



Submission by Doolin Tourism in relation to the Doolin Masterplan and Visitor Services Building for Doolin Pier

Doolin Tourism is a locally based co-operative of family businesses located in and around Doolin who are actively involved in all aspects of tourism. Member businesses include Hostels, Bed and Breakfasts, Hotels, Transport providers, Visitor attractions, Activity providers, Retailers, Ferry operators, Pubs and Restaurant's.

This submission is being made on behalf of the Doolin community to Clare County Council (CCC). As a community, we have had a number of meetings regarding the future development of Doolin, discussing what we as residents, and business owners would like Doolin to be.

The following meetings have taken place;

- 27 May 2015: Infrastructure Meeting agree discussion points for meeting with CCC below
- 3 June 2015: Infrastructure meeting with CCC
- 15 Dec 2015: General meeting with County Councillors re Clare County Dev Plan
- 1 June 2016: Steering group meeting regarding Doolin Development Submission
- 21 Nov 2016: AGM – Traffic management issues took up most of this meeting

The most recent meeting was held on 27th June 2017 following the presentation of the strategic Master plan. In attendance was Councillor Richard Nagle, all major landowners, business owners, managers, farmers, and a variety of residents who will be affected by the proposed plan. (Attendee list is contained in Appendix 1)

It is also worth noting the short time frame Doolin as a community has had to reflect on the propose developments was not adequate, however we would also like to thank the council for making all relevant reports available especially the economic study which was very enlightening with some very practical suggestions.

We are delighted that Clare County Council has initiated & invested in a strategic vision for Doolin, we strongly believe together we can protect & enhance our reputation as an exceptional destination.

We wholeheartedly welcome the majority of proposals in the Doolin Masterplan and are excited about the unique concept of introducing a Greenway and shared spaces. We believe these plans could strongly enhance the experience of visitors & the lifestyles of residents. Conversely, we are concerned that the plan may be overly ambitious & as such there is the possibility that some aspects of the plan may never be delivered.

It is our contention that before any further development at Doolin Pier a number of issues need immediate action to ensure safety of residents & visitors.

1. Immediate Requirements:

The need for public footpaths and lighting in Doolin has been repeatedly identified in local area development plans. Progress to date has been very slow, for example the section started last October remains incomplete. This is simply not acceptable. We strongly feel that development by CCC at Doolin Pier without addressing the immediate concerns below would be reckless & negligent;

- Public footpaths and lighting (1.1)
- Passing and implementation of parking/ Traffic Bye Laws (1.2)
- Improved signage (1.3)

If these concerns are not addressed, Doolin Tourism will not be in a position to support development proposals at Doolin Pier & in the interest of resident & visitor safety we would be forced to object to proceedings.

1.1 Public Footpaths & Lighting

There is an immediate need for public footpaths and lighting in the following locations;

- Area between Fisherstreet, and Roadford
- Area between Roadford and the Doolin Community Centre
- Area between Fitz's Cross and the school.
- Area from Fisherstreet to the pier.
- The footpath started last October remain unfinished.

Footpaths & Lighting are the number one concern for all stakeholders of Doolin Village.

The existing lighting is sporadic & wholly inadequate, it is worth noting that that Fisherstreet has the same number of public street lights as it did 50 years ago!

All lighting should be low level and high quality, with finishes in-keeping with the character of the village. To be clear, we are adamant that 4/5/6m steel lighting columns are not appropriate for a rural area such as Doolin and would drastically impair the visual amenities.

The alarming increase and frequency in the number of minor accidents on the stretch of road from Fisherstreet to Roadford in particular has reached critical level and the Health and Safety of residents and visitors is paramount to prevent the inevitability of a repeated tragedy on this stretch of road.

Recently there have been two minor car/bus accidents and in the past year there have been many more, along with walkers regularly getting slapped by passing car mirrors, getting their foot driven over or hit by passing cars / buses.

A footpath to link from Doolin National School to the village (Fitz's Cross) is an absolute must, it is vaguely reflected in some drawings but there is no detail, which leaves us in doubt of its likelihood of implementation. Our kids are the future of this village, it should be possible for them to walk to school.

To date CCC have not provided any children's facilities in the Doolin area, this is a small gesture that could have a big impact. It is widely contended that regular exercise is key in tackling the growing national issues of Childhood Obesity & teen mental health.

It is imperative that the footpath & public lighting works are significantly progressed ahead of the 2018 Tourist Season, March/April 2018.

1.2 Bye Laws

There is an **immediate** need for the passing and implementation of Bye Laws to address parking / traffic issues especially at Fisherstreet. It is understood that the measures below can be implemented by the CCC with only minimal external consultation, as such we would expect these measures to be in place by January 2018.

The following are required, at a minimum:

- 1.2.1 **The expedited implementation of proposed speed limit of 30 kph within Doolin.**
- 1.2.2 **Implementation of 2 hour parking** (payable from 8am-6pm, March to end of October only) introduced for the existing parking area west of Fisherstreet. The car park in Fisherstreet is very often full by 9:00 am with car remaining there for many hours. Since paid parking was introduced at the pier, we are now seeing cars parking overnight in Fisherstreet and often being left there for a number of days
- 1.2.3 **Resident permit for those who permanently reside on Fisherstreet** (estimated ~3)
- 1.2.4 **The permanent removal of parking along Fisherstreet**
- 1.2.5 **Introduction of a temporary dual purpose zone for bus decanting / goods loading**
Suggested that this is located along the wider part of Fisherstreet, with clear road markings & signage. The purpose of the temporary decanting stop is to stop traffic jams caused by coaches stopping outside O'Connors pub. This should be controlled by Bye Laws and only be in place until a more long term solution is identified for Fisherstreet.
- 1.2.6 **Bye Laws should be strictly in-forced**

1.3 Particularly to ensure coaches do not park on Fisherstreet. Enforcement of these new regulations would be a critical issue and it's suggested that the remit of the existing County Council employees currently overseeing Pier parking could be extended to manage Fisherstreet. **Improved Road Signage, Markings & Surfaces:**

The following minor improvements are deemed to be necessary to greatly enhance safety, traffic flow & visitor experience;

- 1.3.1 **Road signage to direct large vehicles and buses to the national road network.**

Discouraging the use of smaller regional and tertiary roads, keeping them safe for the use of smaller vehicles, walkers, cyclists and agricultural vehicles. Roads to be included:

- Doonagore Castle L1038 (from Lahinch)
- Boherbui L50702
- Creamery Cross to N67 is the L1034
- Doolin Church to Ballinalacken R479

1.3.2 Implementation of No Parking / Double Yellow Line Zones

The continuation of yellow lines from Doolin Inn towards Roadford as far as Moloney House. To stop illegal parking and help traffic flow during the busy months, particularly the turning & decanting of the scheduled national CIE service.

1.3.3 Improvement on Road Surfacing

In general most of the existing road surfaces in Doolin are substandard. Resurfacing & Road Markings require immediate remedial action.

2. Public Sewer

Although we accept that implementation of a sewerage scheme is not in the remit of this plan nor CCC, sewage has again been at the forefront of discussion. Doolin is one of the few villages growing in the country, adding a new classroom to the local school to meet the growing population. There are now 73 B&B's 2 hotels, 5 hostels, 150 catering houses along with 3 campsites, 14 eateries/pubs, 2 ferry companies catering for 3000+ overnight guests along with many thousand more day trippers with a long 9 month tourist season.

There is no public sewer in one of Irelands most iconic tourist villages, located in the centre of the Burren and Cliffs of Moher UNESCO Geopark. Many residents rely on well water from a very porous limestone landscape and the increasing burden private treatment plants and septic tanks are placing on the land and water table it is **imperative** the Health and Safety of the local residents and guests who visit are protected.

We request Clare County Council help us highlight to Irish Water the urgency to progress the development of a public treatment system in Doolin.

Many proposals and studies have being submitted in the past and with the treatment plant in Lisdoonvarna operating at 40% a simple piped connection with pumping stations to this facility seems to be the most economically viable option.

3. Master Plan Review

Overall we welcome the majority of proposals in the Doolin Masterplan including the concept of introducing a Greenway and shared spaces.

Any development in Doolin must improve the overall experience for all tourists and residents. The village, its people & their future viability must come first.

The long term goal of Doolin Tourism is to increase the level of FIT business, this type of tourism is proven to have the greatest potential to increase employment, create local businesses and lengthen the tourist season. This will not just benefit Doolin businesses, but will have a positive economic effect for North Clare.

Any development in the region needs to be mindful that it does not damage or replace our existing FIT business which has a much larger economic benefit to the village as a whole – typically these customers stay & discover more; using the services of more locally owned business. Existing business in the village should not be displaced by the new development at Doolin Pier.

Find below concerns / responses on specific points that require consideration, we have split the comments into relevant geographical areas where possible

- General Feedback
- Roadford
- Fitzs Cross
- Fisherstreet
- Pier

3.1 General Feedback

3.1.1 The maintaining of the limestone walls and soden that line our roads.

- It is crucial to the character of the village that the existing 'look & feel' are protected regardless of the infrastructure improvements that are made. A unique aspect of Doolin are the limestone walls & soden, these must be maintained, that said the idea of shared roads sits uneasy with many stakeholders due to the sheer volume of traffic in the village.
- Where possible it is suggested that the foot/cycle path be placed behind the existing limestone walls giving a separation which is much safer and would keep the walls and roadways intact. It would also likely reduce the cost of proposed road surfaces used.
- Due to the volume of Traffic coming in and through Doolin, two way traffic is paramount for the safety of all road users.

3.1.2 Traffic Management & Restrictions

- There has been a significant increase in the numbers of day coach trips visiting Doolin in recent years and national research suggests this increase will likely continue. This traffic puts the local road infrastructure under severe pressure especially as those coaches visiting the pier area have to pass through Fisherstreet and cross the bridge there.
- Many of the trips are concentrated in a short period of time during the day and problems can be exacerbated by a number of coaches parked in undesignated areas along the road edge. There is an urgent need to remedy this.

- CCC in conjunction with the NTA are the only bodies who can regulate this traffic through the control of Stop Approvals (County Council) and the issuing of Route licences (NTA) which need to be applied and enforced.
- CCC should, in consultation with local businesses and Doolin Tourism, set a sustainable limit on the number of stop approvals issued which allow licenced day tour coaches to pass through Fisherstreet and should implemented staggered timing for such journeys. Most importantly these regulations should be enforced.

3.1.3 **It is requested that any revenues generated in Doolin be put towards the development of Doolin.** Revenues currently collected at the Doolin Pier parking along with the additional revenues generated from public parking at Fisherstreet should be ring-fenced for future enhancements & developments in Doolin.

3.1.4 **Pedestrian Crossing Zones:** It appears that there may be instances throughout the 4km Doolin Village that the pedestrian facilities may be on opposing sides of the road, as such safe, designated crossing zones such as lit pedestrian crossings should be implemented

3.1.5 **Protection of Heritage Sites;** Heritage sites are currently being damaged by foot traffic and need to be managed with signage, designated walkways etc.

3.1.6 **Motor Insurance/Driving Legalities:** As a new concept in Ireland, we would like to see some feedback from the Gardaí, RSA & Motor Insurance industry as to how accidents on the Greenway may be treated differently to a regular L or R designated roads. Would all incidents be a 50:50 liability, and as such expose locals to constant risk, rising insurance costs etc. through no fault of their own?

3.1.7 **Off Season Considerations:** Ensure that consideration is given to all measures, such as speed limit, parking charges etc. in terms of Off-peak Months (e.g. Nov, Dec, Jan, Feb), not every measure would appropriate 365.

3.1.8 **Local Parking Annual Permit:** Would like to see a Doolin Resident Parking Permit, say charged at €20 per year per vehicle reg. for using any Doolin Car Park (2 hour limit could still apply). Its understood Clare Co. Co are negotiating with SeaWorld in Lahinch regarding permits for their members, so this should be viewed in a similar manner.

3.1.9 **Sheltered Bus Stops:** Due to the location of Day Tour Coach Parking being separate from Pick-up points we strongly suggest consideration of Sheltered Bus Stops, the finish should be in local materials & become another positive visual for the village

3.2 Roadford

3.2.1 **There appears to be a geographical split in terms of the strategy,** the proposals seem to be much stronger, further developed (with actual mapped & documented proposals) regarding development between Fitz's Cross & the pier. There is little provision for public spaces, parking etc. the Roadford footpath is shown to stop outside Church field B&B, not even going as far as the official Cliffs of Moher Walk starting Point/Russell Centre. The lack of such provisions leaves it at a distinct disadvantage in relation to Fisherstreet.

3.2.2 **We are fearful for the future viability of some businesses in the Roadford area** on the basis that the Doolin & wider Bus Loop strategy would see most traffic (not just buses) predominantly directed down the R479 and towards the Fisherstreet / Doolin pier.

- 3.2.3 **Roadford has some beautiful natural resources; e.g. Killilagh, Toomullin, the River etc.** these spaces should be 'developed' sustainably/sensibly to enhance the visitor experience with minimal financial investment.
- 3.2.4 **Currently the designated car park for the Cliff Walk is the Doolin community centre,** with the implementation of a footpath link throughout the village this would make this car park more viable and alleviate parking congestions elsewhere. (Note: as this space already exists the cost required for additional short term parking could be negated) The land **behind /around** the centre is also being made available for Cliffs of Moher walk car parking and other facilities. Plans are already with the Council.
- 3.2.5 **In the plan there is no short term plans for parking with in Roadford and congestion is becoming more frequent.** With Boherbui road L50702 opposite McGanns a hotspot. Again the implementation of footpaths/lighting would make parking at the community centre more amenable. This would also add value to the walk as the start / finish of the walk is filled with retail, eateries and pubs.

3.3 Fitz's Cross

- 3.3.1 **The suggestion of a using private property for a shared space at Fitzs Cross is not supported by landowner**
The owner of the property is totally opposed to this plan as they have their own plans to develop this space which may include a recreational space for tourists.
- 3.3.2 **Improved signage, road marking and improved road surface is required** along with a safe place for pedestrians to cross until the shared space is developed.

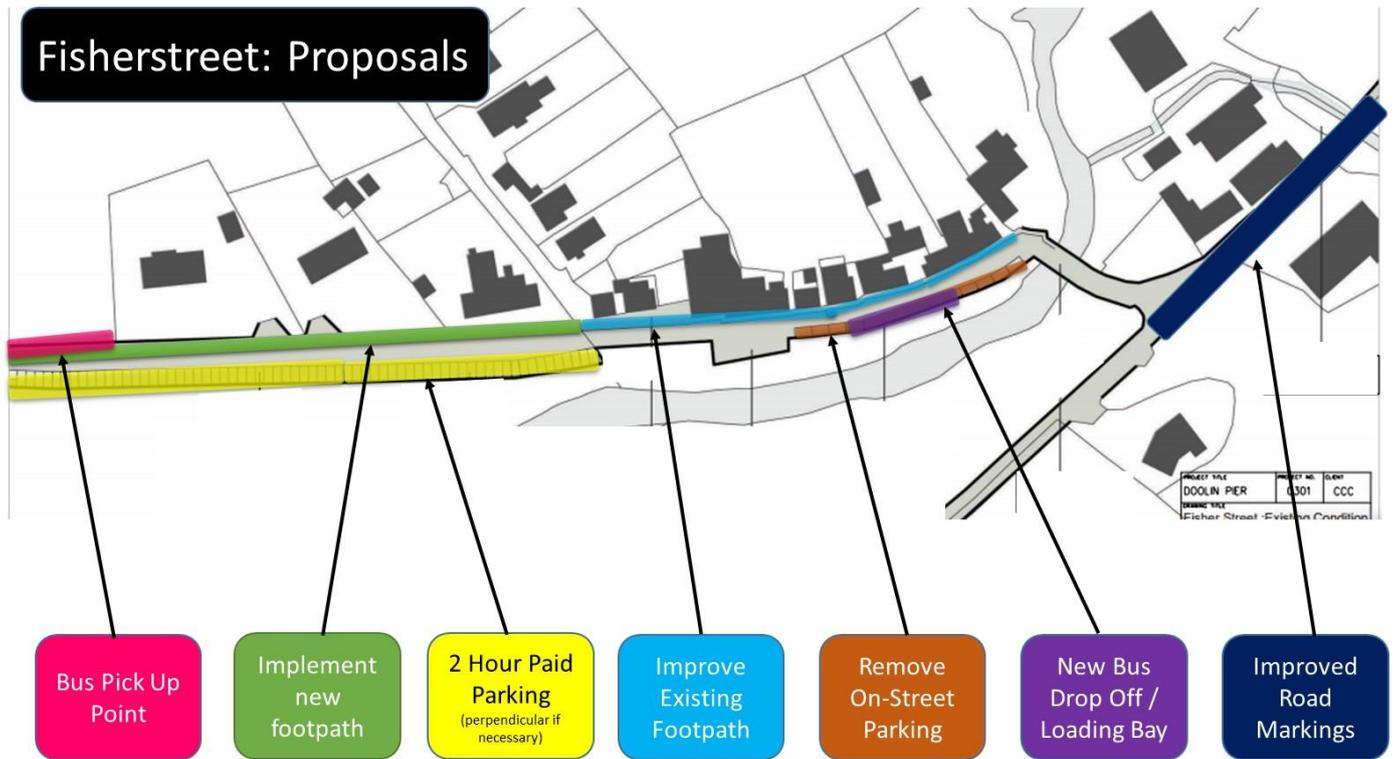
3.4 Fisherstreet

- 3.4.1 **The suggestion of a footpath through Farmyard at Fisherstreet is not viable**
This land is utilised as a working Farmyard. However the landowners have an alternative suggestion of installing a gang way walk ways beside both bridges (protected structures) at Fisherstreet with suggestions of continuing the path along the side of the road at this junction is viable and the land owner would be very amenable to proposals and has cost effective suggestions for completion.
- 3.4.2 **The suggestion of a footpath inside private properties is not viable**
It is not practical to suggest having pedestrians walk inside the walls of a private house (e.g. Atlantic View Guest House, between Pitch & Putt & Pier), in fact one of the houses suggested is practically adjacent to the road edge so this is a wholly impractical suggestion, and perhaps the footpath could be relocated to the other side in this area.

The items listed in [section 1](#) need to be implemented as a matter of urgency

The following visual may aid consideration;

Below is a visual of what we Doolin Tourism & the residents believe should be implemented in the immediate to short term plan in Fisherstreet;



- Footpaths in the area should be wide and accommodate high volumes of foot-traffic with ease of access for wheelchairs, pushchairs etc.
- As an immediate short term measure additional Coach Parking to that outlined in the plan (5 spaces) should be provided at Doolin Pier where coaches can park after decanting at a designated bay on Fisherstreet. The coach may then return to Fisherstreet and pick up passengers at a designated pick-up point. (It's estimated that 3 additional spaces are required).
- A designated pick-up area is required for coaches, it is a short term suggestion that this is located opposite the parking to the west of Fisherstreet, where there is currently a wide grass verge that could be temporarily altered and would have direct access to the new footpath proposed
- The land owners M.O'Brien and P.Sexton, who own the land on the riverside of Fisherstreet, would like to discuss the use of this land for a long term solution to a decanting/parking bay area for buses.
- Business on the street who attended our meeting made a commitment to provide private parking solutions for their employees, not on public property.
- There was support for the regeneration of the Fisherstreet riverside land as shared spaces for events as proposed in the plan.
- Medium to Long-term it may be preferential to turn existing parking west of Fisherstreet to parallel parking, maintaining parking spaces but providing required space for a footpath.
- We are opposed to the location of the additional parking location proposed for Fisherstreet. FisherstreetSuggestions were made to perhaps to look at viability

(including potential visual impact) of providing car parking area behind Fisherstreet, P. Sexton as major landowner directly behind Fisherstreet would be open to discussions on this.

- The addition of car parking between Fisherstreet and Roadford would be welcome and would have added benefit for walkers using the Cliffs of Moher Walk way as well as alleviating traffic congestions on Fisherstreet Bridge. This could be implemented in shorter timeframe than proposal of long term and may be more cost effective as the land is invariably flat within the village.

3.5 Doolin Pier

3.5.1 **It is imperative that we the residents & business owners of Doolin are given a public consultation on the plans for the pier building**, the proposed development is significant and will shape Doolin as a destination. The Doolin community must have a chance to review & input, with acceptable deadlines

- **Any such consultation should also include an outline of how the space will be administered and managed;**
 - Decision-making process as to how businesses will be selected for units, i.e. will it be criteria based or purely commercial
 - Suggest implementation of 'Community criteria' in such decisions, e.g. merit where the applicant for the space is locally owned business, has a % of employees living in the area, has a strong commitment/support for local initiatives/charities etc. or works in conjunction with other local businesses etc.

We suggest that any management structure should not allow a business external to Doolin to 'buy' or 'bid' their way into a commercial space at the Pier (be it Ferry, food or retail) to the detriment of local businesses.

3.5.2 **Any development at Doolin Pier must improve the overall experience for all tourists and residents in Doolin,** We are very concerned that the proposed nature of the development of a 'visitor centre' could lead to the following

- **An increase in overall traffic volumes through the village**
- **An increase in the coach traffic passing through the village**
- **An increase in HGV traffic** (for example to facilitate waste water removal)

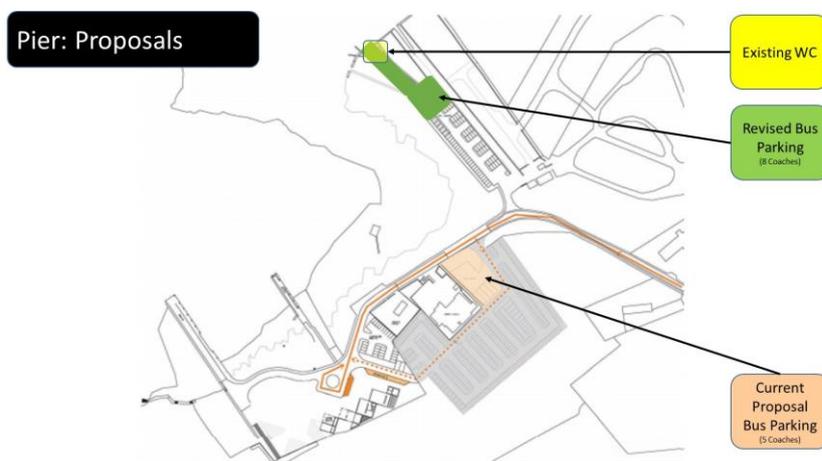
We particularly we do not want to see our FIT business eroded by mass coach tourism. Currently the Cliffs of Moher Visitor Centre are turning away higher spending local FIT business in favour of Tour Buses originating from Dublin and Galway.

3.5.3 **We are adamant that CCC should not offer preferential rates to any single type of tourism.** We believe that if CCC offer free parking to day / coach tours, this will continue to lead to an increase in visitors coming to Doolin by coach, thus damaging and replacing, FIT business. **To be clear, we strongly believe that coaches should pay for parking at Doolin Pier.**

3.5.4 **Parking at the pier must be mindful of the maintaining the stunning vistas** for all locals & visitors to the pier as well as existing businesses in the location, with this in mind we'd ask that the location of the coach parking be re-considered

3.5.5 **Designated Coach parking**

- There is little mention in the plan of the existing bus issues, there are no photos of illegal bus parking or congestion caused by same. The proposals do little to address the ongoing problem of coach parking, particularly in Fisherstreet, other than to suggest that they "Go away and come back ". In the immediate short term there is a need for designated coach parking to be provided at Doolin Pier in order to alleviate inappropriate coach parking throughout the village.
- We suggest that coach parking is relocated on/adjacent to the site of the existing public toilets this area would minimise the visual impact of large buses have on the scenic views that residents and businesses currently enjoy. These views are important unique selling points that are imperative to the success of their Doolin & businesses such as Nagles campsite.
- These measures will only be successful when paired with strictly enforced bylaws on Fisherstreet.



Appendix 1:

Attendee List from public meeting facilitated by Doolin Tourism, objective of meeting was to prepare a combined submission from Doolin tourism Members and others who attended for submission to CCC.

Attendance List: Public Meeting Re CC Strategic Plans Date: 27/6/17

	NAME	Business Name	Email Address
1			
2	Maureen Fitzgerald	Churchfield B&B	Fitzgerald@doolin.ie
3	Anne Hughes	Half Door B&B	anne@halfdoor.doolin.com
4	Margaret Carey	EMORUA B&B	Mgtcarey@eircom.net
5	Bella Hogan	Atlantic Sunset	sunsetsunrise@eircom.net
6	Cheryl Egan	Ashbrook Lodge B&B	ashbrooklodge@eircom.net
7	Miriam O'Brien	O'Brien's Cottages	miriam@doolin.com
8	Justine Fitzgerald	Village Crafts	info@doolincraftshop.ie
9	Seamus O'Connell	Dolls Cottage B&B	dollscottage@doolin.com
10	ADEN FITZGERALD	IRISH CRAFTS	aden@irishcrafts.ie
11	NATALIE FITZGERALD	IRISH CRAFTS	natie@irishcraftsonline.com
12	LILLIAN GARRAHY	FISHERMAN	
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	NAME	Business Name	Email Address
1	Anthony Moloney	Doolin Inn	
2	Kevin O'Brien	-Kavan O'Brien's	
3	Niall O'Dwyer	The Lodge Doolin	info@doolinlodge.com
4	Helen Browne	Doolin Cave	doolincave@gmail.com
5	Gene Sheehan	Rainbow House	rainbowhouse@eircom.net
6	Ray W. O'Connell		ray@doon.com
7	Peter T. O'Connell	O'Connell's Pub	oconnorspub1@eircom.net
8	STEPHEN MURPHY	Roadside Pub	192 Pub
9	Burgie McCarthy	Doolin 2 Cottages	
10	Frank & Mary Ellen Moloney	Moloney's B&B	frank@moloneyhouse.ie
11	Nuala O'Sullivan	NETHER SANDS	Doolin@nethersands.ie
12	Kenneth NAGLE	Doolin Camping & Garden Park	kenn@doolincamping.com
13	CYRIL NAGLE	Castle View - Doolin	cy@castleview.com
14	PAT NAGLE	PARK LODGE Doolin	patnagle@eircom.net
15	Denise Kelly	Doolin Cave	DoolinCave@gmail.com
16	KELLY O'NEILL	NORTH CAVE B&B	northcave@eircom.net
17	Doreen Minihan	Hotel Doolin	dminihan@hoteldoolin.ie
18	Paul O'Brien	Doolin Ferry	
19	Ruairidh Myles		
20	Kate Courtney	Stonecutters Kitchen	kate@stonecutterskitchen.com
21	Niall Hughes	Seaview House	niall@seaviewdoolin.ie

Appendix 2: Doolin Tourism Members

App 2.1 Marketing Members

Business Name	Primary Contact Name
Aille River Hostel	Robert Shannon
Ashbrook Lodge	Olwyn Egan
Atlantic View Cottages	
Ballinalacken Castle	Margaret O'Callaghan
Burren Tours	Sean Cullinan
Churchfield B&B	Maeve Fitzgerald
Cois na hAbhann	Brian Campbell
Cullinans Restaurant & Guesthouse	Carol & James Cullinan
Daly's B&B	Susan Daly
Doolin Activity Lodge	Deirdre & Niall O'Dwyer
Doolin Cave	Helen Browne
Doolin Coastal Cottages	Cathleen O'Connor
Doolin Ferries	Liam & Erin O'Brien
Doolin Hostel & Inn	Anthony Moloney
Doolin Music House	Shelia Quinn
Doolin Nursery Gardens	Matt O'Connell
Doolin Rent-a-Bike	Thomas & Yvonne McCormack
Doolin2Aran Ferries	Eugene Garrihy
Emohruo B&B Doolin	Margaret Carey
Half Door B&B	Ann Hughes
Harbour View B&B	Amy Linder

Hotel Doolin	Donal Minihane
Irish Crafts	Natalie Fitzgerald
McDermotts	Patsy & Stephen McDermott
McGann's Pub	Shelia
Moloney House B&B	Frank Moloney
Netspark Solutions	Darrell McManamon
O'Briens Crafts	Deirdre O'Brien
O'Connors Pub	Myra O'Connor
Private Drive Chauffeur	Jonathan Normoyle
Rainbow Hostel	Mattie Shannon
Riverfield House B&B	Cartriona Garrihy
Riverside Cottage	Breda Meehan
Roadford House	Marian & Frankie Sheedy
Seascape B&B	Mary Jo O'Connell
Seaview House	Niall Hughes
Stonecutters Kitchen	Karen & Myles Duffy
Twin Peaks Doolin	Sinead & Pascal
Village Crafts	Maeve Fitzgerald

Appendix 2.2 Co-Op Members

Business Na (if applicable)	Contact Person
Abhaile Cottage	
anthonybb@eircom.net	John Guerin
Aran View Hotel	Sharon Creedon
Aran View Stores	John & Stella Whelan
Ashbrook Lodge	Olwyn Egan
Atlantic Sunset House	Brid Egan
atlanticview@eircom.net	Eileen O'Brien
Ballyvara House	Flanagan Family
Brid Shannon	Brid Shannon
Castle View House	Sally Nagle
Clare Jam	Vera Muir
Dolls Cottage	Sean O'Connor
Doolin Activity Lodge	Deirdre & Niall O'Dwyer
Doolin Cottage	Carol Spencer
Doolin Cottages	Liam & Anne Frawley
Doolin Haven	Mary & JT McNamara
Doolin Heritage	Various
Doolin Pitch & Putt	Cyril Nagle
Doolin View	Sandra Linnane
Doonagore Farmhouse	Mary Sweeny
Dubhlinn House	Martin Reilly

Fernhill	Suzanne Linnane
Fisherman's Cottage	Danny Guerin
Flanagans Hostel Doolin	Gerard Flanagan
Glasha Meadows	Marian & Martin McDonagh
Horseshoe House	Josephine Moloney
Kates Place B&B	Kate Daly
Killilagh House	Liz Shannon
Lane Lodge	Teresa Shannon
Nagles Campsite	Kenneth Nagle
Nellie Dees	Lorraine Spencer
North Clare Sea Kayaking	Patrick & Kelly O'Regan
O'Connors Guesthouse	Joan O'Connor
Pairc Lodge B&B	Rita Nagle
Riverdale Farmhouse B&B	Mary Fitzgerald
Suantraí House	Martina & Don Garrihy
Tonys Cab	Tony McGann
Toomullin House	Chris & Olive Dowling
Triltoon Hosue	Lorraine Fitzpatrick
	Maureen Droney

Appendix 3: Document Tracking

3.1 Document History

Version	Date Issued	Notes / Distribution
1.0	12/07/2017	<ul style="list-style-type: none">• Submitted to Clare County Council• Posted on Doolin Tourism Members Co Op Facebook page• Issued to Attendees in Appendix 1 as well as all Doolin Tourism Members in Appendix 2
1.1	31/07/2017	<ul style="list-style-type: none">• Issued to Attendees in Appendix 1 as well as all Doolin Tourism Members in Appendix 2, following amendments which are tracked
1.2	08/08/2017	<ul style="list-style-type: none">• As per Version 1.1, with changes accepted issued in PDF format• Issued to CCC, all in Appendix 1, Appendix 2 & West Clare Councillors.