



Clare County
Development Plan
2023-2029

Draft Clare CDP 2023-2029 - Public Consultation Portal

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Submitted Time: March 28, 2022 3:56 PM

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Volume 1

Climate Action and Renewable Energy, Core Strategy, Settlement Strategy and Housing, Economic Development & Enterprise, Retail, Towns & Villages, Design & Placemaking, Transport, Service Infrastructure and Energy

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

Ennis/Clarecastle

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

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

Location Map



Earthstar Geographics | Esri, FAO, NOAA

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Better_Ennis_Clare County Development Plan.pdf, 0.07MB



Better Ennis advocates on behalf of healthier settlements, particularly in relation to sustainable transport and mobility, accessibility, reduction of noise and air pollution, and advocates for good planning in order to improve people’s quality of life and to act in response to the climate and biodiversity emergencies.

Re: Volume 3a Ennis Municipal District Settlement Plans

Within Goal 4 we would like to see explicit reference to sustainable transport and mobility and its role in achieving a high quality of life. “Goal 4 Promote a high quality of life, health and well-being An Ennis that is diverse, inclusive and promotes and develops healthy communities through affordable, accessible residential accommodation, education, community and health facilities; and access to amenity and recreational spaces.”

Within Goal 11 we would like to see the importance of climate mitigation being emphasised also. Establish Ennis as a climate adaptive leader “An Ennis that leads the way in demonstrating adaptation to climate change and embed nature based solutions that deliver multiple benefits to people and nature in its approach to managing, and adapting to the effects of climate change which supports energy efficiency and conservation, champions renewable energy technologies and enables the decarbonisation of our lifestyles.”

1.4 Housing and Sustainable Communities

1.4.1 Strategic Aims for Housing and Sustainable Neighbourhoods

The strategic aim of “To deliver up to 30% of all new homes targeted for Ennis within the existing built-up footprint.” seems to be at odds with the National Planning Framework and we would suggest a much higher percentage, as 70% on greenfield sites would like lead to further sprawl and less necessary densification.

1.5.2 Lands for Employment-Generating Development

We recommend that it is clearly expressed that an active travel network is prioritised for access to each of the proposed sites. Given the growth of ebikes and ecargobikes, they are very much within cyclable distances of the town and each other. The priority of active modes,

followed by sustainable modes of transport, and the reduction in private car usage, particularly to busy workplaces should be explicitly made.

1.6.1 Strategic Aims for Ennis Town Centre

We request that the following strategic aim be removed from the development plan

“To support the delivery of a multi storey car park within the Town Centre to make the Town Centre a pedestrian-friendly area and provide additional parking at convenient locations to ease traffic flows in the Town Centre; “

Provision of private car storage in a town centre will further induce travel into the town centre and is at odds with best practice sustainable transport and mobility plans, liveable town centres and improved local economics. Housing, amenities, green spaces are useful use of town centre spaces, and in light of the climate emergency and acknowledging other strategic aims and goals of this document in relation to climate action, the siting of a multi-storey car park within the Town Centre is very much at odds with this. We would further like to see removal of much of the surface car parking in the town centre to improve amenities for residents and visitors, particularly along the River Fergus.

A network of comfortable, well designed footpaths and cycle lanes will be necessary and inter-urban public transport will be required to ensure good mobility throughout the county and region. This is a development plan for the next several years, and a vision of quality sustainable public transport coupled with quality active travel networks but in the town and connecting to towns and villages and cities in the region, is attainable - but not when we are giving prime public space over to inefficient car storage.

An additional strategic aim for the town centre we would like to see is the provision of a bike share scheme (connected to village and town bike share schemes within the County), particularly with ebikes and scooter provisions, as well as e-cargo bike share scheme for business and last mile delivery.

1.6.2 Transformational and Opportunity Sites in the Town Centre

The Post Office Field:

We would like to see this retained as a ‘green lung’ for Ennis town centre and would prefer to see improved biodiversity at other green sites, including rewilding opportunities, in the town centre. We are concerned that development would encroach upon a unique green and

wildlife area in the town centre and would suggest improving the riverside offering which is currently under-utilised as unattractive on-surface car parks.

1.7 Retail Development and 1.4 Housing and Sustainable Communities

We would like to see a focus on revitalising 'Over the Shop' living to improve the attractiveness of the town centre, due to the benefits including added vibrancy, improved personal safety, the night-time economy, reducing the need for people (who will live in the town centre) to travel for services/schools/employment and thereby reducing transport emissions and improving people's health and quality of life.

1.9 Travel, Mobility and 10 Minute Town

We very much welcome the proposed 10 minute town approach for Ennis.

We would like to see an recognition within this section that in order to enable people to walk and cycle and roll, and that a high quality active travel network be designed and delivered, and that any future public transport work efficiently and reliably without being delayed in private car transport, that reallocation of road space will be required, and removal of surface car parking will be necessary. The following statement is not adequate to encourage a modal shift to active travel.

“To encourage such a modal shift requires improvement to the existing public realm and walking and cycling infrastructure to ensure the safe and pleasant movement of people. Furthermore it is essential that all new developments focus on permeability, connectivity and link with the pedestrian, cycle and transport routes. “

We would like also to see a bike parking plan, including for ecargo bikes and non-standard cycles, and a charging plan for EVs including within the LAP as outlined here.

“To this end the Ennis and Environs Local Area Plan will set out a strategy and objectives for walking, cycling, bus, delivery facilities, taxi ranks, signage, safe routes to school and carparking. “

1.9.1 Strategic Aims for Travel and Mobility

We would like to see within this an acknowledgement of the need for work on mobility and transport network with neighbouring Local Authorities, particularly where cross-boundary active travel networks come into play, but also in relation to timetabling of public transport for regional and local connectivity.

Thank you for your attention,
Síle Ginnane, on behalf of Better Ennis, March 28th 2022