



Clare County
Development Plan
2023-2029

Draft Clare CDP 2023-2029 - Public Consultation Portal

Submitted By: Anonymous user

Submitted Time: March 28, 2022 2:02 PM

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Volume 1

Core Strategy, Settlement Strategy and Housing

Volume 3(a) Ennis Municipal District Written Statements and Settlement Maps

Volume 3(b) Shannon Municipal District Written Statements and Settlement Maps

Sixmilebridge

Volume 3(c) Killaloe Municipal District Written Statements and Settlement Maps

Volume 3(d) West Clare Municipal District Written Statements and Settlement Maps

Associated Documents

None of the above

Environmental Reports

None of the above

Your Submission

Our Primary Request the subject of this submission/observation is: That the Enterprise land-use zoning description as outlined under 19.4 of the Draft Clare County Development Plan 2023-2029 be amended to ensure consistency with development use as a 'Shop' which are 'open to consideration' on Enterprise zoned lands as outlined within Appendix 2 Indicative Land Use Zoning Matrix of the Draft Clare County Development Plan 2023-2029, per details presented in document uploaded as part of this submission. As an Alternative Request, not to diminish our Primary Request as outlined above, we request that: 1. That the Commercial land-use zoning description as outlined under 19.4 of the Draft Clare County Development Plan 2023-2029 be amended to ensure consistency with development uses which 'will normally be acceptable in principle' as outlined within Appendix 2 Indicative Land Use Zoning Matrix of the Draft Clare County Development Plan 2023-2029, as follows:

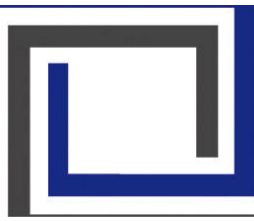
Commercial The use of land zoned for 'commercial' purposes shall be taken to include the use of the lands for commercial and business uses including offices, service industry, warehousing and the facilitation of enterprise/retail park/office type uses as appropriate. Retailing will normally be acceptable in principle under this zoning, provided that a sequential test is carried out and the lands are demonstrably the optimum location for the nature and quantum of retail development proposed. 2. That the lands to the immediate north of the existing Sixmilebridge Train Station (1.2 ha) be zoned Commercial as presented per details presented in document uploaded as part of this submission, to act as catalyst for development to future-proof the ability of Sixmilebridge and its environs to support significantly enhanced multi-modal accessibility from walking, cycling and rail, and ultimately improve bus connections services.

Location Map



Upload Files

final James Lynch CCDP Draft Plan Submission Sixmilebridge 28.03.2022.pdf,
1.78MB



Draft Clare County Development Plan 2023-2029
Planning Department
Clare County Council
New Road
Ennis
Co. Clare
V95 DXP2

Monday, 28th March 2022
[By Online submission]

Dear Sir / Madam

RE: SUBMISSION/OBSERVATION TO THE DRAFT CLARE COUNTY DEVELOPMENT PLAN 2023-2029

JAMES LYNCH – Site Specific Submission/Observation, Lands Adjacent Sixmilebridge Train Station (1.2 ha), in the townland of Cappagh Lodge, Sixmilebridge, County Clare

1.0 INTRODUCTION

1.1 Focus of Submission

The Planning Partnership has been retained by James Lynch, [REDACTED], Co. Clare, to prepare this Submission/Observation in relation to the published *Draft Clare County Development Plan 2023-2029*.

It is acknowledged that the new Development Plan aim to achieve the recovery in response to the Covid-19 pandemic, and “*deliver on aspirations for a healthy and inclusive society with a high quality of life for all people, fostering an environment to encourage job creation, innovation and economic growth, while ensuring balanced development in our towns, villages and rural areas.*”¹

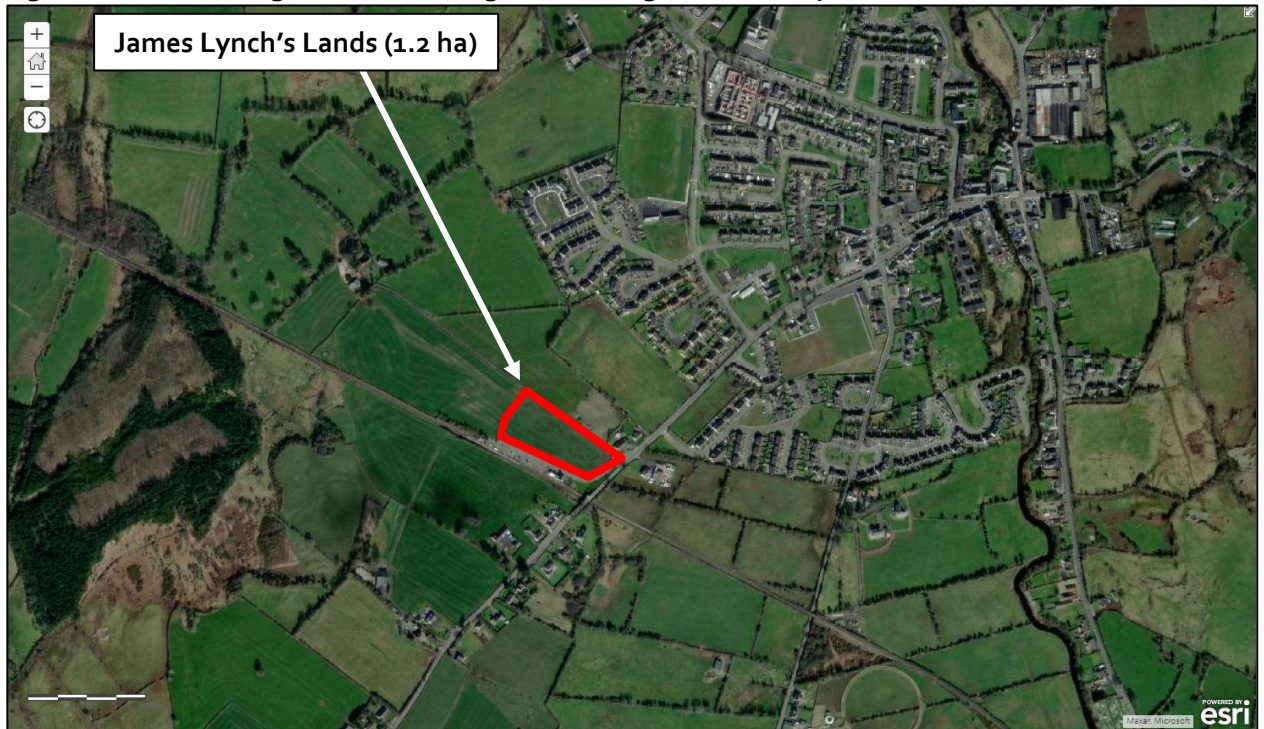
It is within this context that this Submission/Observation is made, focussing on the Site Specific Policy associated with James Lynch’s Lands (1.2 ha) located at a strategic location adjacent to Sixmilebridge Train Station in the townland of Cappagh Lodge, Sixmilebridge, County Clare, and specifically:

1. The confirmation presented within the emerging *Clare County Development Plan 2023-2029* of the *Retail Objective* for Sixmilebridge for the “*provision of modern, good quality convenience goods stores, of an appropriate scale, and associated retail and service units to enable Sixmilebridge to meet the needs of their local catchment population*”.
2. The draft proposal to zone the specific lands for the purposes of *Enterprise* where the use as a “*Shop*” as defined within the *Planning and Development Regulations 2001* (as amended) are ‘open to consideration’, is inconsistent with the *Enterprise* land-use zoning description as outlined under 19.4 of the *Draft Clare County Development Plan 2023-2029*, which clearly excludes general retail.
3. Clare County Council’s promotion of the concept of the 10 minute town and active travel principles arising from the Ennis 2040 Strategy, all of which support green infrastructure, active

¹ Extract *Draft Clare County Development Plan 2023-2029*, Message from Councillor PJ Ryan, Cathaoirleach of Clare County Council

living and sustainable residential development, where the development of James Lynch's Lands at the strategic location adjacent to Sixmilebridge Train Station for mix use opportunities will act as catalyst for the development of the lands, and provide an advantage to support significantly enhanced multi-modal accessibility in the form of walking, cycling and rail, and ultimately improved bus connections services, thereby improving the quality of life in Sixmilebridge and its environs.

Figure 1.1: Aerial image of Sixmilebridge illustrating the James Lynch's Lands



Source: ESRI ArcGIS, Annotated and Reproduced by The Planning Partnership under licence.

Within the context of the foregoing, and as detailed further below, **we hereby request as Primary Request that:**

That the *Enterprise* land-use zoning description as outlined under 19.4 of the *Draft Clare County Development Plan 2023-2029* be amended to ensure consistency with development use as a 'Shop' which are 'open to consideration' on *Enterprise* zoned lands as outlined within *Appendix 2 Indicative Land Use Zoning Matrix* of the *Draft Clare County Development Plan 2023-2029*.

As an Alternative Request, not to diminish our Primary Request as outlined above, we request that:

1. The ***Commercial*** land-use zoning description as outlined under 19.4 of the *Draft Clare County Development Plan 2023-2029* be amended to ensure consistency with development uses which 'will normally be acceptable in principle' as outlined within *Appendix 2 Indicative Land Use Zoning Matrix*; and
2. That the lands to the immediate north of the existing Sixmilebridge Train Station (1.2 ha) be zoned *Commercial*, to act as catalyst for development to future-proof the ability of Sixmilebridge and its environs to support significantly enhanced multi-modal accessibility in the form of walking, cycling and rail, and ultimately improve bus connections services, and the inherent opportunities to deliver upon the objectives of the Clare County Council as outlined in the *Draft Clare County Development Plan 2023-2029*.

- 2.0 ENT₁ CAPPAGH LODGE ZONED LANDS AT TRAIN STATION (1.2 ha) REMAIN UNDEVELOPED IN SUCCESSIVE DEVELOPMENT PLANS, AND REQUIRES A CATALYST TO STIMULATE DEVELOPMENT**
- 2.1 The proposed Enterprise land-use zoning designation restricts/inhibits the development potential of this key site located adjacent to Sixmilebridge Train Station**

The *Draft Clare County Development Plan 2023-2029* proposes that James Lynch's Lands located at this strategic location adjacent to Sixmilebridge Train Station in the townland of Cappagh Lodge, Sixmilebridge, be zoned *Enterprise*, with the following description:

Enterprise

Lands zoned for 'enterprise' shall be taken to include the use and development of land for high end research and development, business science and technology-based industry, financial services, call centres/telemarketing, software development, data centres, enterprise and incubator units, small/medium manufacturing or corporate office in high quality campus/park type development.

It is intended that such developments will have high quality architectural design and landscaping. This zoning allows for 'walk to' support facilities such as canteen, restaurant or crèche services which are integrated into employment units and are of a nature and scale to serve the needs of employees on the campus.

This zoning also allows for associated power generating infrastructure as well as transportation infrastructure such as car and bicycle parking and bus stop shelters. This zoning excludes general retail, retail park outlets, motor sales/servicing activities and heavy industrial undertakings.

Lands zoned for 'enterprise' in large villages and small villages shall be taken to include the use and development of land for small-scale business and enterprise development such as incubator units, craft centres/workshops, small-scale manufacturing, local digital/technology business etc. Retail use on these sites shall only be considered where it is ancillary to the main activity taking place.

Enterprise developments in large villages and small villages must have a high standard of architecture and landscaping and must be relative and appropriate to the scale, size and character of the settlement in which they are planned to be located.

The following land-uses 'will normally be acceptable in principle' as outlined within *Appendix 2 Indicative Land Use Zoning Matrix* of the *Draft Clare County Development Plan 2023-2029*:

Agricultural Business, Agricultural Tourism, Boarding Kennels, Car Park, Civic and Amenity Recycling Facility, Community Facility, Crash/Childcare Facility, Education/Enterprise Centre, Industry Light, Office <100m², Office 100m²-1000m², Office >1000m², Open Space, Research and Development, School/College, Science and Technology Based Enterprise, Tourism Complex, Training Centre, CHP/Waste to Energy Facilities.

James Lynch's Lands, are also subject to the Site Specific Objective **ENT₁ Cappagh Lodge**:

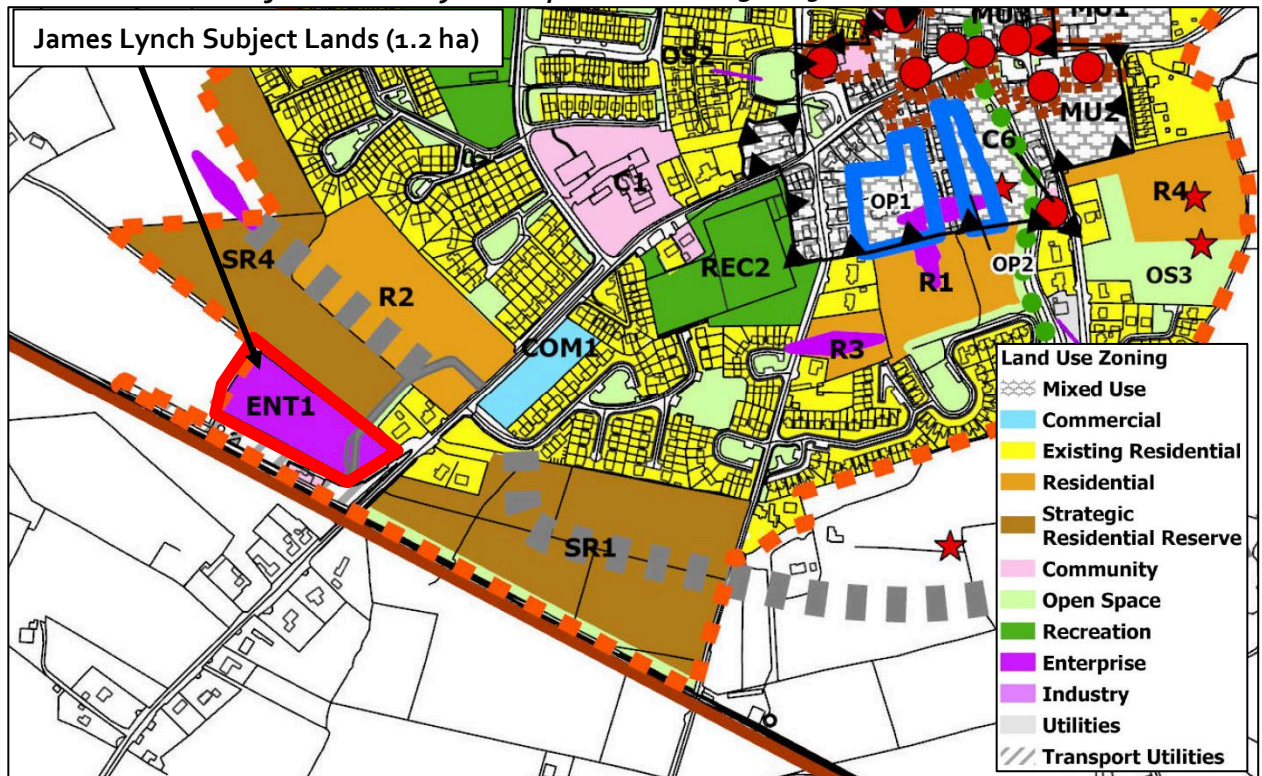
This flat greenfield site is located on the Shannon Road at the edge of the town, in close proximity to the existing railway station. The site has been identified for the development of a small-scale local enterprise centre with a view to providing a source of employment within the community. Potential uses include start up incubator units, research facilities etc. Any development proposals must respect the established town character and be sensitive to established amenities. The layout of any future development proposals shall take account of the infrastructure safeguard that runs through the site and access/egress onto the R471 shall be taken via same. The design of any scheme shall ensure that the established residential amenities along the north-eastern boundary are protected.

It is further acknowledged that that *Volume 3b Shannon Municipal District Settlement Plans* of the *Draft Clare County Development Plan 2023-2029*, detail a **Retail Objective** for Sixmilebridge as follows:

The town provides a range of local services, meeting the day-to-day needs of its resident and catchment populations, primarily located within the designated town centre area. It is an objective:

- *To support the provision of modern, good quality convenience goods stores, of an appropriate scale, and associated retail and service units to enable Sixmilebridge to meet the needs of their local catchment population.*

Figure 2.1: ENT 1 Land Use Zoning Designations as Applied to James Lynch’s Lands Under the Provisions of the Draft Clare County Development Plan 2023-2029



Source: Land Use Zoning Map of the *Sixmilebridge Draft Clare County Development Plan 2023-2029*, extracted, reproduced and annotated by The Planning Partnership under OS Licence No. AR0114722

It is our professional planning opinion that the proposed *Enterprise* land-use zoning designation restricts/inhibits the development potential of this key located site adjacent to Sixmilebridge Train Station and requires a catalyst to stimulate development. It is further acknowledged that 'Shop' is only 'open to consideration' as outlined within *Appendix 2 Indicative Land Use Zoning Matrix* of the *Draft Clare County Development Plan 2023-2029*, which is inconsistent with the *Enterprise* land-use zoning description as outlined under 19.4 of the *Draft Clare County Development Plan 2023-2029*, which clearly excludes general retail.

2.2 National Planning Framework – Project Ireland

NPO 4: *Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.*

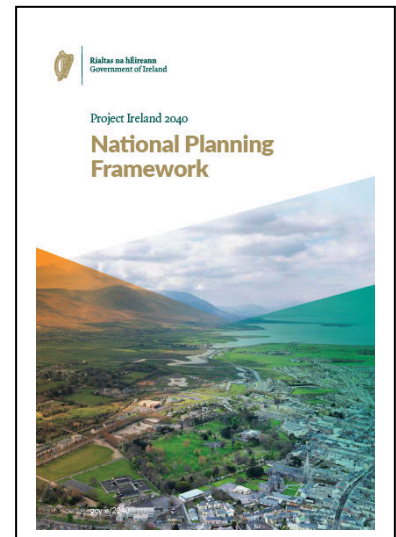
NPO 5: *Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.*

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.

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.

NPO 27: Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activities for all ages.

NPO 28: Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.

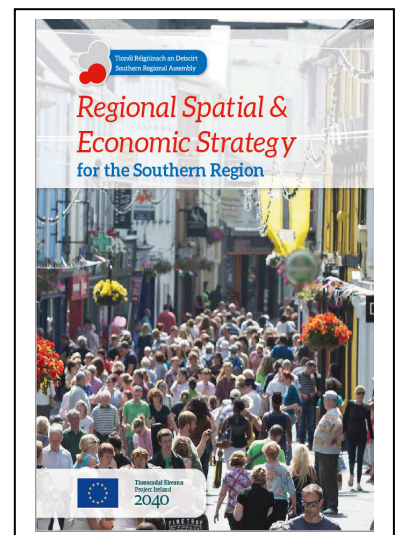


2.3 Regional Spatial Economic Strategy for the Southern Region

RPO 2 Planning for Diverse Areas: The RSES recognises the strategic role played by all areas, both urban and rural, in achieving the set regional and national targets and objectives. The RSES supports sustainable enterprise growth, services, physical and social infrastructure investment and the sustainable growth of all communities in the Region. The overall strategy builds on cities and their associated metropolitan areas as engines of growth and seeks, in parallel, to re-position the Region's strong network of towns, villages and diverse rural areas in an economically resilient, imaginative and smart way to foster sustainable competitive advantage.

RPO 10 Compact Growth in Metropolitan Areas: To achieve compact growth, the RSES seeks to:

- a. Prioritise housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling.
- b. Identify strategic initiatives in Local Authority Core Strategies for the MASP areas, which will achieve the compact growth targets on brownfield and infill sites at a minimum and achieve the growth targets identified in each MASP. Such strategic initiatives shall comply with MASP Goals to evolve innovative approaches for all MASPs. Initiatives may include:
 - Support the creation and role of Active Land Management Units with a remit to focus on the metropolitan areas and compact growth targets;
 - Partnerships with the Land Development Agency to progress housing and employment delivery in city and town centres, focusing on co-ordinating and developing large, strategically located, publicly owned land banks, reducing vacancy and increasing regeneration of key sites;
 - Support the role of the local authority as a development agency to kick start regeneration processes;



- *Seek design competitions for key strategic sites that deliver greater density, mixed uses where appropriate, sustainable design, smart technology, green infrastructure and public gain through good design;*
- *The identification of public realm and site regeneration initiatives which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade of parks, streetscapes and public realm areas; and*
- *Creation of continually updated databases identifying brownfield, infill sites, regeneration areas and infrastructure packages to enable progress towards achieving compact growth targets. Through active land management initiatives, identify strategic locations for residential growth responding to the growth targets and achievement of compact growth and employment growth.*

RPO 55 Retail: *It is an objective to:*

- Improve the physical appearance, vitality and vibrancy of city centre, town centre and village locations through collaboration between Planning Authorities and Retail Traders Associations in regeneration / public realm projects and other measures;*
- Ensure that retail development is focussed on urban and village centres with the application of a sequential approach to consideration of retail development which does not fall into this category;*
- Prepare Retail Strategies in accordance with the Retail Planning Guidelines including Joint Retail Strategies where applicable. Proposed public realm or urban regeneration projects should be assessed for potential impacts on the receiving environment including capacity of existing services at project level. Where public realm or urban regeneration projects would significantly increase shopper/visitor numbers, planning authorities should ensure that projects include sustainable management of increased demand for access to city/town centre locations.*

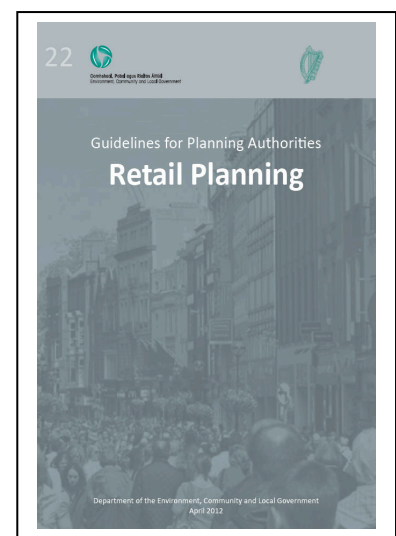
RPO 62 Location for Employment Development: *It is an objective to:*

- Identify future locations for strategic employment development having regard to accessibility by sustainable transport modes and environmental constraints.*

2.4 Retail Planning Guidelines (2012)

2.5.3 Competitiveness in the Retail Sector: *Strong competition is essential to reduce retail costs and ensure that savings are passed on to retail customers through lower prices. Competition also promotes innovation and productivity.*

The planning system should not be used to inhibit competition, preserve existing commercial interests or prevent innovation. In interpreting and implementing these Guidelines, planning authorities and An Bord Pleanála should avoid taking actions which would adversely affect competition in the retail market. In particular, when the issue of trade diversion is being considered in the assessment of a proposed retail development, planning authorities and An Bord Pleanála should assess the likelihood of any adverse impacts on the vitality and viability of the city or town centre as a whole, and not on existing traders.



2.5.4 Encouraging Sustainable Travel: While the private car tends to be attractive for activities such as more substantial convenience goods shopping or bringing home bulky goods, careful location of retail developments and attention to detail in terms of how they are connected by footpaths and cycle facilities to surrounding areas can substantially boost trips on foot or bicycle for smaller purchases and make a substantial difference in encouraging smarter travel in line with the Smarter Travel strategy.

2.5.5 Retail Development and Urban Design: Quality design aims to create attractive, inclusive, durable, adaptable places for people to work in, to live in, to shop in, or pass through.

Planning authorities should promote quality design in retailing in their development plan and/or retail strategies and then implement this through the development management process. This is of particular importance for retail development because of the dominant visual and use role it plays in a city, town or village streetscape.

3.3 Development Plans and Retailing: The function of the development plan is to establish an overall strategy for the proper planning and sustainable development of its area.

Specifically in relation to retailing, the development plan must be:

- Evidence-based through supporting analysis and data to guide decision making;
- Consistent with the approach of these guidelines; and
- Clear and concise with regard to specific objectives and requirements.

5- Set out strategic guidance on the location and scale of retail development to support the settlement hierarchy, including where appropriate identifying opportunity sites which are suitable and available and which match the future retailing needs of the area;

7- Mobility management measures- that both improve accessibility of retail areas while aiming to develop a pedestrian and cyclist friendly urban environment and vibrant street life.

4.4 Sequential Approach to the Location of Retail Development:

City and Town Centres: The centres of cities and towns are the most suitable locations for the higher order fashion and comparison goods and are the most accessible locations for the majority of the catchment population. They should be supported in maintaining and expanding their retail offer to serve that population in a sustainable way which will also help to reduce the need to travel.

4.9 Retail Impact Assessment: However, where a planning authority considers an application for planning permission to develop a new retail development to be particularly large in scale compared to the existing city/town/district centre, or where a retail strategy or development plan has allocated a specific type and quantum of retail floorspace to a particular settlement and a proposed development absorbs on one site the bulk of that potential retail floorspace, the planning authority may request the applicant, by way of a Retail Impact Assessment (RIA) as set out in Annex 5, to demonstrate compliance with the development plan and that there will not be a material and unacceptable adverse impact on the vitality and viability of any existing centre. This is a matter for careful technical assessment and professional judgement.

4.11.5 Retailing in Small Towns and Villages: The role of small towns and villages in the provision of retail services to their local urban and rural populations should be defined in development plans. Where appropriate, the maximum size of store, consistent with maintaining a variety of shops in the centre of these towns and villages and protecting an appropriate level of retail provision in the rural area, should be identified. In general there should be a clear presumption stated in favour of central or edge-of-centre locations for new developments.

4.11.6 Local Retail Units: Local retail units such as corner shops or shops located in local or neighbourhood centres serving local residential districts perform an important function in urban areas.

Where a planning authority can substantiate the local importance of such units in defined local centres, they should safeguard them in development plans, through appropriate land-use zoning. Development management decisions should support the provision of such units, particularly where they encompass both food-stores and important non-food outlets such as retail pharmacies, and have significant social and economic functions in improving access to local facilities especially for the elderly and persons with mobility impairments, families with small children, and those without access to private transport.

3.0 OUR REQUEST

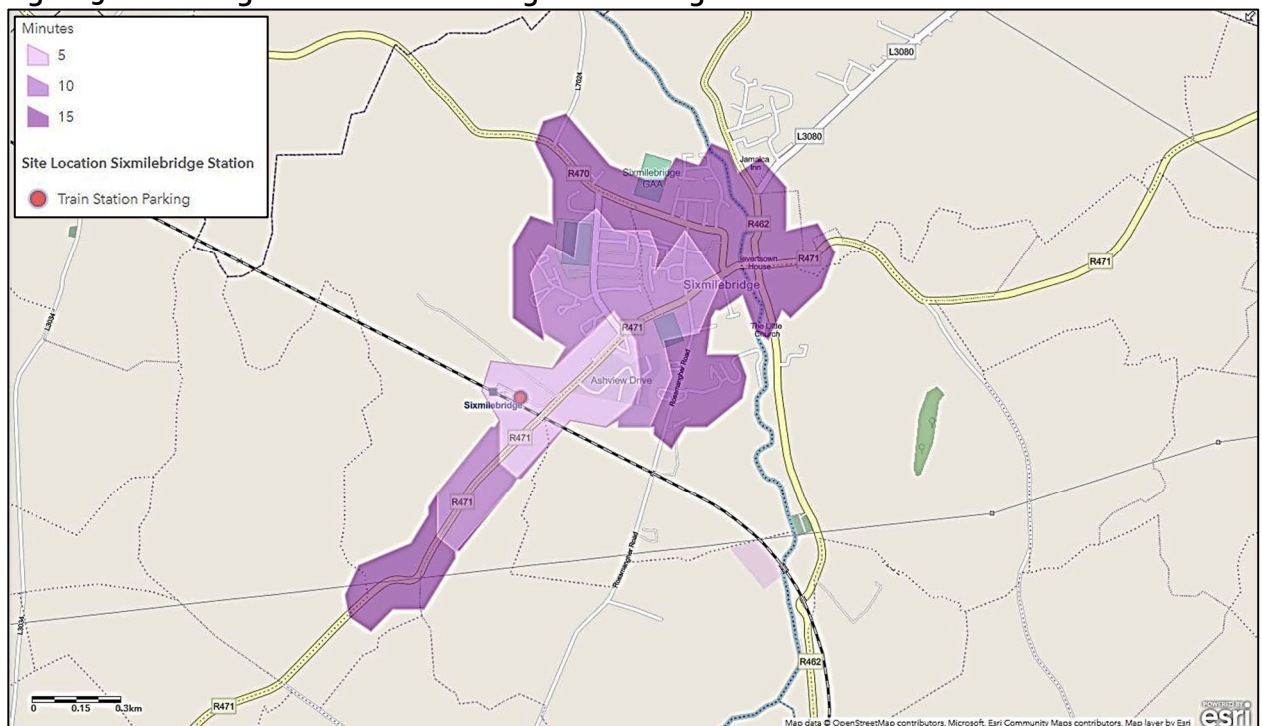
Acting as a catalyst to further positive development, the *Retail Planning Guidelines 2012* state that “retailing plays a major role in attracting people to the centre of cities, towns and villages, thus contributing to the overall economic vitality of those centres and supporting their role as centres of social and business interaction in the community...”.

The *Retail Planning Guidelines 2012* go on to say that retailing “...also supports the considerable investment by the public and private sectors in urban renewal, by providing shopping facilities to residents and by adding to the vitality and attractiveness of inner areas of cities and towns which is important also in the context of the tourism sector”.

As Clare County Council is promoting the concept of 10 minute town concept and active travel principles arising from the Ennis 2040 Strategy, all of which support green infrastructure, active living and sustainable residential development, the development of James Lynch’s Lands at this strategic location adjacent to Sixmilebridge Train Station for mix use opportunities, will act as catalyst for the development of these lands when considered in an holistic approach to support significantly enhanced multi-modal accessibility in the form of walking, cycling and rail, and ultimately improved bus connections services, and the improvement of the quality of life for residents and the community in Sixmilebridge and its environs.

Figure 3.1 below presents graphically three Walking Catchment areas, i.e. a 5-minute, 10-minute, and 15-minute average speed walk, which are served by the existing Sixmilebridge Train Station’s immediate residential catchment.

Figure 3.1: Walking Catchment of existing Sixmilebridge Train Station



Source: ESRI ArcGIS, Annotated and Reproduced under Licence by The Planning Partnership March 2022

From a detail review of the *Draft Clare County Development Plan 2023-2029*, it appears that inconsistencies are presented within the *Enterprise* land-use zoning description as outlined under 19.4 of the *Draft Clare County Development Plan 2023-2029*, in that the use as a 'Shop' is 'open to consideration' as outlined within *Appendix 2 Indicative Land Use Zoning Matrix* of the *Draft Clare County Development Plan 2023-2029*, which is inconsistent with the *Enterprise* land-use zoning description which clearly excludes general retail.

The *Planning and Development Regulations 2001* (as amended) defines:

'shop' means a structure used for any or all of the following purposes, where the sale, display or service is principally to visiting members of the public –

(a) for the retail sale of goods,

(b) as a post office,

(c) for the sale of tickets or as a travel agency,

(d) for the sale of sandwiches or other food or of wine for consumption off the premises, where the sale of such food or wine is subsidiary to the main retail use, and "wine" is defined as any intoxicating liquor which may be sold under a wine retailer's off-licence (within the meaning of the Finance (1909-1910) Act, 1910), 10 Edw. 7. & 1 Geo. 5, c.8,

(e) for hairdressing,

(f) for the display of goods for sale,

(g) for the hiring out of domestic or personal goods or articles,

(h) as a launderette or dry cleaners,

(i) for the reception of goods to be washed, cleaned or repaired,

but does not include any use associated with the provision of funeral services or as a funeral home, or as a hotel, a restaurant or a public house, or for the sale of hot food or intoxicating liquor for consumption off the premises except under paragraph (d), or any use to which class 2 or 3 of Part 4 of Schedule 2 applies;

As noted from the above, it is clear that 'Shop' presents retail activities/uses which would be 'open to consideration' on *Enterprise* zoned lands as outlined within *Appendix 2 Indicative Land Use Zoning Matrix* of the *Draft Clare County Development Plan 2023-2029*, however not acceptable per the *Enterprise* land-use zoning description.

Accordingly, our Primary Request the subject of this submission/observation is:

That the *Enterprise* land-use zoning description as outlined under 19.4 of the *Draft Clare County Development Plan 2023-2029* be amended (**additional text in red** with text to be omitted ~~striketrough~~) to ensure consistency with development uses which are 'open to consideration' as outlined within *Appendix 2 Indicative Land Use Zoning Matrix* of the *Draft Clare County Development Plan 2023-2029*, as follows:

Enterprise

Lands zoned for 'enterprise' shall be taken to include the use and development of land for high end research and development, business science and technology-based industry, financial services, call centres/telemarketing, software development, data centres, enterprise and incubator units, small/medium manufacturing or corporate office in high quality campus/park type development.

It is intended that such developments will have high quality architectural design and landscaping. This zoning allows for 'walk to' support facilities such as canteen, restaurant or crèche services which are integrated into employment units and are of a nature and scale to serve the needs of employees on the campus.

This zoning also allows for associated power generating infrastructure as well as transportation infrastructure such as car and bicycle parking and bus stop shelters. This zoning excludes ~~general retail, retail park outlets,~~ motor sales/servicing activities and heavy industrial undertakings.

Lands zoned for 'enterprise' in large villages and small villages shall be taken to include the use and development of land for small-scale business and enterprise development such as incubator units, craft centres/workshops, small-scale manufacturing, local digital/technology business etc. Retail use on these sites shall only be considered where it is ~~ancillary~~ **complementary as part of an overall integrated mix use development** to the main activity taking place.

Enterprise developments in large villages and small villages must have a high standard of architecture and landscaping and must be relative and appropriate to the scale, size and character of the settlement in which they are planned to be located.

As an Alternative Request, but not to diminish our Primary Request as outlined under 1 above:

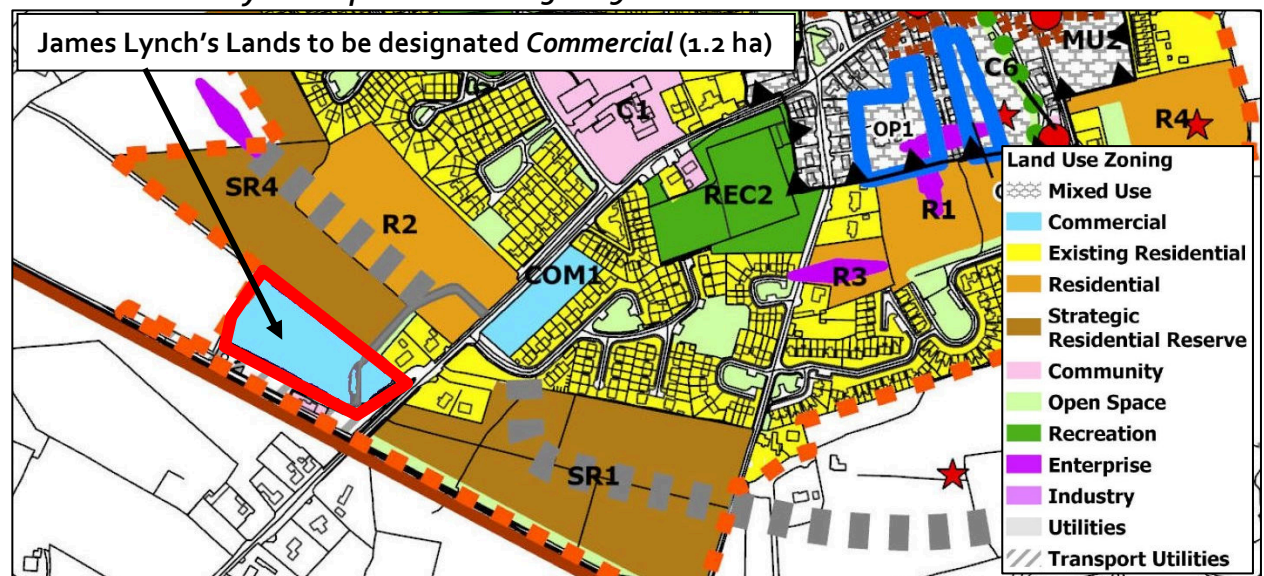
1. That the *Commercial* land-use zoning description as outlined under 19.4 of the *Draft Clare County Development Plan 2023-2029* be amended (**additional text in red** with text to be omitted ~~striketrough~~) to ensure consistency with development uses which 'will normally be acceptable in principle' as outlined within *Appendix 2 Indicative Land Use Zoning Matrix* of the *Draft Clare County Development Plan 2023-2029*, as follows:

Commercial

The use of land zoned for 'commercial' purposes shall be taken to include the use of the lands for commercial and business uses including offices, service industry, warehousing and the facilitation of enterprise/retail park/office type uses as appropriate. Retailing **will normally be acceptable in principle** ~~is open for consideration~~ under this zoning, provided that a sequential test is carried out and the lands are demonstrably the optimum location for the nature and quantum of retail development proposed.

2. That the lands to the immediate north of the existing Sixmilebridge Train Station (1.2 ha) be zoned *Commercial* as presented in Figure 3.2 below, to act as catalyst for development to future-proof the ability of Sixmilebridge and its environs to support significantly enhanced multi-modal accessibility from walking, cycling and rail, and ultimately improve bus connections services.

Figure 3.2: Proposed COM Land Use Zoning Designations to be Applied to James Lynch's Lands in new Clare County Development Plan 2023-2029



Source: Land Use Zoning Map of the *Sixmilebridge Draft Clare County Development Plan 2023-2029*, extracted, reproduced and annotated by The Planning Partnership under OS Licence No. AR0114722

4.0 SIXMILEBRIDGE TRAIN STATION

Sixmilebridge Train Station provides the opportunity to future proof the ability of Sixmilebridge and its environs to support significantly enhanced multi-modal accessibility from walking, cycling and rail, and ultimately improve bus connections services.

The consolidation of activity within a 1km catchment boundary of existing stations along the railway catchment will ultimately create better linkages between town centres and stations, support the viability of the rail corridor, and provide a strong justification for the enhancement of existing services.

The provision of high-quality walking, cycling, local bus services and (where appropriate) the effective utilisation of Sixmilebridge Train Station's Park and Rail facilities, is required to support commuters from a much wider catchment area and in turn consolidate future housing within Sixmilebridge's development boundary. This in turn will support the viability of the railway corridor.

It is our professional planning opinion that investment in transport, and the location of well-placed quality services (which include retail) and housing, can give smaller towns an advantage when considered in an holistic approach of being delivered in tandem with each other.

It is noted that Planning Permission was Granted for a Primary Health Care Facility under Plan. Reg. Ref. No.: 19/137, on the only other *Commercial* zoned lands within Sixmilebridge. This live Planning Permission has not been implemented to date.

Finally, we submit that the emerging *Clare County Development Plan 2023-2029* confirms the **Retail Objective** for Sixmilebridge for the "*provision of modern, good quality convenience goods stores, of an appropriate scale, and associated retail and service units to enable Sixmilebridge to meet the needs of their local catchment population*".

It is our professional planning opinion that none of the identified Opportunity Sites, or Mixed Use zoned lands/sites, are suitable and large enough in extent to facilitate a viable development comprising the footprint of a modern, good quality convenience goods store as required.

5.0 CONCLUSION

In closing, The Planning Partnership wishes to make this submission with regards to the future vitality and vibrancy of Sixmilebridge, to act as catalyst for development to future-proof the ability of Sixmilebridge and its environs to support significantly enhanced multi-modal accessibility from walking, cycling, rail, and ultimately improved bus connections services, and the inherent opportunities to deliver upon the objectives of the Council as outlined in the *Draft Clare County Development Plan 2023-2029*.

Should you have any queries or require any further information in relation to the above please do not hesitate to contact me.

Yours faithfully



Wessel Vosloo
Principal
The Planning Partnership