

**From:** [REDACTED]  
**To:** [Development Plan](#)  
**Subject:** Submission to Variation No.1 to the Clare County Development Plan 2023-2029  
**Date:** Monday 6 April 2026 14:09:41

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**Submission To Variation No 1 to the Clare County Development Plan 2023- 2029  
- Hospital Roundabout**

Dear Sir or Madam,

Please accept this submission.

I refer to Vol 3a (iv) titled Ennis Local Transport Plan “ 6th March 2026.

**A.** I object to the wording in current version of Vol 3a(iv) , Variation No 1.

1. at page 116 of Vol 3a(iv) which outlines the proposed preferred option for the Hospital Roundabout , namely

- Option Ref “ J2 Gort Road Highfield Park - upgrade junction to provide safe pedestrian and cycling movements “ , and

2. at S6.5.2 of Vol 3a(iv) which states “ A revised junction design enabling , layout for safe pedestrian and cycling movements will be considered following detailed modelling . In order to address impacts on traffic flow and congestion , modelling assessment will include the full section of road from Ivy Hill/Gort Road junction to the Hospital Roundabout.”

For reasons outlined at C below.

**B.** I request amendment of wording in adopted version of Vol 3a(iv) Variation No 1 to read as follows ,

1. at page 116 of Vol 3a(iv) which outlines the proposed preferred option for the Hospital Roundabout , namely

- Option Ref “ J2 Gort Road Highfield Park - upgrade junction to provide as priority the current access & exit to Gort Road Shopping Centre , safe pedestrian and cycling movements “ ,

2. at S6.5.2 of Vol 3a(iv) to state “ Whilst retaining in and out routes to Gort Road Shopping Centre & efficient emergency vehicles usage , a revised junction design enabling , layout for safe pedestrian and cycling movements will be considered following detailed modelling . In order to address impacts on traffic flow and congestion , modelling assessment will

include all roads ( public and Shopping Centre ) currently using the Hospital Roundabout.”

### C. Background reasons for objection and requested amendments to Vol 3a(iv)

- Traffic Congestion and Circulation: The Gort Road is already one of the busiest approaches to the town, serving multiple schools, housing developments, healthcare facilities, businesses, and Ennis Hospital.
- Removing a lane and reconfiguring the roundabout into a three-arm signalised junction will constrict traffic flow at a critical pinch point and likely worsen congestion - especially during morning and evening peak times, or when hospital related traffic is heavy.
- Any Removal of in/out primary access to the shopping centre would have Access and Economic Impact on Local Businesses employing circa 200
- Such a proposal effectively removes direct access to several long-established businesses paying over €100,000 rates annually
- Forcing access through one entry/exit on Gort Road would cause disastrous delays, risk queuing back on the Gort Road and out of the shopping centre, and deter customers, affecting trade and convenience.
- Safety and Operational Concerns: Direct access from the Hospital roundabout enables efficient entry and exit for both private vehicles and delivery traffic.
- Diverting all business access via a single entry—especially one situated on a bend and prone to queuing—could raise road safety concerns, particularly at times of high footfall or inclement weather.
- Lack of Consultation with Impacted Stakeholders: There appears to have been insufficient direct engagement with the businesses or institutions whose access will be altered or removed. This undermines the otherwise commendable principles of participatory planning emphasised in the LTP.

### D. Conclusion

In light of these concerns, I respectfully request the following:

That the proposal J2 be amended to retain the existing roundabout configuration, including all current arms and access routes.

That alternative road safety measures be explored, such as enhanced pedestrian crossings, junction markings, and traffic-calming features, without reducing access or capacity.

This roundabout is a vital node in Ennis’s transport network. Any significant alteration should enhance, not compromise, safety, accessibility, and functionality.

Is mise,

Tommy Guilfoyle

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