its western ends



Spatial distribution of % individuals with professional occupations in Killaloe and Ballina indicating higher rates in northern areas of both towns and along the River



BUILT ENVIRONMENT

Located on the western bank of Lough Derg along River Shannon in County Clare, Killaloe is connected at the southern-most tip of Lough Derg to the twin town of Ballina. This physical connection is provided by the historical Killaloe Bridge across the Shannon. Killaloe is the largest town in the Municipal District, acting as a gateway to east Clare and providing essential services to both local residents and visitors to the area. Given the town’s setting on Lough Derg and convenient access from the national motorway network, tourism is a central element of the local economy.

Ballina, at the southern end and eastern bank of Lough Derg, has developed historically in a linear form along the shoreline, with the town centre focused around Killaloe Bridge. The town, arising from its proximity to Limerick City, its picturesque setting, and wealth of public amenities has seen significant residential expansion over the past number of decades, particularly to the north and west of the town centre. Noted that Ballina is one of the most important tourism destinations of County Tipperary and a gateway town to the ‘Lough Derg and the Lakelands’. It is also a designated Service Centre in the County Development Plan, whereby its role is defined as follows:

‘Service Centres are robust settlements that have a capacity to accommodate new residential growth, employment and enterprise, and other appropriate uses, and are targeted for growth at an appropriate scale to service their local hinterlands and to consolidate housing, local employment, public transport and a range of services.’

However, in a bigger picture, the settlements have a complementary nature and recognising this will allow the expansion of services available to residents of both settlements. Wastewater from Killaloe is treated in Ballina. The existing wastewater treatment plant is currently operating at hydraulic capacity and cannot accommodate any further significant development. Tipperary County Council has recently granted permission to Irish Water (TCC Reg. Ref. 21487) for upgrading of the existing waste-water treatment plant and increasing the treatment capacity that will serve the area.

Context of Killaloe and Ballina

HERITAGE & CONSERVATION

Medieval Heritage

Clerics, Clans and Viking Rivers

Clare and Tipperary have a rich history of ruling dynasties and ecclesiastical settlements. Clare alone has in excess of 100 ecclesiastical sites making it one of the most significant places in the country for early medieval monuments and archaeology. The town of Killaloe is one of the oldest ancient urban settlements in the country and is one of 26 designated Heritage towns.

The town centre is included as a recorded monument in the register of National Monuments due to its antiquity. Ecclesiastical settlements in the area can be traced back to the early medieval period in Ireland. Killaloe, or Cill-da-Lua, is so named after St. Lua, an abbot who lived about the end of the sixth century, and whose oratory was originally located on Friar's island.

According to “A History and Topography 1837” by Samuel Lewis” *'The See of Killaloe was originally founded about 639, by Pope John IV., who consecrated St. Flannan, successor to St. Lua or Molua, first bishop'*. Ecclesiastical settlements in the area became important places of pilgrimage and Inis Cealtra, or the 'Island of the burials', was an important monastic settlement on a small island nearby in Lough Derg. The island was a celebrated nursery of sanctity and learning and dates from the 6th Century and was founded by the Benedictine monks, St. Colum and his followers.

The Dál gCais or the Dalcassians became a powerful tribe in the 10th Century and rose to prominence under the rule of Brian Boru who was the last High King of Ireland and ruled from 1002 to 1014. During the reign of Brian Boru, the town became the capital of Ireland and the medieval settlement around the Kincora Palace site grew in size and prominence. The modern-day towns of Ballina and Killaloe occupy what was an important strategic crossing point and defensive position on the Shannon to the north of the medieval city of Limerick. The City of Limerick was an early medieval Viking settlement and during the 9th and 10th centuries and ecclesiastical settlements such as Innis were attacked by the Vikings in 836 by Turgesius and by Tomran in 922. The vestiges of their presence can be found in St. Flannan's Cathedral in the form of the cross fragment. The towns of Ballina and Killaloe grew and rose to prominence through their strong associations with the Clann and monastic settlements and due to their strategic location on the River Shannon.



St. Flannan's Oratory,
Source: Mesh Architects



Saint Molua's Church, Killaloe



Innis Cealtra,
Source: Geograph.ie



Brian Boru's Fort,
Source: Irishtourism.com



Ireland Viking Cross,
Source: Irisharchaeology.ie

HERITAGE & CONSERVATION

Medieval Heritage

The Historical Legacy of Brian Boru

The history and legacy of Brian Boru is an inherent part of the shared history of the towns of Killaloe and Ballina and the counties of Clare and Tipperary. Boru is also a central part of the national historical narrative given his prominence as ruling figure and his association with so many sites around the country. The legacy of Brian Boru survives as a strong part of the social history of the local people, and he is connected to various sites around the towns and counties of Clare and Tipperary.

In Killaloe there are strong associations with Brian Boru at numerous sites around the town. Kincora Palace was the medieval residence of Brian Boru and was located at the modern-day site of St. Flannan's Roman Catholic Church. The palace was subsequently destroyed by the Normans and there is no trace of the building to be found on this site today. The Holy Well at Tobermurragh Park also has associations with Boru and is said to have been used for his baptism. Further to the north of the town of Killaloe town lies 'Béal Bóruma' which is the site of Boru Fort. This fort was a strategic crossing point on the Shannon and was controlled by the Dalcassians at the time of Boru. Inis Cealtra was one of the largest and most important monastic settlements in Ireland at that time of Boru. The island has strong associations with Boru as a patron and with his brother Marcan who was the Bishop-Abbot of the monastic settlement in the latter part of his life. The Rock of Cashel in Tipperary was the central seat of the numerous Irish Kings, and it is where Boru's accession to the position of High King took place in 990. East of Ard Colite in Ballina lies a castle ruin what is locally referred to Boru's Wine Cellar. This building is a recorded monument, and it is likely that it is of a later date than Boru. To the north of Ballina on Tountinna Mountain lie the 'Graves of the Leinstermen' which are a collection of slate stones which date from the bronze age. In local folklore it is said that the Kings of Leinster and his men lost their lives on the way to claim the hand of Boru's daughter in marriage. Local folklore also has it that Boru had a tunnel built beneath the Shannon linking the settlements on both sides of the river during his reign.

The new Town Enhancement Mobility Plan for the towns of Ballina and Killaloe offers the chance to explore new opportunities to celebrate the buildings, sites, history, and legacy of Brian Boru. The heritage objective is to reinforce the connection of this important historical figure with the towns in the context of the proposed plan.



Head sculpture Brian Boru at Dublin Castle
Source: www.ancientpages.com



Rock of Cashel
Source: www.aohflorida.org



Tobermurragh Murrough's Well
Source: www.irisharchaeology.com



The Graves of the Leinstermen
Source: www.heritagecouncil.ie



Holy Well, Tobermurragh Park
Source: Mesh Architects

HERITAGE & CONSERVATION

Industrial Heritage

The strategic importance of Killaloe and Ballina as a crossing point on the Shannon ensured that they were at the forefront of industrial developments during the period of the industrial revolution. Ireland, and particularly Killaloe and its hinterland, were central in terms of significant industrial developments and infrastructural projects during the 19th century. The monumental feats of engineering of the early to mid-nineteenth century have had a profound impact on the landscape and have left a wealth of related structures between Limerick and Killaloe. *‘The industrial heritage consists of site, structures, complexes, areas and landscapes as well as related machinery, objects, or documents which provide evidence of past or ongoing industrial processes of production, the extract of raw materials, their transformation into good and related energy and transport infrastructures’* (Joint ICOMOS-TICCIH Principles for the conservation of Industrial Heritage, Site, Structures, Areas and Landscapes - The Dublin Principles). The towns of Killaloe and Ballina retain the enduring legacy of the development of the canal and rail systems in Ireland and the infrastructure occupies central prominent sites in both towns.

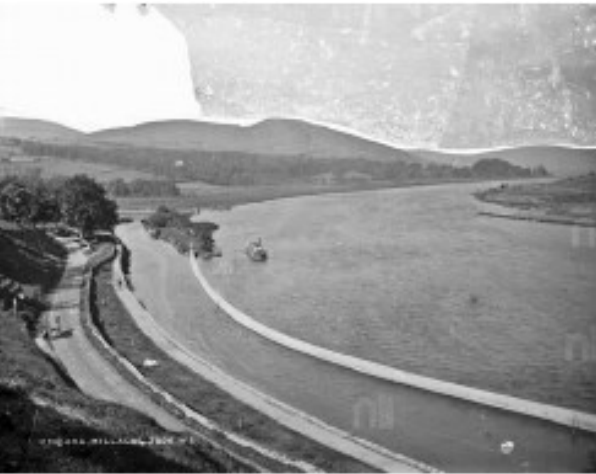
The development of the canal network in Ireland occurred before any other region in the British Isles and was also unique in that inland navigation was initiated and led by parliament. An act of Parliament in 1767 established the Limerick Navigation Company to create a navigable section between the city of Limerick and Killaloe town.

The Killaloe Canal runs parallel to the Shannon from a point immediately to the north of Killaloe Bridge. It begins beside Johnston’s House, which is owned by the ESB. Part of the Shannon Navigation Scheme was constructed c. 1790 to bypass the falls and eel weirs at Killaloe. The canal is stone-lined and has three locks (Killaloe Lock, Moys Lock and Cussane Lock). The southern section was flooded in 1923 as part of the Shannon Hydro-electric Scheme including Cussane Lock. Structures such as goods sheds, slipways, cranes, mooring posts, locks and cast-iron mooring rings are still intact. The heritage categories associated with the structure are architectural, historical, social and technical.

The Plassey - Errina canal opened for use in 1799 but was not a success and the arrival of the train station into Ballina in the 1840’s saw a sharp decline in its use thereafter. Despite these declines in the fortunes of the canal, the lower part of Killaloe town along the waterfront did grow and develop considerable during this period. The construction of the hydro/electric dam in the 1920 saw the eventual closure of the canal. The Shannon scheme was the single most important industrial development in Ireland in the 20th century and was the first integrated national electricity system in the world and is of great significance nationally and internationally. The appreciation of industrial heritage can appeal to all people from many backgrounds and constitutes a major stage of our shared human history and was an important statement of our national ambitions in the early years after the founding of the free state.



Robert French 1865-1914,
Source: The Lawrence Collection Bridge



Robert French 1865-1914,
Source: The Lawrence Collection Weir



Robert French 1865-1914,
Source: The Lawrence Collection Train Station

HERITAGE & CONSERVATION

Heritage Significance

Archaeological Significance

Killaloe and Ballina are ancient settlements, and the National Monuments Service of Ireland has identified a number of zones within the towns which are places of archaeological potential. These zones cover large parts of the town centres of the two towns and include numerous sites of early medieval settlements. Numerous archaeological digs have been carried out on various sites within the towns and a significant number of early medieval tools such as stone axes, hammer stones and coins were unearthed. There is a significant number of ring forts on all sides of the towns. The towns of Ballina and Killaloe are nationally and internationally significant sites of interest due to their antiquity.

Social Significance

Historically, religious life has always played an important part of life in Ireland and some of the earliest recorded settlements in this area were religious. Lough Derg has always been synonymous with the religious pilgrimage and is both a nationally and internationally renowned site for pilgrims since the early medieval times. The Clans were great patrons of the monasteries and they supported and protected the monasteries from invading Vikings. The history and folklore associated with the Kings, Clans and the story of Brian Boru are important aspects of the social history and identity of the place and continue to be celebrated by the local people to this day. Local places bear the historic names of the towns' most celebrated sons and the songs and stories have perpetuated the legacy of the Clans and the Clerics throughout the generations. Historic signs and symbols, such as the banner, are strong links to the past that remain in use today. In the more recent history of the towns the social change that occurred as a result of the colonial influence is most evident. The towns have seen significant social change during the industrial revolution with the arrival of the canal and railway to the towns. More recent events of social significance, such as the killings of The Scariff Martyrs, continue to be remembered and are commemorated with an inscribed stone memorial monument at the centre of the bridge.



Excavation at Brian Boru Fort
Source: www.voicesireland.ie



A pilgrim at Lough Derg
Source: [Liam Blake](#)



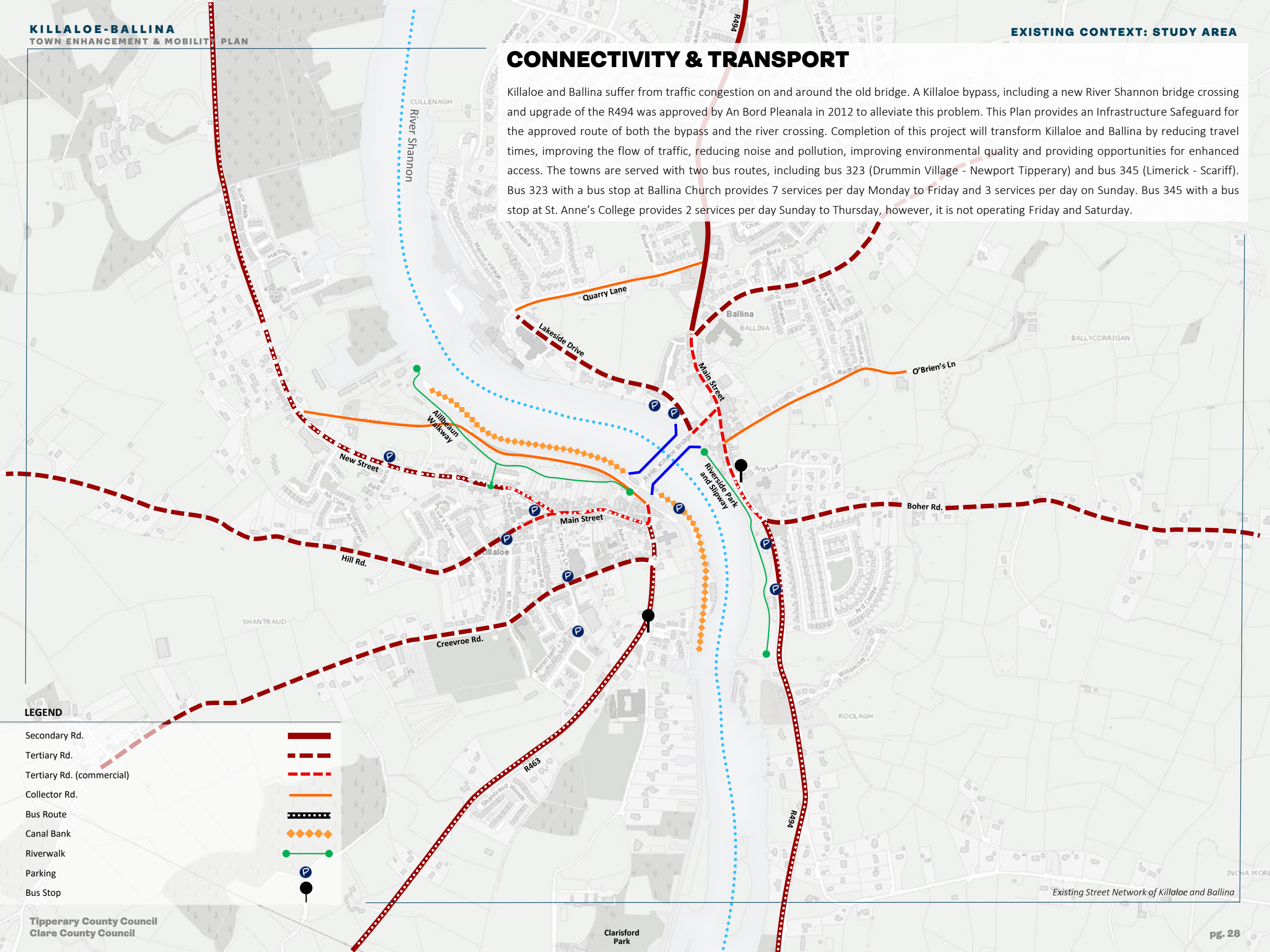
Memorial to the Scariff Martyrs
Source: www.theauxiliaries.com



Pleasure boating on the Shannon
Source: [Robert French 1865-1914 The Lawrence Collection](#)

CONNECTIVITY & TRANSPORT

Killaloe and Ballina suffer from traffic congestion on and around the old bridge. A Killaloe bypass, including a new River Shannon bridge crossing and upgrade of the R494 was approved by An Bord Pleanála in 2012 to alleviate this problem. This Plan provides an Infrastructure Safeguard for the approved route of both the bypass and the river crossing. Completion of this project will transform Killaloe and Ballina by reducing travel times, improving the flow of traffic, reducing noise and pollution, improving environmental quality and providing opportunities for enhanced access. The towns are served with two bus routes, including bus 323 (Drummin Village - Newport Tipperary) and bus 345 (Limerick - Scariff). Bus 323 with a bus stop at Ballina Church provides 7 services per day Monday to Friday and 3 services per day on Sunday. Bus 345 with a bus stop at St. Anne’s College provides 2 services per day Sunday to Thursday, however, it is not operating Friday and Saturday.



LEGEND

- Secondary Rd.
- Tertiary Rd.
- Tertiary Rd. (commercial)
- Collector Rd.
- Bus Route
- Canal Bank
- Riverwalk
- Parking
- Bus Stop

CONNECTIVITY & PEDESTRIAN ACCESS

As reflected on the map, Killaloe and Ballina are currently relying on a car-driven town design which lacks consistency in the provision of footpaths and street crossings. This has resulted in the absence of a pedestrian network in an area which is potentially walkable, specifically in the towns’ centres.

New large residential developments, mostly on the Ballina side, are provided with footpaths. However, the layout of these footpaths within the context indicates a piecemeal design approach developing, regardless of how the development needs to relate to its surrounding context.

The quality of existing footpaths is another issue in the towns, showing that walking/cycling has been overlooked in favour of the private car in the towns design. This has adversely affected the safety and quality of public realm in Killaloe-Ballina. This gets more severe at critical points, where there is an inevitable pedestrian flow, such as over the Bridge, and/or close to major destinations, i.e., schools, college, stores, etc.

The existing footpaths are provided with no design considerations to provide for live activities and their requirements along the active frontages, i.e., buildings interface with public realm, different patterns of pedestrian behavior, different levels of pedestrians’ abilities, Design Manual for Urban Roads and Streets (DMURS), Age Friendly design, etc.

Over allocation of surface car parking spaces, which is mostly characterised with illegal car parking, is another issue in both towns, possibly revealing a lack of parking regulation. This has resulted in some street blockages, and potential emergence of an unsightly and cluttered towns centre. The main flows of pedestrian movement will be significantly altered once the new bridge and bypass become operational because these will re-orientate the patterns of connectivity and pedestrian access.



Dominance of Cars and Car Parking Spaces,
Main Street on Killaloe Side



Lack of Safe Pedestrian Crossing,
SuperValu on Killaloe Side



Dominance of Cars and Car Parking Spaces,
St. Flannan’s Church Junction on Killaloe



Overlooking Pedestrian Requirements,
The Killaloe Bridge

LEGEND

- Good
- Fair
- Poor/Non-existent
- On-street Parking
- Existing Pedestrian Crossings

Evaluation of Access Routes within the Study Area

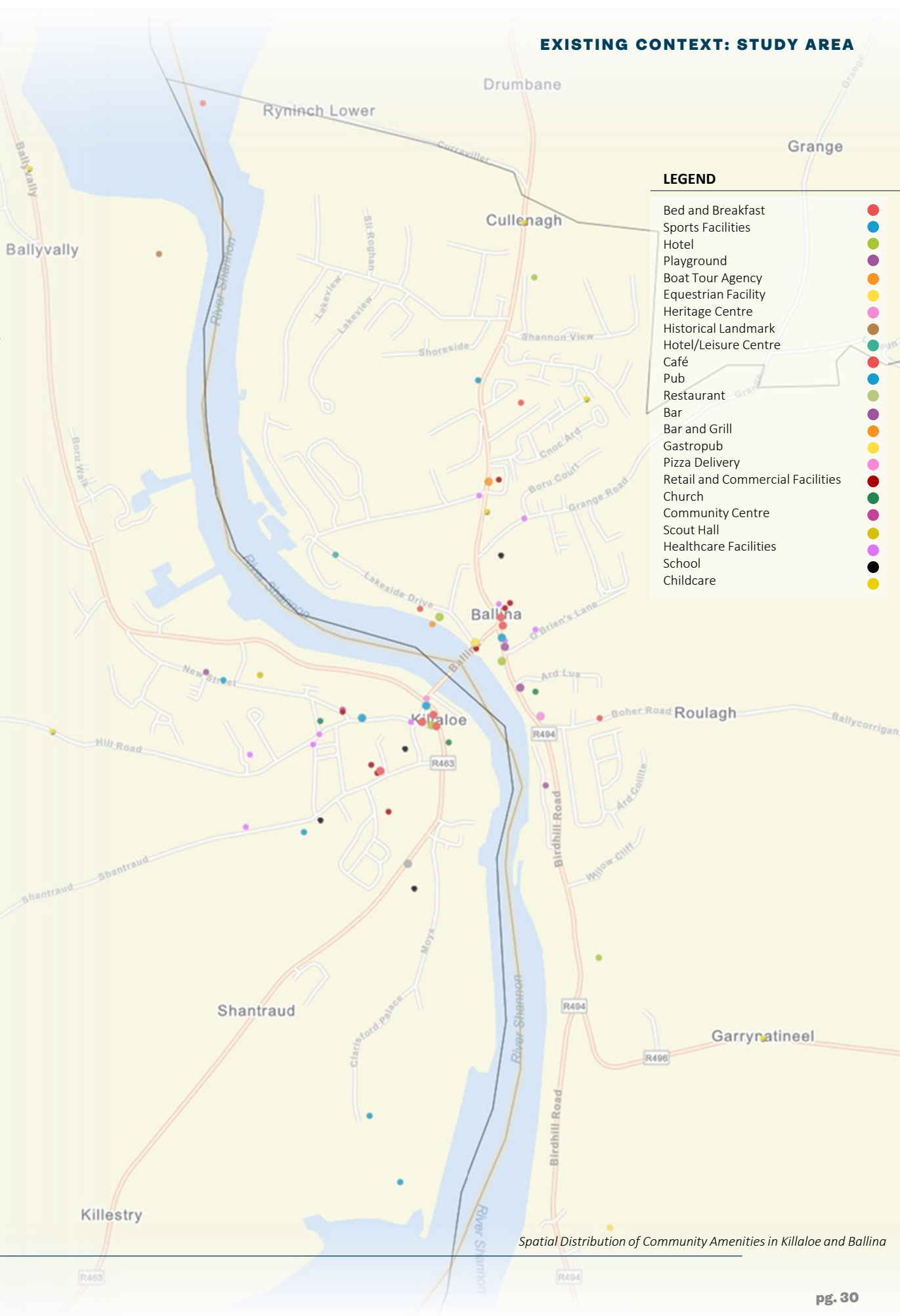
COMMUNITY AMENITIES

This section reflects findings of a comprehensive evaluation of existing community services in Killaloe and Ballina. These facilities are assessed to ascertain if there are any shortfalls in service provision, particularly considering the future demographic changes of both towns. Moreover, utilising spatial analysis tools provided by ArcGIS online, the accessibility of these amenities has been assessed in walkable distances. The results are summarised as below:

- Childcare and educational facilities:**
 - *Childcare facilities:* with 8 no. childcare centres, three in Killaloe and five in Ballina, spatial distribution of these services indicates that these services are more evenly distributed within the central and northern parts of Ballina, which is responsive to the needs of the most densely populated areas in this settlement. There is also a moderate level of access to these services in Killaloe.
 - *Primary schools:* with 3 no. primary schools, two in Killaloe and one in Ballina, spatial distribution of these services indicates a good access for both towns with schools mostly placed in the central part of both settlements and close to the river. However, considering the future development of Ballina, with an emphasis on the north and eastern parts of the town, demand for increasing the enrolments in this side of the River is anticipated.
 - *Post-primary schools:* St. Anne’s Community College in Killaloe is the only post-primary school serving both Killaloe and Ballina catering for more than 550 students. Modelling the accessibility of the school indicates an even access for the population residing in both towns.
- Health and social service facilities:** there is a considerably wide range of healthcare facilities provided within Killaloe and Ballina, including Pharmacy, GP and Family Doctor, Dental Practice, Healthcare, Nursing Home and Out-of-hour GP. Spatial distribution of these facilities indicates that residents of Killaloe and Ballina are enjoying a good range of facilities within reasonable distances.
- Religious and community services:** there are several religious and community services, mostly located in Killaloe with close proximity to Ballina. These are mainly characterised by religious entities and specifically churches. However, there is a community centre serving both settlements. The existing community facilities are providing better access within the central and southern parts of the settlements, and, despite centrality of these services, the access buffer zones are mostly expanded towards Killaloe.
- Leisure and recreational facilities:** As shown in the Figure, there are a considerable number of recreational facilities within both towns, ranging from heritage centre to accommodation facilities, sport facilities and nature reserves. Spatial distribution of these facilities indicates that residents of Killaloe and Ballina are enjoying a good range of facilities within reasonable distances.
- Retail provision:** Killaloe and Ballina provide a range of local services meeting the day to day needs of their catchment population. This includes, Supermarkets, Grocery Stores, Home Good and Hardware Stores, and Butcher Shops. These commercial establishments are mostly located at the heart of both settlements where they connect through the Bridge over the River Shannon, along the R494 towards Killaloe, Main Street and Abbey Street in Killaloe, and along the River. However, further development of the town - specifically on the Ballina side - towards north and east can lead to emergence of demand for commercial developments on those parts.

Almost all community facilities and services are part of the tourism offering of the area. It should be noted that, for this area, tourism includes day-tourism from surrounding areas, especially Limerick and Nenagh, as well a domestic seasonal tourism, especially from Clare, and international tourism both from the Wild Atlantic Way as well as from the Shannon.

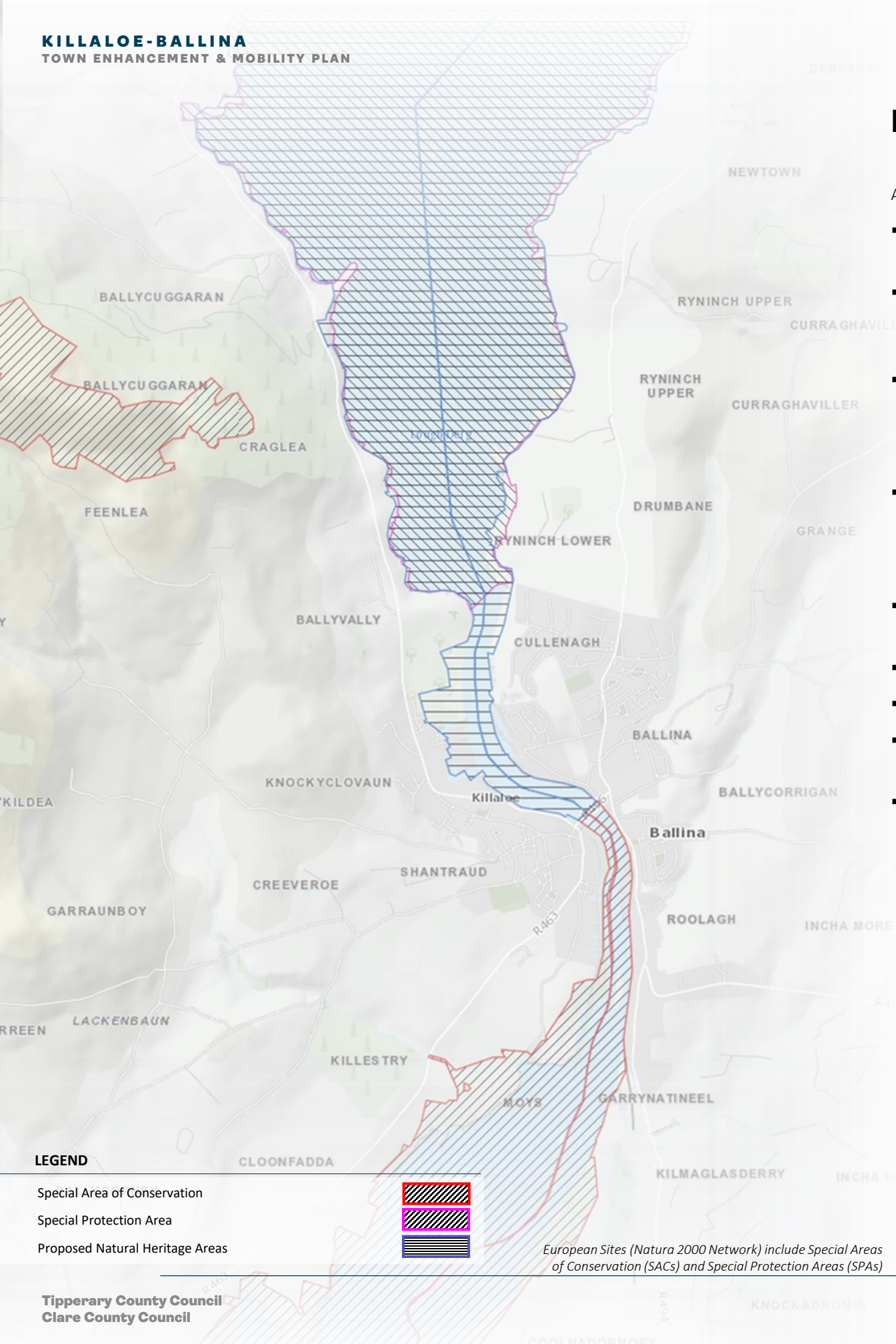
EXISTING CONTEXT: STUDY AREA



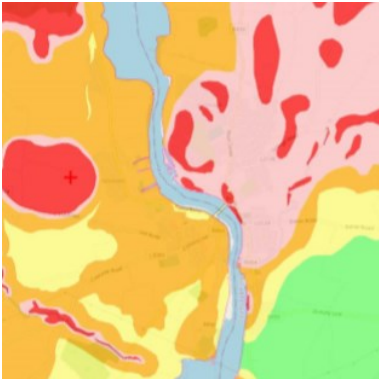
ENVIRONMENTAL & ECOLOGICAL SENSITIVIES

An overview of the key ecological sensitivities relevant to the study area indicates the following:

- Lower River Shannon SAC (002165) within the southern/central parts of the study area and Slieve Bernagh Bog SAC (002312) in vicinity of the north-east parts of Killaloe.
- Lough Derg (Shannon) SPA (004058) adjacent to the northern parts of the study area and Lough Derg pNHA (000011) partially within the northern/central parts of the study area. Parts of Lough Derg (Shannon) SPA are also designated as Wildfowl Sanctuary.
- WFD RPAs - designations relevant to the study area include: WFD RPA Nutrient Sensitive Areas (Lough Derg on the River Shannon); WFD RPA Drinking Water Surface Water Bodies (Lough Derg and Shannon Lower); WFD RPA Drinking Water - Groundwater (beneath the entire study area). There are also a number of water dependent habitats within the study area which have been listed on the Register - these relate to designated SACs and SPAs.
- WFD Surface Water Status and Pressures - Lough Derg (on the River Shannon) good status to the south of the study area/it is also classified as ‘HMWB’ (heavily modified waterbody); moderate status to the north (identified to be under pressures from various sources including agricultural, hydromorphology, invasive species and urban wastewater).
- Groundwater vulnerability - generally of high groundwater vulnerability (orange colour on the map) with areas of extreme (pink) rock at or near surface (red).
- Mature trees, priority hedgerows and woodland areas of high local biodiversity value.
- Aquatic and riverine ecology associated with rivers, their tributaries and riparian buffer zones.
- CORINE - the most dominant land cover types in the study area are manmade and agricultural. Some categories from CORINE mapping may indicate areas likely to contain Annex I habitats.
- Soils: urban fabric (light colour on the map) indicates lands which are manmade within the town centre; (lake) alluvium soils along the waterways (blue colour) are indicative of an area which is prone to flooding (useful indicator of areas where flood events have occurred historically); typical brown earths (light orange) are the most dominant soil types across the Plan area; surface water gleys adjacent to the south in Killaloe and Ballina; podzols and an extensive peatland area adjacent to the north-west on Killaloe side (peat soils are often indicative of areas that are the most sensitive to development due to ecological sensitivities and impeded drainage issues).



WFD Surface Water Status 2013-2018,
Source: EPA



Groundwater Vulnerability,
Source: EPA



Soil Types,
Source: Teagasc



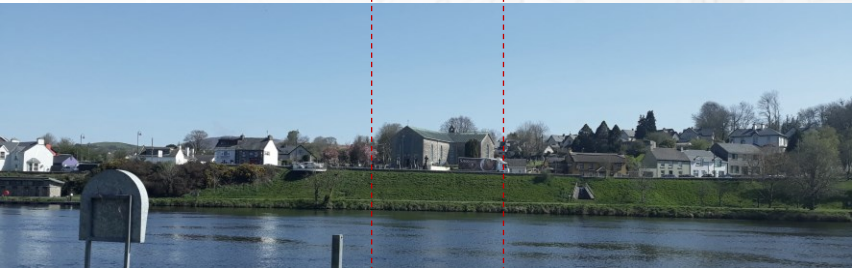
1. Linear view to St. Flannan's Cathedral in a panoramic view from Ballina greenway



2. Panoramic view from Ballina greenway to the Bridge and Killaloe



3. Panoramic view from Aillebhaun walk in Killaloe to Lough Derg Marina



4. Linear view to Our Lady & St. Lua in a panoramic view from Killaloe to Ballina

LEGEND

- Landmark
- Viewing Place
- Linear View
- Panorama View
- Viewing Platform (existing)
- Active Street Frontage (townscape)
- Serial Vision

VIEWS AND VISTAS

The views identified within the towns are classified as the following:

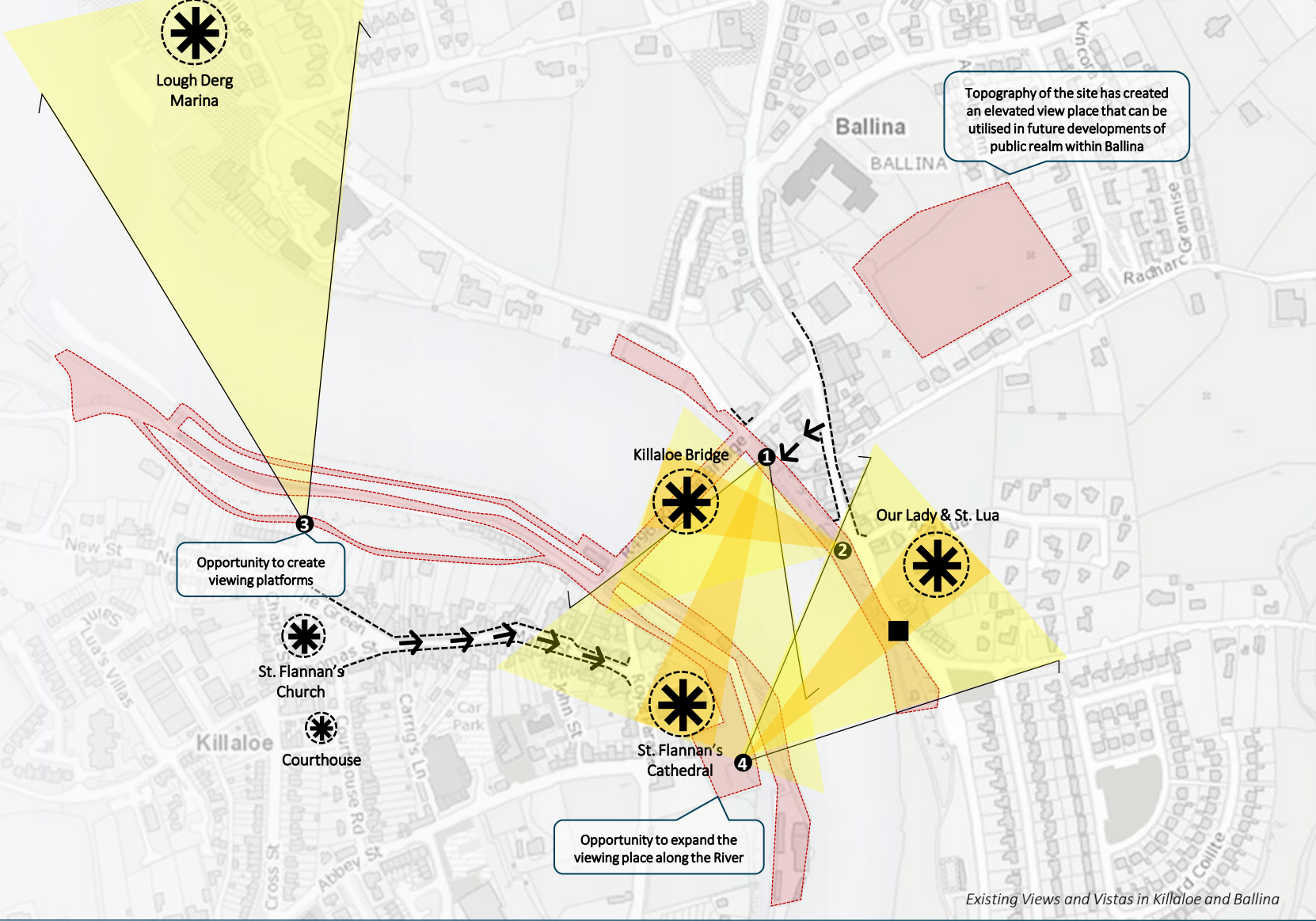
Developing along the River Shannon, both Killaloe and Ballina enjoy broad river prospects. This is accompanied with the rising lines of hills to the north as the dominant backdrop feature clearly seen against the sky when approaching the Bridge on the Ballina side.

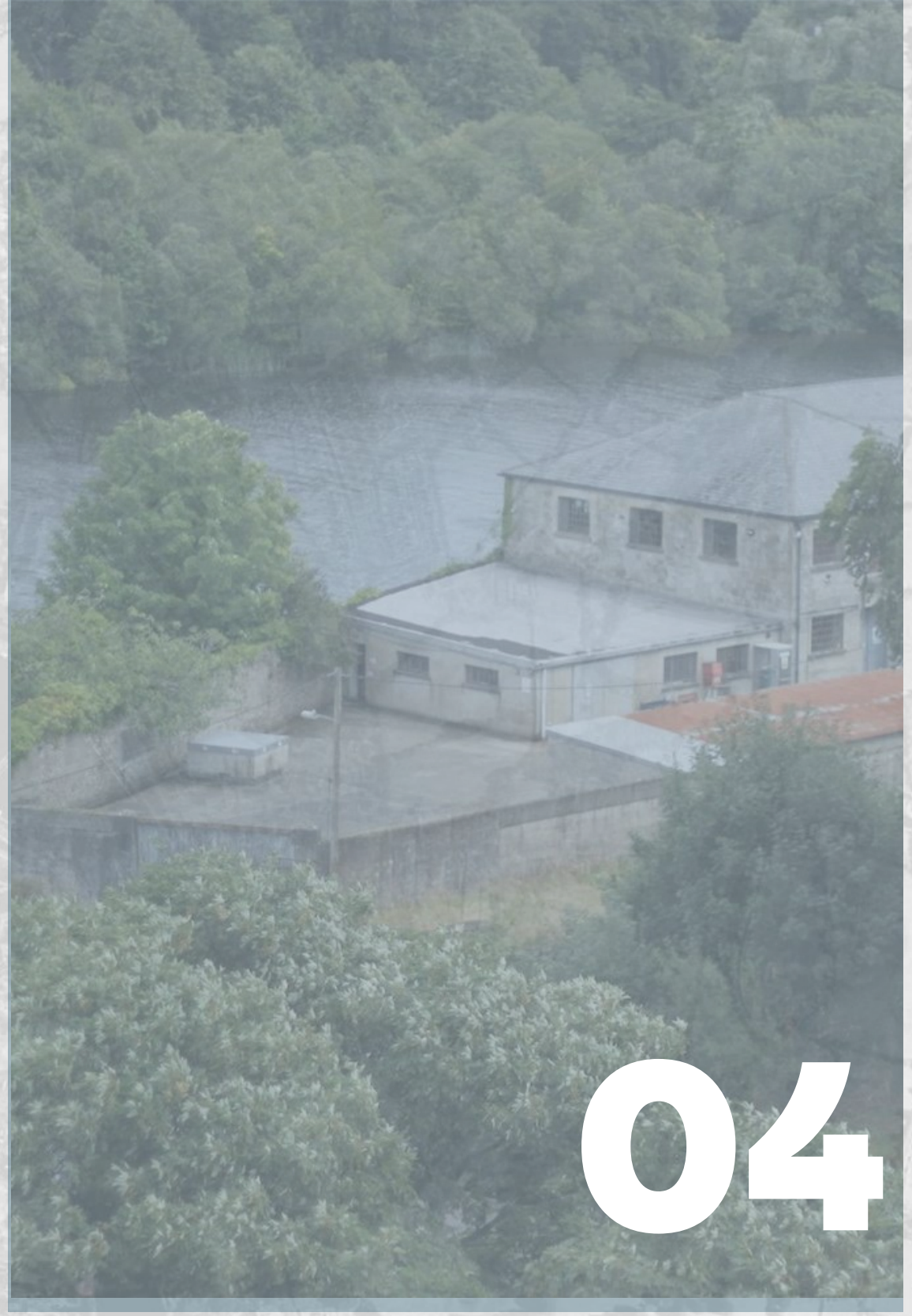
As marked on the Figure, there are a number of landmarks within both towns establishing for linear view corridors from the river-banks. Of which Our Lady & St. Lua on the Ballina side and St. Flannan's Cathedral on the Killaloe side area considered as strategically important landmarks creating a specific characteristic to the skyline of the towns when walking along the river.

These view corridors are highlighted within a background of panoramas framing skyline of the towns, visible along the River.

Accommodating the commercial heart of the towns, main streets in both towns reflect the urban townscape of Killaloe and Ballina.

As marked on the Figure, contrast of existing and emerging views resulted from the organic layout of streets created serial visions within the towns at two points: (1) along the Main Street in Killaloe when walking towards the Bridge, the organic street layout fused with topographical feature of the town resulted in a sequences of Killaloe townscape bringing the walk to the emergence of St. Flannan's Cathedral; (2) the short link from Main Street in Ballina to the river-bank provides for an existing view of the townscape in contrast with emerging view of the St. Flannan's Cathedral in a panoramic view of Killaloe.





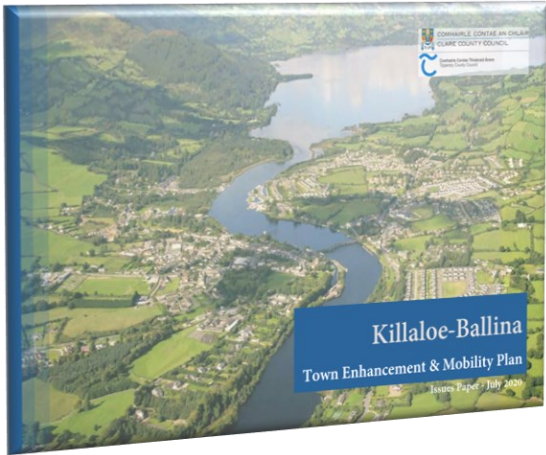
04

PUBLIC CONSULTATION

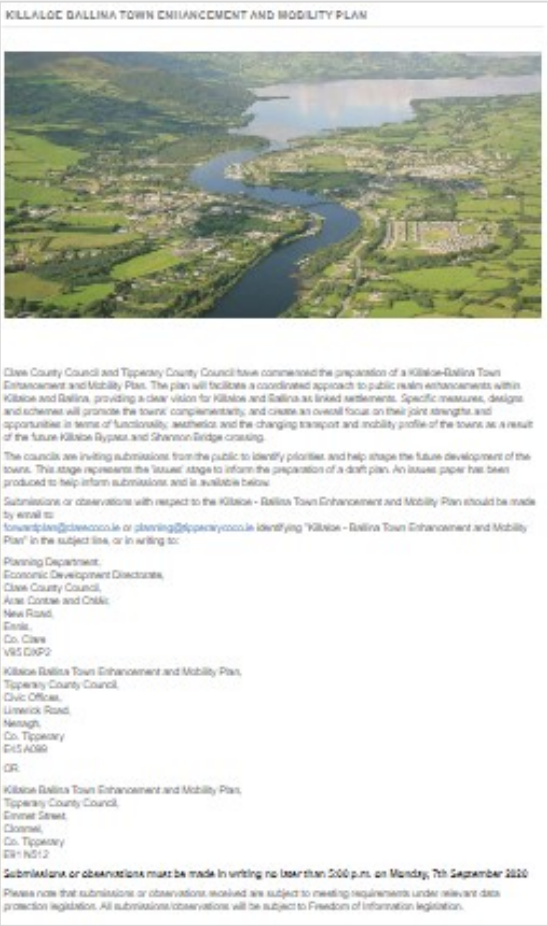
PUBLIC CONSULTATION – PRE-DRAFT STAGE (2020)

Public consultation is a fundamental cornerstone of the Killaloe-Ballina Town Enhancement and Mobility Plan. As part of the pre-draft consultation period, members of the public were invited to make submissions via email, phone, and writing. Unfortunately, due to the Covid 19 pandemic and the government’s restrictions in place during the consultation period, walk-in groups, school and local community workshops were not feasible. In this regard and to stimulate debate on issues that Killaloe-Ballina Town Enhancement and Mobility Plan seek to address, an Issues Paper was prepared. This document was structured to introduce different aspects covered within the Plan to the public, including transport and mobility, place making and public realm, street furniture and design guide, tourism strategy, blue- and green- infrastructure strategy, and development proposals for identified ‘Opportunity Sites’.

The submissions were made to the Planning Department of both Clare and Tipperary County Councils from 4th August 2020 to 7th September 2020 (5.00pm). As a result, a total number of 98 submissions were received from various stakeholders. Of which 50 no. of submissions were from County Tipperary (Ballina) and 48 no. were from County Clare (Killaloe). The purpose of this stage was to bring together the key groups that contribute to the every-day operation of the town, in order to share ideas on those elements of the town that currently work well and those that are considered to undermine the town.



An Issues Paper was published on the Pre-draft Stage of the Plan to inform the members of the Public, this was available on the Councils’ website



PUBLIC CONSULTATION – DRAFT STAGE (2021)

Following preparation of the Draft Killaloe-Ballina Town Enhancement & Mobility Plan and having its copies available in both County Councils’ platforms, the Plan was on public display from the Friday 9th July 2021 up to 5.00 pm on Friday 21st July 2021. Clare County Council and Tipperary County Council arranged a public consultation webinar on the 21st of July 2021 from 7.00 pm to 9.00 pm with the design team presenting an overview of the Plan to the members of the public and providing them with answers to their concerns and questions. Over 50 participants attended the webinar.

As a result, a total of 54 submissions were received from various stakeholders, of which 27 were from County Tipperary (Ballina), 25 were from County Clare (Killaloe). A further 2 were received from EPA and Geological Survey Ireland.

The Draft Plan was accompanied by a Strategic Environmental Assessment (SEA) Environmental Report that detailed the likely significant environmental effects of implementing the Draft Plan, if unmitigated. The Draft Plan was also accompanied by a Natura Impact Report, which considered potential significant effects on the integrity of European sites. These reports and the consultation on the Draft Plan were prepared in accordance with the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (as amended) and European Communities (Birds and Natural Habitats) Regulations 2011 (as amended).

Feedback received from the submissions was collated and considered. The main issues raised were summarised and grouped into themes and which are set out further in the Plan.

SUMMARY OF SUBMISSIONS RECEIVED

Submissions and feedback were thoroughly studied, summarised, and categorised as they were providing input for the baseline study of the towns forming a great part of the SWOT analysis, and aspirations and ideas formulating a shared vision for the towns. Highlighted issues by the submissions can be categorised under the following topics.



PUBLIC REALM & STREET FURNITURE

- Lack of a sense of place with spaces dominated by vehicular traffic and no outdoor activities.
- Lack of adequate bins across from the Spar filling station and Clarisford Park, near Two-mile Gate, the housing estate and Riverside Park and along the main street in Ballina.
- Need for seating areas at the public viewing area opposite the Ballina Church.
- Unsightly townscape due to overhead wiring/cabling.
- Unpleasant visual appearance of recycling facilities at Killaloe Market area.
- More county council workers for maintenance and cleaning to upkeep the twin towns.



AMENITIES & OPPORTUNITIES

- Refurbishing the old Courthouse in Killaloe to new uses and develop the area to the rear.
- Improving the outdoor Market Area with better place-making.
- Highlighting the Green by heavy-duty planters, trees, and seating areas.
- Opening the first arch of the old bridge coming from Ballina.
- Extending the pontoon in Ballina Riverside Park all the way to Ballina Quay.
- Purchasing the Dairygold creamery site in Ballina to be re-developed as a town square.
- Opportunity to capitalise on heritage of Killaloe (economic development).
- Provision of a Waterways museum.

SUMMARY OF SUBMISSIONS RECEIVED



Traffic jam at the entrance to Ballina from Birdhill - May 2021



Traffic jam at the entrance to Ballina from Birdhill - May 2021



Public realm dominated by cars, Killaloe - May 2021



Public realm dominated by cars, Killaloe - May 2021

MOBILITY & ROAD SAFETY

- Traffic congestion and parking issues throughout the towns.
- Safety issues at:
 - Portroe Road R494 as it enters the village and Petrol Station Ballina.
 - The Bridge due to the high-speed traffic and the uneven pavement.
 - Ballina School entrance up to Handball Alley.
 - Lakeside Drive between Flanagan’s Pub and the Lakeside hotel due to congestion of parked cars.
- Lack of safe crossings at:
 - Ballina town centre adjacent to Mc Keoghs Hardware.
 - The Owl and the Pussy Cat and near the library and SPAR.
- Need for Pay and Display parking at Ballina Park during summer (Apr. to Sep.).
- Lack of parking restrictions in Lakeside Drive area.
- Over allocation of on-street parking in both towns with Killaloe being the worst affected.
- Lack of Bike lockers/bike stands between the Waters or near Flanagan’s and at schools.
- Lack of an active transport strategy well-integrated with existing facilities.
- Provision of car parking near the centre of Ballina to ease tourists’ movements in the towns.
- Develop a footpath along Lakeside River to/from the Bridge to the Lakeside Hotel.
- Development of a pedestrian footpath as cycle lane on the R496/R494 from proposed new bridge to Incha More area.
- Phased pedestrianization of bridge over bank holidays and summer weekends suggested,
- Site suggestions for car parks.
- Better bus stop signage and addition of covered seating at Liam O’Riain’s Bar.
- Improve active Travel links to Birdhill Train Station.
- Cycling should be encouraged for school children.
- Promote the use of cargo bikes.

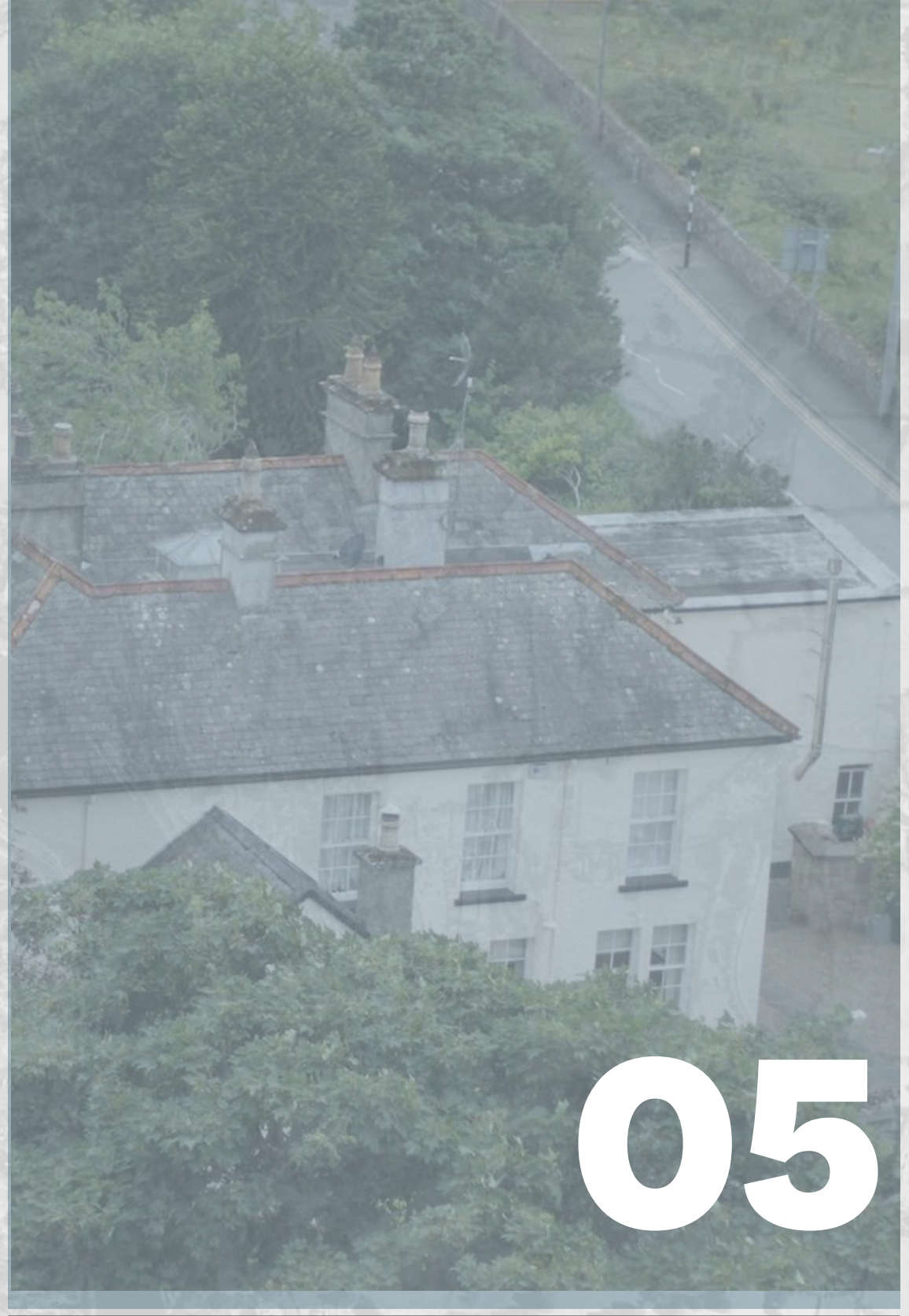
SUMMARY OF SUBMISSIONS RECEIVED



HERITAGE & TOURISM

- Poor promotion of the unique historical interest and heritage of the towns.
- Lack of adequate and accessible signage in both towns.
- Lack of information boards acknowledging the heritage of towns.
- An opportunity to provide for lighting of the Riverside Walk to have a better nightscape.
- Upgrading the Aillebhaun walk as a well-equipped greenway within Killaloe.
- Promote Campervan and RV Parks to locate on the outskirts of towns, near proposed bridge and ring road.
- More access points along the river to promote water sports.





05

SWOT ANALYSIS

SWOT ANALYSIS

A SWOT analysis is considered a valuable tool to evaluate the Strengths, Weaknesses, Opportunities, and Threats (SWOT) to a plan or project, particularly when a desired vision has been defined. Extensive baseline analysis, coupled with public consultation and stakeholder engagement, was used to facilitate the preparation of the SWOT analysis for the Killaloe-Ballina Town Enhancement and Mobility Plan. A carefully and professionally prepared SWOT analysis derives important information in a legible format, and is a vital component to any detailed, balanced analysis for establishing future initiatives and recommendations for the study area. The SWOT analysis for the proposed Town Enhancement and Mobility Plan of Killaloe-Ballina is detailed below:

STRENGTHS

- Rich heritage and history of the towns.
- River Shannon.
- Natural assets and recreational facilities.
- Good connectivity of towns to Limerick and Nenagh.
- Existing walking trails and greenways.
- A growing population and visitor base.
- The burgeoning tourism sector of the towns.
- Collaborative partnership of two Local Authorities to produce a Joint Strategy.

OPPORTUNITIES

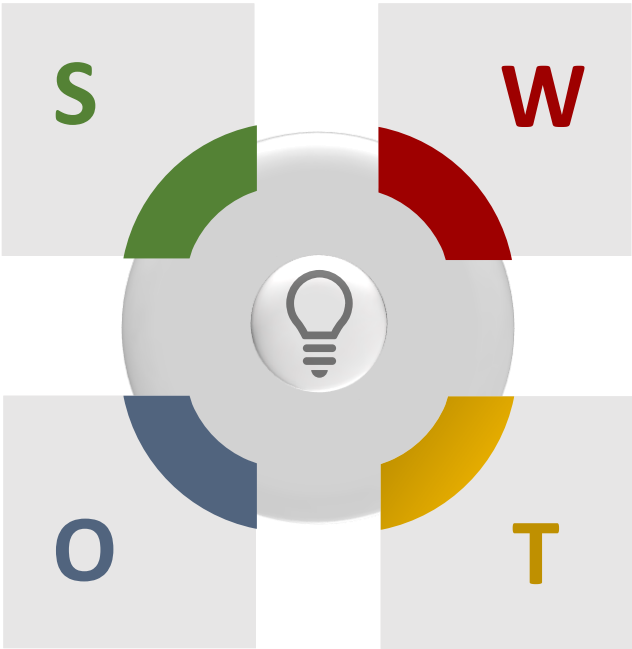
- The new Killaloe bypass Shannon bridge crossing.
- Improved public realm/A vibrant inviting townscape.
- Increased variety of activities.
- Vacant derelict sites/buildings development/Re-use opportunities.
- Better links to existing amenities.
- Enhanced tourism experience/Increased employment.
- Reduced traffic congestion/Parking issues.
- Enhanced natural environment and biodiversity.
- Provision of new parks and sports facilities.
- Permission granted for the upgrade to Ballina wastewater treatment plant by Irish Water, which will facilitate economic growth in both towns when operational in 2023.

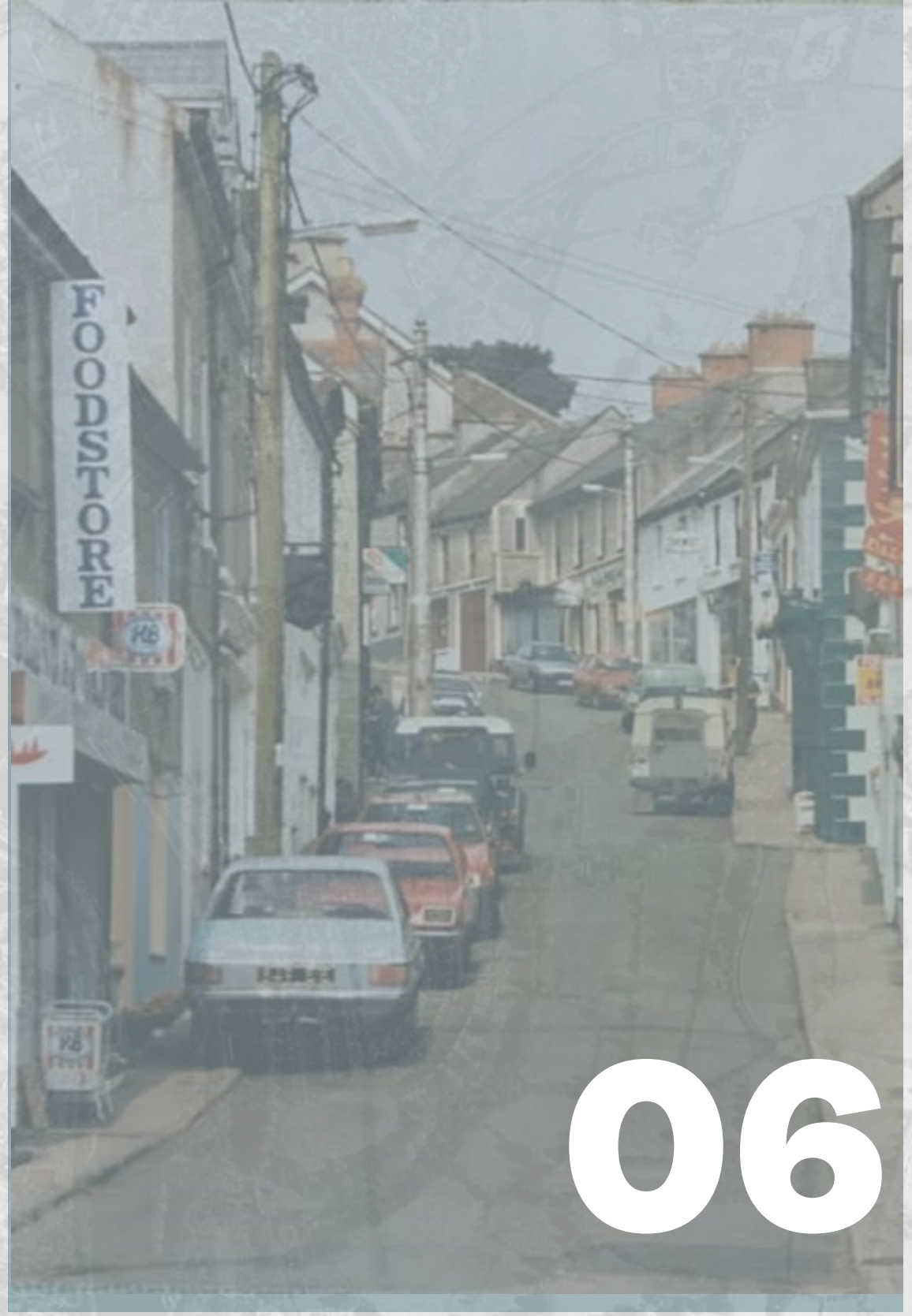
WEAKNESSES

- Lack of a clear vision for development of both towns.
- Car dominant environment of both towns.
- Traffic congestion/limited traffic capacity.
- Lack of parking restrictions.
- Lack of designated footpath and adequate street lighting.
- Poor public realm and legibility.
- Poor pedestrian/cyclist provision.
- Lack of organized community/stakeholder groups within Killaloe.

THREATS

- Vacant Derelict Sites/Buildings and under use.
- Inability to manage traffic effectively.
- Further disparity of the towns due to lack of connectivity.
- Loss of diversity and natural heritage by inconsiderate interventions.
- Unequal investment on one side of the river.





06

THE PLAN

OVERVIEW OF THE PLAN

With extensive input from the community and key stakeholders, and upon the information gathered through baseline studies, this section establishes a vision which will help to inform, motivate, and empower policymaking for the area.

The vision statement is framed to embark on a transformational journey to create a single cohesive settlement highlighting the assets of Killaloe-Ballina and providing an inclusive environment which brings vibrancy to the area.

This will be achieved by improvements to connectivity, public realm, and amenities as well as the historic fabric of the area and importantly the tourism experience. Therefore, a set of goals within thematic areas that help to frame the values and vision of the area has been developed. These thematic areas include, (1) Mobility Management and Transport, (2) Public Realm, (3) Heritage, (4) Tourism, and (5) Green and Blue Infrastructure. To determine how the Plan will meet these goals, a set of detailed objectives were identified which are outlined in a pre- and post-bypass timeframe which in some cases is further specified as long-term post-bypass.



VISION STATEMENT

Vision Statement for the twin towns of Killaloe and Ballina:

“With a sustainable environment and vibrant economy, the heritage towns of Killaloe and Ballina enjoy a highly valued riverfront location and cohesive townscape which not only inspires identity and a sense of unity, but also encourages a diverse range of activities and recreation. Safe, accessible, and visually attractive public realm improvements will enhance the quality of life for residents, visitors, and workers in an Age Friendly environment. The Shannon Crossing and Bypass will change the face of both towns by linking two national tourism brands of the Hidden Heartlands and the Wild Atlantic Way. In this way, the riverfront will be further opened up as a key amenity that both enhances public access and fosters new investment.”



MOBILITY MANAGEMENT & TRANSPORT

MOBILITY & TRANSPORT STRATEGY

MOBILITY MANAGEMENT & TRANSPORT

- Mobility Hub**
A travel planning platform for co-location of public and shared mobility modes
Support sustainable travel by provision of lockers, bike repair facilities, toilets, etc.
- Shared Space (Core Area of Towns)**
Pedestrian-friendly and multi-functional zone
Local Access Only
Optimise/Rationalise surface car parking
- Approach and Edge of Core Area**
Widened/Upgraded footpaths
Consistency of footpaths (connection, design, and material)
Indented on-street parking with fewer spaces on offer
- Pedestrianised Space**
Pedestrian-friendly and multi-functional zone
- Proposed New Road Link**
- Proposed Pedestrian Link**
- Promote Road Safety**
Utilising traffic calming measures
- Proposed Extension to the Existing Bus Route**
- Upgrade Existing Bus Stops**
Utilise with shelter, seating, timetable, and real time information
- Proposed New Bus Stops**
- Upgrade Existing Street Crossing (DMURS Compliant)**
- New pedestrian-friendly crossing (DMURS Compliant)**
- Existing Cycle Lane Upgrade**
Improvements such as new barriers and new road painting
Expansion of network to GAA Club in Ballina, to schools and Tobermurragh Park in Killaloe
- Council's Recently Proposed Pedestrian / Cycle Path**
- Potential Bicycle Parking Spots**
- Potential Parking Spaces**
- Potential Public/Tourists' Parking Spaces/Coach Drop-off Bay**
- Electric Car Charging Point**
- Proposed Campervan/RV Parking Spot**
- Proposed Taxi Rank**

MOBILITY MANAGEMENT & TRANSPORT

It is the goal of the Killaloe-Ballina Town Enhancement & Mobility Plan to:

(A) Promote Sustainable Mobility and Access in Killaloe-Ballina

This is to be implemented through the following set of objectives:

Pre-bypass Objectives:

- Promote safety of the transportation network in the following spots by utilising up-to-date national guidelines and standards and controlling speed limits:
 - R494 (Portroe Road) as it enters the village on the Ballina side.
 - R494 from Grange Rd junction to the Spencer and Donovan Solicitors.
 - Petrol Station on the Ballina side.
 - Lakeside Drive at Flanagan’s Pub and the Lakeside Hotel;
 - Access to Johnston’s House;
 - Access to Coastguard; and,
 - Quarry Lane at Marine Village.
- Confirm electric car charging points in both towns and provision of additional service points.

Post-bypass Objectives:

- Create gateways to the towns utilised with sequential design approach and speed-reducing arrangements to highlight the change of character to a less car-dominated area;
- Maximise use of roadway infrastructure before investing in new or expanded facilities by:
 - Prioritising public transport by seeking to increase the capacity/frequency of R323 bus service.
 - Extend the Bus 323 service route along the Main Street from Ballina Church to the GAA club.
 - Provision of additional bus stops along the proposed Bus 323 extension at GAA club, Petrol Station and Superstores, and Ballina Primary School.
 - Provision of additional bus stops along Bus 345 service route at St. Flannan’s Junction and Tobermurragh Park.
 - Reduce car use on the trip to/from school by encouraging alternative modes such as bike bus, bus service, school bus, cycling, etc.,
 - Provide improved cycle parking across both towns.
 - Provide public cycle/scooter hire facilities across both towns.
 - Provide improved pedestrian and cycle links connecting both towns.
 - Encourage initiatives aimed at reducing or minimising the need for single-occupant vehicle travel by supporting alternative modes such as carpooling ideas.
 - Support taxi operation within the towns, and
 - Encourage ride-hailing within the towns through social platforms such as Facebook, etc.
- Support the urban design initiatives that are conducive to enhancing the attractiveness of walking and cycling.

Long-term Post-bypass Objectives:

- Ensure all future developments in the area provide sufficient cycle parking and supporting infrastructure, i.e., lockers, changing facilities.
- Encourage local businesses to adopt mobility management plans.
- Promote cycling initiatives, i.e., national bike week.



Facilitate Public Transport Use by Provision of Sheltered Bus Stops, Seating, Timetable, and Real time information



Promote Micro-mobility by Provision of Cycle/Scooter Hire Facilities



Replacing Car Use in School Trips by Encouraging Green Modes of Travel, i.e., Bike Bus, Biking, Walking, etc.

INDICATIVE TRAVEL TIME POST BYPASS

As a result of the new Killaloe by-pass and full pedestrianisation of the Killaloe Bridge afterwards, the travel patterns and times will effectively change, i.e., the towns will have a less car dominated town centre enhanced by a more pedestrian-friendly environment. The full pedestrianisation of the bridge and traffic enhancement of the towns centre is planned to tie into and connect with the by-pass. In order to illustrate the impact of these improvements post by-pass, different hypothetical travel scenarios are provided below, demonstrating travel times when walking and/or driving.



Via the new by-pass, this is expected to take 3 mins 42 seconds (2.8km) by car assuming 50kph.



Via the new by-pass, this is expected to take 4 mins 30 seconds (3.6km) by car assuming 50kph.

MOBILITY MANAGEMENT & TRANSPORT

It is the goal of the Killaloe-Ballina Town Enhancement & Mobility Plan to:

(B) Promote Sustainable Management of Car Parking in Killaloe-Ballina

This is to be implemented through the following set of objectives:

Pre-bypass Objectives:

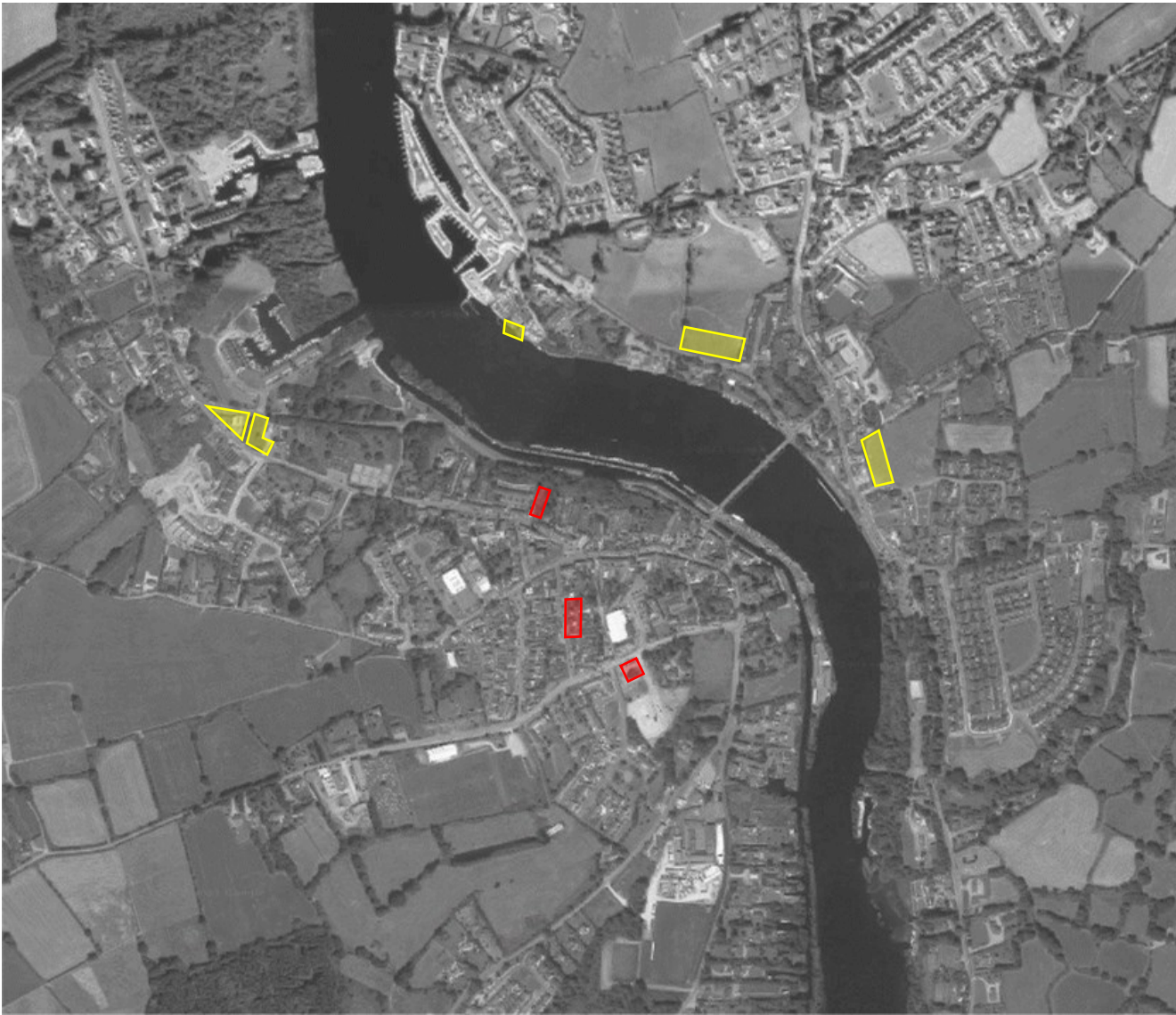
- Confirm locations for provision of coach/tourist parking space, including RV and campervans, near to gateway locations.
- Confirm locations for car parking locations within the towns.
- Optimise and rationalise parking space along the R463 and Abbey Street at the Deanery Site.
- Promote accessibility of the towns by provision of accessible parking spaces within the public realm upgrades and proposed new parking areas.
- Provision of electric car charging points in public car parking spaces.
- Maintain the existing waterfront car parks to provide central space for those with mobility issues.
- Encourage Hotels to provide rental bikes and shuttle bus services for local travels.
- Promote locals to utilise the existing community parking spaces at Aldi.

Post-bypass Objectives :

- Optimise and rationalise parking spaces in the following spots:
 - Along the Lakeside Drive and near the Hotel on the Ballina side.
 - Along the Main Street and at St. Flannan’s Church on the Killaloe side, and
 - Along the Abbey Street and at the Supervalu on the Killaloe side.
- Regulate on-street parking spaces to favor higher-value uses specifically in the peak time.
- Redesign local roads to reduce car dominance.

Long-term Post-bypass Objectives:

- Identify and allow use of remote parking for towns centre residents with improved pedestrian access and wayfinding.
- Encourage shared parking spaces which serve multiple users or destinations in peak time.
- Review parking enforcement practices constantly to ensure their efficiency and fairness.



Indication of Residential Car Parking Spaces (outlined in red), and
Tourists/Coach Parking Spaces (outlined in yellow)

MOBILITY MANAGEMENT & TRANSPORT

It is the goal of the Killaloe-Ballina Town Enhancement & Mobility Plan to:

(C) Deliver a Highly Accessible Experience for Pedestrians and Cyclists in Killaloe-Ballina

This is to be implemented through the following set of objectives:

Pre-bypass Objectives:

- Improve wayfinding through the towns to aid walking and cycling.
- Upgrading the existing pedestrian crossings and provision of additional crossings at the following spots:
 - R494 before Grange rd. junction (to be upgraded & DMURS compliant).
 - R494 to safely link the Gooser’s Bar and Restaurant to the footpath across the street.
 - R494 to safely link Ballina Primary School to the footpath and the residential lane across the street.
 - R494 to safely link Petrol Station and Super-stores to the footpath across the street.
 - New Street at the Playground (to be upgraded & DMURS compliant).
 - Abbey Street to safely link the Killaloe Boys to the footpath across the street.
- Ensure that all crossing points are designed in keeping with Access for All, with the likes of dropped kerbs or raised tables, specifically for mobility impaired users.
- Secure adequate cycle parking spaces throughout the towns.

Post-bypass Objectives:

- Enhance the movement of pedestrians by developing an interlinked network of consistent footpaths throughout the towns.
- Promote towns accessibility to the existing walking trails, i.e., Ogonnelloe, Ballycuggaran, and Killaloe walks including Garraunboy, Lackareagh, and the Glen walk, and the Ballina river walk by provision of legible wayfinding and signage.
- Provide and maintain a network of continuous cycling routes throughout the towns interlinked with the river-walks and trails.
- Provision of mobility hubs in both towns to provide cycle repair facilities, lockers, cycle hire including of electric bikes, maps and details of routes.
- Provision for Shared Surface at St. Flannan’s and Royal Parade.

Long-term Post-bypass Objectives:

- Integrate walking/cycling links to/from Clarisford Park and new bypass/bridge in Killaloe to provide for a looped amenity walk between the two bridges and improvements to the existing pedestrian access routes where necessary, e.g., beyond Willowcliff in Ballina to the new bridge.
- Improve connections to integrate Marine Village into Ballina and Killaloe.
- It is an objective of this Plan to seek to deliver an extension of the pedestrian footpath along the R496 in Ballina as far as the speed limit signs. This would be subject to detailed design and obtaining the necessary funding, resources and consents.
- Investigate provision of shared surface or pedestrianisation of Royal Parade.



Sample Image of a Courtesy Crossing



An Enhanced Side-walk to Provide for a Pedestrian-friendly Environment

MOBILITY MANAGEMENT & TRANSPORT

It is the goal of the Killaloe-Ballina Town Enhancement & Mobility Plan to:

(D) Enhance Connectivity of the Towns by Transition of the Bridge to Pedestrian and Cycle Link

The new Killaloe bypass and the new River Shannon crossing provide an exciting opportunity to reimagine the existing Killaloe Bridge. This now offers a once in a generation opportunity to change the operation and function of the bridge and as such it facilitates the full pedestrianisation of the bridge.

The analysis completed in support of the bypass predicts a 40% reduction in traffic using the bridge as a direct result of the bypass. The further proposals of this Plan are to promote sustainable travel, provide infrastructure for pedestrian and cyclists as well as reducing the dominance of cars within both towns provide further opportunities to reduce vehicular usage of the Killaloe Bridge.

It is proposed to reduce vehicular dominance on the Killaloe Bridge and increase the priority for pedestrians /cyclists through the pedestrianization of the bridge (except for facilitating emergency vehicles). Removing traffic using the bridge allows for the bridge surfacing to be updated to make it a pedestrian friendly space area and support the proposals at either end of the bridge, which focus on pedestrians and cyclists.

Changing the priority to pedestrians on the bridge will assist in connecting the bridges for locals and tourists in the summer season. The proposed car parking at each ‘gateway’ into the towns will ensure that visitors will have a location to park their car without driving into the towns and reduce the need to cross the bridge via car. This will reduce a significant proportion of congestion within the towns and further make it a more attractive and enjoyable place to be.

In particular, this proposed new arrangement will enhance the attractiveness of the historic bridge and viewpoints from the bridge to St. Flannan’s Cathedral, Killaloe, Ballina, and the River Shannon for residents and tourists.

Until the bypass/new bridge crossing is open no changes are proposed to the traffic arrangements on the bridge. However, once the bypass/new bridge crossing is operational, it is proposed to implement the new arrangement for the bridge. This will be subject to detailed public consultation with the local community and key stakeholders with particular focus on the operational considerations of this change. This consultation will take place closer to the time.



Killaloe Bridge at Present

MOBILITY MANAGEMENT & TRANSPORT

Alternative Options Considered for the Killaloe Bridge

Alternative options for the bridge were considered, including building a new pedestrian/cycle bridge, constructing a cantilevered boardwalk spanning the length of the bridge and a floating bridge adjacent to the existing bridge. However, having reviewed these options, it was considered that the current proposal represents the most favourable option from a sustainability and cost benefit perspective. The reasons that the alternative approaches were considered inappropriate in this instance are as follows:

- The existing bridge is a Protected Structure and to provide a boardwalk style bridge spanning from the existing bridge would adversely cause a significant negative impact on the visual and heritage setting of the bridge. There was also concerns with the structural ability of the bridge to accommodate such an approach.
- The provision of a ‘floating’ bridge would negate the safe navigation of boats and vessels along the river.
- Any provision for a new bridge crossing or floating bridge would have a negative impact on the ecological and environmental status of the River, which is a European designated site.
- The cost associated with providing a new standalone bridge crossing is considered prohibitive.
- The continued movement of through traffic across the bridge was considered to militate against the idea of sustainable transport and providing for Active Travel in the towns.



Sample image of floating pontoon bridge



Sample image of boardwalk bridge

MOBILITY MANAGEMENT & TRANSPORT

CONNECTIONS TO BYPASS

The new Killaloe by-pass and bridge crossing will benefit from integrated, good quality pedestrian and cyclist infrastructure. This will consist of a 2.5m footpath on one side of the carriageway and a 2.5m cycleway on the other side. In the bridge section of the by-pass this adjusts to a 3m shared route on both sides of the carriageway.

A key element of the Plan is ensuring the by-pass mitigates any potential severance within Killaloe for pedestrians and cyclists, in particular around Clarisford Park.

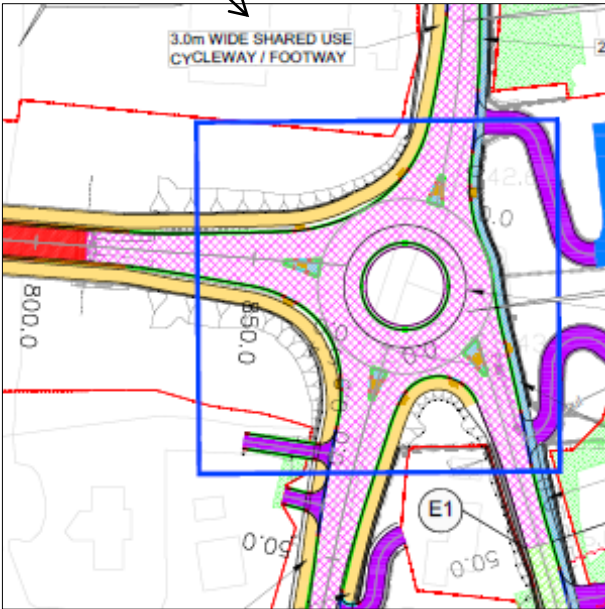
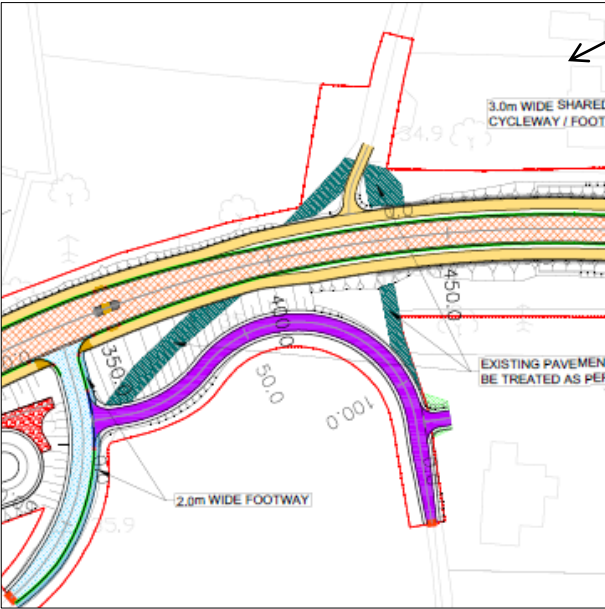
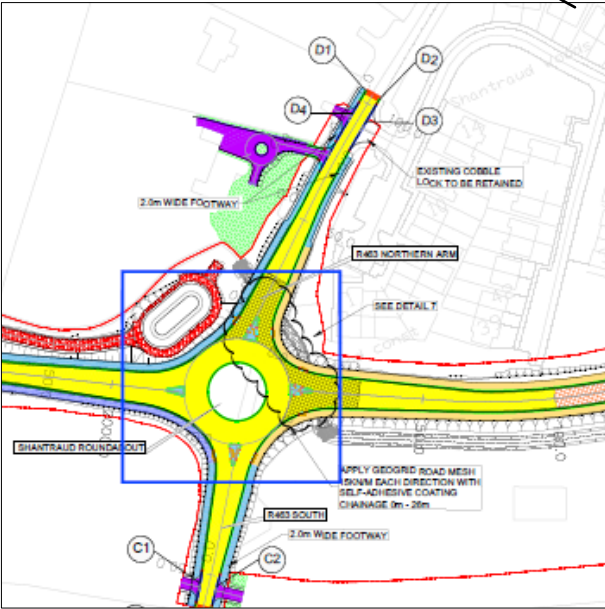
The proposals within the Plan have been designed to tie into and connect with the by-pass. This includes proposing to upgrade the existing link adjacent to St. Anne’s Community College for pedestrians and cyclists only once the by-pass is operational. This will then tie into the proposed uncontrolled pedestrian crossing on the by-pass within the desire line to connect to the new road. Clare County Council have proposals to upgrade the pedestrian route to the south of the by-pass. The combined improvements will all connect up to provide direct pedestrian and cyclists links to/from Clarisford Park and Killaloe.

Improvements to the pedestrian and cyclist infrastructure are proposed on the R494 Main Street in Ballina to tie into the proposed wider improvements from the by-pass/R494.

Vehicles requiring access to/from Clarisford Park will instead use the R463 to connect to the by-pass at Shantraud roundabout and then exit via the new southern link. The existing link road adjacent to St Annes Community College which currently links to Clarisford Park will no longer provide vehicular access.



- Proposed enhanced pedestrian and cyclist infrastructure
- Proposed Clare CC enhanced pedestrian infrastructure



The Bypass and how it will connect to the existing street network in Killaloe

MOBILITY MANAGEMENT & TRANSPORT

KILLALOE LOCAL MOBILITY IMPROVEMENTS

It is proposed to try and reduce the dominance of cars and enhance the pedestrian and cyclist experience within Killaloe with a combination of several measures. This includes the following:

- Pedestrian priority of Bridge Street and closing vehicular access at Killaloe Bridge junction;
- Shared surface/pedestrian priority of John Street and Carrig’s Lane, vehicular access for local residents /businesses only.
- Widen footpath and remove significant amount of car parking on Main Street.
- Widen footpath and introduce cycle lanes on Abbey Street.
- Tie into proposed pedestrian/cyclist infrastructure for the new bypass and Shannon River crossing.
- Upgrade existing bus shelters and increase provision of bus stops.
- Upgrade existing pedestrian crossing on New Street and provide new crossing on Convent Hill; and
- Improve cycle parking provision.

The proposed changes do not require any changes to the one-way system or existing traffic routes. There are still several alternatives connecting Main Street and Abbey Street.

Closing Bridge Street to traffic will benefit the Killaloe Bridge junction by improving available green time for the Royal Parade and Canal Bank traffic signals.

Changing John Street to shared surface with pedestrian priority should help address any congestion issues around the Convent Primary School during pick-up/drop-off periods and further encourage local residents to walk/cycle to school instead of driving. This will require coordination with the local schools and supporting measures such as a School Travel Plan to ensure its success.

Changing Royal Parade to shared surface with pedestrian priority would ensure a smoother flow of traffic, resulting in less vehicles.

Removable/raising bollards could be provided to ensure only local vehicles use these lanes.

A potential nearby site has been identified to provide car parking for resident parking spaces displaced from Main Street. This is subject to local ownership details.

PARKING

Within Killaloe it is proposed to rationalise the car parking on Main Street/The Green and on Abbey Street. It is proposed to provide a designated car parking location on The Green for local residents to use. The proposed resident parking location is just a 100m walk from Main Street, so it is still convenient for locals to use. The proposed parking location can accommodate circa 42 spaces which is considered appropriate to meet local demand.

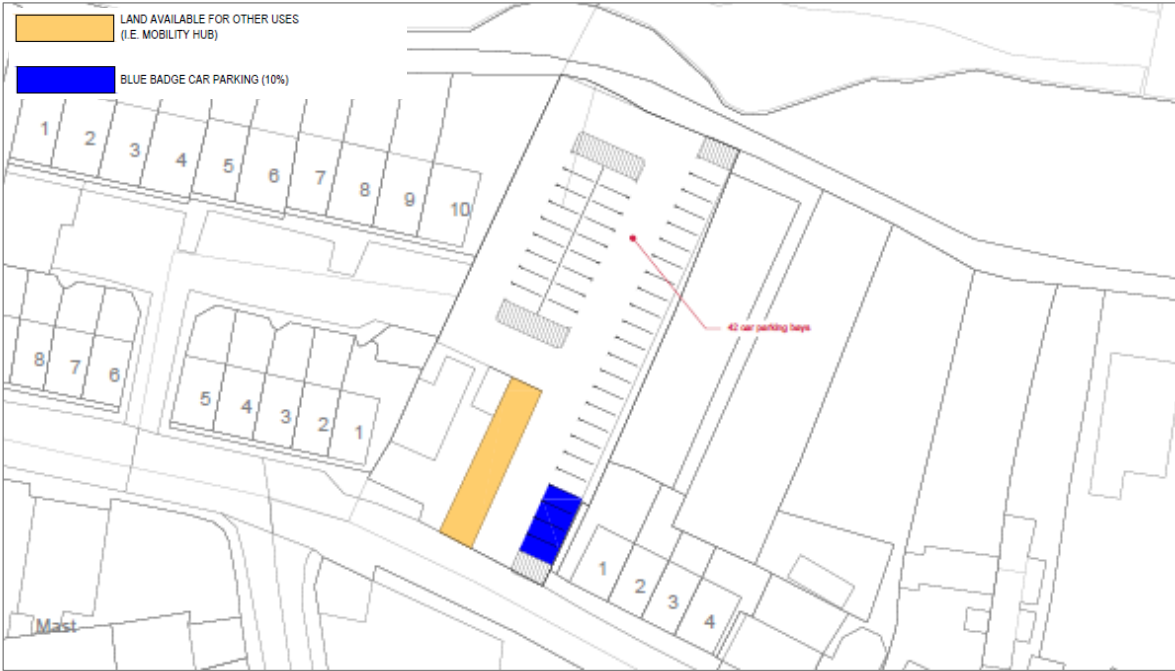
In addition, to help mitigate the rationalisation of car parking on Abbey Street/Convent Hill as well as the provision of a shared surface at John Street, it is proposed to formalise an arrangement for residents/local businesses to utilise the community parking spaces located at the front of the Aldi car park on Abbey Street/Convent Hill.

Rationalising the car parking into designated car parks provides the opportunity for electric car charging facilities to be provided for residents. Currently any local residents who may be interested in converting to an electric vehicle lack any electric car charging facilities and this proposal would seek to remedy this. Supporting electric vehicle use forms a part of the wider sustainable transport measures for both towns. It will also allow for greater footfall and dwell time within the town centre.

A new car park is also proposed at the Deanery Site that can accommodate approximately 132 number of spaces. This will be convenient to the town center and schools .



Sample Images Indicating Proposed Enhancements to John Street and Carrick’s Lane



Proposed Residential Car Parking Space and Mobility Hub - Providing for 42 no. Car Parking Bays and 4 no. Accessible Car Parking Spaces

MOBILITY MANAGEMENT & TRANSPORT

ABBEY STREET/CONVENT HILL ENHANCEMENT

Abbey Street/Convent Hill currently lacks sufficient infrastructure to support pedestrians and cyclists. There is a significant opportunity to improve this and promote a real shift in modal split within the town.

Abbey Street/Convent Hill is the main connector road between the boy’s national school and the girl’s national schools within the town. Currently both schools generate a significant number of vehicular trips. A key factor supporting parents to drive to each school is due to the lack of dedicated walking and cycling infrastructure within the road.

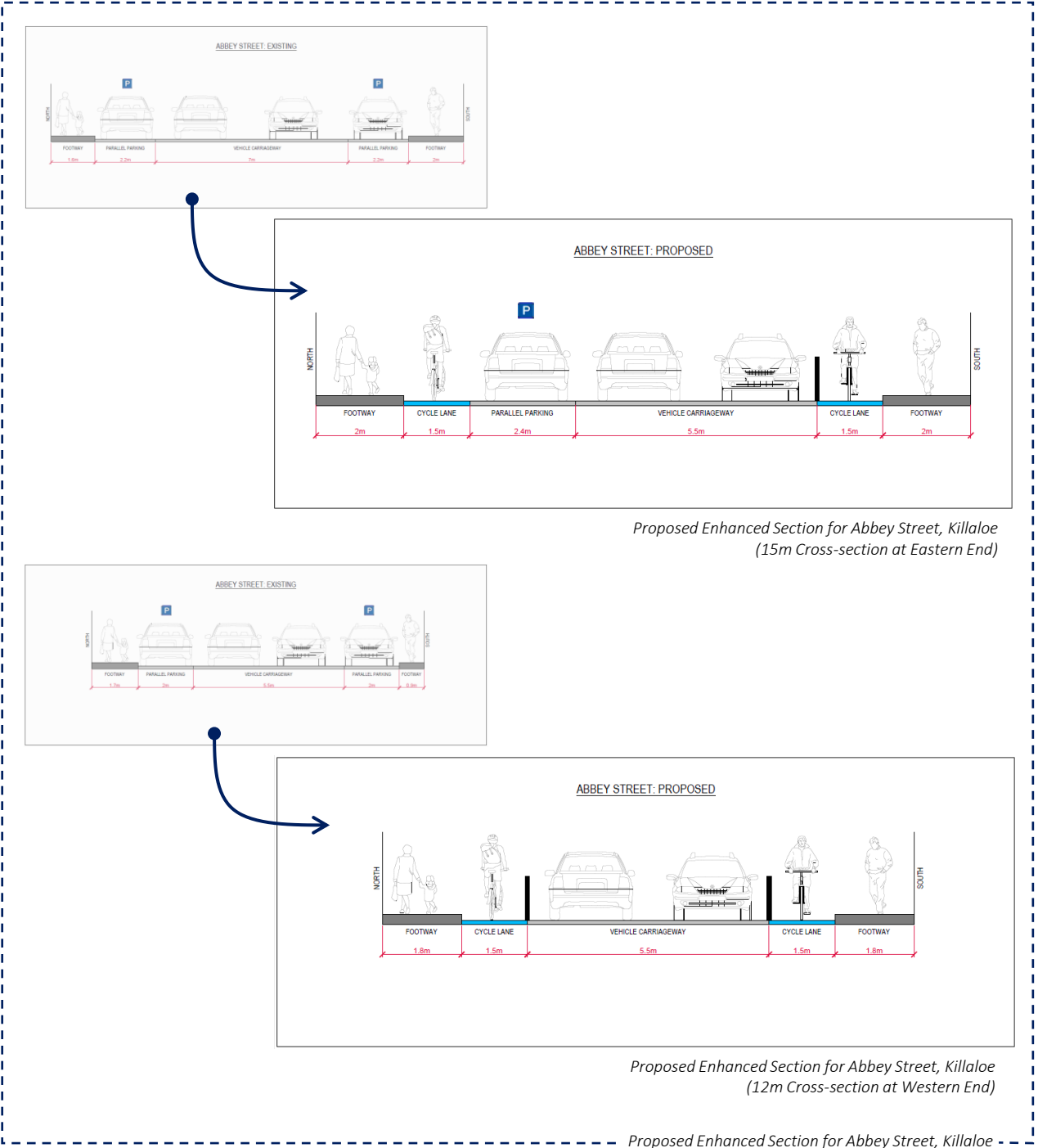
It is proposed to widen the footpaths along both sides of the carriageway for the full length of Abbey Street /Convent Hill from the GAA pitches all the way to the junction with the R463.

A review of the cross sections indicates that there is sufficient space to still provide some car parking for local residents at the eastern end of the road whilst also providing footpaths between 1.8-2m wide on each side and with traffic cycle lanes 1.5m wide each. This is demonstrated in the adjacent figures. It is proposed to segregate the cycle lanes with the use of either a kerb or bollards.

Floating on-street parking adjacent to cycle lane to cater for local residents. The parallel parking bays are wider than the existing bays to ensure they do not disrupt the cycle lanes. An example floating parking bay is shown.

Locals who currently park on Abbey Street/Convent Hill will be able to utilise the existing dedicated community parking in Aldi and the proposed parking area off the R464 (Killaloe South).

It is also proposed to provide pedestrian crossings from the proposed car park at Deanery site to the School and John Street to reduce congestion.



MOBILITY MANAGEMENT & TRANSPORT

BALLINA LOCAL MOBILITY IMPROVEMENTS

It is proposed to try and reduce the dominance of cars within Ballina with a combination of several measures. This includes the following:

- New link road is proposed between Grange Road and O’Brien’s Lane and Ard Lua to reduce vehicular traffic on Main Street.
- Widening and improving footpaths as well as reducing car parking on Main Street.
- Upgrade and provide new dedicated pedestrian crossings on Main Street.
- Connecting the improved footpaths/cycleways on Main Street to the new bypass/bridge infrastructure.
- Connecting the proposed public space/plaza adjacent to Killaloe Bridge to the new Riverwalk connection.
- Upgrading footpath and providing cycle links on Lakeside Drive and Quarry Lane.
- Improve cycle parking provision.
- Upgrade existing bus shelters and increase provision of bus stops.
- Promote and seek to provide improved permeability and connectivity between residential areas within Ballina where feasible, particularly as part of any new planning application.

The proposed measures seek to further reduce vehicular traffic on Main Street and improve congestion in the local area.

The new link between Grange Road and O’Brien’s Lane and Ard Lua will facilitate more direct access to the commercial/retail units on Main Street as well as rationalise the servicing set up. Removing these functions from Main Street will enable Main Street to become more pedestrian and cyclist friendly by removing most vehicular traffic and parking spaces. The new link is proposed to provide access to the proposed parking site between O’Brien’s Lane and Ard Lua and open up the backlands in this area for further development. The proposed changes do not require any changes to the existing traffic routes.

Currently Ballina benefits from cycle lane infrastructure and these proposals intend to link these together to provide a safe environment for all users. This will be supported with cycle parking and access to mobility hubs.

The identified car parking areas on Lakeside Drive and Main Street/Ard Lua will help mitigate the rationalisation of car parking on Main Street.

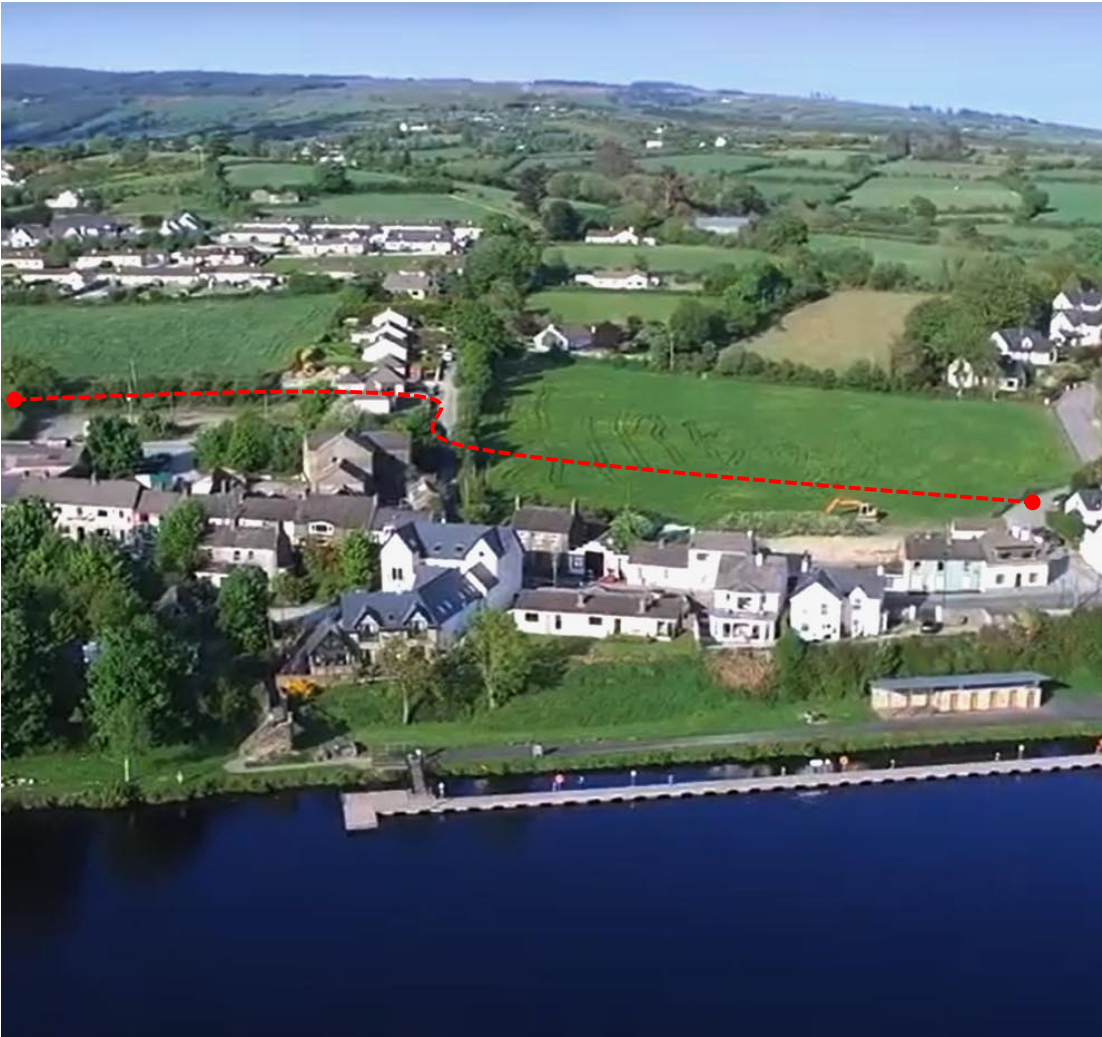
Improving pedestrian and cycle links seeks to significantly improve the connection to the Lakeside Hotel and the Marine Village and link them to the main town more.

PARKING

Two new areas for dedicated car parking have been identified within Ballina. A new car park on Lakeside Drive, adjacent to Ballina Quay and another area off Main Street/Ard Lua. Both parking areas could accommodate 150-200 parking spaces. The proposed car parking will help support and mitigate the rationalisation of car parking on Main Street.

In addition, the parking areas will help provide overflow parking during peak tourist seasons and reduce the traffic entering the centre of Ballina-Killaloe. The improved pedestrian and cycle links from both parking areas will further ensure visitors park and walk into the town.

Car parking charges will need to be reviewed and monitored to ensure compliance. Operational management will be required to ensure vehicles do not park on-street. These measures will need to be supported by a rationalised parking charging/permit system within the town and enforcement to prevent illegal parking.



Suggested New Link between Grange Road and O’Brien’s Lane and Ard Lua

MOBILITY MANAGEMENT & TRANSPORT

GRANGE ROAD/O’BIEN’S LANE/ARD LUA NEW LINK

There is an opportunity to create a parallel link to the Main Street within Ballina to help reduce traffic demand and manage traffic more efficiently.

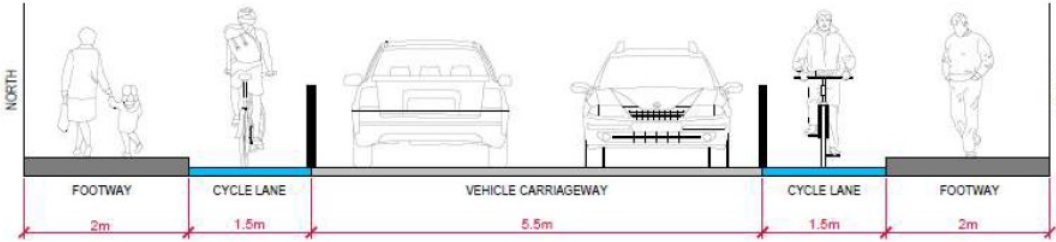
Therefore, it is an objective of the Plan to facilitate the development of a new link street between Grange Road and O’Briens Lane and Ard Lua.

This new link will facilitate more direct access to the commercial/retail units on Main Street as well as rationalise the servicing set up. Removing these functions from the Main Street will enable Main Street to become more pedestrian and cyclist friendly by removing most vehicular traffic and parking spaces.

Moreover, this new link street would provide access to the proposed parking site between O’Briens Lane and Ard Lua and open up the backlands in this area for further development.

Indicative alignment of the road and a potential cross section are demonstrated in the figures. It is proposed to maintain the principles of facilitating pedestrian and cyclist connections on the new link.

This new link street is subject to final detailed design, between Grange Road, Ard Lua and O’Brien’s Lane in Ballina. The detailed design will ultimately be determined by the development of the surrounding zoned lands, which will inform the nature of this road proposal. The new link will also facilitate improved access to the national school and potential for a new vehicular drop-off for the school.



Suggested New Link between Grange Road and O’Brien’s Lane and Ard Lua with its Indicative Cross-section

MOBILITY MANAGEMENT & TRANSPORT

TOURIST TRIP MANAGEMENT

It is proposed to create four locations at each approach to the towns for tourists to primarily park their vehicles and then enter the town by sustainable modes (walking, cycling, shuttle bus etc.).

These sites are identified as suitable sites primarily for their proximity to the key amenities. All parking sites are within 400m walking distance of the key hubs of each town. This close proximity provides a real opportunity to encourage visitors to park at each gateway car park and enjoy the improved walking/cycling routes leading them into each town and the waterfront. This will significantly benefit both towns by primarily reducing vehicles and congestion. This will assist in improving air quality from the reduction in queuing vehicles and reduce noise impact.

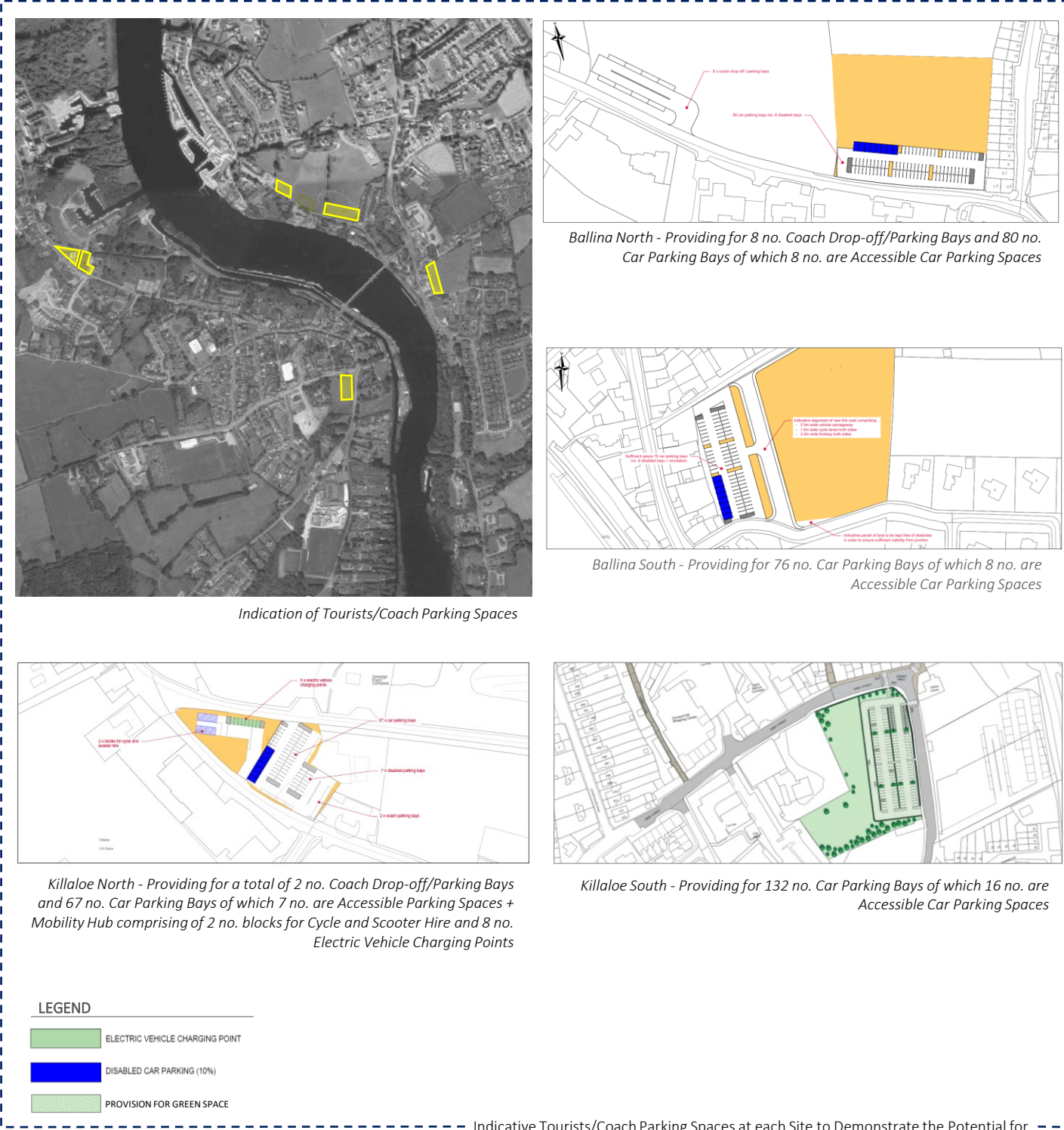
In addition, with the increase in visitors walking they are more likely to browse in the local facilities and notice shops/restaurants/cafes to visit. This is likely to be a significant benefit for local businesses.

Indicative parking appraisals have been completed at each site to demonstrate the potential for sufficient car and coach parking at each location.

To further encourage tourists to utilise these parking locations it is proposed several electric vehicle parking spaces are provided.

The existing waterfront car parks are proposed to be maintained to provide central spaces for those with mobility issues.

It is anticipated that these parking locations could also be utilised by local business and residents out of peak season to mitigate the wider parking strategy proposed.



Indicative Tourists/Coach Parking Spaces at each Site to Demonstrate the Potential for Sufficient Car and Coach parking

MOBILITY MANAGEMENT & TRANSPORT

MOBILITY HUB

It is proposed that a mobility hub is incorporated into the car/coach parking at the northern side of Killaloe, with the opportunity to have versions at each gateway location into the two towns.

The mobility hubs will seek to further encourage visitors to get out of their vehicles and use bike hire to further travel within the towns.

Bike hire can provide both standard and electric bikes to hire, including cargo style bikes for those with children to support all abilities to try cycling and gain confidence.

The mobility hub can provide further facilities to support sustainable travel such as lockers, bike repair facilities, toilets etc.

The mobility hub will support shuttle buses to allow for visitors to be transported to local hotels and local tourist sites such as the Brian Ború Fort.

Mobility hubs can also provide visitors with further details on wider transport links such as bus timetables, local walking and cycling routes.

It is envisaged that electric vehicle charging spaces will also be provided within the mobility hub. This will assist in the ongoing transition to more sustainable travel.

It is envisaged the mobility hub will be a commercial operation and market led. It could work in tandem with the existing petrol station and act as an appropriate transition away from petrol/diesel fuels as this arises.



Proposed Location to develop a Mobility Hub in Killaloe



Mobility Hub in Germany



Mobility Hub in Main Street, Blanchardstown, Co. Fingal

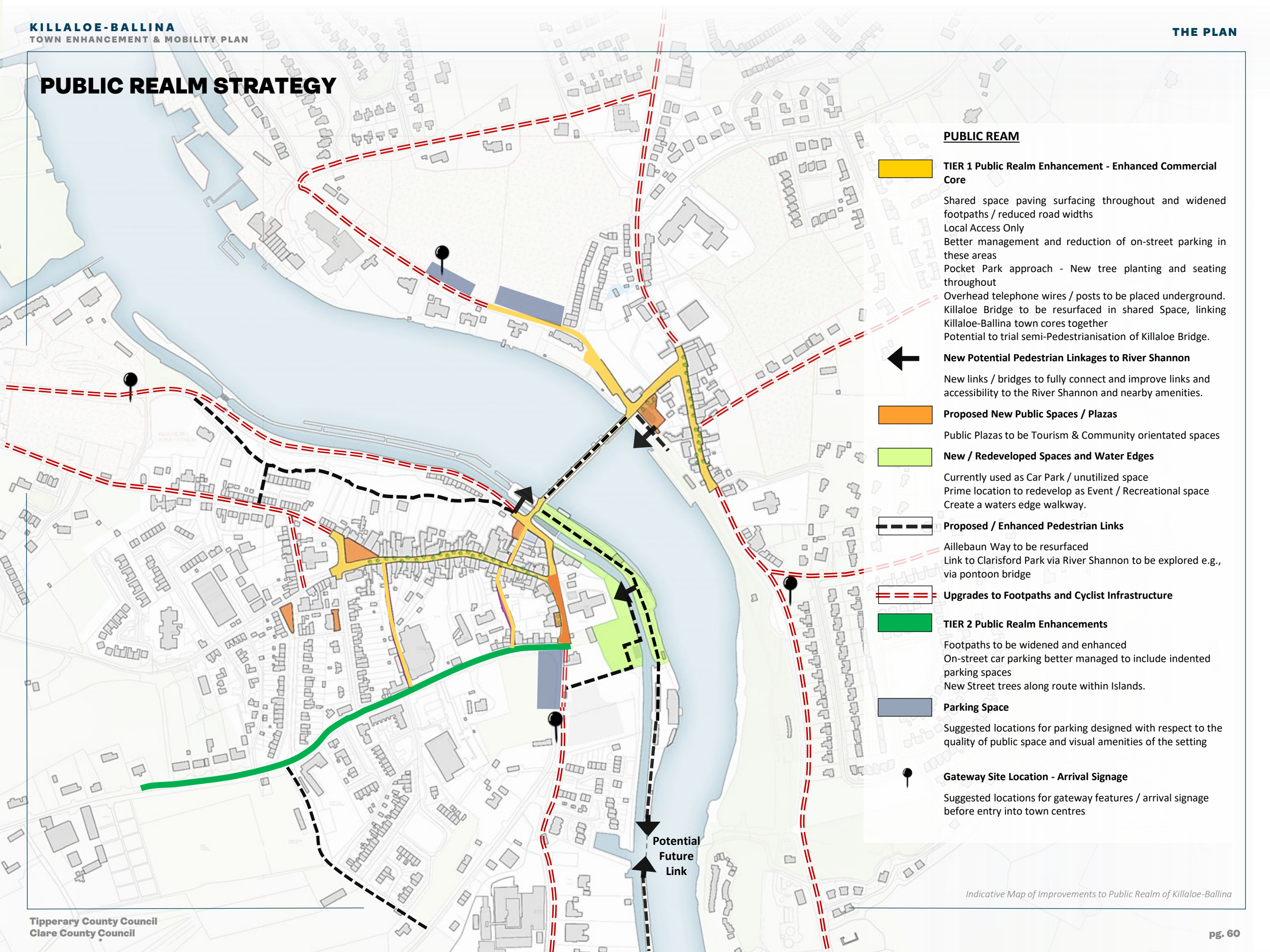


Concept Image of a Mobility Hub



PUBLIC REALM

PUBLIC REALM STRATEGY



PUBLIC REAM

TIER 1 Public Realm Enhancement - Enhanced Commercial Core

- Shared space paving surfacing throughout and widened footpaths / reduced road widths
- Local Access Only
- Better management and reduction of on-street parking in these areas
- Pocket Park approach - New tree planting and seating throughout
- Overhead telephone wires / posts to be placed underground.
- Killaloe Bridge to be resurfaced in shared Space, linking Killaloe-Ballina town cores together
- Potential to trial semi-Pedestrianisation of Killaloe Bridge.

New Potential Pedestrian Linkages to River Shannon

- New links / bridges to fully connect and improve links and accessibility to the River Shannon and nearby amenities.

Proposed New Public Spaces / Plazas

- Public Plazas to be Tourism & Community orientated spaces

New / Redeveloped Spaces and Water Edges

- Currently used as Car Park / unutilized space
- Prime location to redevelop as Event / Recreational space
- Create a waters edge walkway.

Proposed / Enhanced Pedestrian Links

- Aillebaun Way to be resurfaced
- Link to Clarisford Park via River Shannon to be explored e.g., via pontoon bridge

Upgrades to Footpaths and Cyclist Infrastructure

TIER 2 Public Realm Enhancements

- Footpaths to be widened and enhanced
- On-street car parking better managed to include indented parking spaces
- New Street trees along route within Islands.

Parking Space

- Suggested locations for parking designed with respect to the quality of public space and visual amenities of the setting

Gateway Site Location - Arrival Signage

- Suggested locations for gateway features / arrival signage before entry into town centres

Indicative Map of Improvements to Public Realm of Killaloe-Ballina

PUBLIC REALM

It is the goal of the Killaloe-Ballina Town Enhancement & Mobility Plan to:

(A) Develop a Network of Well-connected Public Spaces

This is to be implemented through the following set of objectives:

Pre-bypass Objectives:

- Reduce streetscape clutter, i.e., excessive signage and road markings.
- Provision of adequate signage, fingerposts and street name signs using common design style and palette for both towns.
- Unify the street network of towns’ centre with a consistent use of paving materials (*see Design Manual for further details*).
- Accentuate the changing character of the bridge by exploring new paving using a common palette of materiality with towns’ centre.

Post-bypass Objectives:

- Promote the function of the bridge by highlighting it as a forecourt for the Heritage Centre.
- Enhance the retail stores forecourt at R494 on the Ballina side with speed-reducing arrangements and optimised car parking management.
- Improve the school forecourts in both towns, i.e., Ballina Primary School, Killaloe Boys School, and St. Anne’s Community College with speed-reducing arrangements, prioritising pedestrian access, optimised car parking management, and provision of adequate cycle racks.
- Re-design the forecourt of the Lakeside Drive Hotel to increase its legibility and stress the priority of pedestrians/cyclists’ movement.
- Identification of opportunity sites and their development potential to alleviate the towns’ issues and complement the public realm strategy of the towns.

Long-term Post-bypass Objectives:

- Enhance the image of the towns by highlighting a hierarchy of public spaces through design as the following:
 - Urban Plazas, including:
 - (1) St. Flannan’s Cathedral Junction on Killaloe side.
 - (2) Junction of the bridge with R463 on Killaloe side.
 - (3) Junction of the bridge with R494 on Ballina side (including Dairygold site).
 - (4) Green-field to the rear of St. Flannan’s Cathedral.



Dairygold site at the Killaloe Bridge, Ballina



Signage Clutter at Tourist Office on the bridge



St. Flannan’s Cathedral Junction, Killaloe



Derg Marina, Ballina



Corner site at the Killaloe Bridge, Killaloe

PUBLIC REALM

- Forecourts, including:
 - (1) Retail stores at R494 on the Ballina side,
 - (2) Gooser’s Bar & Restaurant along R494 on the Ballina side,
 - (3) Ballina Primary School,
 - (4) Lakeside Hotel and Leisure Centre,
 - (5) Killaloe Boys School, and
 - (6) St. Anne’s Community College.
- Neighborhood Centres with a focus on the new large-scale developments
- Identification of opportunity sites in Killaloe and Ballina with their current use and condition, i.e.,
 - **Derg Marina:** the site appears to have been fully developed away from the town throughfare with no integration with public realm. There is no Protected Structure within the site boundary, but the site is within a National Monument Service Zone of Notification.
 - **Lakeside Drive and Quarry Road:** This is a greenfield site situated in a predominantly residential area between the Lakeside Hotel and the centre of Ballina. There are no protected structures within the boundary of the site or in its vicinity. It abutts a National Monuments Zone of Notification on its western boundary. There are 3 different land use zonings currently pertaining to the site, open space/amenity to the south, medium-high density residential to the west and enterprise and employment to the north-east. The road between the centre of Ballina and the Lakeside Hotel as well as Quarry Road currently offer little to no pedestrian or cycle facilities and this opportunity site should be utilised to provide a suitable 2-metre-wide footpath and cycle path along its length to overcome this. A linear park can then be developed. As part of the Mobility Management and Transport Strategy a new car park is proposed at the south-eastern side of this site to serve Ballina, and this represents a good use of part of the site. The remainder of the site should be developed primarily for residential development.
 - **Ard Lua/O’Brien’s Lane:** This is a greenfield site situated in a predominantly residential area to the rear of Main Street. There are no protected structures within the site, but it is adjacent to the Church of Our Lady and St. Lua, which is a protected structure and national monument. It also abuts a National Monuments Service Zone of Notification. It is at a significantly raised level in comparison to the main street and so development on this site has to be careful not to be visually dominant. Therefore, a varied building height is considered most appropriate. It is considered that primarily residential development would be best suited to eastern side of this site. The western part of the site could accommodate a vital car parking facility in order to free up road capacity at the centre of Ballina. This will increase footfall on the local streets. A new link will connect Grange Road to Ard Lua/O’Brien’s Lane via this site (please refer to the Mobility Management and Transport Strategy for details on this link road).



Gooser’s Bar & Restaurant along R494, Ballina



Retail store at R494, Ballina



Lakeside Drive Hotel, Ballina



Boys School, Killaloe



Green-field to the rear of St. Flannan’s Cathedral, Killaloe

PUBLIC REALM

- **South Grange Road/O’Brien’s Lane:** This is a greenfield site situated in a predominantly residential area. There are no protected structures within the boundary or in its vicinity. It abutts a National Monuments Zone of Notification on its western boundary. It is at a significantly raised level in comparison to the main street and so development on this site has to be careful not to be visually dominant. Therefore, a varied building height is considered most appropriate. It is considered that primarily residential development would be best suited to this site. The residential development should integrate with a mixed-use commercial development on underutilised lands at McKeogh’s Hardware and car park. A new link will connect Grange Road to Ard Lua/O’Brien’s Lane via this site (please refer to the Mobility Management and Transport Strategy for details on this link road).
- **The Old Marble Works:** the riverfront site to the east side of the bridge is a large site occupying a prominent position to the north of St. Flannan’s Cathedral with direct vehicular and pedestrian access off Killaloe Bridge. There are two existing buildings on the pier, (1) a storage building to the north of St. Flannan’s Cathedral, and (2) the old Marble Works to the south adjacent to the old slipway and quay. The space between the buildings cater for public seating and parking amenities. The site and buildings are proposed to cater for tourism-related commercial opportunities prioritising farmers market in Killaloe.
- **Existing Petrol Station and adjacent site:** the site is proposed to be developed as a neighborhood focal and service point for the nearby residential developments, as well as providing an attractive gateway to the town.
- **Potential New Opportunity sites:** The Killaloe-Ballina Town Enhancement and Mobility Plan will facilitate the rejuvenation and increased vitality of the area that will help to create future economic growth and opportunity. In this regard, it will act as a facilitator and driver for new opportunities to emerge. Such opportunities may include the provision of new and modern schools that could replace the existing smaller schools. This would be a welcome opportunity that in itself would create new opportunities for the reuse of the site of the existing buildings and may be subject to further feasibility studies to identify the optimum use of the sites. The Plan does not seek to be overly prescriptive so as not to limit other opportunities from arising.



Ard Lua/O'Brien's Lane, Ballina



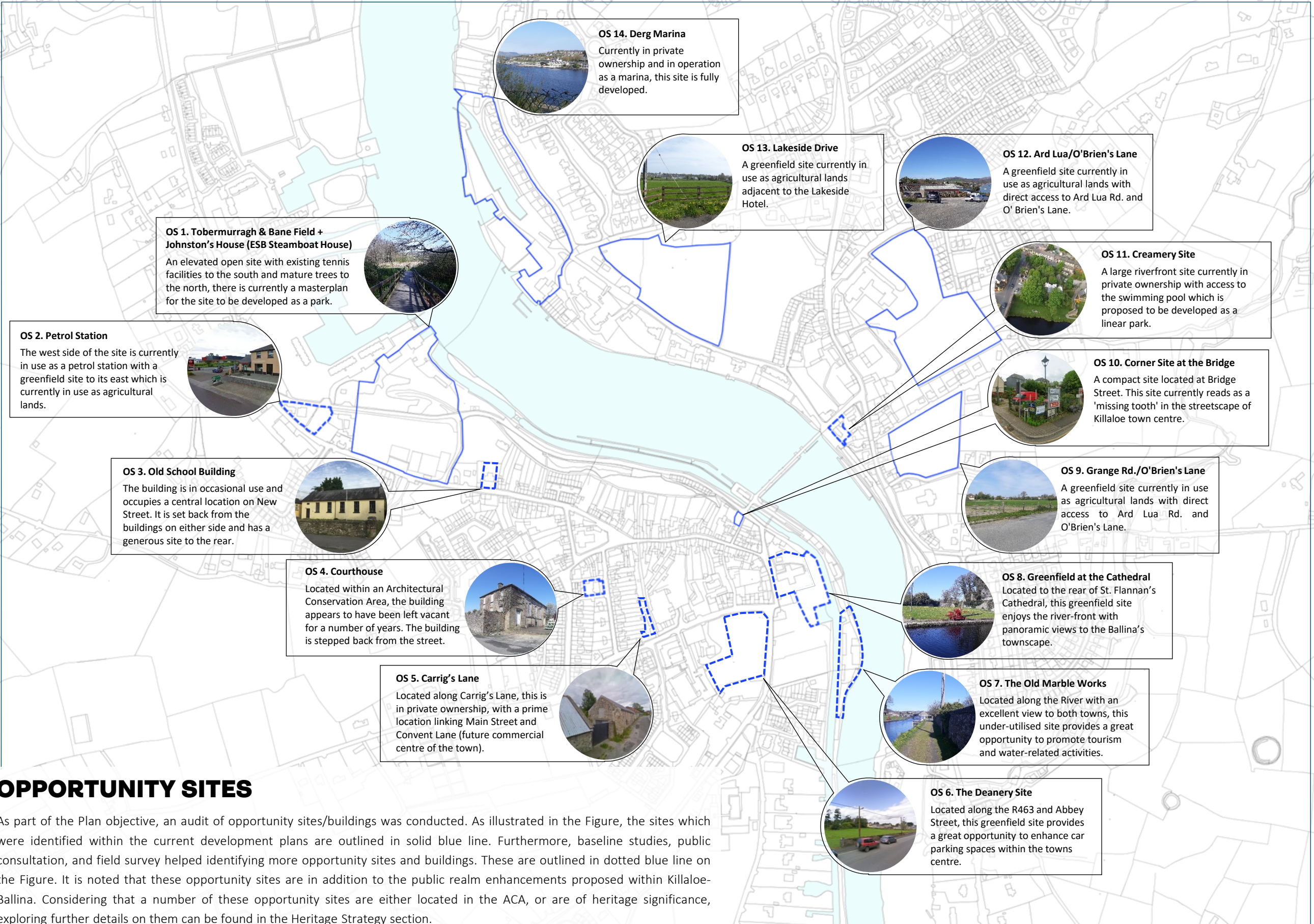
South Grange Road/O'Brien's Lane, Ballina



Derg Marina, Ballina



Lakeside Drive and Quarry Road, Ballina



OS 1. Tobermurragh & Bane Field + Johnston's House (ESB Steamboat House)
An elevated open site with existing tennis facilities to the south and mature trees to the north, there is currently a masterplan for the site to be developed as a park.

OS 2. Petrol Station
The west side of the site is currently in use as a petrol station with a greenfield site to its east which is currently in use as agricultural lands.

OS 3. Old School Building
The building is in occasional use and occupies a central location on New Street. It is set back from the buildings on either side and has a generous site to the rear.

OS 4. Courthouse
Located within an Architectural Conservation Area, the building appears to have been left vacant for a number of years. The building is stepped back from the street.

OS 5. Carrig's Lane
Located along Carrig's Lane, this is in private ownership, with a prime location linking Main Street and Convent Lane (future commercial centre of the town).

OS 14. Derg Marina
Currently in private ownership and in operation as a marina, this site is fully developed.

OS 13. Lakeside Drive
A greenfield site currently in use as agricultural lands adjacent to the Lakeside Hotel.

OS 12. Ard Lua/O'Brien's Lane
A greenfield site currently in use as agricultural lands with direct access to Ard Lua Rd. and O'Brien's Lane.

OS 11. Creamery Site
A large riverfront site currently in private ownership with access to the swimming pool which is proposed to be developed as a linear park.

OS 10. Corner Site at the Bridge
A compact site located at Bridge Street. This site currently reads as a 'missing tooth' in the streetscape of Killaloe town centre.

OS 9. Grange Rd./O'Brien's Lane
A greenfield site currently in use as agricultural lands with direct access to Ard Lua Rd. and O'Brien's Lane.

OS 8. Greenfield at the Cathedral
Located to the rear of St. Flannan's Cathedral, this greenfield site enjoys the river-front with panoramic views to the Ballina's townscape.

OS 7. The Old Marble Works
Located along the River with an excellent view to both towns, this under-utilised site provides a great opportunity to promote tourism and water-related activities.

OS 6. The Deanery Site
Located along the R463 and Abbey Street, this greenfield site provides a great opportunity to enhance car parking spaces within the towns centre.

OPPORTUNITY SITES

As part of the Plan objective, an audit of opportunity sites/buildings was conducted. As illustrated in the Figure, the sites which were identified within the current development plans are outlined in solid blue line. Furthermore, baseline studies, public consultation, and field survey helped identifying more opportunity sites and buildings. These are outlined in dotted blue line on the Figure. It is noted that these opportunity sites are in addition to the public realm enhancements proposed within Killaloe-Ballina. Considering that a number of these opportunity sites are either located in the ACA, or are of heritage significance, exploring further details on them can be found in the Heritage Strategy section.

PUBLIC REALM

It is the goal of the Killaloe-Ballina Town Enhancement & Mobility Plan to:

(B) Design to Include Everyone of all Ages and Abilities

This is to be implemented through the following set of objectives:

Pre-bypass Objectives:

- Optimise the space utilisation to feature a variety of standing and seating areas.
- Facilitate for a wider range of people to experience public realm by providing rest points, street lighting, accessible public toilets, public bins, etc. in appropriate walkable distances.
- Animate the public spaces by creating interactive street furniture (*see Design Manual for further details*).

Post-bypass Objectives:

- Conduct survey of existing footpaths condition throughout the Study Area, ensuring they are in suitable condition and flag hazardous footpaths for rectifying, in line with a future strategy.
- Enhancement of street surface to facilitate inclusivity by dropped kerbs without tactile paving to enable safe transition of cyclists, wheelchair users, buggies, prams, etc. between the carriageway and shared areas.
- Increase the accessibility of towns by considering inclusive design criteria in signage and road marking design.

Long-term Post-bypass Objectives:

- Provision of outdoor dining areas and animating building forecourts.



Bollards, used strategically, alert Pedestrians to potential hazards ensuring their safety



Encourage safe cycling to School



Shared space Streets creates an inclusive and exciting Public realm



Wheelchair & Elderly friendly streetscapes

PUBLIC REALM

It is the goal of the Killaloe-Ballina Town Enhancement & Mobility Plan to:

(C) Creation of a Clean Air or Low Carbon Zone in Killaloe-Ballina

This is to be implemented through the following set of objectives:

Pre-bypass Objectives:

- Changing the townscape to gain greater natural benefits by incorporating a Green Infrastructure-led approach in re-designing the public realm.
- Incorporating SuDS components within the street designs, i.e., using permeable pavements, detention basin, or/and roadside swales.
- Promotion of re-cycling and waste reduction mechanisms by a comprehensive bin strategy for the public realm.

Post-bypass Objectives:

- Reclaiming streets for pedestrians and cyclists by optimising surface car parking, providing alternative car parking spaces, provision of cycle racks and hoops, and re-designing the streets layout in the towns centre, i.e., R494, lane street linking R494 and Lakeside Drive, Lakeside Drive from the hotel to the bridge, Bridge Street on the Ballina side, and Bridge Street, R463, Main Street, The Green, Thomas and Chapel Street, New Street, and St. Flannan’s Road.
- Facilitating remote working by provision for co-working space(s) in Killaloe-Ballina with respect to prioritising re-use of vacant sites/properties within the towns centre, such as the Old School on New Street in Killaloe.
- Engagement with community groups and educational centres, i.e., schools to inform/promote transition to a low-carbon economy.

Long-term Post-bypass Objectives:

- Prioritise the retrofitting of existing assets to support the carbon-cutting target by introducing available funding schemes and incentivising high-quality retrofits.
- Reducing carbon footprint by an efficient (re-)use of land and vacant buildings and moving towards a compact pattern of growth.
- Creation of sustainable neighborhoods by promoting concept of mixed -use and -density residential neighborhoods supporting healthy communities in new developments.



Regulating surface parking



Cycle racks



The Old School, Killaloe an opportunity to promote remote working



Bike rental facilities



De-courage car use, encourage sustainable methods of travel for Leisure and short-term travel

PUBLIC REALM

It is the goal of the Killaloe-Ballina Town Enhancement & Mobility Plan to:

(D) Enhance Townscape and View Management of Killaloe-Ballina

This is to be implemented through the following set of objectives:

Pre-bypass Objectives:

- Improve the aesthetics of the towns with undergrounding the overhead cables and wiring.
- Removal of all unnecessary and unsightly signage throughout the towns.
- Introduce clear simple directional wayfinding signage throughout the towns (*see Design Manual for further details*).
- Include travel times to important amenities of the towns within the wayfinding and signage.
- Provide new information signs at the existing Killaloe Bridge advising of the function of the ESB’s eel gantry.
- Develop a blended approach to the proposed public realm design through street furniture, signage, lighting, and palette of both towns (*see Design Manual for further details*).

Post-bypass Objectives:

- Enrich the public realm of the towns by locating public artworks/sculptors in the proposed urban plazas (*see Design Manual for further details*).
- Integrate the significant vistas and views to landmarks within the public realm strategy.

Long-term Post-bypass Objectives:

- Identify and maintain significant panoramas, linear views, river prospects, and townscape views.
- Develop a façade enhancement scheme for the towns’ centre.
- Continue engagement with ESB in relation to the future requirements for the eel gantry to facilitate a feasibility study into alternative options in consultation with relevant stakeholders.



Ground fixed seating integrated into the streetscape, Clonakilty, Co. Cork



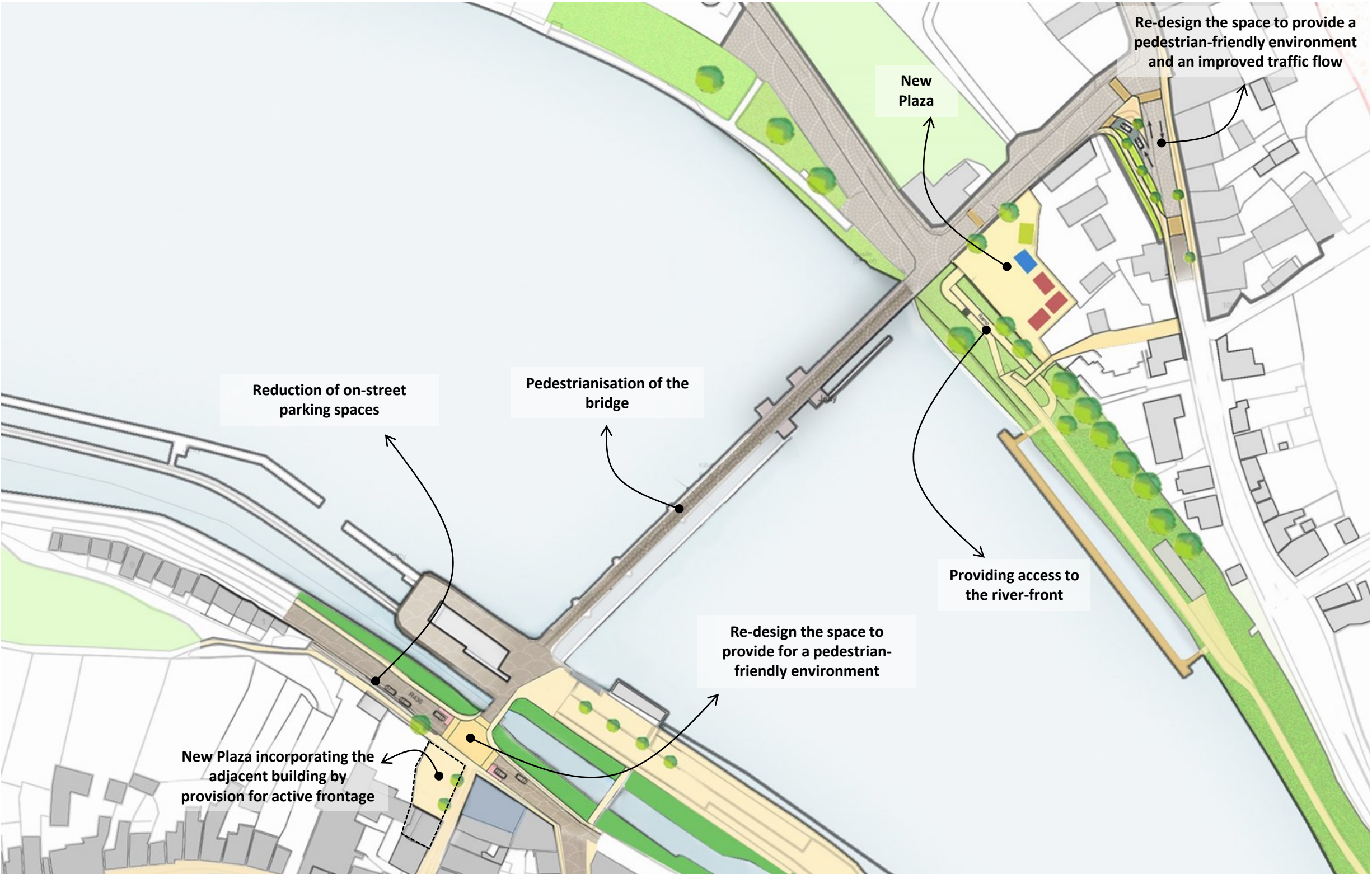
Recent streetscape improvements in Dungarvan, Co. Waterford have seen the creation of many purpose-built people friendly spaces in the town



Social Plaza, Clonakilty, Co. Cork

SITE-SPECIFIC INTERVENTIONS

The Killaloe Bridge



Plan View Showing Suggested Improvements

SITE-SPECIFIC INTERVENTIONS

Killaloe: The Bridge Site

The junction is one of the busiest of all in the Study Area. With the planned Killaloe bypass, it is envisioned traffic will see moderate levels of reduction, especially traffic crossing the Killaloe Bridge and onwards to Ballina. The opportunity presents itself to reconfigure the junction to become much safer and more welcoming, helping to encourage more on-foot visitors into the urban cores of Killaloe and Ballina.

The junction is recognised as a civic node within the Strategy Map. The prominent location could also act as a gateway site for the town, with potential scope for artistic and sculptural features. The opportunity site, located on Bridge Street has huge potential to become a vibrant gateway plaza, buzzing with social activity and life. The character of the space can be complemented with a light structure such as a café or restaurant with outdoor seating areas.

The potential redevelopment of the adjoining building on Bridge Street will enable a more active building frontage to be provided onto the new public space. This will increase passive surveillance and add to the success of the public realm enhancement works.

The Heritage Centre is proposed to be upgraded by incorporating a waterways museum. An additional bridge to the Heritage Centre can Improve connectivity to the museum and onwards along the canal walk and on to Kincora Harbour.

Traffic speeds along the R463 (which brings traffic southbound to Limerick city) are noticeably high and footpaths are considerably narrow, making pedestrian navigation hazardous and discouraging.

Recommendations for this junction, and the opposite junction on the Ballina side of the River are as follows:

- Increase footpath widths.
- Pedestrianise the Bridge Street, service access only, junction thus becomes a T-junction.
- Implementing wider crossings and introduce ASL (Advanced Stop Lines) for cyclists.
- New raised table junction, shared surfaces throughout and new traffic calming measures to help reduce driver speed.
- More prolonged red lights and pedestrian activated crossings.
- Provide roadside railings / barriers to increase pedestrian safety on squeezed footpaths, and
- Remove signage clutter, upgrade and improve nearby public realm such as Aillebaun Way and the Bridge Street opportunity site to encourage pedestrians to visit the area more frequently.

Upgrade Public realm: Create a flexible terraced space combined with soft landscape enhancements, not only adding to the townscape but also providing for people to sit facing the riverbank

Low-key lighting of the urban stair will complement the nightscape of the plaza



Highlight the node with a uniform pavement,
Impose a speed limit and traffic calming measures in the core area of the town



Double fronted commercial building addressing the plaza

This building should have active elevations to both Bridge St. and the proposed plaza.

Create a Gateway Multi-use events space that attracts people

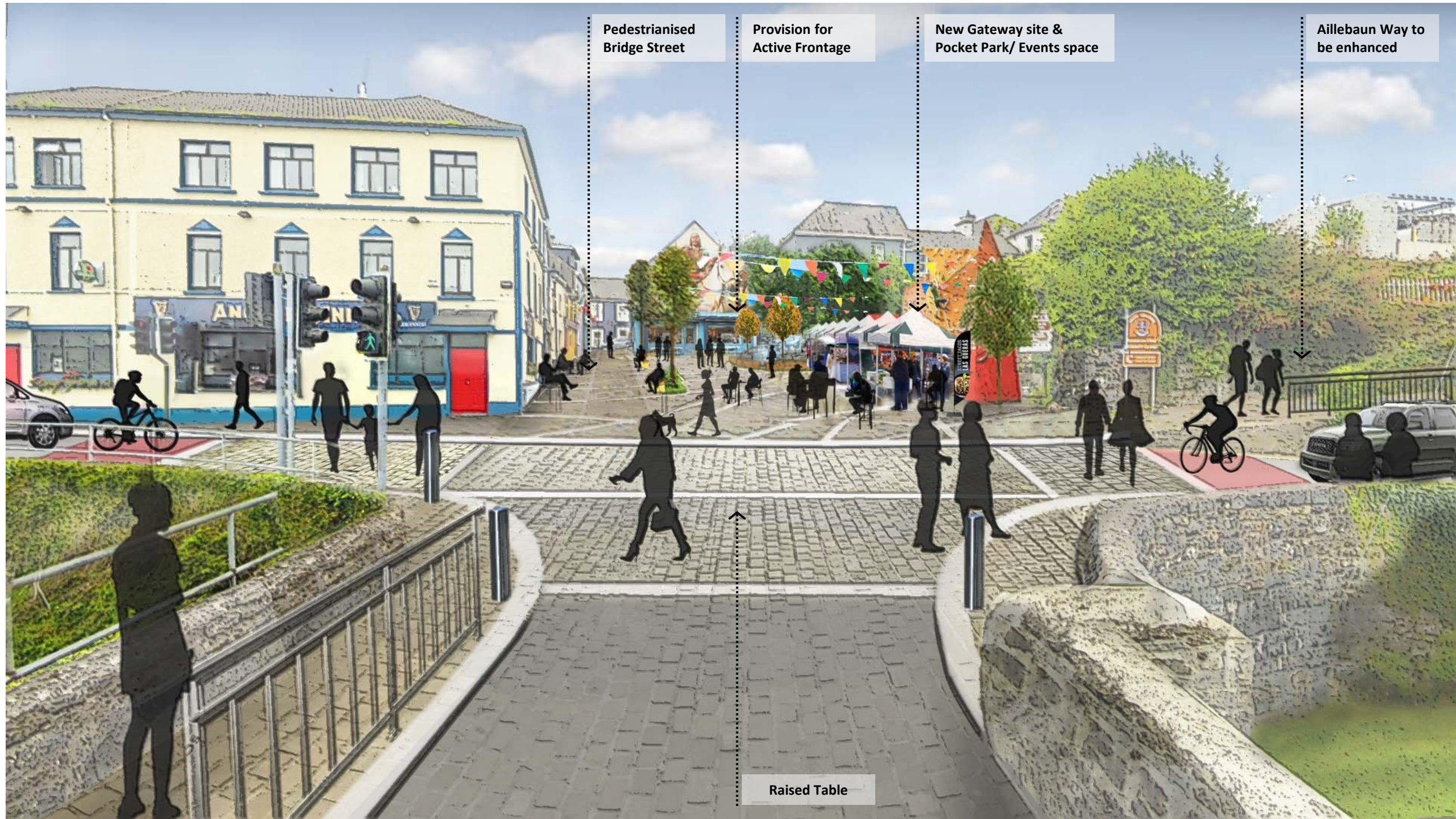
The plaza should be well lit at night, using in-ground and light columns.

Complement the Heritage Centre by adding a Waterways Museum to it

The context which the Centre is located in needs to be re-designed consistent with the Junction to be perceived as one space

SITE-SPECIFIC INTERVENTIONS

Concept Image of the Site



SITE-SPECIFIC INTERVENTIONS

Concept Image of the Site



SITE-SPECIFIC INTERVENTIONS

Ballina: The Dairy Co-Op and Bridge Site

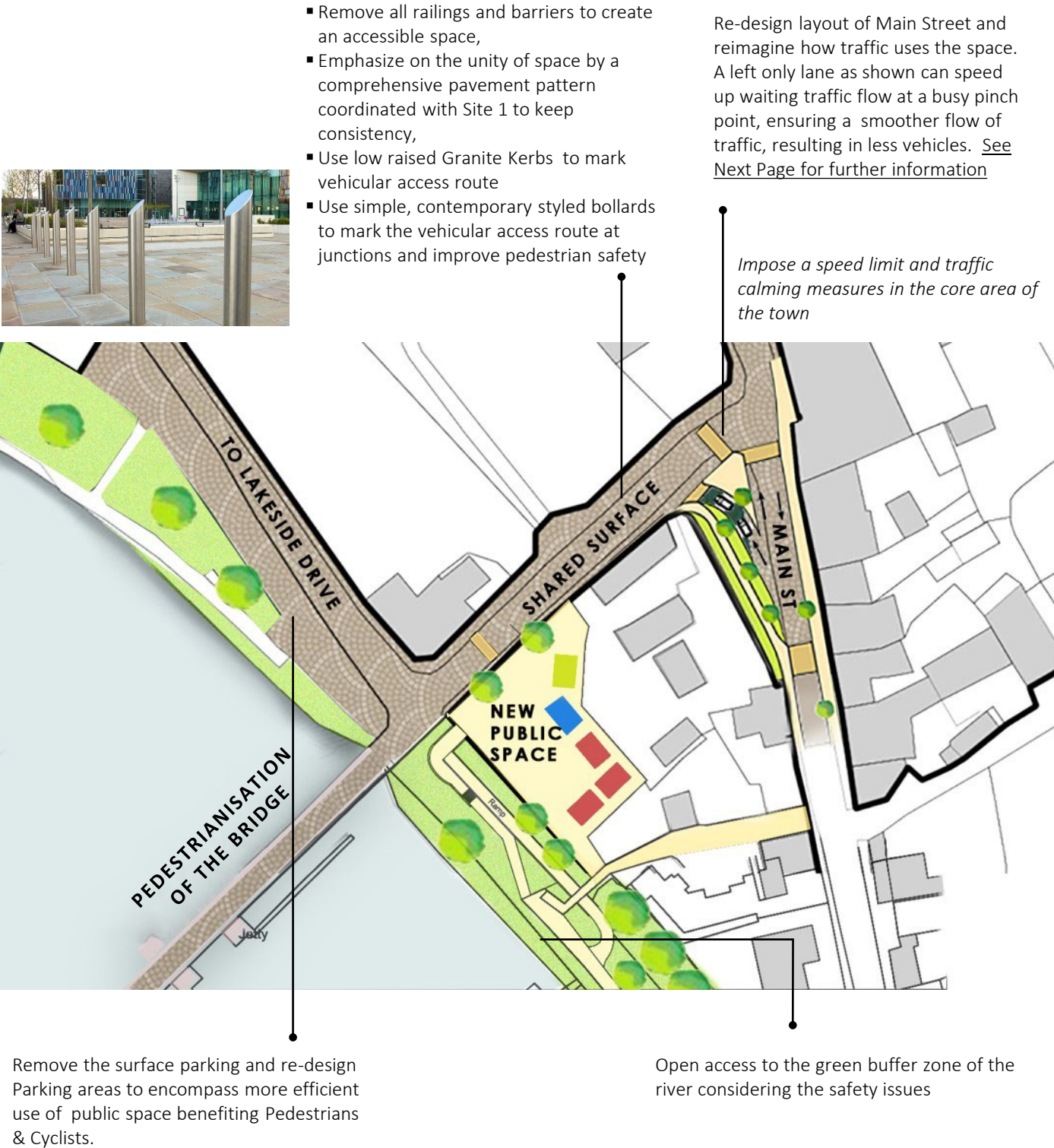
There is a dining area right after the bridge when approaching Ballina, though the railings and lack of a consistent design has adversely affected the visual representation of the space. The presence of railings indicates the car dominance approach towards design of the space, where cars are prioritised. Railings should be removed, and more subtle design solutions, such as low raised kerbs, trees, plant boxes, etc. to be utilised where needed. The bollards are recommended to be used occasionally and where necessary, i.e., at junctions and where cars need to take a turn.

The dining area can be highlighted with a creative design which also provides for an all-weather seating opportunity, to include mountable canopies, yet adds to the river-bank pleasant view as a unique element. Individual greenhouse dining area, as recently used in Amsterdam, is a good example covering all these elements. A proper lighting design can improve the nightscape of the river-bank, attracting more people and evening visitors.

It is recommended to lighten the impermeable barrier to the linear green space at the buffer zone of the river to increase the river usability for visitors.

It is also proposed that the former Dairy Co-Op site in Ballina be transformed into a new civic square or public space. This can accommodate mixed activities such as fairs, civic events and demonstrations or celebrations as well as exhibitions. Consideration could also be given to some commercial activities taking place on the site through a licensing system. This space will be connected to the new footbridge being developed by Tipperary County Council, which is subject to a separate planning application.

This is consistent with Recommendation DZ3 of the Tourism Masterplan for the Shannon 2020-2030.



SITE-SPECIFIC INTERVENTIONS

Concept Image of the Site



Up until recently this site was home to the Co-op Store. The site can be purchased, as it is in a prime location for an entertainment Plaza which could also house adjoining tourism / recreational buildings and public toilets. The image above envisions the possibility of introducing reduced or a trialed halt to vehicular access across the Killaloe Bridge. The result from this can complement the experience of visiting the town on foot, positively benefiting the town and cementing it as a tourist friendly destination, where one can visit one of Irelands oldest and future years within the right planning and investment. A water taxi could link the area with nearby attractions.

SITE-SPECIFIC INTERVENTIONS

Killaloe: Main Street

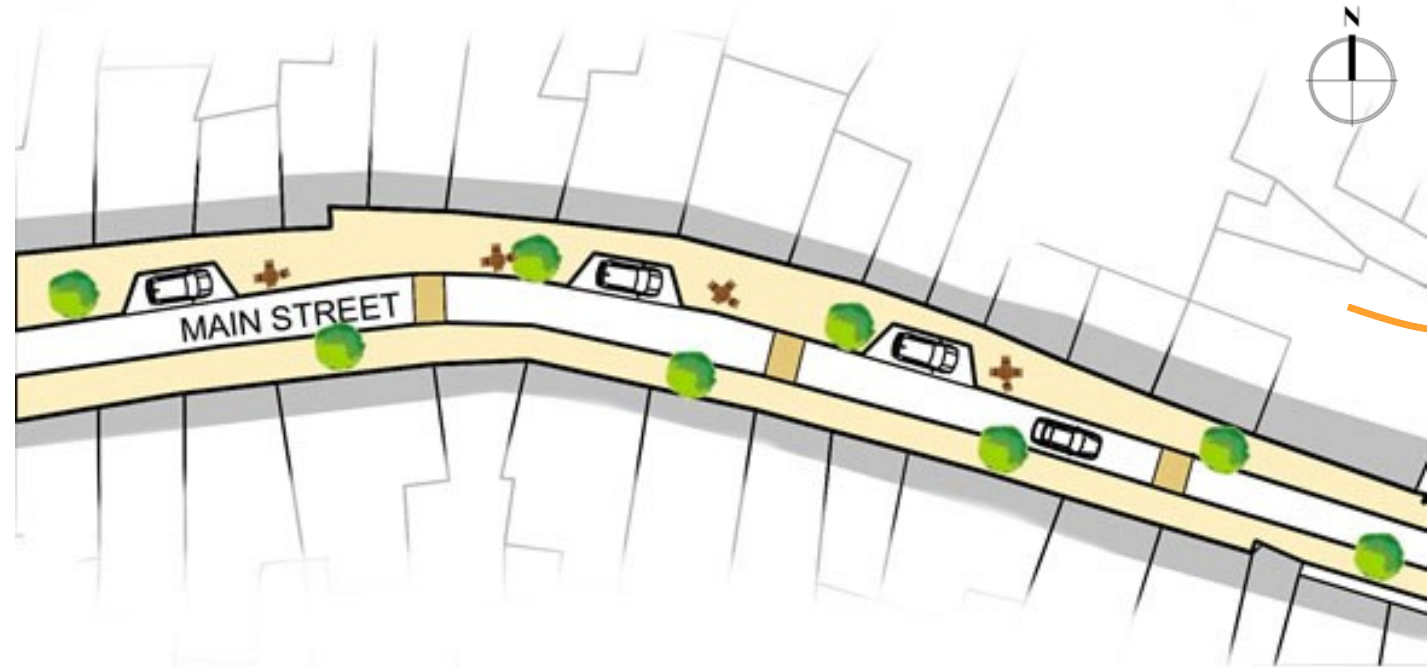
Main Street Killaloe is just one example of a key street in the study area that can be transformed into a much safer and people friendly space. With the planned Killaloe bypass, Main St Killaloe is forecast to see up to 40% reduced levels of traffic. It is recommended that the majority of on-street parking is to be removed, with a small percentage retained for residents with disability passes and / or special requirements. This frees up vital room for accessible public space and outdoor dining potential, which the Covid-19 pandemic has demonstrated the need for such spaces. The Council will examine in detail at project stage, the provision of residential permit parking.

The road should remain open to one way traffic flow as existing, but through incorporating strategic measures such as shared surfaces and providing frequent courtesy crossings, it is envisioned that local users will be discouraged from making unnecessary journeys via Main Street, thus contributing to reduced levels of traffic, allowing the street to flourish with social activity.

Public realm enhancements including new fastigate trees and incorporating ground fixed tables and chairs can further encourage footfall into the town centre, with the aim of regenerating the commercial and civic heart of the town.



Main Street, Killaloe, Proposed View
Note. Existing extent of footpath shown yellow dashed



Proposed Plan View showing suggested improvements



Main Street, Killaloe, Present View

SITE-SPECIFIC INTERVENTIONS

Ballina: Main Street

Main Street Ballina (situated along the R494) is another key street that is highly dominated by vehicular traffic and parked cars. With the planned Killaloe bypass, Main St Ballina is forecast to see up to 40% reduced levels of traffic. This presents the opportunity to reconfigure the streetscape and enhance the pedestrian experience, with the aim of benefiting local businesses and creating people friendly spaces.

It is suggested all on-street parking is discouraged and limited where the pavement is narrowest (i.e., from McKeogh’s hardware up to and extending to Tuscany Bistro). Footpaths on either side can thus be widened in key areas.

Loading bays for local businesses could be moved elsewhere, such as to the rear of Main Street, (accessed via McKeogh’s service yard or a widened and repurposed O’Brien’s lane). This is one possible scenario sought out to reduce potential disruption to the smooth flow of traffic. A left only Lane (bringing traffic towards Killaloe Bridge and Lakeside Drive) can further reduce the backlog of vehicles moving northbound, encouraging a smoother flow of traffic in the area.

This, as well as providing compensation parking for residents and businesses may require buy in from private landowners but is recommended to help alleviate high levels of traffic.

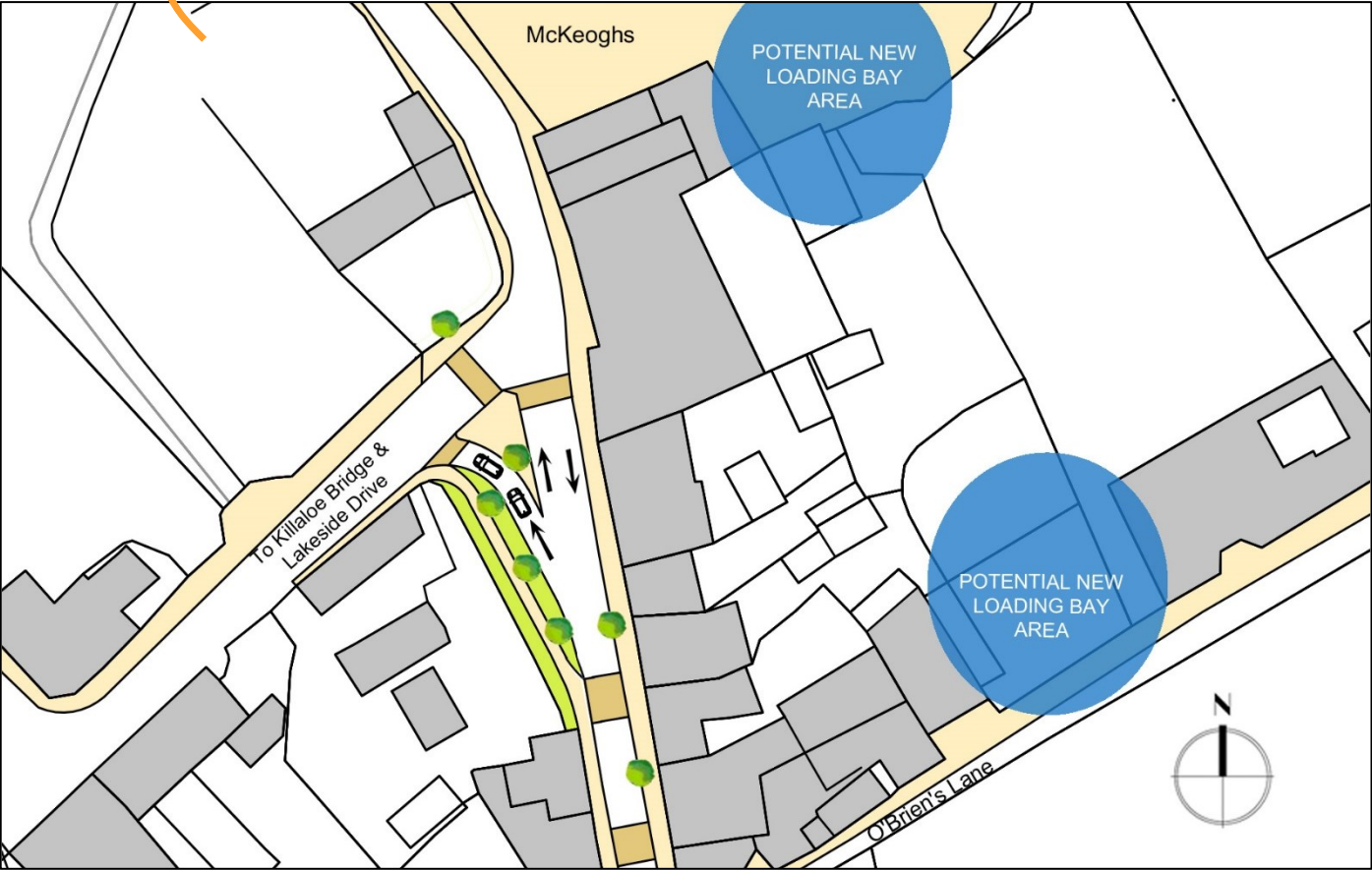
The recommendation in the Transport Strategy to provide for a new link is proposed between Grange Road and O’Brien’s Lane and Ard Lua to reduce vehicular traffic on Main Street will support the public realm works to Main Street, as well as improving the accessibility of opportunity sites.

A partial shared surface on the lead up to Ballina’s town core can contribute to reducing levels of traffic speed, causing drivers to be more cautious and drive slower. Frequent courtesy / controlled crossings can also benefit pedestrians and implementing ASL stop lines at Junctions will help improve Cyclist's safety.

It is important that the Ballina streetscape is more welcoming to on-foot visitors, being located near many popular boating, scenic green recreational spaces and being a popular Bar and restaurant destination.



Main Street, Ballina, Proposed View
Note. Existing extent of footpath shown yellow dashed



SITE-SPECIFIC INTERVENTIONS

Killaloe: The Green

The Green’s layout suggests it was once an important converging point of life in Killaloe. The presence of St. Flannan’s Church dominates, signifying an important gathering place for people.

Today, the space is largely used as a car park and at times is a busy thoroughfare. High volumes of parked cars visually dominate the space. This has resulted in the area becoming uninviting and offers little to no recreational or leisure potential to people. But even today the space is home to a mix of ecclesiastical, civic, residential and retail uses, illustrating it is frequented by the local community. The space would make the perfect candidate for a new public space that reflects the historic “Market Square” evident in other towns and cities in Ireland.

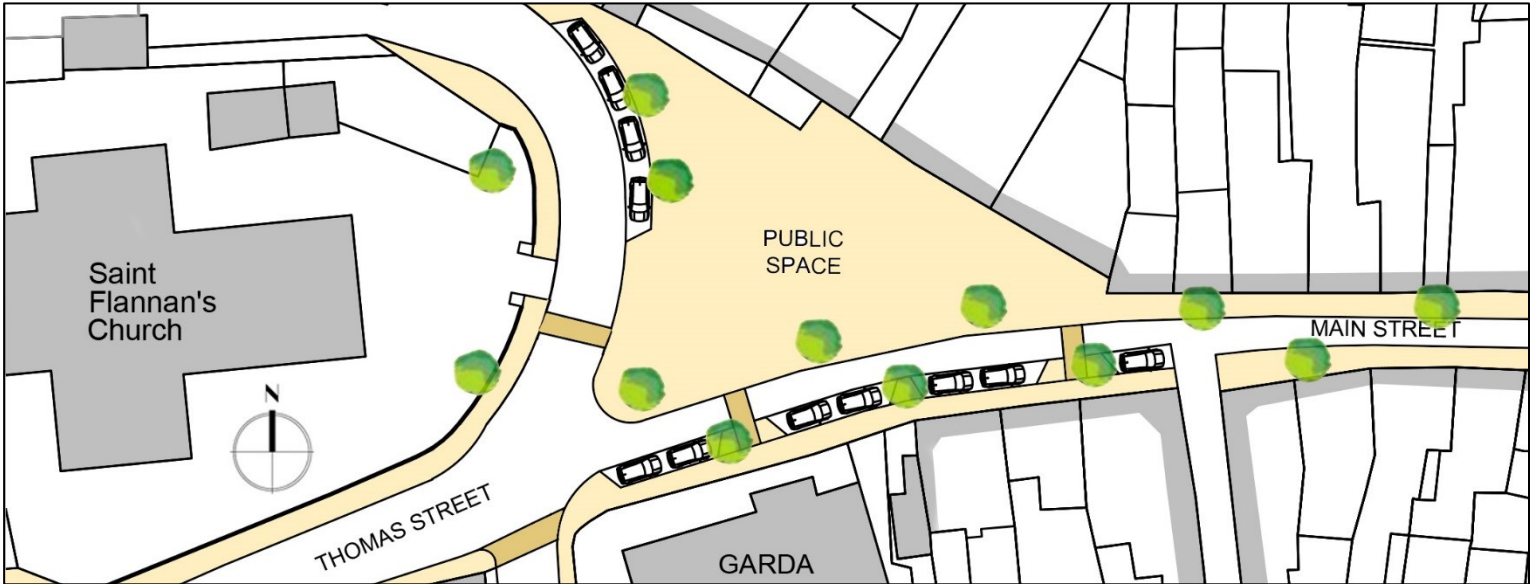
Removing the large number of parking spaces here is seen as a key requirement and an alternative location for car parking beside The Green has been identified (please refer to the Mobility Management & Transport Section for details). In doing so, the road layout can be altered, encouraging traffic to use Thomas Street and St. Flannan’s road to the South, rather than Main Street (see map). Buy in from St. Flannan’s Church grounds could further increase the footprint of public space available in the area.

By reducing on-street parking (approximately 20 no. car parking spaces) with an alternative parking space provided off the Green (see the Mobility & Transport Strategy Map), a dynamic public space can be created for locals and visitors to use, catering to the likes of pop-up events and outdoor dining. The proposed concept image to the right re-imagines this civic space and encompasses materials that are fitting with the character of the town.

High quality natural stone surfacing and soft landscaping enhancements will ensure the space becomes an attractive multi-functional space in Killaloe town centre. Like in Main Street, it is suggested shared surfacing will add to the experience of pedestrians using the area and discourage vehicular traffic and high speeds.



The Green, Killaloe, Proposed Concept Image



Proposed Plan View showing suggested traffic layout

SITE-SPECIFIC INTERVENTIONS

Ballina: The Ard Lua

The site is a greenfield site and is currently in use as agricultural lands and lies between Ard Lua Road to the north and O’Brien’s Lane to the south. There are existing residential dwellings along the west boundary and a mixture of residential dwellings and agricultural land to the east. There is direct access to the site from both Ard Lua Rd. and O’Brien’s Lane. The plan on the facing page indicates the location of the opportunity sites in both Ballina and Killaloe.

There are no protected structures within the site boundaries, but the site is adjacent to the Church of Our Lady and St. Lua which is a protected structure and a national monument. The site does about a boundary that is within a National Monuments Service Zone of Notification. New development on this site would require notification of the National Monuments Service at least 2 months prior to commencing work.

Considering the location of the lands having access to Ard Lua Road and O’Brien’s Lane with close proximity to the McKeogh's retail, with respect to the majority of residential developments taking place in Ballina and regarding the demographic changes and trending in Ballina, the site is proposed to be developed as a residential estate with amenities, such as green open space, playground, etc.



Conceptual Sketch indicating the proposals for the Opportunity Site at Ard Lua



Proposed Plan for the Ard Lua Opportunity Site

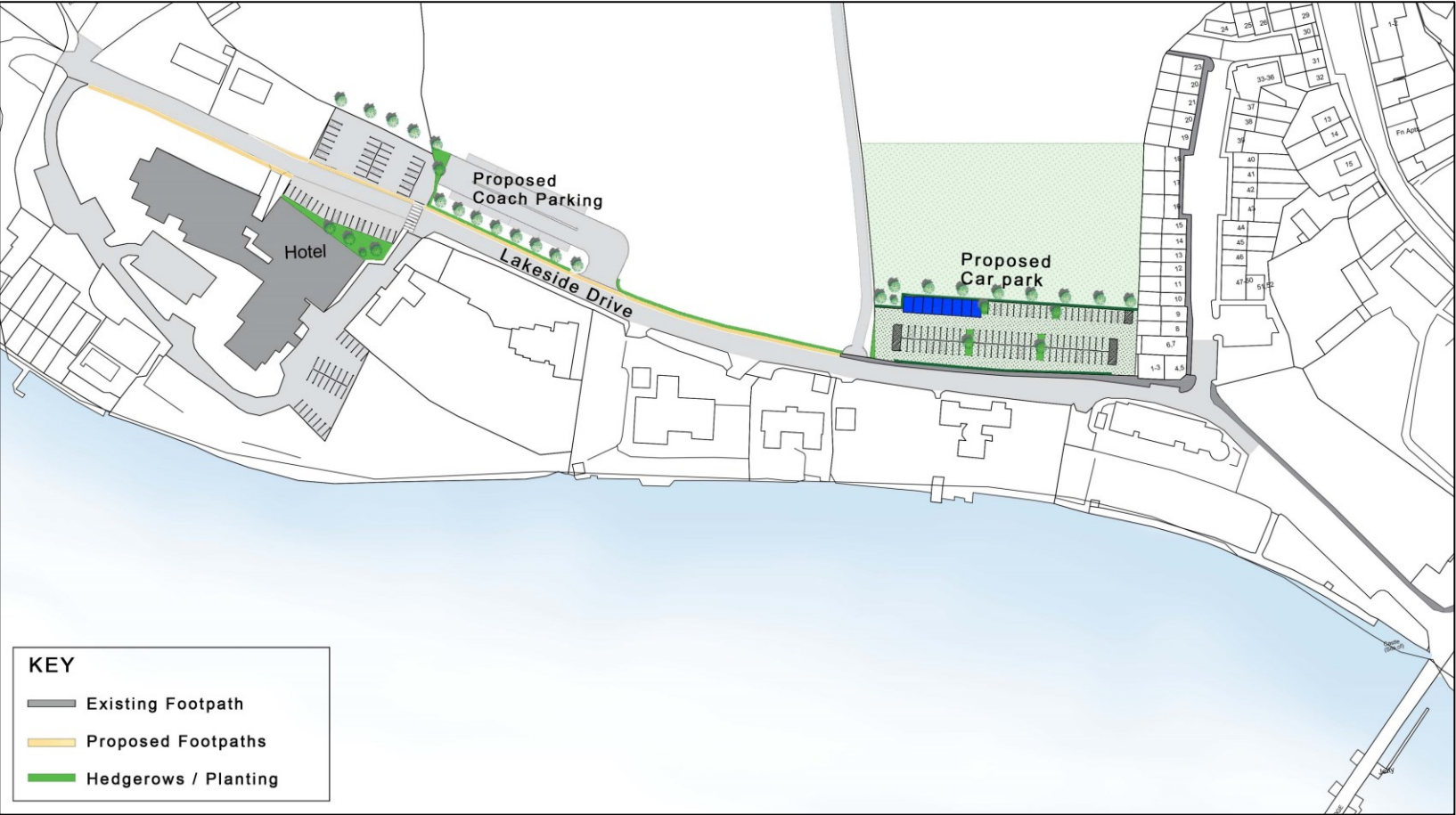
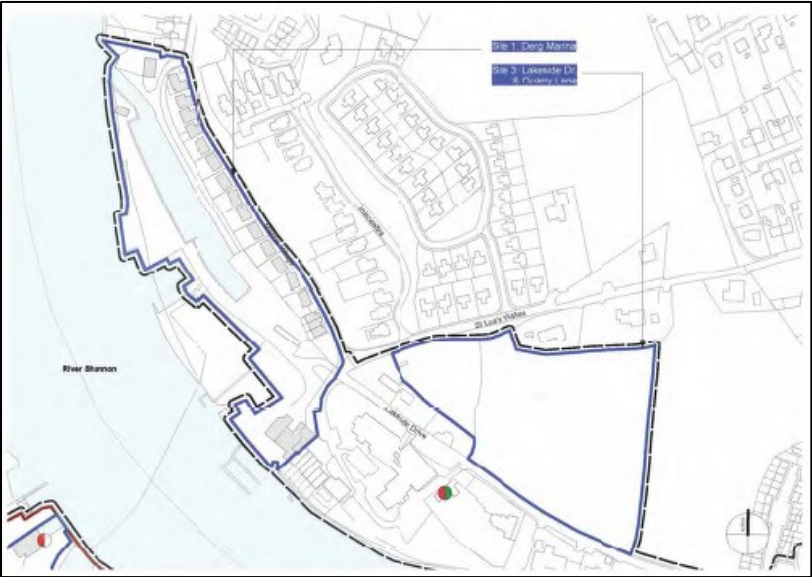
SITE-SPECIFIC INTERVENTIONS

Ballina: Lakeside Drive

Lakeside Drive represents a key link between the new Derg Marina and the town centre of Ballina, including the connection to the Lakeside Hotel. There are a number of constraints affecting the development potential of the lands, notably the fact that part of the site is located within a flood zone and the lands are within a National Monuments Service Zone of Notification.

The Plan has taken cognisance of these constraints and also the need to provide for improved pedestrian connectivity between the town centre and the Marina and lands to the northwest and Quarry Road.

The Plan proposes a new coach parking area, beside the existing Lakeside Hotel that will cater for tourism and visitor trips. There will also be a new car park facility located on Lakeside Drive, but closer to the town itself. These new car parks have been designed in a linear fashion to minimize land take and to minimize visual impact. Further, the public realm of Lakeside Drive is to be improved via the provision of a new public footpath and landscaping. These new parking areas will help to reduce unrequired through traffic within Ballina and at the bridge crossing and encourage people to increase their dwell time and spending in the town centre by the provision of conveniently located parking.



Conceptual Sketch indicating the proposals for the Opportunity Site at Lakeside Drive

SITE-SPECIFIC INTERVENTIONS

Killaloe: The Courthouse

The Courthouse is a two-storey building located adjacent to the Green in Killaloe and both the building and the site to the rear are currently vacant. The building is a recorded monument, dating back to c. 1830 on the street now known as Courthouse Road. It is a detached building, and retains chimneystacks, a cut-stone eave course, cut-sandstone walls with quoins, string courses under the windows and black plaques over the entrance doors.

The Courthouse is in a relatively central location in Killaloe, just off the Green. The building is stepped back from the street, with a space to the street which could be developed for use by the building users or the public. There is also a green space to the rear of the building, which can be utilised within any proposals for restoration and re-development of the Courthouse. The building was well built and appears to be in relatively sound condition when viewed from the street.

The building has been vacant for a number of years, and so there are likely to be issues which have gone unchecked which will be uncovered in a renovation. A sign stands in front of the building, describing the building's history. This sign is poorly located, right in the centre of the front facade, this should be removed, and a more discreet sign can be placed at the entrance to the sign from The Green.

The site is located within an Architectural Conservation Area, which means that works which would normally be exempt from planning permission may require planning permission. The building is a recorded monument, which means that the National Monuments Service will need to be contacted two months prior to works taking place on the building.

Considering the key location of the building and with respect to the ideas driven from the public consultation, the Courthouse is proposed to be restored as a multi-purpose space, small art-house, cinema, and cultural space, providing for a cultural quarter alongside the proposed public realm at St. Flannan’s Junction. A feasibility study on the building condition and its future possible uses, including the reuse of the building as a courthouse, needs to be undertaken, prior to any application being prepared.



Conceptual Sketch indicating the proposals for the Killaloe Courthouse



Proposed Plan for Re-storing the Killaloe Courthouse

SITE-SPECIFIC INTERVENTIONS

Killaloe: The Courthouse



Conceptual Sketch Proposals for the courtyard of the Killaloe Courthouse

SITE-SPECIFIC INTERVENTIONS

Killaloe: The ESB Steamboat Office/Johnston’s House

Johnston’s House, Killaloe is designated as a Protected Structure 584 in Volume 4 of the Clare County Development Plan 2017-2023 (as varied) Record of Protected Structures. The house is a detached seven bay single storey house, built c 1820 and historically was used as a residence. It has hipped Killaloe slate roof, painted rubble stonewalls (sandstone and limestone) and is bounded by rubble stonewalls. This structure is of architectural, historical and social interest due to its association with the Killaloe Canal and Dry Dock complex. It still retains much of its original fabric and despite its present use as a storehouse, it is still an attractive structure. Categories of special interest associated with the structure are architectural and detailed design. Also, to note that the adjoining canal is a Protected Structure (Ref. 585).

The site is in the ownership of the ESB who operate it and the adjoining lands as a functional and important operational area. Notwithstanding this, in order to provide for the sustainable future of this site and its importance as a focal point along the Killaloe Canal and Tobermurragh, the site is being identified as an opportunity site. The proposed use is an interpretative centre including a café/coffee shop along with the enhancement of the surrounding outdoor space to complement the historic building and boundary walls. The proposed use of an interpretative centre, or indeed any other suitable use, will enhance the surrounding outdoor space associated with its attendant grounds.



Conceptual Sketches indicating the proposals for the opportunity site at Johnston’s House



Proposed Plan for Re-designing the ESB Steamboat Office/Johnston’s House

SITE-SPECIFIC INTERVENTIONS

Killaloe: The ESB Steamboat Office/Johnston’s House

Any feasibility study to appraise the options which should have regard to the following:

- Architectural heritage and the historical context of this site (it is noted that this site is the starting point of the canal).
- Protected Structure status afforded to the site.
- Connections / links to and from Tobermurragh Bane Field.
- Access, in particular access to the existing ESB and Coast Guard facilities including emergency access for both to be maintained.
- The proposed use of the building and immediate environs as an attractive destination for walkers, families, tourists.
- Car parking having regard to the provision of public car parking in the area.
- Acting as a “Blue Way” to and from the Errinagh Canal and Tobermurragh Bane Field.

Implementation Stage is expected to be as follows:

- Pre-Bypass Feasibility study to be carried out to appraise the site in terms of suitable development proposals.
- Post-Bypass Development works to commence.



Conceptual Sketches indicating the proposals for the Opportunity Site at Johnston’s House

SITE-SPECIFIC INTERVENTIONS

Killaloe: The ESB Steamboat Office/Johnston’s House

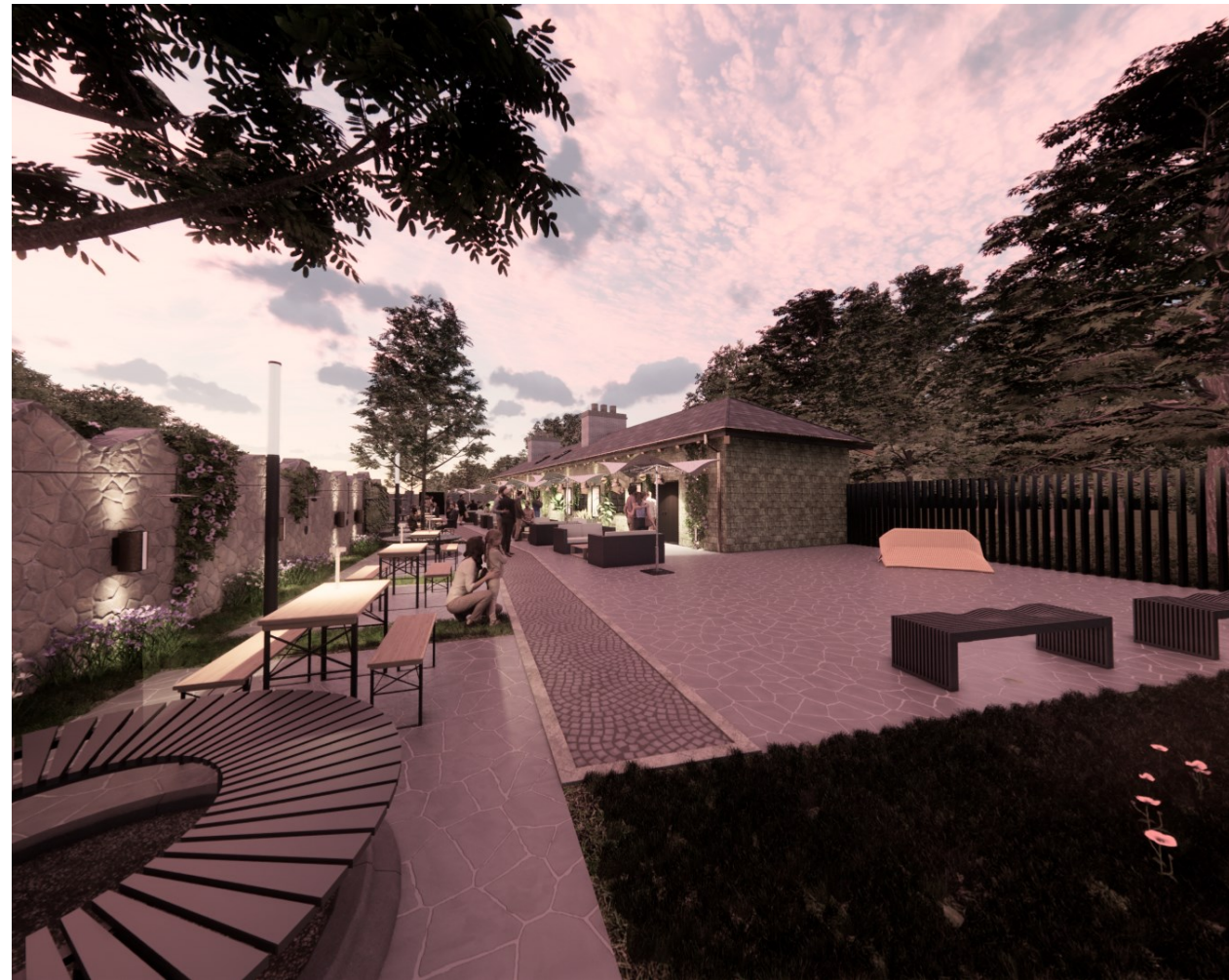
Actions and requirements would be as the following:

- The roof requires urgent repair and particularly on the rear, facing Tobermurragh Park.
- The grounds are also heavily overgrown and will be required to be cleared.
- Internal survey or access for same.



Proposed use is as follows:

- An interpretive centre, inclusive of a café/coffee shop, or indeed any other suitable use, should showcase its historic importance and industrial architecture heritage to the area.
- This can be respectful of the existing building and would seek to avoid fundamental internal changes to original fabric.
- The outside space would be landscaped sensitively to complement the historic building and boundary walls (which are also a feature) and used for outdoor seating, as in reality, there would be limited space within the building itself to do this.
- Appropriate bicycle parking and set down areas to be provided.
- Integrate with Tobermurragh Bane Field in terms of access and connectivity.
- Access to the site should be from Bane’s Field, Tobermurragh in order to prevent vehicular parking along the laneway to the site and dock, which is required to remain accessible for the ESB and Coastguard / Search and Rescue.
- A feasibility study for its appropriate public use is recommended.



Conceptual Sketches indicating the proposals for the Opportunity Site at Johnston’s House

SITE-SPECIFIC INTERVENTIONS

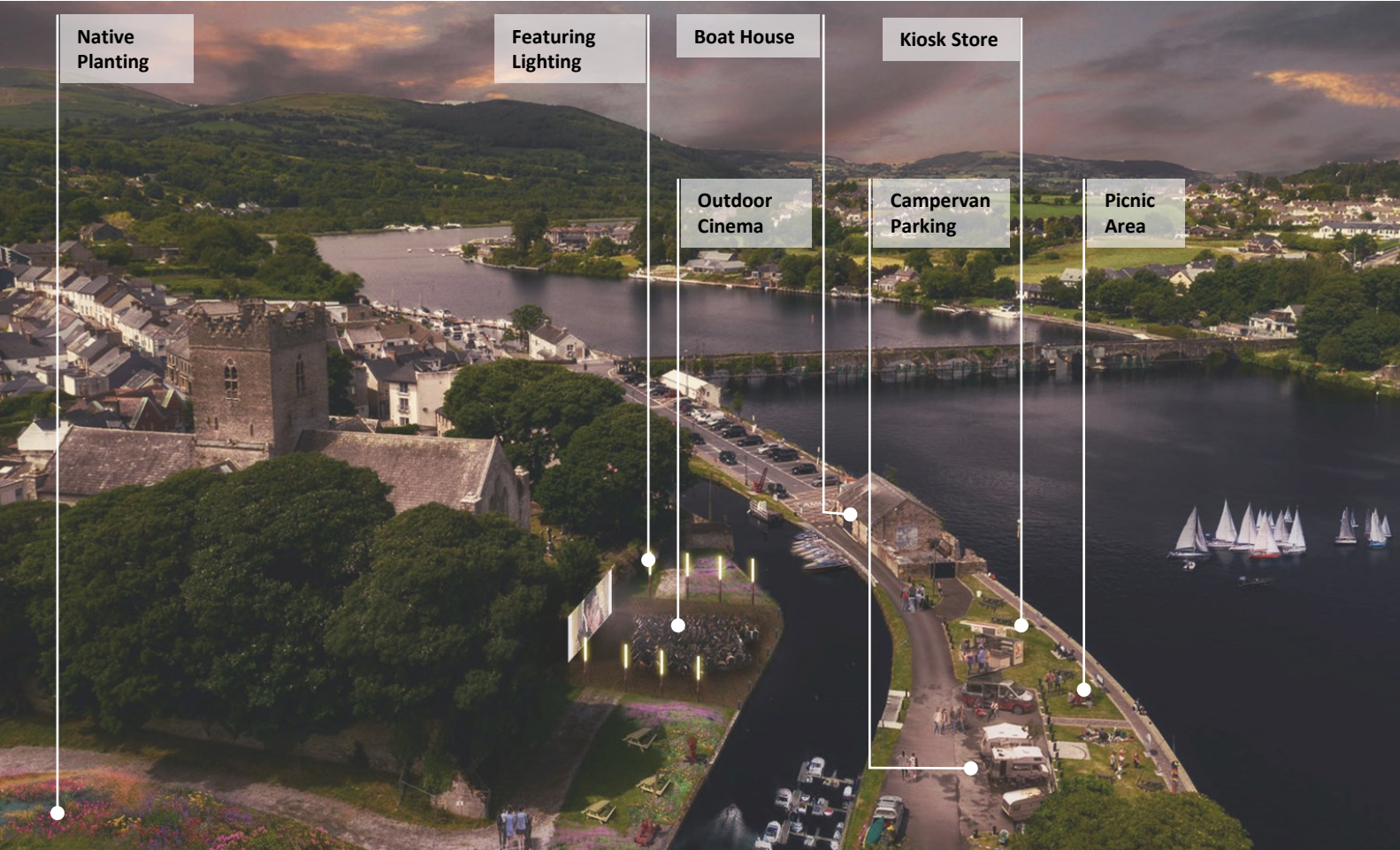
Killaloe: The Cathedral

Situated on the west bank of the Shannon River in Killaloe, this opportunity site has been identified through the baseline studies and site surveys. This green-field site is located to the rear of the St. Flannan’s Cathedral, with close proximity to the core area of the towns, and the existing canal walk. This river-front site enjoys expansive vistas of the Ballina townscape, enabling new public recreation serving both the locals and visitors with a concentration of water-related activities.

The new plaza is proposed to be dominantly used by pedestrians, occasionally providing for events and celebrations. As part of both public realm and tourism strategies, this site is directly linked to the proposed interpretation centre, campervan area, and the gateway to Killaloe from R463 (for more information see Tourism Strategy Map). Access to river activities and trips can be booked in this zone which will be directly linked to nearby jetties and piers. These zones also provide direct access to the main retail and residential areas on adjoining streets.

Consultation has taken place with Waterways Ireland who are supportive of facilitating this new attraction to Killaloe. Subject to future agreements with the ESB, this site could be connected to the ESB depot via a new footbridge over the canal. It is envisioned that should the ESB requirement for their depot evolve or a new alternative site become available, then there is an opportunity to incorporate the reuse of the depot building for tourism and economic related uses in conjunction with this site. This is consistent with Recommendation DZ3 of the Tourism Masterplan for the Shannon 2020-2030.

Looking from a historical perspective, the site is located to the immediate adjacent of St. Flannan’s Cathedral, providing for a pleasant town plaza with the Cathedral, as the landmark on its backdrop.



Conceptual Sketches indicating the proposals for the opportunity lands



Proposed Plan for the Opportunity Site at the Cathedral

SITE-SPECIFIC INTERVENTIONS

Killaloe: Abbey Street, Royal Parade & The Deanery

Located at the heart of Killaloe and within the conservation area of the town, Royal Parade is a secondary road characterised by St. Flannan’s Cathedral and 2-3 storey commercial and office buildings. This is considered to be another key street that is highly dominated by vehicular traffic and parked cars. With the planned Killaloe by-pass, it is expected to see reduced levels of traffic in the street, and therefore, this provides for an opportunity to reconfigure the streetscape and enhance the pedestrian experience to create for a more pedestrian-friendly and vibrant environment.

This will help to revitalize this part of Killaloe and enhance the cultural significance and importance of St. Flannan’s Cathedral. The work to Royal Parade will facilitate any future improvements to the Cathedral and will also act as a catalyst to the proposals for the riverside area of the Cathedral, which is also outlined in this Plan. In doing so, the Cathedral can become a new opportunity site.

It is suggested that all on-street parking to be discouraged and road widths to be reduced as much as possible to provide for a shared space. This would widen the footpaths on either side, creating a more pedestrian-friendly image for the street. The re-designed layout of the Royal Parade would enable a smoother flow of traffic, resulting in less vehicles. High quality natural stone surfacing and soft landscaping enhancements will also make the space become an attractive multi-functional space in Killaloe town centre.

Car parking is also identified and proposed for the Deanery site, with connectivity to Royal Parade and John’s Street. The new car park will facilitate much of the public realm enhancement work being proposed being brought forward.



Conceptual Sketches indicating the proposals for public realm improvements to the Abbey Street Royal Parade



Proposed Plan for Re-storing the Abbey Street Royal Parade and Deanery site below



SITE-SPECIFIC INTERVENTIONS

Killaloe: The Cathedral, Abbey Street, Royal Parade & the Deanery



Conceptual Aerial Image indicating the proposals for St. Flannan's Cathedral, Royal Parade, the Deanery site and Abbey Street

SITE-SPECIFIC INTERVENTIONS

Killaloe: John’s Street

John’s Street is a residential access route linking Church Street and Abbey Street. It is characterised as a narrow residential cross street in the town centre of Killaloe that provides pedestrian access to Convent National School to the north. This presents the opportunity to reconfigure the streetscape and enhance the pedestrian experience, with the aim of creating people friendly spaces and an enhanced quality of life along the Street for its residents.

The road layout is suggested to be altered with high-quality natural stone surfacing and soft landscaping enhancement which would match the shared surface provision within the town centres. This would contribute to reducing levels of traffic speed, causing drivers to be more cautious and drive slower, which would also be beneficial to the school located along the street. Also, it would ensure that the street becomes an attractive pedestrian-friendly space in Killaloe town centre.



Existing Plan for John’s Street



Conceptual Sketches indicating the proposals for the public realm improvements to the John’s Street



John’s Street., Present View

SITE-SPECIFIC INTERVENTIONS

Killaloe: Carrig’s Lane

Similar to John’s Street, Carrig’s Lane is also located in the centre of Killaloe, linking the St. Flannan’s Junction to Abbey Street. This is a narrow street with varying widths, predominately characterised by residential plots and particularly their back gardens facing the Lane. This has lined the lane with blank walls and fences that restrict passive surveillance and make pedestrians feel isolated and vulnerable. The Killaloe SuperValu, however, is located at the junction of Carrig’s Lane with Abbey Street earmarking the lane along the Abbey Street.

There is also a land plot fronting the Killaloe SuperValu which currently contains disused agricultural buildings. The location of the site provides a great opportunity for a landmark building, enhancing the legibility of the lane by matter of active frontage, height, mass, or physical characteristics of any proposed development. It is suggested that this would also be beneficial for upgrading the lane as a whole, since it will bring more dynamic to the lane, and promote passive surveillance, which along the proposed re-designed layout of the lane would enhance the image of Carrig’s Lane.

Similarly to Royal Parade, Carrig’s Lane is proposed to be re-designed as a shared space. This would clear the footpath, creating a more pedestrian-friendly image for the street. High quality natural stone surfacing and soft landscaping enhancements will also make the space become an attractive multi-functional space in Killaloe town centre.



Existing Plan for Carrig’s Lane



Conceptual sketch indicating the proposals for the public realm improvements and streetscape enhancements to the Carrig’s Lane (existing below and indicative proposed is above)



Carrig’s Lane, Present View

SITE-SPECIFIC INTERVENTIONS

Design Approach: Carrig’s Lane & John Street

The design approach for Carrig’s Lane and John Street is outlined as follows:

- The space should be designed with the safety and ease of movement for people at the forefront.
- Both Carrig’s Lane and John Street will use a shared surface material.
- Appropriate street lighting should also be utilised.
- Both serve an important role in the permeability of the town and are key, yet underutilised connections between Abbey Street and Main Street.
- Active building frontage should be provided to maximise passive surveillance to and to create a high level of animation at street level.
- Building heights will be informed by the need to protect and preserve residential privacy and amenity of adjoining properties and should be appropriate for the width of the space.
- The corner of Carrig’s Lane at Abbey Street should be identified by a building of high quality architectural design that will act as a gateway to the lane and a catalyst to further infill developments.
- The materials outlined in the Design Manual, contained in this Plan should be utilised as necessary in any proposals for Carrig’s Lane and John Street.
- Reference should also be taken of some of the best practice examples of infill developments in the area, including off main street.



Examples of high quality infill developments at ‘The Stables’, Main Street, Killaloe
(Photos provided by Jonathan Harper)

DESIGN MANUAL

SHARED SPACE

WHAT IS A SHARED SPACE

Shared spaces allow a variety of road users to coexist with priority to pedestrians. As such this contributes to reduced levels of traffic and increased levels of pedestrian activity as the standard carriageway and footpath layout is replaced by a more ambiguous and self-identifying feel to the structure of the road. Implemented with a slow zone or reduced traffic speed, shared space has been shown to greatly reduce the quantity and speed of vehicular traffic flow and is a key principle at effectively combating the problems associated with our modern towns and cities.



Kilkenny Blue Limestone Paving and Granite Kerbs to a shared Space crossing point

FACTS ABOUT SHARED SPACE

- (1) Studies indicate that shared space encourages footfall to local businesses area. Typically, a paved surface is implemented, and traffic is still allowed through access, however the surface leads to inhibited levels of speed and even discourages traffic altogether from driving through. Limited on-street parking is usually restricted to residents and drop-off only.
- (2) These environments give priority to pedestrians over vehicles, as opposed to restricting them to squeezed and narrow footpaths.
- (3) Footpath and carriageway are generally flush with each other, creating a seamless shared zone of use between pedestrians, cyclists, and vehicles. The carriageway is minimally defined to take away priority from vehicular traffic.

- (4) Increases a sense of place within an area, enhances the streetscape and local buildings by reducing unsightly vehicles and incorporates a materials palette than will be fitting within an area. Turns the mundane tarmac coloured towns into vibrant and historic.
- (5) Shared space improves social, residential, commercial and retail environments, as a result of reduced quantities and slower speeds associated with typical vehicular traffic carriageways.
- (6) Has been shown to encourage an uptake of more sustainable modes of transport such as cycling and local bus use.



The concept image shows one example of how shared space can be implemented along Royal Parade/Abbey Street, Killaloe. The paved shared surface of Royal Parade, as shown above, remains open to two-way traffic but discourages out of town drivers from unnecessarily driving through the historic core of Killaloe. This in turn can lead to reduced levels of unnecessary journeys through the town centre, increase the level of pedestrian safety, increased dwell time and contribute to a vibrant and sociable environment where people will feel comfortable visiting. The physical effects are obvious, creating an enhanced streetscape that works with the towns vernacular architecture, in this case historic St. Flannan’s Cathedral, by proposing a natural stone surface.

DESIGN MANUAL

HARD LANDSCAPE

PAVING

Killaloe and Ballina are home to many buildings of historical heritage, and this can be strengthened by improving the public realm of both towns. It is advisable to use this heritage as a basis for future public realm proposals, natural stone is highly sought for its durability, its lifespan and attractive finish. Varying sizes of paving units will help to achieve a unique and attractive public realm.

A common public realm materials palette to both towns is sought. Variations in the material, finish, unit size and colour of the paving scheme will help delineate pedestrian spaces from vehicular spaces (applicable to Shared Space areas) ensuring pedestrian mobility is obvious, fluid and transparent. Safe navigability of the streetscape for all must be considered, regardless of disability requirements or age.

1. Shared Space:

- Shared Space surfacing is the recommended surface treatment to all proposed pedestrian and courtesy crossings, The main commercial streets of Killaloe and Ballina, Royal Parade and Killaloe Bridge.
- Unit Sizes: 100 x 200 x 80mm sett paving units or similar are suggested for Shared Space carriageways, where the weight of vehicular traffic must be considered, clearly differentiating areas of vehicular traffic from pedestrian areas.
- Kerbing to Shared Space areas is typically flush with allowance for up to 6mm of kerb upstand.
- Materiality: natural stone is recommended, particularly in the urban context of Killaloe and Ballina where a high-quality materials palette will compliment the built heritage and existing colours found in the area, which includes natural stone facades.
- These materials should include limestone (blue and yellow varieties) mixed sandstone paving setts and granite kerbing/setts/cobblestones.
- Tactile paving must be provided at key crossing points. Natural stone tactile paving with steel studs will compliment natural stone paving.
- Road widths will be reduced as much as possible on Shared Space streets.

2. Footpaths and Pedestrian Walkways

- Footpaths should follow DMURS guidelines. Footpaths are suggested to be widened throughout future public realm proposals to increase mobility.
- Unit sizes to main footpaths should be much larger slabs, with a suggested size of 200 x 600mm or similar.
- Existing walkways such as Aillebaun Way to be resurfaced in bonded gravel.



Granite/limestone Shared Space mix sample image, Waterford city centre



Paving and street furniture in a re-designed layout to reduce the vehicular traffic speed and create a pedestrian-friendly space



Granite kerbing delineates edgeways and creates a crisp roadside edge. Granite kerbing has the ability to work well with a variety of materials



Kilkeny blue Irish limestone sett paving offers a rustic quality that would work well alongside the likes of St. Flannan's Cathedral



Mixed sandstone cobble paving offers a variety of rustic hues that will compliment the built heritage of the area, many of which have retained their natural stone facades

DESIGN MANUAL

STREET FURNITURE

INTRODUCTION

Street furniture improvements should include the likes of public seating, bollards, bus shelters, litter bins and cycle racks. Generally, evidence of a site-wide Street Furniture Strategy is lacking within the study area, as it is seen to have a mixed and ununiform approach in its current format. Many elements of street furniture are dilapidated and outdated and in need of replacement, although some good examples of individualistic elements do exist and should be retained where possible.

The street furniture strategy should aim to:

1. Unify Killaloe-Ballina through a common palette;
2. Respect and make reference to the historic heritage of the local area; and,
3. Be functional, minimalistic, clutter-free and not dominate the streetscape.

All elements of street furniture should aim to enhance the public realm and increase functionality of each space. The street furniture strategy should aim to be as clutter free as possible, contemporary, yet respectful and corresponding to the local heritage of the area. It is noted evidence of Killaloe’s past predates that of Ballina, and the strategy should reflect this, being able to work well in both towns.

SEATING

Seating on key pedestrian routes should be considered every 150m to provide rest points and to encourage street activity. Seating should ideally be located where there is good lighting natural surveillance to prevent anti-social behavior. Seating must not impede natural movement, while seating arrangements should encourage social interaction. Seating must also be accessible and supportive for senior residents (for more information see: *Being Age Friendly in the Public Realm; Guidance and Good Practice*).

There is the opportunity to consider creative seating designs, that are individualistic to their respective surrounding areas, for instance the Killaloe Courthouse and St. Flannan’s Cathedral are likely to see a different selection of street furniture than the likes of a modern plaza space on the old Creamery site, Ballina.

A material palette informed by the heritage of the area, should be considered to blend in with the surrounding streetscape where seating is provided. A modern but rustic approach to seating is sought for the Study Area. Public seating should be ground fixed and selected materials should be highly durable and have a long lifespan.

Suggested Seating Materiality

- Natural stone bench seating with timber slat top - long durability/rustic quality
- Traditional timber or steel ‘park’ benches (along the River Shannon)
- Rustic/contemporary metal base seating - long durability/rustic quality



Simplistic and contemporary street furniture example.

This example would be effective when used in the likes of Main Street Killaloe or Ballina due to its simplistic and non-domineering design.



Corten steel cube seating example

This example has a contemporary character, but the steel reflects that of the former Birdhill to Ballina railway track and as such, would work well in the proposed plaza site at Ballina.



Simplistic and contemporary street furniture example.

Back rests and handrails can be added to specific seats to accommodate older users.



DESIGN MANUAL

STREET FURNITURE

LITTER BINS & RECYCLING BINS

The household bins and recycling containers need to be stored off the footway. Public bins should be located at key junctions and spaced at regular intervals along the streets. They should be neutral in design and part of a coordinated street furniture palette. There is the opportunity to consider the introduction of recycle bins with a smart, unfussy and contemporary design style.

BOLLARDS

Bollards should only be installed when strictly necessary and when there is no viable alternative. Bollards are suggested for use along shared spaces and to deter vehicular access from pedestrianised roads. There is preference for slender bollards in order to avoid impediments to pedestrian movement and to avoid clutter. Contemporary stainless-steel bollards are suggested due to their timeless visual quality. They are easily cleaned and do not require painting. Bollards should not be higher than 1.1 m and should be well-coordinated with other pieces of street furniture, to create a clutter free streetscape. Bollards can have integrated lighting when used along carriageways/shared spaces. Where possible a higher quality curb definition should reduce the over-use of Bollards.

CYCLE RACKS

Sustainable transport, including the provision of new cycle lanes and facilities are imperative to the overall strategy. Cycle parking should be numerous but located in small clusters where possible. They should be strategically placed in places where cyclists enter the pedestrian zones, in visible locations and not impede circulation. They should have a simple, contemporary style which is well-coordinated with other pieces of street furniture. Bespoke stainless steel Sheffield cycle stands are suggested to be used within the Study Area. Provision for more bicycle maintenance sheds should also be provided.

BUS SHELTERS

New bus shelters are proposed within the study area in consultation with the NTA. Bus shelters should be located in prominent positions, be easily accessible with sufficient space for pedestrians and disabled users and be integrated into the urban form. Bus shelters should be attractively designed and well maintained. In particular, repairs and the removal of graffiti should be dealt with as soon as they arise.



“Big Belly” smart bins - Big belly bins are self compacting, (requiring reduced maintenance) and offer dual trash - recycling functionality. They are suggested to areas of high footfall, namely along the Shannon and proposed plaza/events sites where people are expected to congregate in large numbers. These bins come in a variety of colours - subtle colours are sought to help minimize visually on the scenic surroundings typical to the area.



Stainless-steel bollards - Example showing how stainless-steel works well when used with natural stone paving in an urban context.



Bespoke Cycle Stands sample image - Example of artistic intervention that can be brought to the streetscape.



Contemporary timber / Stainless-steel bins - These examples are suggested for more intimate streetscapes located within the traditional town centres of both towns where space is tight. Contemporary, yet timeless, these are easily cleaned, long-lasting and will contribute to a clutter - free and enhanced streetscape.



Stainless-steel bus shelter - Contemporary, functional and has a long lifespan

DESIGN MANUAL

STREET LIGHTING & NIGHTSCAPE DESIGN

INTRODUCTION

The lighting/nightscape strategy should aim to achieve the following:

1. Enhance facades and showcase existing key buildings,
2. Enhance the user experience of visiting the town and provide adequate lighting in the evenings and night-time.

Good quality street lighting is an important element of any urban area in terms of community safety and aesthetics. However, lighting columns may actually add to street clutter and careful consideration will need to be given to the location and numbers of columns within each unique streetscape to minimize light pollution and over-use. The use of full cut-off lighting may be appropriate in areas of architectural importance. In urban contexts, building mounted or ground fitted lights are preferred to pole mounted lights in both towns to encourage mobility, reduce clutter on the streetscape, limiting pollution.

It is advisable to retain historic streetlamps where possible, provided their condition allows. New replica LED lamps would be recommended to replace existing lamps, especially in the historic core of Killaloe, with a preference for the imitation Victorian Era lamps post being preferred. This is a charming addition to the streetscape and replacing them with something modern does not reflect the history of the area.

To reduce light pollution and obstructions to buildings, ground level bollard lighting is better suited to feature paths, such as along the River Shannon or along historic buildings. Pedestrian level, unless the building/landmark needs to be heightened in the night skyline on towns, exceptions would include important landmarks such as Killaloe Bridge and Cathedral where lighting should be incorporated as a significant element to highlight the Riverbank and the bridge in the nightscape of both towns.

It is recommended that recessed tree uplighters within the pavement can create attractive gathering spaces at night-time, but it is important not to overdue frequency and luminosity.



St. Flannan's Cathedral (as viewed from Ballina) - This is already well lit at night and is a well-known night-time view of the local area. The proposed project site on the grounds east of the Cathedral and accompanying lighting should be subtle, and not deter from this important night-time view.



Bollard Lighting is less intrusive than traditional pole lighting and contributes to more intimate spaces that do not obstruct views of important Architecture/built heritage. Bollard lighting provides a localised area of luminosity.



Existing Victorian-esque streetlamps as seen on Main Street Killaloe and Killaloe Bridge add character to the area and increase a sense of place. New LED lamps could replicate the existing, as opposed to updating the street lighting palette with contemporary lamp posts.



Subtle ground/street lighters - Example subtle lighting can contribute to serene evening spaces in which people will want to gather.



Façade lighting to historical building.

DESIGN MANUAL

PUBLIC ART & GATEWAY FEATURES

With the creation of new public spaces comes the opportunity to install interesting and visually impressive public art. The aim of the Public Realm Strategy for Killaloe-Ballina should be to celebrate the town’s impressive heritage, through reference to its famous historical figures and built heritage.

This will enhance the local public realm, provide attractive and informative features at street level, showcasing this heritage and increase a sense of place/town identity. Public art should be appropriately placed, and no two pieces should be identical. Public art should be inspiring, interesting and memorable.

Public art can take the following forms within townscape enhancements:

- Small scale sculptures/monuments that reference historical peoples/events.
- In-ground paving detail.
- Art piece and/ or wayfinding element.
- In wall paving detail, including signage or wayfinding.
- Mural art that is appropriate to the area and its heritage.
- Gateway and arrival spaces could be denoted by public art / sculpture / arrival features creating memorable arrival / gateway spaces.
- Public art should add to the character and visual representation of the river-bank and specifically the blue trails, aiding navigation and creating an attraction where appropriate.

➤ A public art strategy for the core area of towns helps create a cohesive plan integrated with way-finding strategy which will contribute to legibility of towns. Temporary art exhibitions / festivals on areas of new public space can add to a more active townscape which will help draw visitors to the area.



Brian Ború Statue, Cashel, precedent image
Public art should celebrate and educate and enhance the public realm.



DESIGN MANUAL

SOFT LANDSCAPE

Existing trees should be assessed on their contribution to the townscape and retained wherever possible.

- Street trees not only enhance the streetscape, but also provide for shelter and sensory attributes. Incorporating fastigate trees are recommended for their slender nature especially in the main urban areas where space is at a premium.
- Species and soft landscape interventions should adhere to the All-Ireland Pollinator Plan, particularly to green spaces and along the River Shannon edge.
- Raised planters and potted plants should be avoided along narrow streetscapes, if possible.
- Individual trees can be used to mark special areas, bring color and texture to the street, compliment architecture and emphasise important views.
- Generally, the use of tree grilles with gravel at the base of the tree is preferred as it provides a porous, flexible surface that accommodates wheelchairs and pushchairs while preventing the collection of rubbish.
- The use of vertical tree guards should be avoided where possible as they often collect and trap litter. Tree grilles can be bespoke, incorporate artistic elements and reference their individualistic sites.
- Baskets or hanging floral displays can bring seasonal color to the public realm but should be wall mounted to reduce the need for additional poles or columns which can negatively impact mobility.
- The use of isolated undefined level planters should be avoided as they often impede pedestrian flow.

A maintenance programme for all plantings should be established to ensure regular inspections, feeding, pruning and replacement where necessary.

👉 **ACTION:** A street-by-street assessment of the existing trees and vegetations needs to be carried out to identify the spots where vegetation and greenery can be utilised within the public realm of both towns.



Trees in stone planters' precedent image.



Fastigate Tree Planting is recommended where space is tight, for example Main Street Killaloe where their slender nature will enhance the streetscape without causing obstructions / clutter. A staggered approach to planting should be adopted.



Building frontages can be enhanced **with hanging baskets** creating a welcoming streetscape, but not impede on sound mobility.



Trees should be selected for their individual quality that they bring to each space and also their positive biodiversity and habitat qualities.

DESIGN MANUAL

WAY-FINDING & SIGNAGE

Signage is designed to convey directional and orientation information (particularly for visitors) but also to provide reminders for an update of information (particularly for residents). Signage in the public realm typically takes three forms:

- Pedestrian orientation signs,
 - Street name plates, and
 - Traffic signs.
- It is intended that a uniform style, material, typeface, and color palette to be utilised in signage design.
 - A simple, elegant and contemporary style is recommended which complements other pieces of street furniture.
 - All signage should be durable, with the possibility of electronic changing text / information.
 - Where older street signs remain, they should be retained and restored to reinforce local character.
 - Where possible, avoid erecting additional signposts by adding pedestrian signage to existing posts, above 2.1 m height clearance.
 - The number of new signs introduced to the public realm needs to be minimized to reduce visual clutter.
 - Signage should be coordinated where possible with light columns, bollards or building mounted.
 - If a new post is required, try to locate the signpost at the back of the footway, to minimise footway obstruction.
 - Traffic signs and signals where possible should be fixed to existing lamp columns, posts, railings or buildings to avoid the need for additional poles.
 - Car park signing is required at key gateways to help direct people to the most appropriate and available parking when they first arrive.
 - Additional information can be added to fingerposts, including recognisable symbols.
 - Provision of street nameplates at the end of each road and at street junctions.
 - Street nameplates should be positioned in a clear, uncluttered location, keeping the view free from obstruction and foliage. They must be visible for both vehicular traffic and pedestrians.
 - Where possible street nameplates should be fixed to walls, buildings or railings or placed at the back edge of footways to minimise obstruction and visual intrusion.
 - Obstruction to the footway by signal posts should be minimised.
 - A signal post should be positioned in line with other street furniture, (0.45m from the kerb) using an offset post if necessary.





HERITAGE

HERITAGE STRATEGY

HERITAGE

Promoting Heritage Walking Routes

- Medieval Ecclesiastical/Monastic Heritage Route by Foot
- Medieval Clans and Viking Rivers by Foot
- Industrial Heritage Routes by Foot
- Medieval Ecclesiastical/Monastic Heritage by Boat or by Bike
- Medieval Clans and Viking Rivers by Boat or By Bike
- Industrial Heritage by Boat or by Bike

Information Board and Signage

- Existing signage to be upgraded
- New signage at existing heritage site

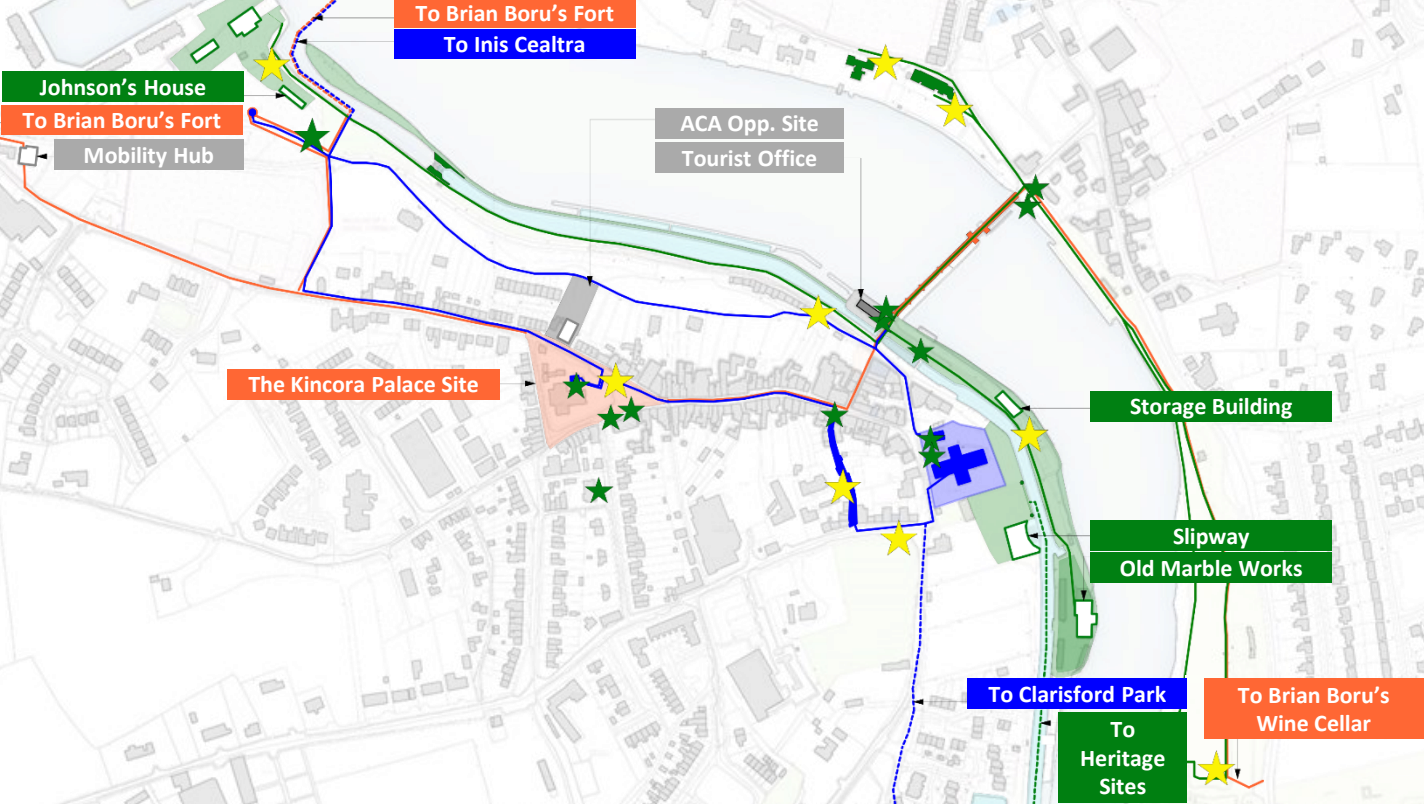
Possible Site for New Heritage Centre

Addressing Vacancy/Under-used Sites

- Existing Industrial Heritage Building in use
- Existing Medieval Heritage Site in use
- Existing Ecclesiastical Heritage Site in use
- Existing Heritage Building for Adaptive Re-use

Proposed Site for New Heritage-led Amenity

Proposed New Building for Tourist Amenity



Indicative Map of Heritage Strategy for Killaloe-Ballina

HERITAGE STRATEGY

INTRODUCTION

One of the more important functions of the Killaloe-Ballina Town Enhancement & Mobility Plan will be to promote the heritage assets of the historic towns. The Plan will present the towns with a new opportunity to re-conceive and re-brand important Heritage assets to promote and sustain new tourism for the area. Existing access to some of the key Heritage site is poor and the signage at key sites requires re-appraisal. The rich history of the town is not being successfully promoted and the Plan presents a number of objectives for consideration to promote Heritage branding through new enhancement works and local initiatives.

Three heritage routes are explored as part of the Plan as a means for presenting the existing heritage in a simpler more understandable way. The sequence in which the Heritage assets are encountered by visitors on the routes is important in terms of the understanding of the historical narrative. The story should be clear so that tourists clearly understand it and local people can recognise and support it. At present, the existing heritage trails do not appear to be organised in a way that gives the visitor a clear sequential understanding of the important historical influences on the towns or the narrative through the millennia. The Heritage Strategy map presents a series of themed heritage routes which can be undertaken separately or collectively at the same time.

Route 1: Clerics Medieval Heritage	Route 2: Clans & Vikings Medieval Heritage	Route 3: Industrial Heritage
Heritage:		
<ul style="list-style-type: none">▪ St. Lua’s Oratory▪ John Street▪ St. Flannan’s Cathedral▪ Optional: Clarisford Park▪ Aillebaun Park▪ Holy Well▪ Optional: Inis Cealtra▪ Boat from Canal Pier	<ul style="list-style-type: none">▪ Killaloe Bridge (ancient crossing point of the River Shannon)▪ Runic Stone (Vikings)▪ Kincora Palace Site▪ Holy Well (Baptism Place of Brian Boru)▪ Brian Boru’s Fort▪ Brian Boru’s Wine Cellar▪ The Graves of the Leinstermen (Optional)	<ul style="list-style-type: none">▪ Canal Pier▪ Johnson’s House▪ Between the land the water site▪ Marble works and the dock yard▪ Optional: Parteen/Ardnacrusha by boat

The heritage routes deal with three of the most important historical themes in terms of the towns. They endeavor to deal with the sites chronologically so that the visitor has a better understand of the timescale. Existing heritage signage requiring maintenance has been identified and opportunities for new signage are highlighted at key industrial sites where there is a general lack of information on the Industrial Heritage asset.

HERITAGE

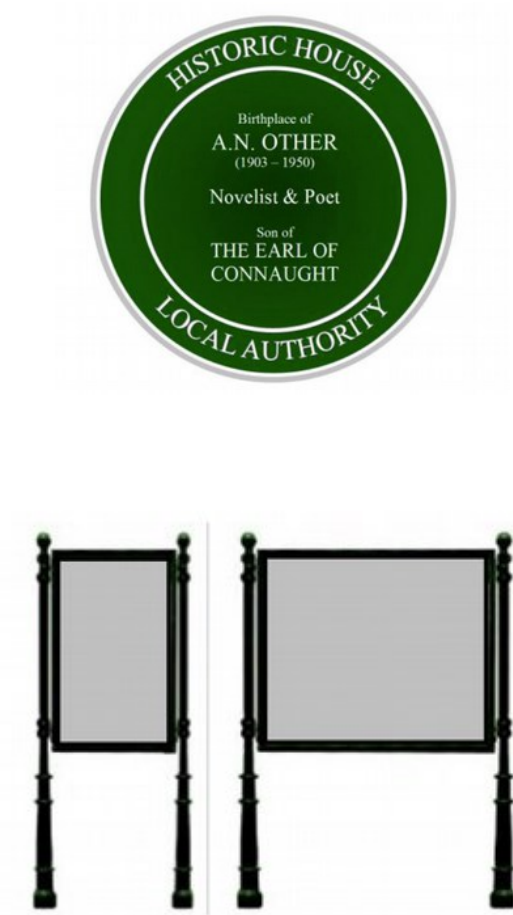
It is the goal of the Killaloe-Ballina Town Enhancement & Mobility Plan to:

(A) Promote and Celebrate the Unique Identity and Heritage of Killaloe-Ballina

This is to be implemented through the following set of objectives:

Pre-bypass Objectives:

- Retention and protection of fragments of original historic fabric in the public realm such as surfaces finishes and historic utility or industrial features/assets.
- Upgrade and maintain existing heritage signage.
- Erect heritage plaques on buildings of importance containing details of the history of the building.
- Develop a strategy for new orientation, directional and interpretive signage within the towns that align with the Plan heritage initiatives.
- Development of Branding, i.e., Gaelic Clans, Brian Ború, Viking Rivers and Normans.
- Promotion of themed heritage routes to present a more engaging historical narrative for visitors to the towns.
- Increase the permeability and improve the pedestrian connections between the historic towns.
- Increase permeability and improve the pedestrian access from the historic town centres to the waterfront.
- Protect and enhance buildings and places which have been identified as vulnerable within the ACA or the historic towns in the short term.
- Commission of new public art which enhances the public realm of the two towns which references the historical narrative of the towns.
- Extend the Heritage Town Walk by promoting John’s Street, which runs directly to the south of the Deanery site, to a heritage route.



Example of new public realm works in ACA - Guidelines for the Management and Development of Architectural Conservation Areas (Source: Cork County Council Heritage Unit)



Directional, orientation and Interpretive signage (Source: Failte Ireland - Historic town signage)



Gaelic Chieftain overlooking the battle of Curlew Pass (Source: Maurice Harron)



The linesman, Dublin Docks (Source: Dony McManus)

HERITAGE

It is the goal of the Killaloe-Ballina Town Enhancement & Mobility Plan to:

(A) Promote and Celebrate Unique Identity and Heritage of Killaloe-Ballina

This is to be implemented through the following set of objectives:

Post-bypass Objectives:

- Create an interactive tourist map for the towns to showcase this rich heritage.
- Positive adaptive re-use of under-used assets within the ACA and historic towns centre, including 18 buildings and 4 sites.
- Positive adaptive re-use of key opportunity sites within the ACA in the towns centre and of heritage importance, as the following:
 - **The Killaloe Courthouse:** the house is proposed to be restored as a small arthouse and cultural space. This is conditional to carry out a feasibility study prior to preparing any application.
 - **Greenfield at the Cathedral:** this river-front site which is currently in the ownership of Waterways Ireland is proposed to be developed as an event/recreational space.
 - **The Creamery Site:** a large riverfront site which is currently in private ownership with access to the river-side park. This is envisaged as a new civic plaza.
 - **Tobermurragh and Bane field in Killaloe:** This site forms part of a gateway into the town and includes a tennis club and playground as well as public woodland. A masterplan was previously carried out for these lands, and it is envisioned that this masterplan would be implemented. The existing woodland is well placed for development as a public recreational park for the town and nearby residential areas and the site represents an important resource for sports and recreation for local residents. Future development of the site may be restricted somewhat as it contains a number of structures of historic interest. It is recommended that existing green spaces be developed as a town park in accordance with the previous masterplan carried out for the lands. However, this plan recommends that the existing ESB dry dock and site be subject to future development opportunities in consultation with the ESB. The former steamboat office building (i.e. Johnston’s House) could be reimagined as a café or interpretive centre. This would open towards Tobermurragh and Murrough’s Well, where Brian Boru baptised his son Murrough.

Long-term Post-bypass Objectives:

- Improve the exposure and interpretation of Killaloe’s heritage in the structure of towns, i.e., St. Flannan’s Oratory and Cathedral, The Kincora Royal Palace Site, the Courthouse, and Tobermurrough.



Green-field to the rear of St. Flannan’s Cathedral, Killaloe



Tobermurragh and Bane field, Killaloe
With a recorded monument, this site is historically crucial



Courthouse, Killaloe
A protected structure (RPS. 20300811) located within the ACA



Carrig’s Lane Site
The site is located within the ACA



Creamery site, Ballina
This opportunity site is located within the ACA



Corner site in Killaloe
This opportunity site is located within the ACA

HERITAGE

IMPLEMENTATION OF THE HERITAGE STRATEGY

To ensure achievement of the Heritage Strategy in parallel with Public Realm Strategy, the following time-frame is proposed:

- Completion of public realm initiatives within a period of 5 years of the opening of the new bypass;
- Adoption of development policies as part of the next development plan that incentivise development of priority heritage assets in the medium terms;
- Development of priority heritage sites within 10-15 years of the next development plan; and,
- Integration of Regional developments initiatives that ensure sustainable development throughout the region.

More precisely, it is expected in the short-term to:

- Secure stakeholder engagement - harness peoples' creativity, create sense of shared purpose and interest in their built heritage so as positive change can take place;
- Incremental/phased completion of public realm upgrades initiatives in the Architectural Conservation Area of Killaloe and in key sites in the Ballina with clear consistent decisions in relation to interventions;
- Promotion of Heritage routes and permeability through both towns to facilitate better access between both towns and from each town to the waterfront;
- Development of Tourism and Heritage Strategy/Plan goals; and,
- Create a clear plan that will attract funding initiatives.

In medium-term:

- Positive adaptive reuse of priority heritage assets (in public ownership) within the ACA; and,
- Positive adaptive reuse of key sites and buildings (in private ownership) within the ACA and historic town centres.

And in long-term:

- Secure non-public opportunity sites that will be integrated into the overall enhancement plan to support the development of the historic towns;
- Develop permanent heritage amenity within Killaloe which will promote all aspects of the rich heritage of Killaloe and Ballina; and,
- Development of other strategic Tourism & Heritage Sites regions (associated with local Heritage) that will support development and employment opportunities locally and regionally which will make Ballina and Killaloe a national/international attraction.

VACANCY AND LOSS OF COMMERCIAL CORE

The decline of the town centres has inevitably led to the issue vacancy, dereliction, and abandonment that can be seen today, which will leave the built heritage vulnerable to damage and permanent loss. Following the baseline survey, 23 no. places were recorded and classified by type where vacancy and dereliction were found in the ACA and the historic town of Ballina. Referring to the map on the facing page, there are 2 key civic buildings unused within Killaloe town, 5 water-front buildings currently unused, and 7 commercial premises on the main street currently vacant or unused. There are also 5 “missing tooth” sites in prominent locations around the towns of Ballina and Killaloe which disrupt the continuity of the streetscape in the historic towns. These sites have been given priority ratings for short-term, medium-term, and long-term development objectives relating to the conservation. The medium-term strategy objective is to prioritise development of the main sites that are in public ownership. This will include the courthouse, the water-front industrial buildings. To encourage planning policy that incentivise the re-use of buildings that were historically commercial premises and are currently in use as residential housing, back to commercial use to encourage.

Priority 1. Short-term (5 to 10 Year Timeframe):

Public Realm works and

- Opportunity Site at Killaloe Bridge,
- Site at Green - “Missing tooth” Site proposed for car parking as part of the Plan, and
- Tobermurragh Park.

Priority 2. Medium term (10 to 20 Year Timeframe):

Adaptive re-use of buildings that are highlighted as 'Civic Building of Historic Interest currently vacant or underused' to include:

- The Courthouse,
- Killaloe Old Boys National School at New Lane, Shantraud.

Adaptive re-use of buildings that are highlighted as 'Industrial Buildings of Historic Interest currently vacant or underused' to include:

Waterfront buildings at Toberrmurragh Park to include Johnson's House, the boathouses and the waterfront buildings on the east side of Killaloe Bridge which include the old Marble work.

Development of other “Missing tooth” sites - 2 no. sites in Killaloe. The first site is located opposite St. Flannan's Cathedral and the second is beside the Italian Warehouse and John Crotty's on Main Street, Killaloe.

Priority 3. Long Term (20 + Year Timeframe):

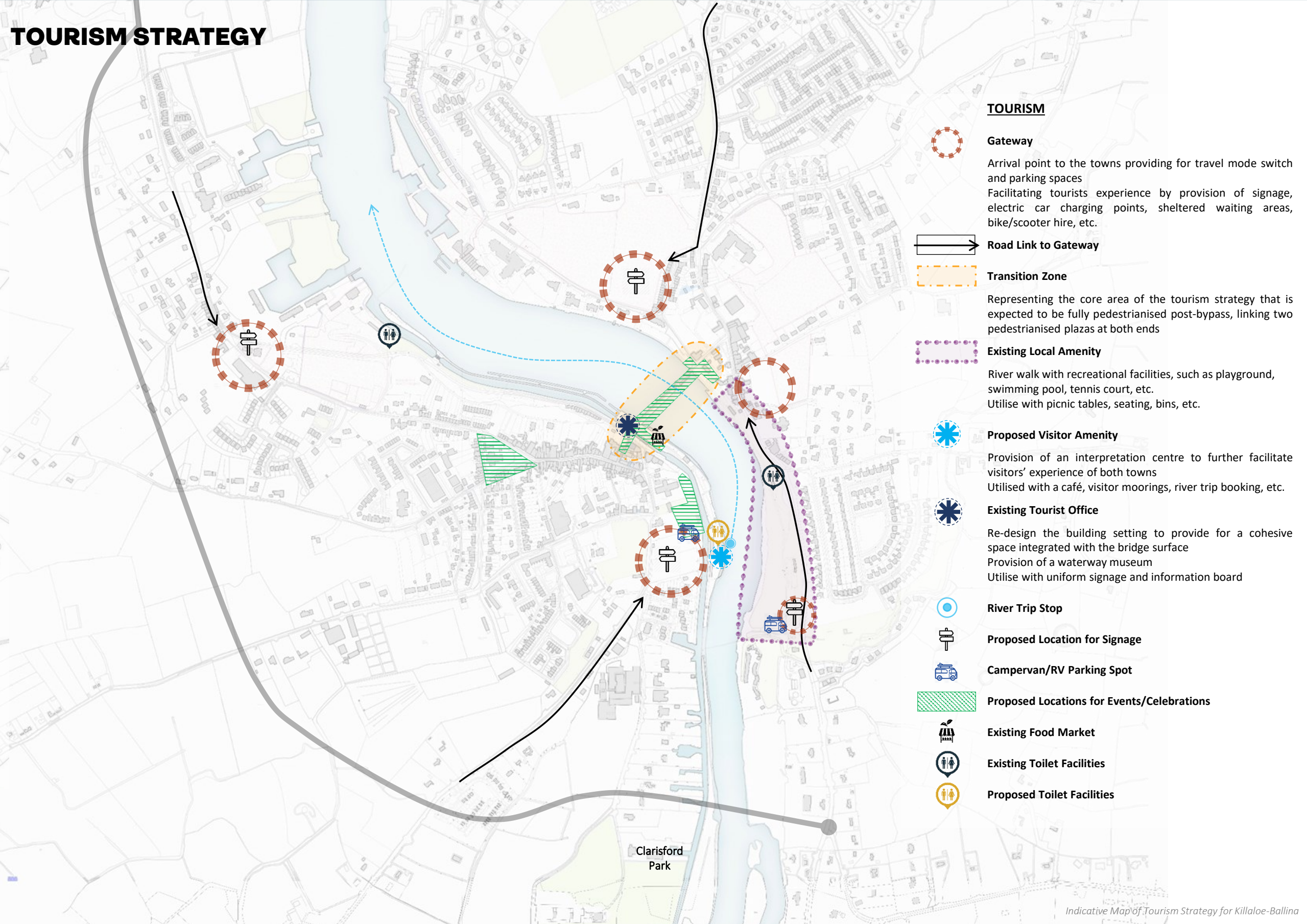
All premises noted on the plan under the following headings:

- Commercial Premises in the ACA - Currently Unused (7 no. spaces in Killaloe).
- Commercial Premises in the Historic Town currently unused. (1 no. space n Ballina).
- Premises that were historically commercial in use that have changed use to residential (3 no. in Killaloe).



TOURISM

TOURISM STRATEGY



TOURISM

Gateway

Arrival point to the towns providing for travel mode switch and parking spaces
Facilitating tourists experience by provision of signage, electric car charging points, sheltered waiting areas, bike/scooter hire, etc.

Road Link to Gateway

Transition Zone

Representing the core area of the tourism strategy that is expected to be fully pedestrianised post-bypass, linking two pedestrianised plazas at both ends

Existing Local Amenity

River walk with recreational facilities, such as playground, swimming pool, tennis court, etc.
Utilise with picnic tables, seating, bins, etc.

Proposed Visitor Amenity

Provision of an interpretation centre to further facilitate visitors' experience of both towns
Utilised with a café, visitor moorings, river trip booking, etc.

Existing Tourist Office

Re-design the building setting to provide for a cohesive space integrated with the bridge surface
Provision of a waterway museum
Utilise with uniform signage and information board

River Trip Stop

Proposed Location for Signage

Campervan/RV Parking Spot

Proposed Locations for Events/Celebrations

Existing Food Market

Existing Toilet Facilities

Proposed Toilet Facilities

Clarisford
Park

Indicative Map of Tourism Strategy for Killaloe-Ballina

TOURISM STRATEGY

INTRODUCTION

A re-imagined arrival experience at Killaloe and Ballina, after the opening of the new bypass of Killaloe and the Shannon Bridge Crossing, offers an unprecedented enhancement opportunity for almost every aspect of living and working.

Tourism is one the economic activities that has the biggest potential to benefit from these new arrangements, especially if the new points of arrival and parking are carefully located and planned.

If successful, these can create the ‘inter-modal transfer points’ that are the critical starting points for tourism planning. Visitors who alight from buses or cars to transfer to footpaths, bikes, boats, or courtesy buses will always have a longer dwell time, a higher spend and are likely to have a more memorable experience.

The proposed opportunities for new arrangements will also offer significant improvements residences, businesses, and local visitors. There will be better amenities and conveniences as well as greatly improved business opportunities.

New opportunities will arise to provide a new set of visitor experiences and opportunities for tourism products that have the potential to become of regional importance.

Tourism aims to provide memorable experiences. This study area contains opportunities for visitors to experience the Shannon and associated sites of real historic significance. The quality of the public realm, key buildings and streets can enhance this, if properly planned and managed.

In Killaloe and Ballina, the term ‘Tourism’ covers a wide range of activities that range from regular local visits, often at weekends and evenings, from the surrounding region, including Nenagh, Ennis and Limerick. It also encompasses more conventional Irish and international visitors, either as part of a day-trip from Dublin or as part of a touring visit of longer duration.

Killaloe and Ballina have further specialist visitor activities associated with the river, especially in terms of marinas and boat services. Such specialisations extend the season well beyond traditional summer core months.

At first sight, Killaloe Ballina may appear to have a modest accommodation base to support ambitious tourism plans. However, it can be easily forgotten that the hundreds of boating berths can, on any one night in peak season, yield the equivalent bed-occupancy to a 100-bedroom hotel. Furthermore, self-catering - in rental homes as well as boat cabins - is a type of tourism that has the highest potential to provide ‘spending spread’ that permeates many more local cafes, restaurants, pubs, and shops than any hotel.

All forms of visitors provide valuable opportunities for employment, income and entrepreneurship that include part-time, seasonal, and low skilled jobs, as well as highly skilled employment especially in the hotel and hospitality sectors.

Tourism is highly dependent on public amenities and infrastructure, especially of the type proposed by this Plan that range for opportunity site identification, to major road and parking interventions as well as the creation of public spaces within a high-quality public realm.

TOURISM

It is the goal of the Killaloe-Ballina Town Enhancement & Mobility Plan to:

(A) Enhance the Tourism and Visitors’ Experience in Killaloe-Ballina

This is to be implemented through the following set of objectives:

Pre-bypass Objectives:

- Development of town branding, i.e., Gaelic Clans, Brian Ború, Viking Rivers and Normans;
- Promote a vibrant towns centre by encouraging outdoor activities, events, celebration.

Post-bypass Objectives:

- Promote the Sunday farmers-market in Killaloe to an agri-food tourism element by:
 - Adaptive re-use of the riverfront site and existing building on the pier to provide for indoor and outdoor activities keeping the dynamic of the place throughout the week.
 - Engage a wide range of stakeholders, i.e., local authorities, community development organisations, and tourism groups.
- Develop the lands between R463 and the River to support the tourism in town.
- Enhance links from Castlelough Woods onwards to Ballina-Killaloe (south).
- Improve on-water activities linked with settlements upstream and downstream, i.e., O’Brien’s Bridge, Killaloe-Ballina, Limerick.

Long-term Post-bypass Objectives:

- Promote tourism to deliver aligned visitor experiences at Killaloe-Ballina environs and nearby destinations by:
 - Creation of linked boating experiences.
 - Supporting enterprises and clubs to deliver linked experiences at destinations along the River.
 - Building on stories of Brian Ború reflecting it in the townscape.
 - Highlighting Iniscealtra and the pilgrim experience.



Charles Bridge, Prague
Most famous visitor attraction of the town also providing for occasional local events



The bridge itself has all of the potential required to become a major tourism attraction of regional if not national importance. It is photogenic, publicly owned and fully accessible, very robust, completely authentic and provides a direct link to all of the narratives. It also has immediate access with easy walking distance to service centres and gateway arrival areas. Once the bypass is in place this can be made available at a very low capital cost. Prior to the bypass, brand awareness can begin with as little as a single half-day weekend annual event. Similarly, the gateway arrival and visitor traffic movement measures can all begin to be implemented well in advance of the bypass completion.

TOURISM

BEYOND THE BRIDGE; EIGHT OTHER VISITOR ACTIVITY OPPORTUNITIES

Killaloe-Ballina tourist attractions are not limited within the towns centre, but there is a full range of opportunities which can provide for a full day of activities for all ages in all seasons. These opportunities and how they can be addressed within the towns to better facilitate visitors experience of Killaloe-Ballina are as the following:

1. Ború’s Fort: Opportunity for Non-car Trips

A display and base within the Core Area provides an opportunity for visitors to be informed and book a trip to visit Ború’s Fort. Guided or self-drive trips can take place using a variety of means including electric bikes, boat or mini-bus. The distance of the Fort from the bridge can be turned into an advantage to encourage mode-transfer which will drive business towards catering and retail premises. This approach can reduce/eliminate the need for development works at the Fort.

2. Ardnacrusha: Opportunity for Non-car Trips

A display and base within the Core Area provides an opportunity for visitors to be informed and book a trip to visit the Ardnacrusha hydroelectric dam. The distance of the dam from the bridge can be turned into an advantage to encourage mode-transfer which will drive business towards catering and retail premises.

3. Eels: Opportunity for Food-based Destination

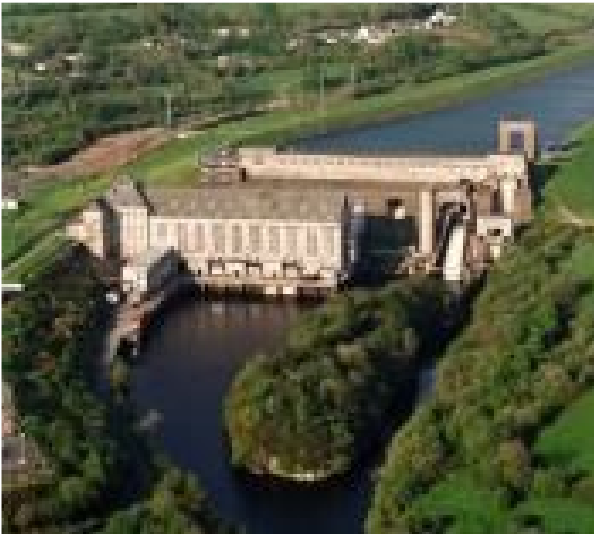
Eels, especially smoked eels, are a hugely popular food in much of eastern Europe - as well as Asia. An opportunity exists to tell the story about the ESB’s eel management programme and to provide opportunities to taste eel. The Burren Smokehouse in Lisdoonvarna has established a very successful model that combines story-telling, processing and sales on one premises. This model could be adopted for eels and combined with a water-side food service area.

4. Salmon: Opportunity for Food-based Destination

Salmon offer opportunities to use wild Atlantic salmon to link story-telling, history and local fisheries. The Burren Smokehouse model, noted above, could be adopted for salmon and combined with a water-side food service area.



Brian Ború’s Fort



Ardnacrusha



Salmon Farming/Fishing



The ESB's Shannon Eel Fishery Gantry

TOURISM

5. Canal Barges: Opportunity for Display-based Venue

Barges and Shannon Cots were traditionally the main means of moving goods along the rivers, lakes and canals of Ireland. An opportunity exists to place one or more old vessel on display and to link this to visitor information about the Shannon Navigation Act of 1835, the canal systems as well as 19th century industry and agriculture. There is also potential to use this display to illustrated the water-based elements of the Ardnacrusha projects - including both vessels and the canals.

6. Lake Trips: Opportunity for Display-based Venue

Lake Trips offer opportunities for visitors to experience the water itself as well as opportunities to learn more about the history and ecology of the ‘waters and the wild’. With increased visitor arrivals there will be increased opportunities to sustain more trips by more vessels - ideally using electric power to minimise emissions and noise. There are also opportunities to use water access to visit, see or highlight Borús’ Fort. Displays about Victorian Lake Trips can also add depth to this experience.

7. Turf and Peat: Opportunity for Display-based Venue

The Shannon is surrounded by some of Ireland’s largest areas of peat bogs, a key feature of the Hidden Heartlands. Valued today as ecological resources, these areas were important sources of fuel for over 200 years. Boats were the most efficient way to move these heavy loads. The river and its canals provided connections between these isolated bogs and markets in bigger towns, especially Limerick. An opportunity exists to provide displays of this heritage as well as the opportunity to experience real peat fires.

8. Water Sports: Opportunity for Display-based Venue

Shannon One Design and Water Wags are traditional timber sailing boats that can be seen racing on the Shannon and Lough Derg, the area also has a number of traditional fishing boat designs. An opportunity exists to tell the stories about both the craftsmanship as well as the sailing, boating and angling. These can be linked to providing access to a wide range of other water sports that can cater from experienced sailors to ‘have a go’ hire of everything from kayaks and paddle boards to sailing and electric motorboats.

9. Graves of the Leinsterman/Tountinna/Millennium Cross: Opportunity for Non-car Trips

To the north of Ballina on Tountinna Mountain lie the 'Graves of the Leinstermen' which are a collection of slate stones which dating from the bronze age. An opportunity exists to tell the local folklore about the Kings of Leinster and how he and his men lost their lives on the way to claim the hand of Boru's daughter in marriage. Local folklore also has it that Boru had a tunnel built beneath the Shannon linking the settlements on both sides of the river during his reign. There is also an opportunity to celebrate the buildings, sites, history, and legacy of Brian Boru. The heritage objective is to reinforce the connection of this important historical figure with the towns in the context of the proposed plan.



Lake Trips
Lily of Killarney Lake Cruise 2021



Canal Barges



Water Sports
UL Sport Adventure Centre, Killaloe

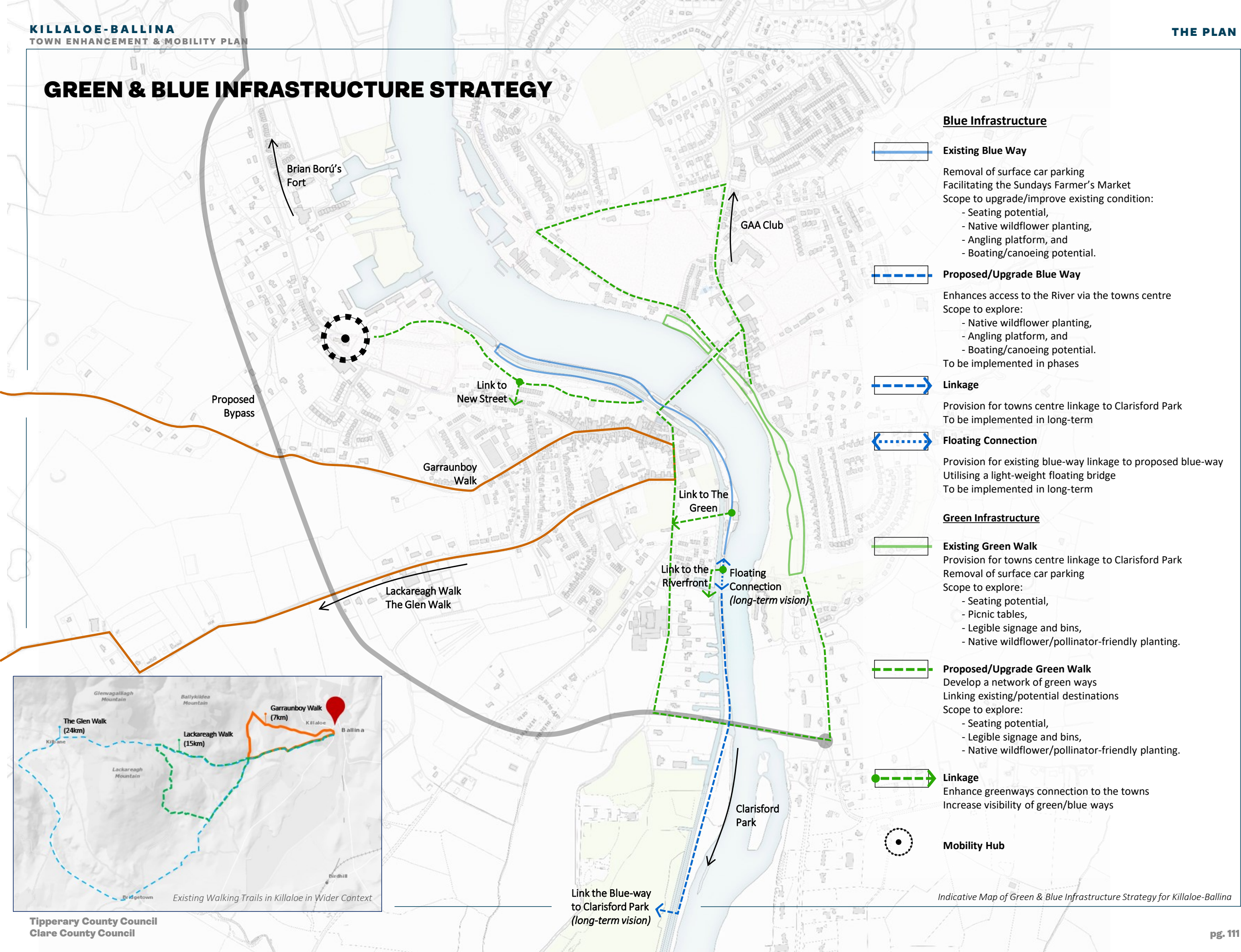


Turf and Peat



GREEN & BLUE INFRASTRUCTURE

GREEN & BLUE INFRASTRUCTURE STRATEGY



Blue Infrastructure



Existing Blue Way

Removal of surface car parking
Facilitating the Sundays Farmer's Market
Scope to upgrade/improve existing condition:
- Seating potential,
- Native wildflower planting,
- Angling platform, and
- Boating/canoeing potential.



Proposed/Upgrade Blue Way

Enhances access to the River via the towns centre
Scope to explore:
- Native wildflower planting,
- Angling platform, and
- Boating/canoeing potential.
To be implemented in phases



Linkage

Provision for towns centre linkage to Clarisford Park
To be implemented in long-term



Floating Connection

Provision for existing blue-way linkage to proposed blue-way
Utilising a light-weight floating bridge
To be implemented in long-term

Green Infrastructure



Existing Green Walk

Provision for towns centre linkage to Clarisford Park
Removal of surface car parking
Scope to explore:
- Seating potential,
- Picnic tables,
- Legible signage and bins,
- Native wildflower/pollinator-friendly planting.



Proposed/Upgrade Green Walk

Develop a network of green ways
Linking existing/potential destinations
Scope to explore:
- Seating potential,
- Legible signage and bins,
- Native wildflower/pollinator-friendly planting.



Linkage

Enhance greenways connection to the towns
Increase visibility of green/blue ways



Mobility Hub



Link the Blue-way
to Clarisford Park
(long-term vision)

Indicative Map of Green & Blue Infrastructure Strategy for Killaloe-Ballina

GREEN & BLUE INFRASTRUCTURE STRATEGY

INTRODUCTION

Green Infrastructure refers to standalone and strategically networked environmental features designed for environmental, social, and economic benefits. A term which can be broadly defined as ‘an interconnected network of green space that conserves natural ecosystem values and functions and provides associated benefits to human populations. Green Infrastructure is the ecological framework needed for environmental, social and economic sustainability - in short it is a nation’s natural life sustaining system’.

With respect to the natural heritage of the towns and their surrounding environment, including Portumna Forest Park, Ballycuggaran and Crag Wood Walk, Graves of the Leinstermen, Garrykennedy Forest, etc., the Killaloe-Ballina Town Enhancement & Mobility Plan attempts to acknowledge and integrate these assets within the towns. This is not only to provide for achieving this interconnected network of the green spaces and natural heritage integrated within the built environment of the towns, but to also raise local awareness on the rich natural heritage of the towns.

Blue Infrastructure refers to water elements and bodies, which in the case of Killaloe-Ballina mainly refers to the River Shannon and Lough Derg. The River Shannon, with its many natural assets, is well placed to capitalise on a growing tourism trend for non-extreme outdoor activities such as walking, cycling, kayaking, boating, fishing, wildlife-watching, camping and glamping. Visitor experiences on the Shannon should encourage visitors to be ‘active in nature’. Despite considering the River in the earlier sections and in tandem with other disciplines, the following section provides a specific strategy on this discipline.

GREEN & BLUE INFRASTRUCTURE

It is the goal of the Killaloe-Ballina Town Enhancement & Mobility Plan to:

(A) Develop a Network of Green Infrastructure Linking Killaloe-Ballina to its Wider Area

This is to be implemented through the following set of objectives:

Pre-bypass Objectives:

- Provision for seating opportunities and picnic areas along the existing greenway in Ballina.
- Install legible proper signage to highlight the existing/proposed greenways.
- Promote local knowledge of the native trees with placing tree plaques displaying the name and/or details in English and Irish.
- Improve and maintain biodiversity, including flora and fauna, by erecting bird boxes, constructing bug hotels, planting native trees and shrubs, placing bird feeders, and leaving piles of leaves in quiet corners along the greenways and walking trails.
- Select from pollinator friendly species for future ornamental tree planting/urban planters.
- Identify at least 10 flagship roadside verges that are managed to be pollinator friendly (one cut and lift per year).
- Integrate provision for biodiversity with public open space provision and sustainable water management measures (including SuDS) where possible and appropriate.

Post-bypass Objectives:

- Reinforce the Green Infrastructure of Killaloe-Ballina by enhancing its linkages to the existing heritage including Portumna Forest Park, Ballycuggaran and Crag Wood Walk, Graves of the Leinstermen, Garrykennedy Forest, and the Lough Derg. These elements would be the core areas of the ecological network which are to be linked through green and/or landscaped corridors;
- Further promote this ecological network by establishing a hierarchy of green spaces within the towns, highlighting towns parks, playgrounds, sport facilities, high profile open spaces, green spaces within the residential areas, and grassed roadside margins.
- Enhance the eligibility of the above-mentioned core areas of ecological network by installation of proper information boards and signage.
- Ensure protection, enhancement and maintenance of the Green Infrastructure and recognizing their diverse benefits through involving local community within the planning and development process and raising environmental awareness.
- Adopt and refer to the “All Ireland Pollinator Plan 2021-2025” guidance on selection of pollinator friendly species throughout the Study area, both for renovation and future works in both towns. An adoption of maintenance guidance within this document should also influence a revised maintenance strategy, which will contribute to reduced costs and an increase in Biodiversity in the long run.



Bird feeder at Brian Ború’s Fort



Dock Shelter beside the River in Ballina



Tree Plaque in a Local Park in Dublin



Feeding Station beside the River in Ballina



Leaf Pile

GREEN & BLUE INFRASTRUCTURE

It is the goal of the Killaloe-Ballina Town Enhancement & Mobility Plan to:

(B) Exposure of River Shannon to the Context of Killaloe-Ballina

This is to be implemented through the following set of objectives:

Pre-bypass Objectives:

- Integrate blue-way with Green Infrastructure by native tree planting and incorporating green elements along the Riverwalk;.
- Removal of surface car parking on the existing blue way.
- Provision for seating opportunities along the existing blue-way.
- Incorporate Age Friendly Design guidelines and standards in the existing blue-ways to facilitate and support presence of senior residents.

Post-bypass Objectives:

- Increase the River visibility by (re-)designing linear parks along the River Shannon with open access to the public,
- Animate the riverfront by supporting beside-water activities, i.e., view platforms, access path at Washerwoman’s Bridge, etc.; and,
- Animate the Blue Infrastructure by facilitating water-related activities, i.e., canoeing, rowing, angling, etc.

Long-term Post-bypass Objectives:

- Extend the existing blue-way along the River to improve town connection to the River and maximise River Shannon benefits for the local;.
- Link the proposed blue-way to the existing by a floating bridge.
- Link the proposed blue-way to Clarisford Park to create an alternative access way.
- Consider Age Friendly Design/Inclusive Design guidelines within the proposed blue-way loop to provision for an accessible environment for all.



Kayak Tour in Killaloe



Floating Pontoon Bridge to Connect Blueways
(Sample Image)



View Platform along R494 at St. Lua’s Church



Boardwalk Bridge
(Sample Image)



Provision of Picnic Area & Native Wildflower Planting along the Greenway in Ballina



07

IMPLEMENTATION & PHASING

IMPLEMENTATION & PHASING

The Killaloe-Ballina Town Enhancement & Mobility Plan will promote the phasing of development in a rational and sequential approach in accordance with funding secured for the proposed works. The catalyst for the enhancement of Killaloe-Ballina and the proposals outlined in this Plan will be construction and opening of the Killaloe Bypass, which will deliver a major reduction in vehicular traffic, particularly through-traffic, in the Plan area and lead to an enhanced local environment. The bypass will facilitate the major public realm and mobility enhancement proposals put forward in this Plan.

The re-configuration and re-design of Main Street in both Killaloe and Ballina as well as the Bridge Street area with a holistic approach to create a cohesive experience of the towns will trigger further development within the area. And this reflects on not only a livable and inclusive townscape for all residents, but also an increased level of commercial and tourist activity within the towns.

However, while many of the more significant works proposed may only be possible when the bypass has opened, it is important to plan for it now so that the relevant design and consent processes have been completed in order to deliver the recommendations of this Plan as promptly as possible.

Furthermore, given that some of the more significant proposals will be delivered in a medium timeframe, it is acknowledged that the local resident and business community will need to see parts of the Plan delivered in a short time-frame. As outlined in the previous section, the objectives of the Plan are set out in a defined time-frame (pre- and post-bypass). Additionally, the Plan sets out a phasing strategy reflected in the following table. Available current funding mechanisms and opportunities that could be utilised to fulfill the ambitions of the Plan are also identified and introduced.

It is recommended that a pilot study or trial approach be undertaken with some of that major public realm works such as changes to the main streets. This will allow for the proposed changes to be tested and further consultation with key stakeholders prior to major public expenditure being required.

The following provides a summary of how the Plan is consistent with the relevant National Policy Objectives of the National Planning Framework, and then implementation of the proposals developed within the Plan is addressed along available funding resources.

National Policy Objective	Objective	The Plan’s Consistency with NPO
NPO 1C	Southern Region: around 225,000 additional people in employment (0.87 million) in total.	The Plan will facilitate economic growth through new town centre enhancements and tourism that will lead to increased employment.
NPO 6	Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.	This Plan has taken a multi-disciplinary approach involving, land use, planning, transportation & mobility, heritage, tourism, urban design, heritage and environmental considerations to seek to rejuvenate and enhance both Killaloe and Ballina in a coordinated and sustainable manner.
NPO 7	Apply a tailored approach to urban development, that will be linked to the Rural and Urban Regeneration and Development Fund, with a particular focus on: <ul style="list-style-type: none">• Reversing the stagnation or decline of many smaller urban centres, by identifying and establishing new roles and functions and enhancement of local infrastructure and amenities;• Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlement of all sizes;• In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth.	This plan facilitates the rejuvenation of Killaloe and Ballina through public realm enhancements, mobility management and improvements, identifying opportunity sites and proposals for adaptive reuse of existing infrastructure.

IMPLEMENTATION & PHASING

National Policy Objective	Objective	The Plan’s Consistency with NPO
NPO 11	In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.	The holistic and multi-disciplinary approach taken for this Plan encourages compact growth and regeneration of existing centres of Killaloe and Ballina.
NPO 16	Target the reversal of rural decline in the core of small towns and villages through sustainable targeted measure that address vacant premises and deliver sustainable reuse and regeneration outcomes.	This Plan focuses on the town centres of Killaloe and Ballina including vacant premises and underutilised sites to seek the regeneration and reuse of these areas.
NPO 17	Enhance, integrate and protect the special physical, social, economic and cultural value of built heritage assets through appropriate and sensitive use now and for future generations.	This has been outlined specifically within the Heritage Chapter of the Plan.
NPO 18a	Support the proportionate growth of and appropriately designed development in rural towns that will contribute to their regeneration and renewal, including interventions in the public realm, the provision of amenities, the acquisition of sites and the provision of services.	This Plan identifies a range of interventions and opportunity sites, in accordance with NPO 18a of the NPF, including a detailed public realm design guide, public realm enhancements, new opportunity sites and services.
NPO 22	Facilitate tourism development and in particular a National Greenways, Blueways and Peatways Strategy, which prioritises projects on the basis of achieving maximum impact and connectivity at national and regional level.	This Plan contains a dedicated Tourism chapter as well as a Green & Blue Infrastructure chapter that identifies projects that will facilitate tourism development in the area.
NPO 30	Local planning, housing, transport/accessibility and leisure policies will be developed with a focus on meeting the needs and opportunities of an ageing population along with the inclusion of specific projections, supported by clear proposals in respect of ageing communities as part of the core strategy of city and county development plans.	This Plan provides for public realm enhancements and mobility management that bring forward an age friendly and accessible design approach.
NPO 58	Integrate planning for Green Infrastructure and ecosystem services will be incorporated in the preparation of statutory land use plans.	Green & Blue Infrastructure has been provided with a chapter within this Plan ensuring that it is successfully integrated into the overall Plan for the area.

IMPLEMENTATION & PHASING

PRE-BYPASS PROPOSALS	POST-BYPASS PROPOSALS
Provision of new signage and wayfinding furniture, incl. street name signs	Revised layout and traffic management to Main Street, Royal Parade and Killaloe
Provision of new street furniture	Public Realm at The Green, Killaloe
Provision of new lighting strategy	Works to Site 1: Bridge Street, Killaloe
Public art competition	Works to Site 2: Junction at Killaloe Bridge, Ballina
Provision of hard and soft landscaping improvements	Provision of greenway links to new bypass
Provision of new traffic calming measures to approaches to towns	Provision of new public footpaths on main approach roads to Killaloe-Ballina
Provision of new traffic calming measures to approaches to schools and vulnerable locations	Main Street, Ballina
Provision of new Killaloe-Ballina marketing/branding within the towns	New Link Road between Grange Road - Ard Lua/O’Brien’ Lane, Ballina
Main Street Killaloe	ESB Depot at Canal
The Green Killaloe	The Courthouse, Killaloe
The Greenfield/St. Flannan’s Cathedral	Pedestrianisation of the existing Killaloe Bridge
New car parks, to be provided	
Mobility Hub	
Lakeside Drive	

IMPLEMENTATION & PHASING

Environmental Mitigation	Environmental Monitoring
<p>Mitigation measures are measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse impacts on the environment of implementing this Plan.</p> <p>Various environmental sensitivities and issues have been communicated to the Councils through the Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) processes. By integrating SEA and AA related recommendations into this Plan, the Councils are helping to ensure that:</p> <p>Environmental effects of developing Killaloe-Ballina, including effects of the combined planning framework, are avoided, reduced or offset; and</p> <p>The beneficial environmental effects of developing Killaloe-Ballina, including effects of the combined planning framework, are maximised.</p> <p>Mitigation was achieved through the following:</p> <p>The consideration of strategic alternatives¹;</p> <p>Establishing the status of this Plan and its interrelationship with the Statutory Decision-Making and Consent-Granting Framework²;</p> <p>Consideration of Requirements for Sustainable Development, Environmental Protection and Management³; and</p> <p>Mitigation Measures from this Plan, including the advice provided at Appendix I.</p> <p>More detail on mitigation can be found in the Endnotes section and the accompanying SEA Environmental Report and AA Natura Impact Statement.</p>	<p>The SEA Directive requires that the significant environmental effects of the implementation of plans and programmes are monitored. Monitoring is based around indicators that allow quantitative measures of trends and progress over time relating to the following environmental issues: biodiversity, flora and fauna; population and human health; soil (and land); water; material assets; air and climatic factors; cultural heritage; landscape.</p> <p>Where this Plan, or parts of this Plan, become part of one or both of the Development Plans and future development plans, monitoring will be undertaken as part of the programme set out by the SEA of the Development Plan(s).</p> <p>In order to avoid duplication and to improve the efficiency and effectiveness of future monitoring, monitoring reports prepared for implementation of the Southern Regional Spatial and Economic Strategy and, when adopted, the emerging, new draft Development Plans will be significant informants of future monitoring reports for this Plan, if it does not become part of the new Development Plans.</p>

FUNDING OPPORTUNITIES

PRE-BYPASS PROPOSALS	POTENTIAL SOURCE OF FUNDING
Provision of new signage and wayfinding furniture	National Transport Authority funding
Provision of new street furniture	Local Authorities or Rural Regeneration and Development Fund
Provision of new Lighting strategy	Local Authorities or Rural Regeneration and Development Fund
Public Art competition	Local Authorities
Provision of hard and soft landscaping improvements	Local Authorities or Rural Regeneration and Development Fund
Provision of new traffic calming measures to approaches to towns	National Transport Authority funding
Provision of new traffic calming measures to approaches to schools and vulnerable locations	National Transport Authority funding
Main Street Killaloe public realm works	National Transport Authority funding and/or Rural Regeneration and Development Fund
The Green, Killaloe	National Transport Authority funding and/or Rural Regeneration and Development Fund
The Greenfield, St. Flannan’s Cathedral, Killaloe	Local Authorities or Rural Regeneration and Development Fund
New car parking areas identified in the Mobility Management and Transport Strategy	National Transport Authority funding
Lakeside Drive Public Realm and Mobility Management	National Transport Authority funding
Provision of new Killaloe-Ballina marketing/branding within the towns	Local Authorities

FUNDING OPPORTUNITIES

POST-BYPASS PROPOSALS	POTENTIAL SOURCE OF FUNDING
Revised layout and traffic management to Main Street, Killaloe	National Transport Authority funding and/or Rural Regeneration and Development Fund
Public Realm at The Green, Killaloe	Rural Regeneration and Development Fund
Works to Site 1: Bridge Street, Killaloe	Local Authority or Rural Regeneration and Development Fund
Works to Site 2: Junction at Killaloe Bridge, Ballina	National Transport Authority funding and/or Rural Regeneration and Development Fund
Provision of greenway links to new bypass	National Transport Authority funding
Provision of new or improved public footpaths on main approach roads to Killaloe-Ballina	National Transport Authority funding
Main Street, Ballina	National Transport Authority funding and/or Rural Regeneration and Development Fund
The Courthouse, Killaloe	OPW/ Courts Service or Rural Regeneration and Development Fund
Killaloe Bridge, public realm work	National Transport Authority funding and/or Rural Regeneration and Development Fund
New Link Road between Grange Road and Ard Lua/O’Brien’s Lane, Ballina	National Transport Authority funding
ESB Dry Dock redevelopment	ESB and/or Rural Regeneration and Development Fund

FUNDING OPPORTUNITIES

Rural Regeneration and Development Fund

Supporting coordinated and integrated projects between government departments, State agencies, local authorities, other public bodies, communities and, where appropriate, philanthropic funders and/or the private sector, this fund is to have an impact on sustainable economic and social development in rural areas (for more information see: <https://www.gov.ie/en/policy-information/c77144-rural-regeneration-and-development-fund/>).

Department of Agriculture, Food and the Marine, Rural Innovation and Development Fund (RIDF)

Call for Agri-Food Tourism 2021 by RIDF is the practice of offering an activity or activities in rural areas to visit areas of well-known agricultural produce and to sample and taste the local or regional cuisine or specialties (for more information see: <https://www.gov.ie/en/form/4411a-call-for-proposals-agri-food-tourism-2021/>).

Tourism Business Continuity Scheme

The Tourism Business Continuity Scheme will provide support to providers of certain tourism services who have been unable to qualify for assistance under the Government's Covid Restrictions Support Scheme (CRSS) (for more information see: <https://www.failteireland.ie/Identify-Available-Funding/Tourism-Business-Continuity-Scheme.aspx>).

Festivals and Events Grant Scheme by Local Authorities

To be considered for funding under this Programme, the festival or event must occur during 2020, generate a minimum of 300 visitor bed-nights in paid accommodation and demonstrate a minimum expenditure of €10,000 (for more information see: <https://www.clarecoco.ie/services/community/grants/local-festival-and-event-fund/>).

Shop Front Grant Scheme

The Shop Front Grant Scheme is designed to enhance the appearance of retail and commercial premises in towns and village centres (for more information see: <https://www.clarecoco.ie/> and <https://www.tipperarycoco.ie/>).

Façade Enhancement Scheme

The purpose of the Facade Enhancement Scheme is to improve the appearance of towns by assisting property owners to paint the exterior of their premises (for more information see: <https://www.clarecoco.ie/> and <https://www.tipperarycoco.ie/>).

Business Incentive Scheme

The Business Incentive Scheme is designed to encourage the use of vacant commercial premises within a designated area in Portarlington (for more information see: <https://www.clarecoco.ie/> and <https://www.tipperarycoco.ie/>).

Early Payment Incentive Scheme

The aim of the Early Payment Incentive Scheme is to support the Small and Medium Enterprise Sector in relation to commercial rates (<https://www.clarecoco.ie/> and <https://www.tipperarycoco.ie/>).

Trading Online Voucher Scheme

The Trading Online Voucher is a financial incentive for small businesses to develop or enhance their ability to trade online (for more information see: <https://www.localenterprise.ie/Discover-Business-Supports/Trading-Online-Voucher-Scheme/>).

Business Continuity Vouchers

The Business Continuity Voucher, available through Local Enterprise Office, is designed for businesses across every sector that employ up to 50 people (for more information see: <https://www.localenterprise.ie/response/Business-Continuity-Voucher/BUSINESS-CONTINUITY-VOUCHER-Application-Form-pdf.pdf>).

National Home Retrofit Scheme by Sustainable Energy Authority of Ireland

This government grant scheme is designed to encourage the development of One-Stop-Shops and engage groups of private households, registered Housing Associations and Local Authorities who wish to participate in delivering energy efficiency upgrades, specifically in domestic buildings (for more information see: <https://www.seai.ie/grants/national-home-retrofit/>).

SuperHomes for Home Retrofitting

SuperHomes is sourcing funding from SEAI (Sustainable Energy Authority of Ireland) to offer grants of up to 35% of the costs of a home retrofit in the form of a cash rebate after works are finished. The scheme runs from January to October 2021 (for more information see: <https://superhomes.ie/about-us/>).

Fáilte Ireland Outdoor Dining Enhancement Scheme 2021

Fáilte Ireland, in partnership with Local Authorities will provide funding for outdoor dining including the upgrading and enhancement of street and public spaces to provide year-round outdoor dining (for more information see: <https://www.failteireland.ie/Identify-Available-Funding/local-authority-schemes/Outdoor-Dining-Enhancement-Scheme.aspx>).

Built Heritage Investment Scheme

The Built Heritage Investment Scheme is designed to support owners and custodians in caring for our built heritage and ensuring that it is protected into the future (for more information see: <https://www.gov.ie/en/press-release/a61a2-built-heritage-investment-scheme-2021/>).

Historic Structures Fund

The primary focus of the Historic Structures Fund is on conservation and enhancement of historic structures and buildings for the benefit of communities and the public (for more information see: <https://www.gov.ie/en/press-release/03737-minister-noonan-announces-3m-in-funding-for-85-built-heritage-projects-under-historic-structures-fund-2021/>).



08

CONCLUSION

CONCLUSION

Setting out the existing baseline and policy context of the Killaloe-Ballina Towns Enhancement Mobility Plan by conducting desktop research and site surveys, the multi-disciplinary output of the Plan is also achieved through collaboration and effective communication with local communities of both towns and various stakeholders. As reflected in the Plan section, this is delivered by developing a common vision for cohesive development of Killaloe-Ballina. This is further specified in a series of strategies (Mobility Management & Transport, Public Realm, Tourism, Heritage, and Green & Blue Infrastructure), including goals and objectives to achieve the strategies.

While this is not an economic strategy, the economic benefits that the Plan will inherently bring are critical and will be felt over the long-term, particularly by the local community. In this regard, a summary of potential economic development and benefits that the Plan is anticipated to bring is set out.

KILLALOE-BALLINA AS A FAVOURED LOCATION

The big winners of new patterns of working and living are most likely to be settlements such as the twin-towns of Killaloe and Ballina. The success will come from ready access to nearby large employment opportunities - such as Limerick, Ennis, Shannon and Nenagh combined with equally convenient world class amenities such as the Burren National Park, the Wild Atlantic Way and the Shannon. This zone also contains a university, and international airport, two motorways, mainline rail, five-star hotels as well as abundant energy and water infrastructure.

Within this zone benefits and opportunities will concentrate in locations that locally offer:

- High quality-of-life features - scenery, heritage, hospitality, sports, as well as visitor footfall,
- Established distinctive identity and character,
- A wide range of housing types and prices,
- Good social and consumer services, and
- High quality recreational amenities.

There is likely to be an abrupt increase of patterns of work-from-home, both by existing and new residents. This will be led and concentrated in towns in the region, as well as Killaloe and Ballina. The latter, arguably offer a combination of the best of these desirable characteristics.

KILLALOE-BALLINA STRATEGIC ADVANTAGES

Economic Development is always most successful when it is based on existing attributes. These offer unique competitive advantages because they are intrinsic. They arise from a distinctive combination of circumstance, history, and demographics that are not easily reproduced.

Strategies that accept and work with these intrinsic characteristics are far more likely to succeed. The strategic economic advantages of Killaloe and Ballina include:

Optimum Location

Killaloe-Ballina lies at a prime location across one of the main ‘gateways’ to the west of Ireland. Furthermore, the location is within less than an-hour drive to the Shannon Airport, and two-hour drive to major tourism arrival points in Dublin, which is emerging as the largest origin of day-trips, especially to destinations such as the Wild Atlantic Way and the Burren.

Diversity

The strongly contrasting layout, type, age, and mix of accommodation in both towns offers major opportunities. It offers a very wide range of prices and types of accommodation that will suit the widest range of needs. Diversity of accommodation is a critical factor in establishing and sustaining the reputation for desirability of a settlement to meet the needs of groups as diverse as working from home, as well as the ageing in place cohorts.

Opportunity in Adversity

All of the water-side areas in Killaloe-Ballina are now highly protected ecological resources. These severely limit the scope for new development. The existence of extensive areas of existing structures on, in and adjacent to these sensitive waters provide opportunities that are becoming increasingly scarce and valued. These opportunities exist for marine services, tourism and recreation. These circumstances confer Killaloe-Ballina with significant opportunities that are not available elsewhere.

Water-based Specialisation

Killaloe and Ballina together offer berthage and mooring for hundreds of boats. This in turn offers economic opportunities, in terms of trading with users of these vessels, and provision of services to the boats and their equipment. In addition, these crafts offer further opportunities to support water-based activities over an extensive stretch of the river and the lakes.

Wide Variety of Opportunity Sites

History and topography have combined to confer a very complex and diverse pattern of roads and associated sites and settings in the environs of Killaloe and Ballina. These range from densely packed, old structures on very small sites on steep land within the centre of Killaloe to large, level undeveloped sites in the heart of Ballina. This wide range of sites provides the location with the opportunity to service the widest range of needs for economic activity.

ECONOMIC MERITS OF THE PLAN

Economic Opportunities driven from the Killaloe-Ballina Town Enhancement & Mobility Plan can be clustered as three groupings, including general services, tourism, and strategic opportunities:

GENERAL SERVICES

Meeting the day-to-day needs of a community provide the largest areas of economic opportunity and employment in sectors that are highly resilient. The sheer familiarity of this largest and most important sector often leads to it being overlooked. These need to be serviced and sustained - rather than attracted or invented. Such jobs span from public to private sector activities ranging from teaching and health care to personal services such as hairdressing, book-keeping and cafés.

All of these provide their own accommodation - but all need to be serviced by uncongested access and good parking.

TOURISM

In Killaloe and Ballina, the term ‘Tourism’ covers a wide range of activities that range from regular local visits, often at weekends and evening, from the surrounding region, including Nenagh, Ennis and Limerick, as well as more conventional tourists either as part of a day-trip from Dublin or as part of a touring visit of longer duration.

Killaloe and Ballina have further specialist opportunities associated with the river - especially in terms of marines and boat services.

All forms of visitors provide valuable opportunities for employment, income, and entrepreneurship that include part-time, seasonal and low skilled jobs - as well as highly skilled employment especially in the hotel and hospitality sectors.

All tourism is highly dependent on public amenities and infrastructure - especially of the type proposed by this Plan.

STRATEGIC OPPORTUNITIES

It is important for economic development strategies to be as specific as possible. In the case of Killaloe-Ballina this means providing more specific details about New Tourism, Age Friendly towns, as well as Manufacturing, Engineering and Processing. The following provides an overview of these opportunities.

New Tourism

Failte Ireland are undertaking a significant number of new tourism initiatives. All aiming to broaden and deepen the tourism offering away from traditional coach and hotel products towards new and emerging markets of new independent travellers. These visitors, often called ‘the culturally curious’ seek new experiences and insights from their vacations. This means that new facilities need to be made available. New Tourism products need to offer:

Experiential and Immersive Products

The visitor does much more than travelling through a lace; They expect to walk, swim, paddle through landscape. They expect to taste the farm products that they see growing. They expect to meet local people and to hear their stories and learn about their lives, and culture and music. These provide opportunities for venues, suppliers, and interpreters.

In-water and On-water Products

Visitors increasingly want to access water, especially for high-energy activities. Ubiquitous wetsuit availability now removes previous entry barriers. These needs provide ample opportunities for organisers and providers of access, equipment, training, and guidance.

Green and Blue Loops

Visitors are also strangers who need clear guidance on where they can safely and enjoyably go. The clear identification and promotion of green and blue routes - on land and water - is a priority for Failte Ireland. Routes offer opportunities to target key strategic sites for value-adding enterprises, that range from food and accommodation to equipment hire and guide hire.

Campervan and RV

Post-Covid Recovery is likely to witness strong growth in the use of mobile accommodation. These require inexpensive accommodation, ideally from a municipal provider very close to the best amenities and town centre. This sector is currently under-served in Ireland, often being mistakenly linked to camping and caravan parks. These are very important income ‘multipliers’ for local businesses.

Age Friendly Towns

An Age Friendly Town is one in which older people are actively involved in social, economic, and cultural life and in creating a better local environment, to everybody’s benefit. Age Friendly Towns respond to what the older community needs. The World Health Organisation (WHO) identifies eight Age Friendly themes which define the quality of everyday life for older people, including, outdoor spaces and buildings, transportation, housing, social participation, respect and social inclusion, civic participation and employment, communications and information, and community support and health services. With respect to the growing population of 65 and above age cohort across Ireland and also Killaloe-Ballina, there is an urge for prioritising the older community needs and requirements. Noted that promoting universal design within the town planning and architecture not only facilitates concepts such as aging in place, but also provides for accessibility of the built environment for all, regardless of age, disability or other factors.

Manufacturing, Engineering, and Processing

The immediate environs of Killaloe and Ballina are best suited to smaller-scale and home-based economic activities. This does not exclude certain types of specialist manufacturing, light engineering and processing.

Small-scale manufacturing and processing of foods have proven to be very compatible with towns of this size and character. The Burren Smokehouse, in Lisdoonvarna, exemplifies how an export-oriented specialist food processing operation can also provide a local visitor attraction as well as an anchor for a successful hospitality venue. Opportunities exist for similar ventures based on fish - eels, pike, salmon and trout; dairy - cheese and ice cream; or farm produce.

All aspects of boating from supply to servicing, repairs, storage, and chandlery offer various opportunities to service a very lucrative market. Prominent location of Killaloe-Ballina along the River Shannon providing access to waterfront, further facilitated by the Plan, offers increasingly scarce and sought-after opportunities. Noted that additional value-creating is also possible. This can be achieved by facilitating more valuable engineering, sales, and service offerings, including engine repair, electronic services, etc.

Locations for Economic Opportunity

Notwithstanding the intrinsically unpredictable nature of entrepreneurship, there are some broad-brush predictions that can be made with confidence, especially about the location of economic activities. These are particularly relevant to land-use planning and follow a pattern of scale of enterprise, as follows:

Large-scale Economic Activity, especially manufacturing, will continue to occur on large specialist sites that are well serviced. The River Shannon and Limerick region is well-served with such locations and all are within a 25 minute from Killaloe and Ballina. Accordingly, the plan does not need to accommodate this scale or type of activity.

Medium-scale Economic Activity, including manufacturing, processing, commercial, and large specialist retail require large specialist sites, distance from dwellings and excellent motorway access. There will and should be continued gravitation of these larger-scale activities towards the Birdhill Road complex, including Fort Henry, Killaloe, and Shannonside Business Parks. The attractiveness of this offering will undoubtedly increase after the bridge and bypass. This scale of development will continue to be incompatible within close proximity to residential, amenity or tourism activities at the centres of Killaloe and Ballina.

Small-scale Economic Activity, including retail, services, tourism and hospitality are well-suited to smaller-scale sites, especially in established town centre areas that have high-foot fall and nearby access and parking.

Home-based Economic Activity, which traditionally was limited to crafts and some services, can be expected to significantly increase, especially in regionally attractive quality-of-life settlements such as Killaloe and Ballina. The types of home-based work will overwhelmingly consist of services, consultancy and internet-based commercial, administrative, and communications enterprises. Areas that are distinctive as well as those with higher quality amenities, especially near the river and in the historic areas of Killaloe, have the highest potential to be first occupied for such uses.



ENDNOTES & APPENDICES

ENDNOTES

Notes 1-3 below relate to the Environmental Mitigation measures outlined on page 119 of this Plan.

¹As part of the Plan preparation/SEA process, the Councils considered a number of alternatives for the Plan. These alternatives were assessed by the SEA process and the findings of this assessment informed the selection of preferred alternatives, facilitating an informed choice with respect to the Plan that was prepared and placed on public display.

² The SEA team worked with the Plan preparation team in order to help establish the status of this Plan and its interrelationship with the Statutory Decision-Making and Consent-Granting Framework. This Killaloe-Ballina Town Enhancement and Mobility Plan 2022 will be non-statutory and will not form public policy. This Plan identifies non-binding criteria that will only become binding if this Plan is incorporated into the relevant Clare and Tipperary County Development Plans. This Plan exists separate to the hierarchy of statutory documents setting out public policy for, among other things, transport, land use development, infrastructure, public realm, tourism and environment protection and management. These other existing policies, plans etc. have been subject to their own environmental assessment processes, as relevant, and form the decision-making and consent-granting framework.

The National Planning Framework (NPF) sets out Ireland’s planning policy direction until 2040. The NPF is to be implemented through Regional Spatial and Economic Strategies (RSEs) and lower tier Development Plans and Local Area Plans. The RSE for the Southern Region, the existing Clare County Development Plan 2017-2023 (as varied) and North Tipperary Development Plan 2010-2016 (as varied) and the emerging, new Clare and Tipperary draft County Development Plans, set out (or will set out) objectives relating to development of the area, that have been (or are being) subject to environmental assessment. Implementation of this Plan shall be consistent with and conform with the NPF, RSEs and these lower-tier Development Plans, including provisions relating to sustainable development, environmental protection and environmental management that have been (or are being) integrated into these documents, including through SEA and AA processes.

³ In order to be realised, projects mentioned in this Plan (in a similar way to other projects from any other sector) will have to demonstrate compliance with, as relevant, with various legislation, policies, plans and programmes (including requirements for lower-tier Appropriate Assessment, Environmental Impact Assessment and other licencing requirements as appropriate) that form the statutory decision-making and consent-granting framework, of which this Plan currently is not part. This framework includes a multitude of provisions for sustainable development, environmental management and environmental protection that have been (or are being) subject to environmental assessment, including provisions from: the NPF; the RSEs for the Southern Region; the Clare County Development Plan 2017-2023 (as varied); the North Tipperary Development Plan 2010-2016 (as varied).

APPENDIX 1.

ENVIRONMENTAL CONSIDERATIONS

BIODIVERSITY

Plans cannot be adopted if they are likely to give rise to any impacts on protected ‘European Sites’ such as SAC’s or SPA’s. These impacts can consist of direct, indirect, cumulative or in-combination effects.

Sensitivity:

Consideration of potential effects follows a ‘source-pathway-receptor’ model - which can sometime mean that the effects [the ‘source’] originating at some distance from the sensitivity [the ‘receptor’] can cause impacts via a ‘pathway’. Water is one of the most common pathways - especially surface water drains from paved surfaces. Various designations occur within the Plan area and wider region.

Advice:

All proposals will need to minimise proposals within the water as well as most forms of development immediately adjoining the water.

Drainage from all newly paved areas will need to be intercepted and diverted away from the river.

Additional or intensified activity within the waterway will need to be thoroughly assessed to demonstrate that it will not give rise to additional pollution or disturbance within these designated areas.

Ensure that development proposals, contribute as appropriate towards the protection and where possible enhancement of the ecological coherence of the Natura 2000 network and encourage the retention and management of landscape features that are of major importance for wild fauna and flora as per Article 10 of the EU Habitats directive. All projects and plans will be screened for the need to undertake Appropriate Assessment under Article 6 of the Habitats Directive. Projects which may give rise to significant cumulative, direct, indirect or secondary impacts on the integrity of European sites will not be permitted (either individually or in combination with other plans or projects), except as provided for in Article 6(4) of the Habitats Directive, viz. There must be: a) no alternative solution available, b) imperative reasons of overriding public interest for the project to proceed; and c) Adequate compensatory measures in place.

Ensure to monitor and manage any change in visitor numbers and/or visitor behaviour in order to avoid significant effects, including loss of habitat and disturbance. Management measures may include ensuring that new projects and activities are a suitable distance from ecological sensitivities. Visitor/Habitat Management Plans will be required for proposed projects as relevant and appropriate.

Ensure the potential environmental effects of a likely increase in tourists/tourism-related traffic volumes in particular locations/along particular routes shall be considered and mitigated as appropriate. Such a consideration should include potential impacts on existing infrastructure (including drinking water, wastewater, waste and transport) resulting from tourism proposals.

Lighting fixtures shall provide only the amount of light necessary for personal safety and shall be designed so as to avoid creating glare or emitting light above a horizontal plane. Lighting fixtures shall have minimum environmental impact, thereby contributing towards the protection of amenity and the protection of light sensitive species such as bats.

Where undergrounding of cables is being pursued, proposals should demonstrate that environmental impacts including the following are minimised:

- Habitat loss as a result of removal of field boundaries and hedgerows (right of way preparation) followed by topsoil stripping (to ensure machinery does not destroy soil structure and drainage properties);
- Short to medium term impacts on the landscape where, for example, hedgerows are encountered;
- Impacts on underground archaeology;
- Impacts on soil structure and drainage; and
- Impacts on surface waters as a result of sedimentation.

WATER

This is a very broad topic that includes water quality, water supply, flooding and river morphology. The topic deals with direct and indirect effects and is an integral part of a large body of legislation and associated standards and assessments. These include the River Basin District Management Plan - which captures biodiversity and water quality as well as other factors.

Sensitivity:

Any discharges, direct or indirect, to any surface waters have a high potential to create a problem.

Advice:

No additional loading of pollution or sediments should be permitted, during use or construction.

No developments or uses that are likely to contain or store potential water pollutants should be hydraulically connected to surface waters of areas within flood plains.

Any development that is intended for occupation should avoid the floodplain.

Any unoccupied development in the flood plain should not obstruct the existing free-flow of flood waters.

All projects to protect existing and potential water resources, and their use by humans and wildlife, including rivers, streams, wetlands, groundwater and associated habitats and species, in accordance with the requirements and guidance in the EU Water Framework Directive 2000, the Groundwater Directive 2006, transposing Regulations and the River Basin Management Plan.

Proposed plans and projects shall not have an unacceptable impact on the water environment, including surface waters, groundwater quality and quantity, river corridors and associated woodlands. Also, to have cognisance of, where relevant, the EU’s Common Implementation Strategy Guidance Documents No. 20 and 36 which provide guidance on exemptions to the environmental objectives of the Water Framework Directive.

APPENDIX 1.

ENVIRONMENTAL CONSIDERATIONS

LANDSCAPE & VISUAL

This topic overlaps with Cultural Heritage. It includes views within the Study Area as well as views towards the Study Area. There are two aspects to Landscape effects. Changes to the appearance and views as well as changes to the character of an area. The former is self-explanatory while the latter refers to changes in the type or intensity of land-uses - such as increased traffic [vehicular or pedestrian] that contrast with pre-existing conditions.

Sensitivity:

The most sensitive areas are as follows:

Lake and River/Environs: The Shannon and its lakes are the largest and most important landscape features in the Study Area. While the character and appearance are determined by natural processes, the appearance of the Study Area has a man-made character that also require protection and continuity.

Historic Urban Core: Context and setting of monuments and historic sites

Advice:

Avoid significant/ avoidable developments that are visually prominent within and along the water course, shore of enclosing skyline ridges - unless visual prominence is an intended, integral and necessary part of the new development - such as a lookout post.

Avoid unauthorised developments or uses that would significantly and adversely alter the context and setting of a national monument, protected structure, historic area or architectural conservation area.

Avoid developments that would significantly and unintentionally contrast with the appearance and character of areas of established and valued character, including residential areas, town centre areas, amenity areas and historic areas.

Ensure that the appearance, character, scale, materials, form and surface of new development conform as closely as possible with existing character-giving elements - unless contrasts are specifically intended, integral and necessary part of the new development - such as high-visibility finishes required for road or navigation safety.

MATERIAL ASSETS

This topic refers to infrastructure - mainly transport and water services in this instance.

Sensitivity:

The single biggest challenge of plans for all Irish settlements is the ability to demonstrate the availability of water services to match the planned growth - both of residential population and of economic activities. In this case, it is important to note that tourism can be a large user of water services.

The most common ‘pinch-point’ is the lack of capacity in a local wastewater treatment facility - or more seriously, the lack of assimilative capacity in receiving water for treated effluent. This is particularly difficult for settlements located along waters that are designated European Sites. Traffic planning can be limited by proximity to surface waters or historic/heritage sites.

Advice:

Ensure all proposals are framed within the capacity of existing or permitted/approved water services - expressed as ‘projected/ estimated maximum demand in terms of population equivalent’.

Examine and describe likely patterns of maximum, average and minimum infrastructure demands to identify whether peak demands can be adequately serviced.

CULTURAL HERITAGE

This topic spans national monuments, protected structures, historic areas, architectural conservation areas and areas of archaeological potential. This site has a very long history of recorded occupation, so extra care will be required - and possibly slow progress experienced - for all developments, especially those within and near historic sites on the Killaloe side of the river.

Sensitivity:

The context and setting of national monuments and protected structures enjoy legal protection. These settings can be altered, but only by permission.

Advice:

Be aware of likely requirements for assessment, investigation and detailed design scrutiny for proposals in the vicinity of national monuments, and protected structures.

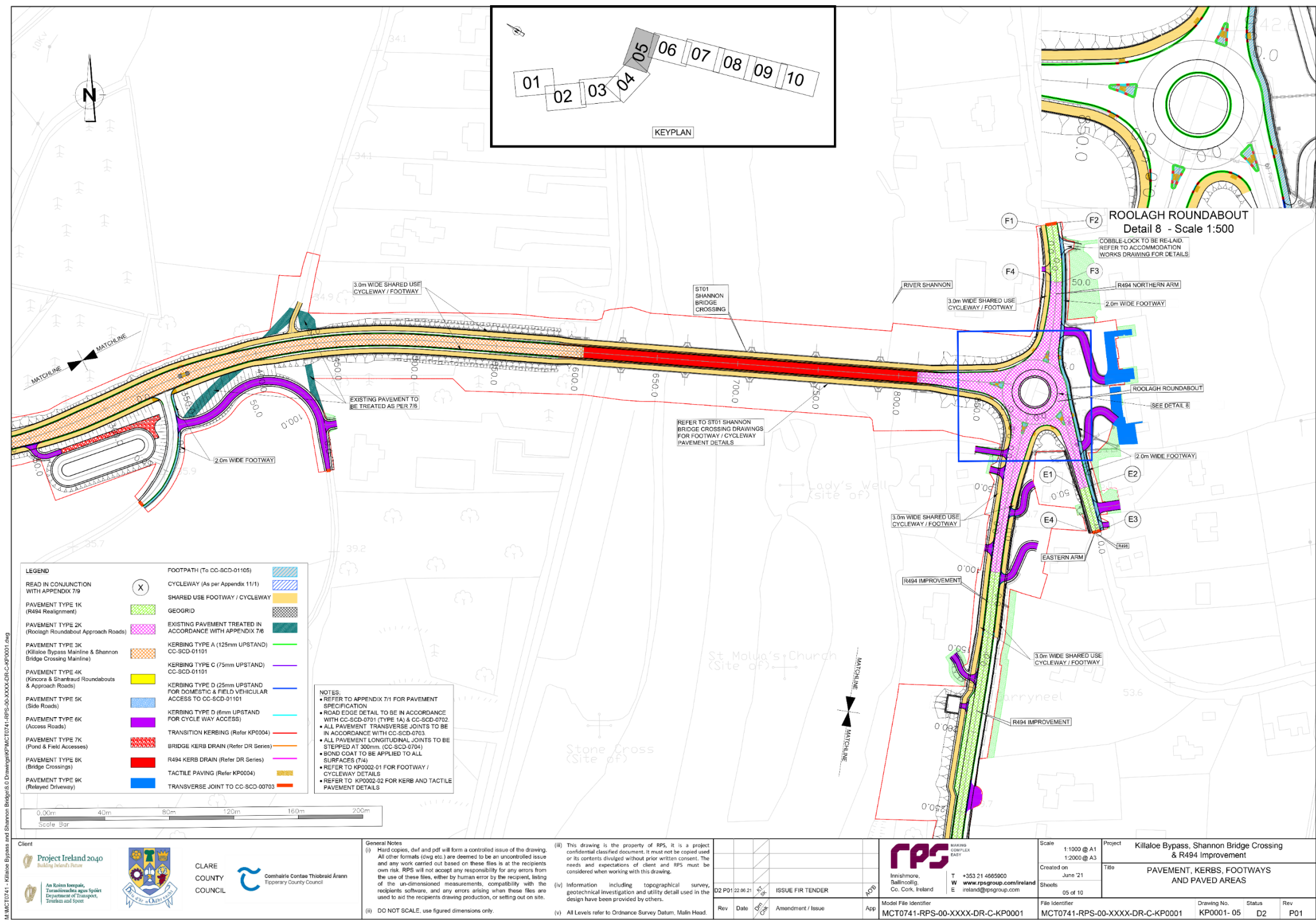
Try to minimise proposals that would significantly alter the appearance and character of historic settings.

Try to minimise works involving major excavations in the vicinity of national monuments, and protected structures.

Try to minimise significant changes to the appearance and character of structures and public realm within and adjacent to architectural conservation areas.

APPENDIX 2.

KILLALOE BYPASS, SHANNON BRIDGE CROSSING & R494 IMPROVEMENT



DCWNEY