



**Shannon Municipal District Office – Economic Development**

Observations for the Clare County Development Plan.

16-11-20

1. Clare County Council is developing a number of initiatives to improve viability of the town centre having regard to place making and connectivity/integration of the commercial zones to the east/north of the town and Shannon International Airport. There is an aging housing stock in the town and a recognised need to increase the income mix to further enhance the prospect of successful outcomes for retail in the centre. The suggestion is to have regard to planning policy in terms of ensuring a mix of housing tenure and type so that a balance is struck that will bolster the economic viability of the centre.
2. Consideration might be given to developing a deeper understanding of the behaviour & attitudes of residents of Shannon towards the retail and town centre – perhaps through this plan or the associated retail strategy. There is a sense that residents are not naturally drawn to the town centre (i.e. for a coffee / the chemist / the butcher / hardware store).
3. From a social/lifestyle perspective the CDP might promote the development of awareness campaigns for local business and link the broader wellness issues (i.e. isolation) of COVID/remote working to break-out/shop local initiatives – For example, the street trading bye-laws are being reviewed to allow pop-up businesses like coffee stalls in amenity areas or remote housing clusters – Shannon embankments, Cratloe forest trail etc.
4. The completion of the assessment of CFRAMS for the town will go some way to renewing confidence in the local housing market re house insurance.
5. It is suggested that the plan policies would support the creation of serviced sites in Shannon which would attract the development of higher value and bespoke housing – this in turn would attract higher income households.
6. It is also suggested that housing stock revitalisation through energy schemes be promoted through the plan.
7. Having regard to zoned lands such as (R5 in the Shannon LAP) it is noted that road and water infrastructure is required to activate development. How such infrastructure can be delivered (external agencies and developers) might be considered as policy positions in the plan.

8. The Sixmilebridge maps show 'infrastructure safeguards' on linear routes through the town. The suggestion is that these be reviewed.
9. Key to the facilitation of remote working is the provision of high-speed broadband – The suggestion is that the plan take such requirements into consideration, particularly in rural areas.
10. Westbury/Shannon Banks/Carraig Midhe – These three large contiguous housing estates in southeast Clare are not currently considered Towns or Villages and currently do not qualify for TVR funding. This limits amenity and public realm development. The ask is that this situation be considered in the context of the plan.
11. That consideration be given to the strategic position of Shannon as part of the MASP. That the plan identifies policy positions with regard to the infrastructural development of the MD to enable future growth – i.e. waste-water connectivity to Limerick Main Drainage for existing and future development and capacity in Shannon Town to cater for increased industrial activity. It is important that external agencies such as IW align their priorities with our CDP (from RSES / NDP).

12. Limerick Northern Distributer Road:

The Shannon Municipal District considers the LNDR critical to the performance of the south east Clare and Limerick City north. The MD sees this road as a key link between Shannon, LIT, the Clare UL Strategic Development Zone and the main university campus at UL. The road will provide a focus for 'park and ride' facilities and connect communities along its route.

Appropriate design will facilitate multi-modal movement. It is imperative that the LNDR and the strategic objectives of LSMATS are central to the County Development Plan.

13. The CDP should promote projects that improve place making for Shannon and the MD.
14. Green Routes have become central in our thinking on sustainable development, leisure and on tourism/employment. The Shannon MD would like to see a green route extending from Shannon airport to Bunratty and on to both Limerick and north along the Owenagarney river to Sixmilebridge. These are potential projects of scale and importance and as such should be showing in the CDP.
15. It is noted that the primary radial route for cycling in the Draft LSMATS is along the R463 (pp 45) – 'City Centre to Westbury and Ardnacrusha along the Corbally Road'. The map on pp47 of the Draft LSMATS shows the primary route line finishing at Larkin's Cross and the extended secondary route line finishing at an intersection with the LNDR – The request is that the CDP indicate a cycle/walking route from Westbury to Barry's Cross in order to serve the significant community/housing estates in Ardnacrusha and connect it to the wider urban infrastructure. This has been asked for in the submission made by SMD to the NTA – It is vital that the community at Ardnacrusha is connected.