

**From:** [REDACTED]  
**Sent:** Tuesday 29 March 2022 08:29  
**To:** [REDACTED]  
**Subject:** FW: Submission attached  
**Attachments:** Ennis MD Submission on the Draft Development Plan.docx

**From:** Leonore O'Neill [REDACTED]  
**Sent:** 28 March 2022 15:58  
**To:** [REDACTED]  
**Subject:** Submission attached

Kind Regards

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COMHAIRLE CONTAE AN CHLÁIR  
CLARE COUNTY COUNCIL

**Submission from Ennis Municipal District on the Draft County Development Plan**

**Page 6**

Objective 3a (1) – suggest that it clarifies what are the requirements for the local area plan for Ennis and what are the anticipated timescales

**Page 15**

The tourism hub element is mentioned on Page 36 but not on page 15 (see extracts from pages 15 and 36 below. For consistency purposes, I would suggest that it be mentioned in both.

**Goal 17 Tourism**

An Ennis know for its unique assets and attributes, a high quality, diverse, sustainable year-round tourism product that attracts visitors and revenue to the area and ensures that tourism plays a significant role and makes a valuable contribution to the local economy.

**Goal 18 Biodiversity and Natural Heritage**

An Ennis that protects and enhances the unique natural heritage and biodiversity of the Plan Area and provides a comprehensive green infrastructure network with high quality sustainable access and recreation opportunities.

<b>Objective V3(a)10</b>	It is an objective of Clare County Council: a) To develop Ennis as a ‘tourism hub’ offering a unique access point and base to explore the County and the wider region; b) To attract and provide for a year-round tourist product, by diversifying the existing strong tourism product based on heritage and culture into activity breaks, food tourism and the conference and convention market; c) To enhance the attractiveness of the Town Centre with greater pedestrian priority and environmental enhancements presenting an accessible family friendly town with a high quality of life; d) To develop a comprehensive ‘brand’ and marketing strategy and to actively promote Ennis as a tourist destination; and e) To support the development of Clarecastle as a centre for tourism activity.
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**Page 15**

proposals. Local play and community facilities will be encouraged adjacent to neighbourhood centres to encourage linked trips and to ensure that they are easily accessible to local residents.

Would be beneficial if positive examples could be referenced.

**Page 15**

- To deliver up to 30% of all new homes targeted for Ennis within the existing built-up footprint.

Will these areas be identified with the Local area plan?

**Page 18**

Map of neighbourhoods – could the “other areas” shaded in brown, be referenced by compass points for future ease of reference

**Page 19**

Section 1.5.1. – should there be consideration or mention of Vocational Education opportunities

**Page 20**

Comment with Reference to OP15 - I suggest that there is mention of active travel connectivity to the Clare technology park which may increase interest from new tech (selling point)

**Page 21**

ENT1 required update of R474 from N85

1.5.3 MU5 being leased by HSE for 25 years as car park?

**Page 22**

1.6.1

I would suggest that the wording be amended in the first bullet point as follows:

To support the delivery of a parking strategy including prioritized use of existing surface parking, multi-storey car parks and provision of both surface, multi-storey, and park and stride sites

**Page 24**

**Garraunakilla Market**

Whilst not an identified Opportunity Site, the Council recognise the important role of the market area in the socio-economic life of Ennis and its hinterland. The physical location of the market plays a key role in attracting pedestrians into the area and influencing footfall patterns through the Town. Garraunakilla Market is a key link and fulcrum between the traditional principal shopping streets in the centre of the Town and the potential redevelopment of the Ennis National School site. The redevelopment of the market has the potential to create strong synergies between the retail activities on main shopping streets of the Town and areas in need of renewal by the redevelopment/repurposing of vacant and underutilised building in the Market area.

I believe that the reference to the area as a market should be removed. This area, along with the lower market street area should be considered in a future public realm enhancement with consideration of alternate uses of the both the building itself and neighbouring buildings given consideration.

**Page 25**

Holy Family School: I would suggest that this needs some reference to its use as an auxillary car park during non-school times

**Page 27**

Table 1 – need unit measurement at top of table

**Page 27**

**1.7.4 Edge-of-Centre and Out-of-Centre Retail Development**

‘Edge-of-centre’ is defined as a location within easy walking distance (no further than 400m generally) of the primary retail area of the town centre. An out-of-centre location is defined

The section of the map (which accompanies the development plan) specifically relating to the Ennis Town Centre should be copied into this section for ease of reference.

**Page 28**

Neighbourhood centres – I would suggest that the identification of pedestrian and cycling infrastructure requirements be included as key determinants

**Page 29**

V3a 7 – I would suggest that the Objectives section should include that a policy of the local authority is to support the facilitation of walking school buses or similar in private developments.

**Page 31**

Public Realm Enhancements – I suggest that the reference to Parnell Street is removed as this project is completed. I would like to see consideration of Abbey Street and its surrounds, and Lower Market Street area and its surrounds be identified as locations for potential future public realm enhancements.

**Page 33**

Section 1.9.1.

I would suggest the addition of the following extra bullet point –

- The 10-Minute town model requires permeability and direct connections (cycling and pedestrian facilities) between existing and future developments

**Page 34**

1.10.1

<b>CCDP Volume 3 Settlement Plan Objective</b>	
<b>Objective V3(a)9</b>	It is an objective of Clare County Council: a) To continue to work with the Department of Education and Skills, the Limerick Clare Education and Training Board and other agencies in meeting future educational requirements of the Ennis and Environs Area on land zoned for community and identified for schools; and b) To support infrastructural up-grades including road improvement schemes that facilitate pedestrian and cyclist commutes to schools. This is of particular relevance to

Requirement to identify the fact that a) needs to done correctly in order to implement b)

## Page 36

Tourism Objectives:

I believe that Ennis should be seeking gateway status to the Wild Atlantic Way and the Cliffs of Moher.

I note that Ennis is designated as a hub for tourist activity – as such the creation of linked public transport links to the remainder of the county need to be prioritized i.e. tourists coming by rail and linking into the bus network to access the county

## Page 43

Section 1.13 I would suggest that this section refers to the fact that the management of open spaces is in accordance with good Biodiversity principals i.e. grass is cut later in the year

## Page 44

### 1.14.1 Strategic Aims for Infrastructure

In order to maximise the infrastructural resources in the Municipal District area, the Council will proactively pursue the following strategic aims:

- To facilitate the “Key Infrastructural Requirements” as set out in the RSES for Ennis subject to appropriate environmental considerations
  - Provision of a new access to the motorway from the Quin Road to alleviate significant heavy traffic from the town;

I would suggest that the following be added to the above– “or in the event that this access is not feasible, alternatively to examine the provision of a new access road between the Quinn Road and the N85”

I would suggest the addition of the following bullet point:

- To engage at a National Level to progress the provision of a Town public bus service

Where is states this

- To provide for high quality broadband and an efficient high capacity ICT infrastructure.

I would suggest that this is broadened to comment that this also needs to cater for the immediate rural areas in the vicinity of Ennis

## Page 45

I would suggest that the general commentary make mention of the fact during the course of the Development plan it is likely that future pedestrian and cycling safeguards will be identified

Table 2 Proposed Projects identified for Future Development

Number	Road Type	Project Area
1	Local Road	Gort Road (R458) to Tulla Road (R351)
2	Link Road	Lahinch Road (N85) to Drumcliff Road (L4182)
3	Link Road	Drumcliff Road (L4182) to Gort Road (R458)
4	Link Road	Clon Road (R871) to Quin Road (R469)
5	Local Road	Kilrush Road (R475) to Drumbiggle Road (L4526)
6	Local Road	Phoenix Court (L4518) to Radharc na hInse (L4544)
7	Link Road	Friary Carpark (L8609) to Friar's Walk (L4635 – Temple Gate Carpark)
8	Arterial Road	Skehanagh Roundabout (N85) to Quin Road (R469)
9	Interchange	M18 to Quin Road (R469)
10	Cycle path/footpath	West Clare Railway Greenway

Where is Road no. 5???? – no marking on it on the map

## Page 106

### VGA 1 South of the Primary School

This elevated site in a central location in the village, situated adjacent to the school, would require development to be of a high standard of layout and design. A buffer running along the M18 to protect the future amenity of development is required. The buffer shall be designed having regard to the Clare Noise Action Plan 2018 and associated Strategic Noise Maps as prepared by Transport Infrastructure Ireland.

I would suggest that both the future expansion needs of the school, and the parking requirements for teachers be considered in the context of VGA 1

I would suggest that for Barefield village an objective should be the Expansion of cycleway / walkway facilities to accommodate the pupils of the school

## Page 115 (Page 131) Clusters

Doora should be given consideration for village status during the period of the plan – it is the same size as Toonagh