



STRATEGIC
MASTERPLAN
+
URBAN DESIGN
STRATEGY

MARTYR'S ROAD,
NENAGH,
COUNTY TIPPERARY

ISSUE: 10.12.2014



Comhairle Contae Thiobraid Arann
Tipperary County Council



INTRODUCTION_

The Masterplan for Martyr's Road sets out a vision for a redeveloped urban quarter on to the eastern edge of the town centre.

The site fronts onto the Dublin Road at the approach to the town centre and has good pedestrian access to the retail core. It is 9.637Ha in area . Fig.1.

There are significant opportunities for high quality mixed-use commercial and residential developments that can complement and strengthen the vibrancy of the existing retail and business core of the town.

The redevelopment will take place over an extended period of time . Hence the need for a clear and ambitious plan to inspire and guide an outcome of the highest standard or urban design and architecture. economically and socially successful outcome.

The process will be collaborative and will involve engagement between the Council, local community and stakeholders. This will help ensure that the new urban quarter fulfils its potential to become a catalyst for greatly enhancing the social and commercial life of Nenagh, and its physical environment, to the benefit of all.



FIG1: Study Area Outlined

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1 Preface

- 1.1 The role and status of the document.
- 1.2 Why is the masterplan needed?
- 1.3 Consultation
- 1.4 The Study Area



PREFACE_

1

1.1 The role and status of the document.

Nenagh Town Council commissioned Healy Partners Architects, Punch Consulting Engineers, CST Group (Traffic), Doyle & O'Troithigh Landscape Architects and Aegis Archaeology to prepare this masterplan to guide development in the Martyrs Road defined study area and its edges. The Masterplan builds on policies and objectives set out in the Nenagh Town & Environs Development Plan 2013-2019.

The Nenagh Town & Environs Development Plan 2013 to 2019 envisages Nenagh as a vibrant, self-sustained town, with a high quality of life and educated workforce.

The policies and objectives of the Development Plan and other planning policy guidelines have been taken fully into account in the preparation of this masterplan

1.2 Why is the masterplan needed?

The redevelopment will take place over an extended period of time . There is a need for a clear and ambitious plan to inspire and guide an outcome of the highest standard of urban design and architecture to achieve the objectives set out in Chapter 2

1.3 Consultation

The Council and Project team met with the local property owners within the study area prior to the drafting of the masterplan. The outcome of this very useful contribution to the masterplanning process is summarised in Appendix 2 .

A further meeting was held with the local property owners within the master plan area on 17/09/14 to discuss the draft plan. No significant issues arose from these meetings.

Following a presentation of the Masterplan to the Councillors of the Nenagh Municipal District of Tipperary County Council at their meeting of 18/09/14 the Plan was advertised in the local press and on the Council's website with comments invited from the public during the period 06/10/14 to 29/10/14. An open afternoon was held on 09/10/14.

No significant issues arose out of the public consultation.

1.4 The Study Area

The extent of the study area is indicated on the plan opposite. Fig. 2

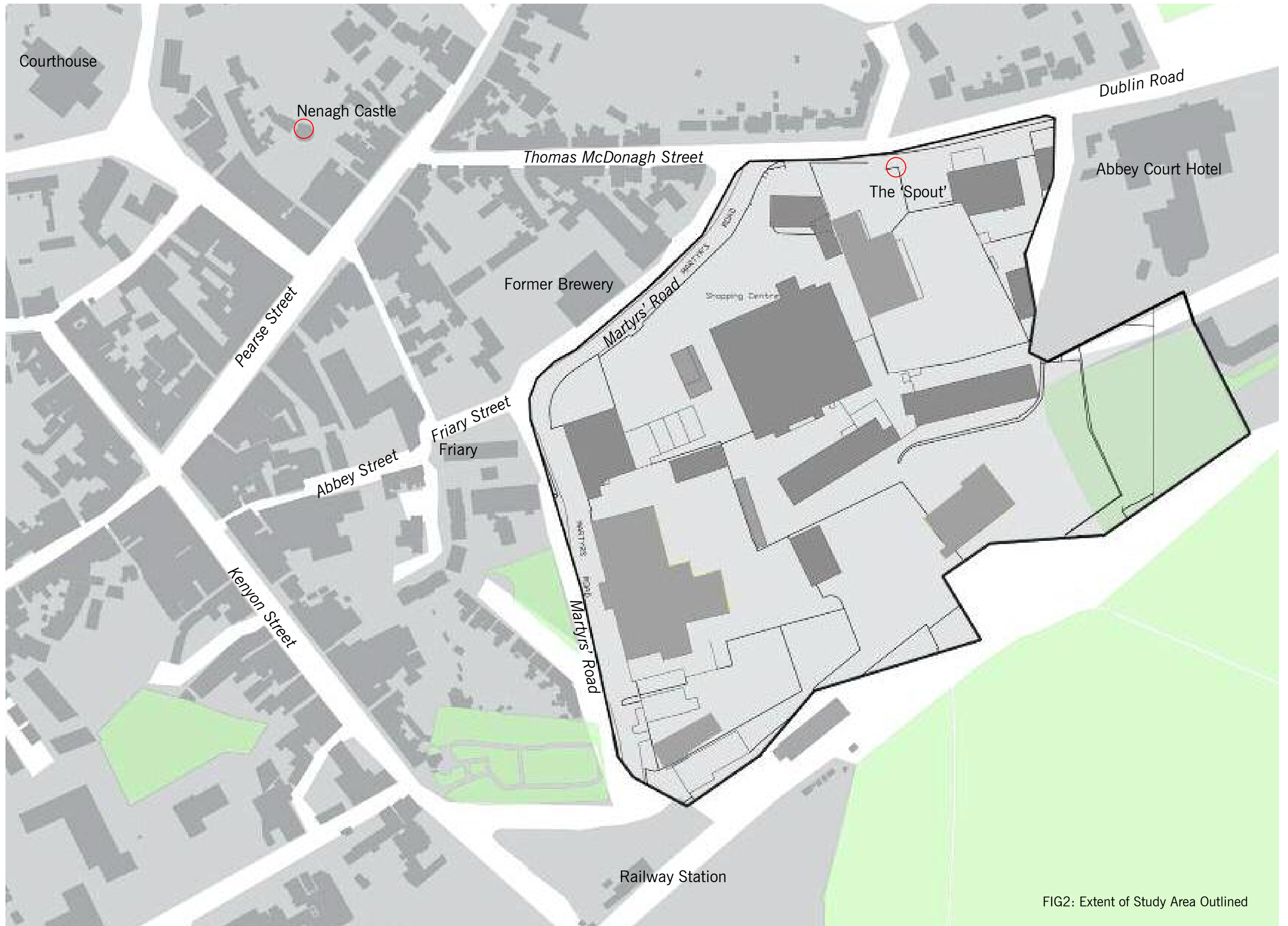


FIG2: Extent of Study Area Outlined





2 Masterplan Objectives

2.1 Schedule of Objectives



MASTERPLAN OBJECTIVES_

2

2.1 The Masterplan Objectives set out in the Masterplan Brief in the Nenagh and Environs Development plan 2013 are:

- To enliven and rejuvenate this prime town centre site and improve the quality of existing linkages between the Masterplan Site and the Town Centre.

- To ensure that the site is developed in a coordinated manner and integrates physically and socially with the town centre and is sympathetic to the existing urban form and streetscape within Nenagh Town.

- To facilitate the development of a range of appropriate uses which will complement and not compete with the commercial activities within the town.

- To ensure the development potential of the site is maximised.

- To achieve a sustainable approach to movement to reduce the impact of vehicular congestion on the town centre environment.

- To ensure that the car parking is provided to facilitate the development.

- To prioritise pedestrian access and a functional and secure network of public spaces.

- To ensure the re-development of the site adopts high standards of urban design with the creation of a network of streets rather than a road/traffic dominated environment, including a variety of functional and supervised public spaces that interconnect with movement across the site in the form of enclosed squares, new streets and urban gardens.



FIG3: Franciscan Friary



3 Strategic Context

- 3.1 Strategic Location.
- 3.2 Strategic Connections
- 3.3 Planning Policy Context



STRATEGIC CONTEXT_

3

3.1 Strategic Location

The Martyrs Road opportunity site is adjacent to the retail and business core of Nenagh town. Nenagh is located in the northern half of County Tipperary.

The town is located 35 Km to the east of Limerick City and 155km west of Dublin.

3.2 Strategic connections.

Nenagh is adjacent to the M7, served by three junctions providing direct access to the East, South & West of the town.

The N52 connects the town with routes to Birr, Tullamore and Athlone and also to the M7.

A railway line connects the town to Limerick (West) and Roscrea / Dublin (East).

Shannon Airport is 68Km from Nenagh whilst Dublin Airport is 170Km. Both have direct motorway access from Nenagh

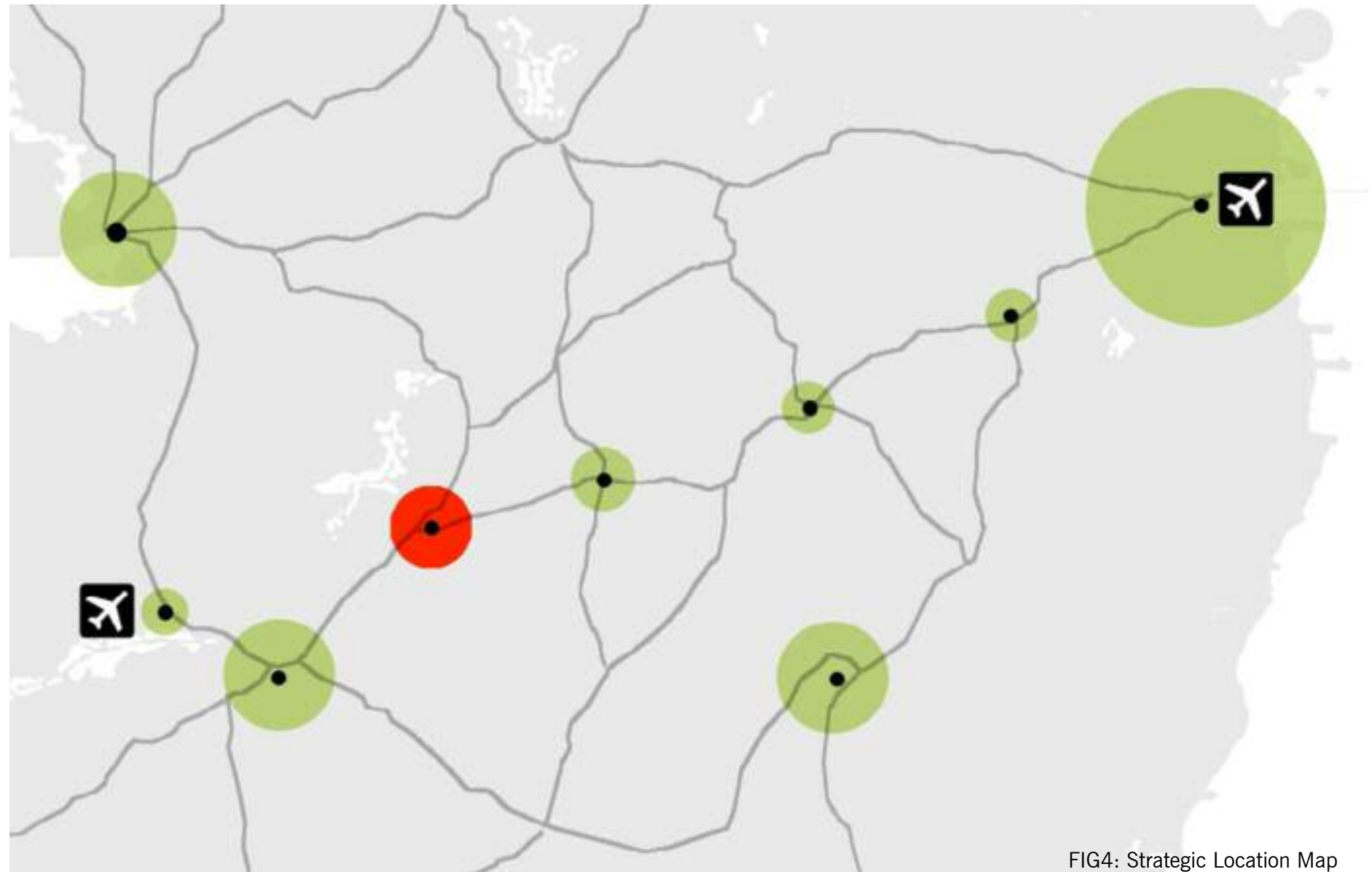


FIG4: Strategic Location Map

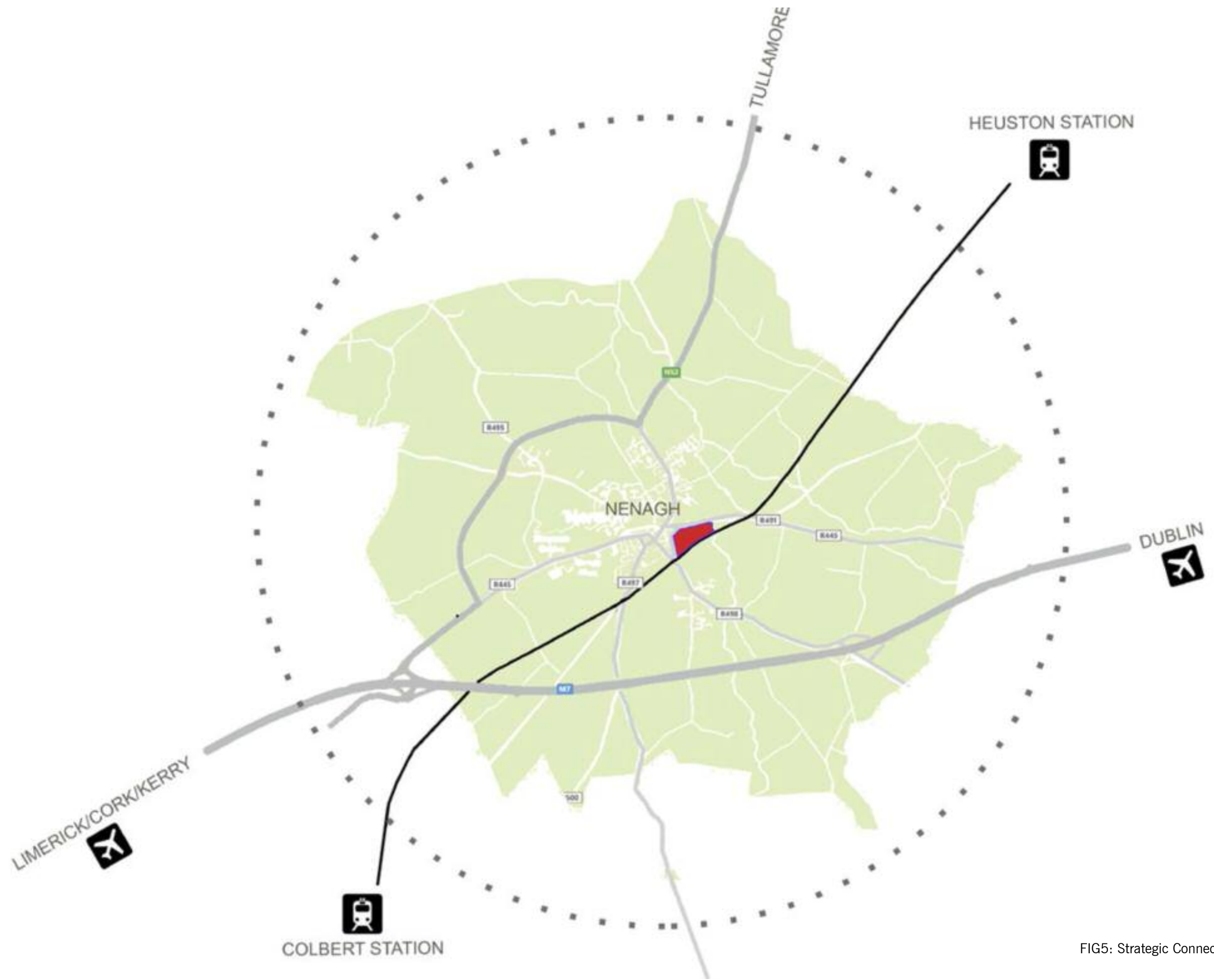


FIG5: Strategic Connections Map

STRATEGIC CONTEXT_

3.3 Planning Policy Context

3.3.1 LOCAL PLANNING CONTEXT

The National Spatial Strategy is due to be revised and re-drafted in 2015 with Regional Planning Guidelines prepared thereafter where Tipperary will become part of new region.

Under the existing Strategy, it is noted that Nenagh is located 20 minutes drive from the Limerick Shannon gateway.

3.3.2 LOCAL POLICY

The Nenagh Town & Environs Development Plan 2013 to 2019 envisages Nenagh as a vibrant, self-sustained town, driven by the high quality of life and educated workforce.

The strategic objectives in the development plan support the development of the Masterplan area, noting the following

Strategic Objective 4:
To promote the strategic advantages of

Nenagh as a location for investment and employment generation and to identify appropriate lands for industrial, enterprise, office and retail uses.

Strategic Objective 5:
To regenerate the Town Centre of Nenagh, to ensure it is a centre which is viable and vibrant by enhancing and promoting retail, business and other service provision.

Strategic Objective 8:
To conserve and enhance the built heritage of Nenagh Town and to adopt a positive approach towards development to enhance, preserve, re-use or increase the accessibility of such features.

Strategic Objective 10:
To protect and support strategic infrastructure in the town including the national road network and the Railway Station and to promote sustainable transport patterns in accordance with Smarter Travel – a Sustainable Transport Future: a new Transport Policy for Ireland 2009-2020.

3.3.4 GUIDELINES & POLICY

The Retail Planning Guidelines for Planning Authorities and Retail Design Manual (A Good Practice Guide) were both published by DECLG during April 2012.

The Guidelines primarily seek to strengthen the viability and vitality of town centres and in the absence of adequate justification seek to prevent major retail developments outside town centres.

The Design Manual gives good practice guidance in respect of new retail development in the context of protecting, supporting and promoting the attractiveness and competitiveness of town centres as places to live, work, shop and visit. The Master Plan has taken account of the above documents in the formulation of proposals for the redevelopment of the site and acknowledges the need for proposals to complement the existing town centre rather than to compete with it.



4 Masterplan

4.1. Introduction

4.1.1 Land Use Strategy

4.1.2 Urban Design Strategy

4.1.3 Public Realm Strategy

4.1.4 Movement Strategy

4.2 Masterplan Interim Stage



MASTERPLAN_

4

4.1. Introduction

In response to the consultation process, site research and baseline analysis, a masterplan strategy has been advanced to realise the objective as set out in section 2 of the report under the following headings.

4.1.1 Land Use Strategy :

Strengthening and broadening the town centre's offer, incorporating uses that encourage both day and evening time uses within the study area.

4.1.2 Urban Design Strategy:

Ensuring the developments within the study area are seen to be a desirable extension of the existing town centre core, while promoting high quality architectural and urban design

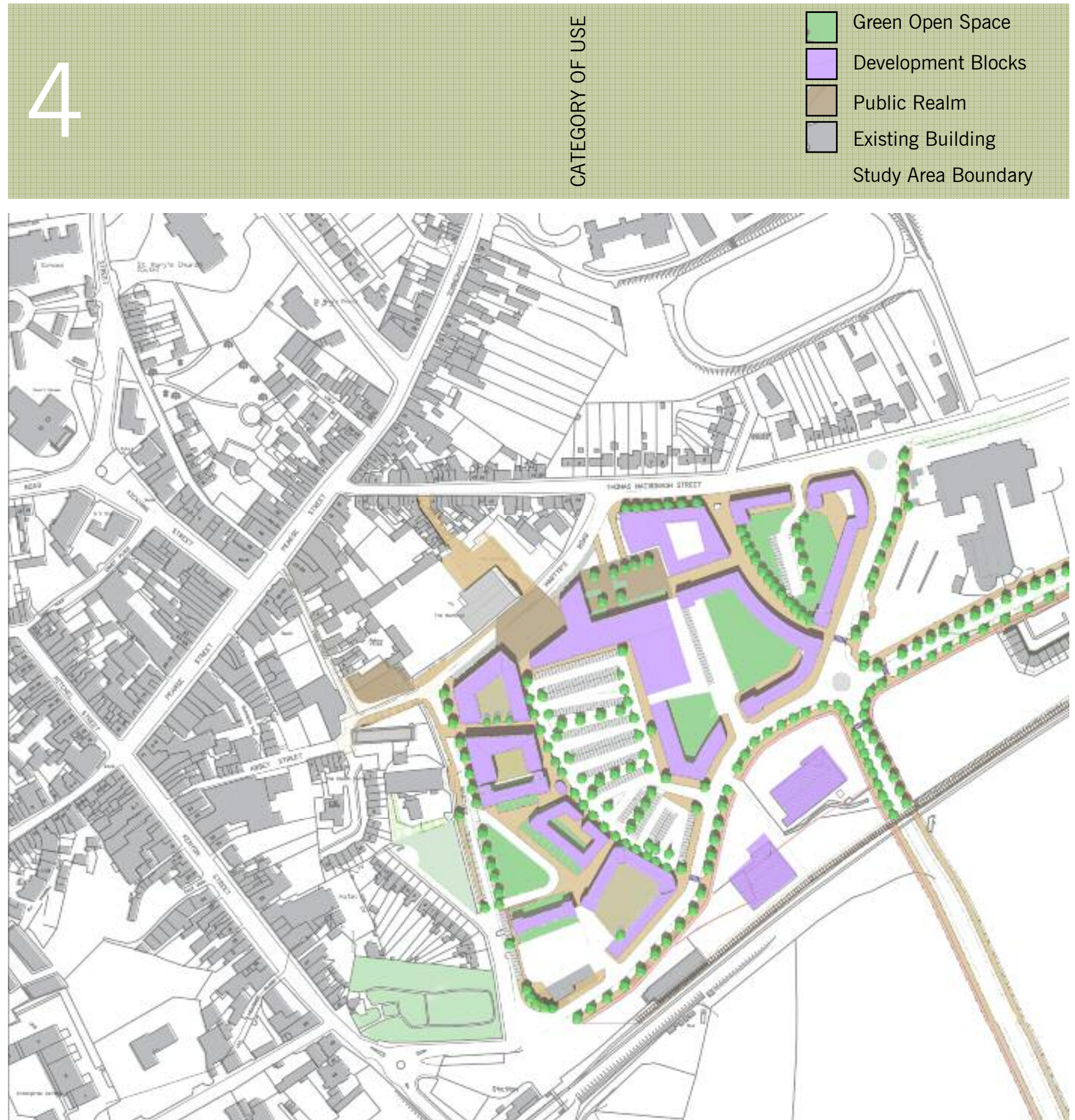


FIG 6: General Masterplan Map
MARTYR'S ROAD MASTERPLAN , NENAGH, COUNTY TIPPERARY

MASTERPLAN_

1. Abbey Machinery Manufacturing
2. Abbey Machinery Showrooms
3. Chadwicks Builders Providers
4. Lidl Supermarket

- Interim Retained Building
- Existing Building
- Existing Open Area / Space

4.1.3 Public Realm Strategy:

Ensuring high quality street design and clear hierarchy of distinct public spaces which are set out to strongly relate to profile historic structures at the study area edge.

4.1.4 Movement Strategy:

Providing a strategy that ties in with the overall movement strategy for the town. Particular focus is on pedestrian and cyclist permeability through the site area and traffic movement around the site

4.2 Masterplan Interim Stage

The interim stage takes account of indications given during the public consultation process where certain premises were identified for continued use, future expansion or open for consideration for change of use.

The interim stage of the plan retains these selected building / properties The former shopping area should be demolished to facilitate construction of a central car park with interim and future developments designed to overlook and enter off this central area.



FIG 7: Study Area: Interim / Alternative uses for large scale buildings in Study Area

INTERIM STAGE APPROACH_

4.3. The Abbey Machinery Manufacturing occupies a substantial portion of the study area fronting Martyrs' Road. The company has recently relocated a substantial portion of its manufacturing business to a new purpose built facility in Toomevara. The southern section of the premises could be utilised to accommodate a number of uses appropriate to town centre such as indoor sports, fitness and leisure uses and encourage a prolonged evening use of the area to complement evening uses in the town centre.

Desirable that the building is accessed from the proposed new car park area to the east. Attractive elevation to the car park area would be required.

Landscaping and ground works should be proposed along Martyrs Road elevation of this building.

4.4 The Abbey Machinery showroom occupies a prominent site at the south west corner of the site. Design improvements to the building would be desirable. Amendments to site to accommodate new 'Railway Road' also desirable.

1. Abbey Machinery Manufacturing
2. Abbey Machinery Showrooms
3. Chadwicks Builders Providers
4. Lidl Supermarket



FIG 8: Aerial Image: Interim Buildings to be retained.

INTERIM STAGE APPROACH_

4.5 Chadwick's builders providers occupy a key portion of the study area as it presents to Thomas McDonagh Street/ Dublin Road.

A new customer entrance to open onto a new commercial public space to the west side of the existing building is desirable.

Existing street frontage could be developed to incorporate the Spout feature and give a strong urban edge to the street.

A new service access from the rear form a new inner relief road ('Railway Road'). This would allow for a larger open public space at the 'Spout'.

4.6 The discount supermarket facility is a relatively recent development and to a good standard of construction and of an appropriate finished floor level.

The proposed new 'Railway Road' improves the visibility of the supermarket to the public road.

It is understood that the supermarket operators are seeking a new and more

prominent location in the town. If the supermarket ceases to trade at this location, alternative 'bulky retail uses could emerge at this site including such uses as car Showrooms, Furniture stores etc.

4.7 Interim Stage Summary

The Masterplan strategy seeks to build in flexibility in relation to the development timelines for various sites and allows for the demolition of a large block of unattractive redundant buildings to facilitate commencement of a coherent overall development.

The interim strategy allows ongoing development of existing building stock to occur but noting that the long term expectation would be that new buildings are encouraged, that will contribute in a positive manner to the built environment of Nenagh Town Centre.

It would allow for pedestrian / cycle access through the masterplan study area from Martyrs' Road towards the Leisure Centre, town park and river walk.



5 Land Use Strategy

- 5.1 Introduction
- 5.2 Education & Enterprise
- 5.3 Business & Commercial.
- 5.4 Residential
- 5.5 Leisure
- 5.6 Tourism



LAND USE STRATEGY_

5

5.1 Introduction :

Uses that complement and enhance the town centre and that encourages both day and evening time uses within the area are highly desirable.

While the masterplan indicates specific uses on particular sites, these should be considered as initial ideas. There is flexibility and consideration for emerging alternative proposals is also encouraged.

The site is identified in the Nenagh Town Development Plan as Town Centre / Mixed use.

5.2. Education and Enterprise

The most significant junction between the study area and the town centre occurs adjacent to the Friary.

Clustering of business incubation and post leaving certificate education presents a unique opportunity for employment growth in the town centre.

Education is viewed as being formatted in a way that allows both adult education courses

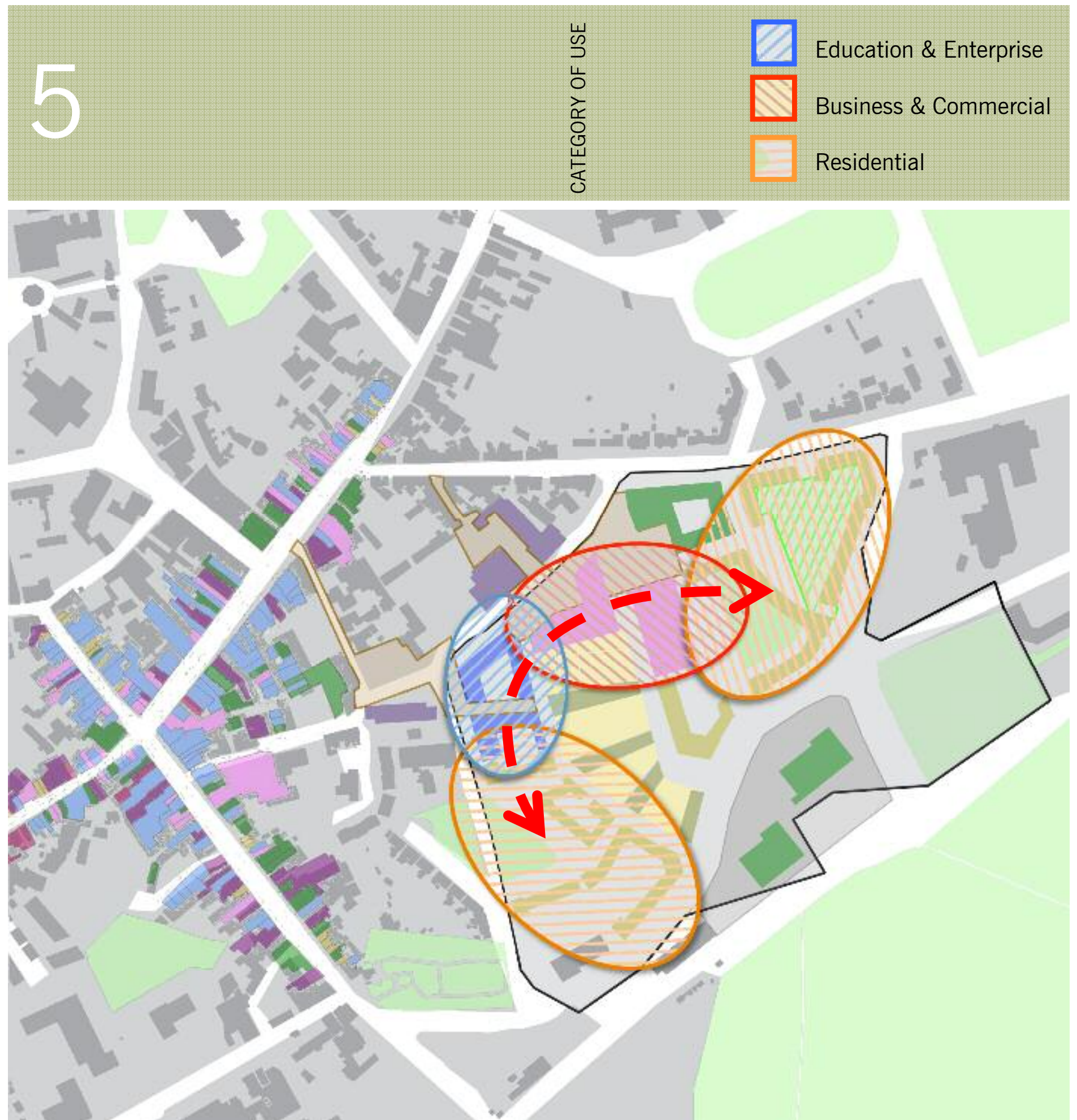


FIG 9: General Zoning Approach

LAND USE STRATEGY_

as offered by Tipperary ETB, Intreo etc to operate alongside specific third level module type programmes which can be delivered through LIT, UL or private colleges.

The intention is to provide a facility that can accommodate programmes, both lecture, practical and workshop based.

Those providing education services can occupy as required.

The buildings should be operated as a common resource and available to all service providers in the adult education / third level space.

Enterprise is intended to allow business incubation as well as business collaborations with third level colleges take place. This model can be developed with Enterprise Ireland, IDA, LIT/ UL, other education partners and the local authority.

Good incubation centres, particularly for start up enterprises, can offer a broad range of shared services & facilities to new enterprises.

- CATEGORY OF USE
- Commercial / Business
 - Education / Enterprise
 - Convenience
 - Sheltered Housing with Commercial to Ground
 - Housing
 - 2nd Phase Mixed Use
 - Mixed use / Commercial district



1. Strong Commercial corner with Healthcare to upper levels.
2. Café / Restaurant located to maximise use of new public spaces & Bus Stop.
3. Education & Enterprise see ground floor given over to exhibition, lecture and workshop spaces with pedestrian route through. Education spaces on upper two levels.
4. Housing to Martyrs Road establishes a relationship with the existing residential and open space opposite.
- 5 Supermarket location with car park adjacent

FIG 10: Masterplan Zoning Mapping

LAND USE STRATEGY_

5.3 Business and Commercial

Adjacent to Education and Enterprise, addressing the Street elevation of the former brewery building is a Mixed use and commercial district. It is proposed that a supermarket forms the main anchor to the development with adjacent commercial, retail and services accommodated in small to medium sized units that address the street and proposed public spaces.

Proposed supermarket location is organised around a public space which has good visibility to Martyrs' Road and Thomas McDonagh Street.

A health centre on floors overhead a ground floor commercial / retail use is seen as desirable. The scale of this development (3 floors) should be of a height that would allow a strong urban corner to emerge and define the entrance to Martyrs' Road from Thomas McDonagh Street.

Additional provision for cafes and restaurant overlooking these new public spaces is also encouraged.

5.4 Residential

Proposed residential accommodation is orientated to be adjacent to existing residential developments located on Martyrs' Road and Thomas McDonagh Street.

The proposed residential development on Martyrs' Road is set out to enhance the existing residential on the western side of the road, with the open space reflected in the new development.

Residential development (Sheltered) on Thomas McDonagh Street can reflect the existing residential to the Northern side of this street. The masterplan area, in its north eastern corner, is at a location that has frontage to a busier street in terms of traffic and pedestrian activity.

Design development could consider accommodating commercial activity at ground floor level with residential overhead access through landscaped courtyards at first floor level.



FIG 11: Example of Residential over commercial & parking – access via first floor courtyard

LAND USE STRATEGY_

5.5 Leisure

Existing industrial buildings in the masterplan study area are open for consideration of alternative uses. In locations within the building, the height is appropriate for indoor field game sports on all-weather type surfaces and leisure uses generally.

Such uses have the advantage of growing activity in the town centre core into the early morning and late evening.

Fit out of a selected building could accommodate a series of exercise studios, sports treatment clinics, gymnasium and club rooms.

The facility could be developed to operate as a facility where individual sports service providers can lease space and offer a variety of sports activity and treatment. Such activities can include

- Gymnasium & Fitness Studios
- Sports Injury Clinics, Pilates & Massage
- Bikram Yoga + Sports Yoga
- Basketball / Badminton / All Weather

5.6 Tourism

There are notable historic buildings and features within the town centre core that have been developed or could be developed to enhance the tourism industry in the town centre. Buildings such as Nenagh Castle and the Friary tell the story of the origins of Nenagh with later buildings such as the courthouse, railway station and churches telling the storey of a more recent history.

The buildings at the railway station are not fully utilised. The old railway shed building in particular offers the potential to serve as the location for heritage project such as a railway and / or industrial museum and such development is encouraged.

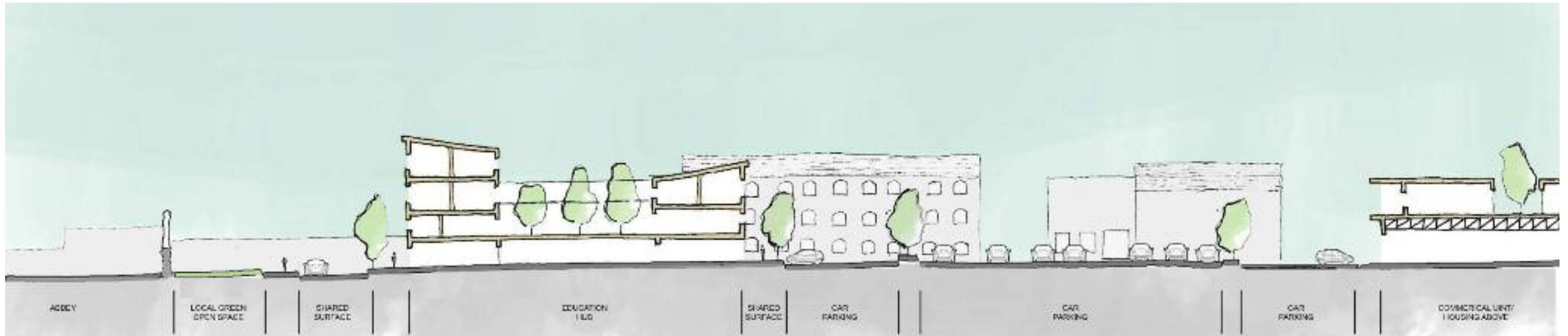
The current frequency of rail services passing through Nenagh is low. There is capacity available which might allow for the development of a heritage rail experience including the operation of a steam train on the line.



Railway / Industrial Museum or Exhibition



FIG 12: Delta Sportsdome, Limerick: Sports use within former industrial building



SECTION THROUGH THE FRIARY: Scale to street edge to Martyrs Road to be 3 to 4 floors in scale.



SECTION THROUGH RESIDENTIAL AT MARTYRS' ROAD: Open spaces set on both sides of road can be landscaped to achieve a sense of a coherent single open space.

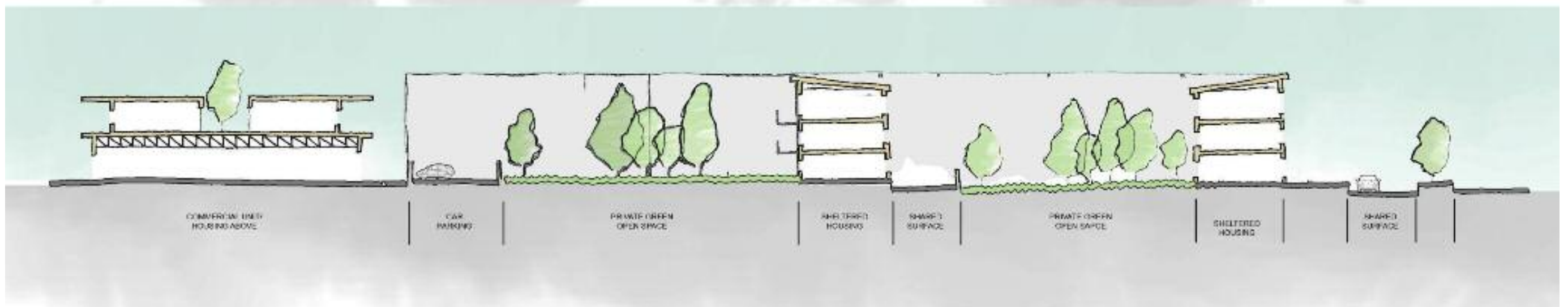


FIG 13; Site Section Sketches.



6 Urban Design Strategy

- 6.1 Introduction
- 6.2 Historic Setting
- 6.3 Urban Form
- 6.4 Building Heights
- 6.5 Mixed Use Development
- 6.6 Residential Development
- 6.7 Materials
- 6.8 Roof Form
- 6.9 Car Parking /Service Yard Areas
- 6.10 Implementation & Delivery



6.1 Introduction

The urban design strategy provides design guidelines for the layout, infrastructure and built form of the entire study area.

New developments on individual sites will conform with these guidelines. This will help to ensure that each development contributes its share to the overall vision of an attractive urban environment that reads as a thoughtful and sensitive extension to the rich historical fabric of the town. (The alternative, to be avoided, is a series of stand alone architectural episodes that contribute little to the character of the town or the study area).

6.2 Historic Setting

The protection and enhancement of the town centres historic and architectural character is an important urban design objective.

The Franciscan Friary, the Water Spout (located on the site), and the Old Brewery offer a strong historic industrial architectural edge to the northern side of the study area.

With such buildings and features immediately adjacent to the study area, new

buildings will be required to achieve a high standard of design, with appropriate scale, height, massing and materials that reflect and respect the palette of material uses in the town centre core.

The organisation of buildings on the site should reference and contain vistas towards these identified site features and retain historically significant features on the site (such as the water spout) and enhance their setting.

Figure 31 identifies the location of the main opportunities for engagement with these historical elements of the town fabric.

6.3 Urban Form

The masterplan seeks to extend the density pattern and scale of the Nenagh town centre core. To achieve this, it proposes to develop a strong and coherent street edge to the study area boundary and define a new building line for the new quarter, engaging with the historic buildings and spaces adjacent to the site.

Such a strategy ...

- Achieves a defined street pattern
- Clear distinction and engagement with the public realm
- Maintains a flexible format for development and open mind as the development of mixed uses.
- Strongly encourage active frontages to streets and open spaces
- Integrate service deliveries, car parking, routes with the built form.

6.4 Building Heights

Building Heights to Kenyon Street and Parnell Street are 3 to 4 storeys in height. The lanes linking these main streets to the site step down to two and single storey buildings. Thomas McDonagh Street which defines the North Eastern edge of the Study area is two storeys in height.

The masterplan intends to apply the scale of Parnell Street and Kenyon Street to the commercial / education buildings which front onto Martyr's Road and the corner with Thomas McDonagh Street. The balance of the site has the flexibility to achieve a scale of two to three storeys in height.

OPPORTUNITY FOR ENGAGEMENT WITH HISTORIC SETTING_

1. Franciscan Friary
2. Old Brewery
3. Martyr's Road / Thomas McDonagh St.
4. Water Spout
5. Existing Residential & Open Space
6. Martyrs Road, Graveyard & Entrance to Railway Station.
7. Railway Warehouse Buildings (Industrial / Heritage)



FIG 14: Engagement opportunities with Historic Settings.

URBAN DESIGN STRATEGY_

6.5 Mixed Use Development

The masterplan study encourages a mixed use strategy throughout the study area and in particular in the Mixed Use / Retail District in the core of the plan, where it edges the existing street fabric of the town.

Evening and night time uses will be encouraged . Ground floor accommodation should be capable of future change and adaptation.

6.6 Residential Development

Residential development should be designed to positively engage with local surroundings and being capable of overlooking the public space and minimise / eliminate areas where overlooking is not achieved with the potential to lead and encourage anti social behaviour. Living accommodation within residential development should be dual aspect and capable of achieving natural ‘through’ ventilation.

As noted previously, the policies of housing mix, density, social provision, sizes with the requirements towards the provision of car parking are contained within the Nenagh

Town & Environs Development Plan 2013 to 2019. The planning authority are open towards discussing proposal options with potential developers and preliminary / early consultations are encouraged.

6.7 Materials

Selection of materials for new development requires consideration of the materials that dominate the historic town centre core. Traditionally these would be painted smooth plaster finish and use of stone (Limestone).

Materials should be applied to new developments that have function and

substance. Use of materials being surface applied / facadism should be resisted. Materials should be durable with a design life appropriate to its location.



FIG 15: Parnell Street, Nenagh.

URBAN DESIGN STRATEGY

6.8 Roof Form

Nenagh town centre core typically has roofs which are pitched with dark grey slate finish. This would be seen as traditional and typical for most town centres in Ireland.

The proposed developments in the study area are encouraged to consider the existing scale and character of the existing building stock within the town and reflect on the strong architectural heritage in the town centre core. Mechanical plant and suchlike located on the roof should be appropriately screened.

Developments are also encouraged to consider sustainable solutions to roof design and in particular the use of sedum roofs to minimise surface water run off and the use of rainwater harvesting for non potable uses within buildings.

6.9 Car Parking and Service Yard Areas.

The Masterplan identifies a large car park area at the centre of the study area. This car park incorporates a series of landscape proposals that visually breakdown the overall scale of the car park but which also offers the possibility of the car park being temporarily

sub divided to accommodate special events such as Farmers Market, outdoor cinema, funfairs and outdoor performances etc.

This central car park and all car park spaces will incorporate SuDS strategies to appropriately attenuate surface water drainage. Service yard areas and surfaces which accommodate substantial turning and vehicular movements most like require a fully bound surface but the rainwater thereon should be directed towards SuDS or local attenuation tanks before discharge to watercourse.

All service areas should be screened by buildings from the main public spaces and streets.

6.10 Implementation and Delivery

The Planning Authority will actively work with the stakeholders and other parties as necessary in respect of realising the aspirations of the Masterplan for the area. In this regard it is recognised that this is likely to occur on a phased basis and therefore the masterplan has inbuilt flexibility so as to allow for individual components to be

FIG 16: Sedum Roof
FIG 17: Permeable Paving



URBAN DESIGN STRATEGY_

implemented without adversely impacting upon existing uses which may remain in the area over the short to medium term.

Priorities are therefore considered to be:

(a) Short term/medium term

- 1) Interim use found for part of Abbey Machinery buildings
- 2) Demolition of O'Connors Shopping Centre
- 3) Provision of a new supermarket (with office accommodation over), upgrade of existing access road from Dublin Road to serve this (and Chadwicks) and construction of the central car park, enhancement of pedestrian facilities, open space in front of supermarket, civic space to replace car park opposite The Abbey).

(b) Long term

- 1) Reconfiguration of the Abbey Machinery Retail Showroom as necessary
- 2) Provision of remaining section of link road from Dublin Road to Martyr's Road (beyond supermarket car park)
- 3) Traffic calming on martyr's road

4) Pedestrian/cycle route to leisure centre/town park completed

5) Education/enterprise centre constructed (subject funding this could be constructed sooner).

6) Medical centre constructed

7) Seek to bring forward appropriate development proposals on remaining areas of land taking account of prevailing conditions



7 Public Realm Strategy

- 7.1 Introduction
- 7.2 Landscape Strategy
- 7.3 Hard Landscape Elements
- 7.4 Soft Landscape Elements
- 7.5 Franciscan Friary Approach
- 7.6 Former Brewery Approach
- 7.7 Car Park Approach



7

7.1 Introduction

The provision and preservation of a quality public realm is considered critical in enabling towns to fully address their socio-economic potential.

Where quality urban design is delivered, towns and villages are transformed to positive places for living, visiting and investing. The Landscape Institute (UK) notes that *‘investment in the landscape makes sound economic sense – the evidence is compelling. When landscape is placed at the heart of the development process, developers profit while businesses and communities reap the economic benefits’*

‘Nenagh Town and Environ Development Plan’ (2013-2019) notes the importance of improving the ‘Town Centre’; and is cognisant of the social, economic and environmental benefits of a quality townscape.

It further notes that the *‘Public Open Space should incorporate high quality hard and soft landscaping which creates areas for active*

use and visual interest’. In terms of the ‘opportunity sites’ outlined in the aforementioned document, it is considered critical that these new schemes display a ‘distinct sense of place’ which note significant extensions to the town whilst harbouring a ‘separate identity’.

7.2 Landscape Strategy

The landscape treatment shall be viewed in terms of existing and proposed streetscapes and spaces. Both shall be approached and addressed collectively to ensure quality place-making is achieved.

The aim is to establish an overall landscape character which is sympathetic to the Nenagh townscape and one which reinforces its sense of place and identity. The open space strategy for the town will seek to provide the following critical elements:

7.2.1: A pedestrian friendly environment (access for all) with public spaces of human scale

Harnessing existing and proposed walking routes whilst enhancing amenities will result

in a positive and successful environment for all. A balanced and thoughtful approach with regard to the ground plane and building façade treatments will be critical in linking narrow street ways with more open plazas.

The scale, orientation and aspect of spaces affect the quality of open space for users and it is essential that spaces are deemed comfortable and secure to frequent as well as providing interest, colour and movement.

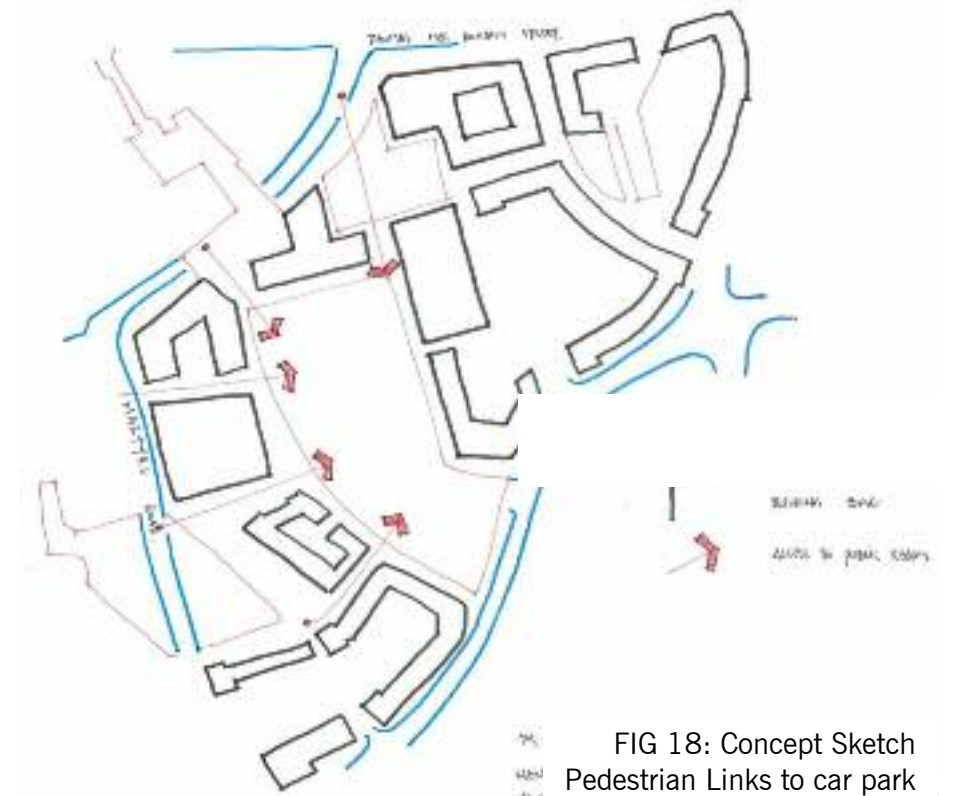


FIG 18: Concept Sketch Pedestrian Links to car park

PUBLIC REALM STRATEGY_

7.2.2 A landscape which compliments and reinforces the overall structure and layout of the Masterplan.

Both hard and soft landscape elements define and strengthen the masterplan proposals. Sufficient space has been factored into the proposals for planting which will both soften and complement the built environment.



FIG 19: Concept Sketch Circulation to car park

7.2.3 Addresses the hierarchy of spaces whilst retaining a uniformity and consistency of materials and treatments.

Some of the proposed 'new' spaces, notably at the Friary and the former Brewery warrant an exceptional quality treatment given the adjacent architectural heritage. Some of the landscape elements proposed for these spaces will be replicated in less significant locations throughout the townscape. This will offer continuity and a strong coherent design approach which will be critical in delivering its *genius loci* ('spirit of place').

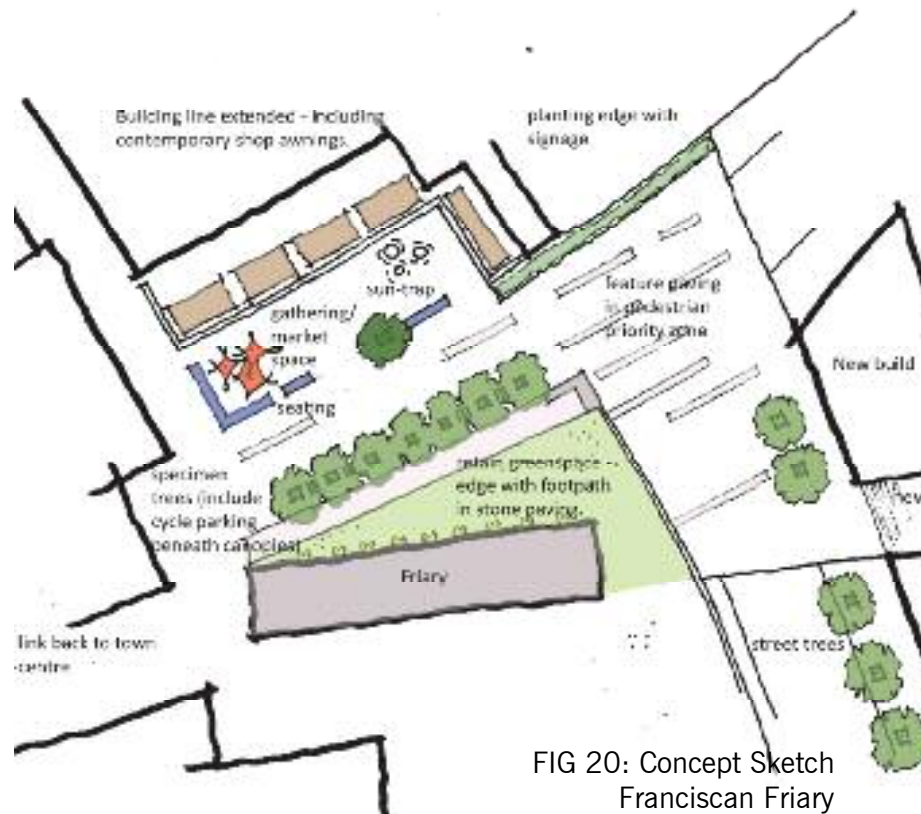


FIG 20: Concept Sketch Franciscan Friary

7.2.4 Sympathetic and complementary to historic buildings which will form back-drops to a number of public open spaces, including the Abbey and the Brewery.

These new open spaces in the town will provide much needed civic/gathering space as well as potential for sensitive retail. The character of these spaces will be dominated by the presiding architectural heritage which will create interest, cultural significance and a sense of uniqueness.

A sensitive approach to 'landscape' should be considered in close proximity to these architectural features. Careful consideration must be given to framing views, screening routine elements and reinforcing boundary definition.

PUBLIC REALM STRATEGY_

7.3 Hard Landscape Elements

The principles outlined in the ‘Nenagh Town and Environs Development Plan’, require the use of a high standard of hard landscape materials.

Hard landscape materials largely include paving and street furniture elements (such as seating, signage, bins, etc). A selection of hard landscape elements have been identified and chosen on the basis of durability, aesthetic quality and its suitability to the existing townscape and the masterplan area.

Whilst the materials put forward are largely contemporary, they will be complimentary to the fabric of the town and will bolster the link between the ‘old’ and new’ aiding successful ‘place-making’.

Limestone, which has historically been used widely throughout the town will be proposed for feature paving in key public spaces such as the new public spaces at the former Brewery and the Abbey. Natural stone is very durable in the long term and is visually compatible with historic built features.

The preservation and continued maintenance of hard landscape elements will be essential for the success of the Masterplan. The chosen palette of hard landscape materials from the outset should

be applied consistently throughout the life of the Masterplan if the landscape strategy is to succeed..



FIG 21: Palette of Hard Landscape Elements

PUBLIC REALM STRATEGY_

7.4 Soft Landscape Elements

Planting in urban centres, and in particular trees, generally improves the quality of life for urban dwellers and visitors.

Softscape materials include trees, shrubs, hedging, herbaceous planting, bulb planting and grass.

Trees in the urban landscape make a positive contribution to society. Establishing healthy urban trees is now becoming a central element in plans to deliver a range of positive outcomes including the management of urban micro-climates, the reduction of the carbon footprint, the creation of Sustainable Urban Drainage Systems (SUDS) and the improvement of air quality.

Properties in areas with healthy tree populations are generally deemed more attractive and result in higher real estate value – studies have shown somewhere in the region of between 5-15% higher value.

It is notable that trees and softscape elements in general are deemed important in creating a sustainable future for towns.

The softscape materials have been selected on the basis of their suitability, robustness, seasonal variation and form. The introduction of planting as part of new schemes, civic spaces and roadside planting will be essential to ‘soften’ the urban form and introduce seasonal variation and an overall visual appeal. Ongoing maintenance and reinstatement as necessary is key in the success of the soft landscape elements at Nenagh.



FIG 22: Palette of Soft Landscape Elements

7.5 FRANCISCAN FRIARY_

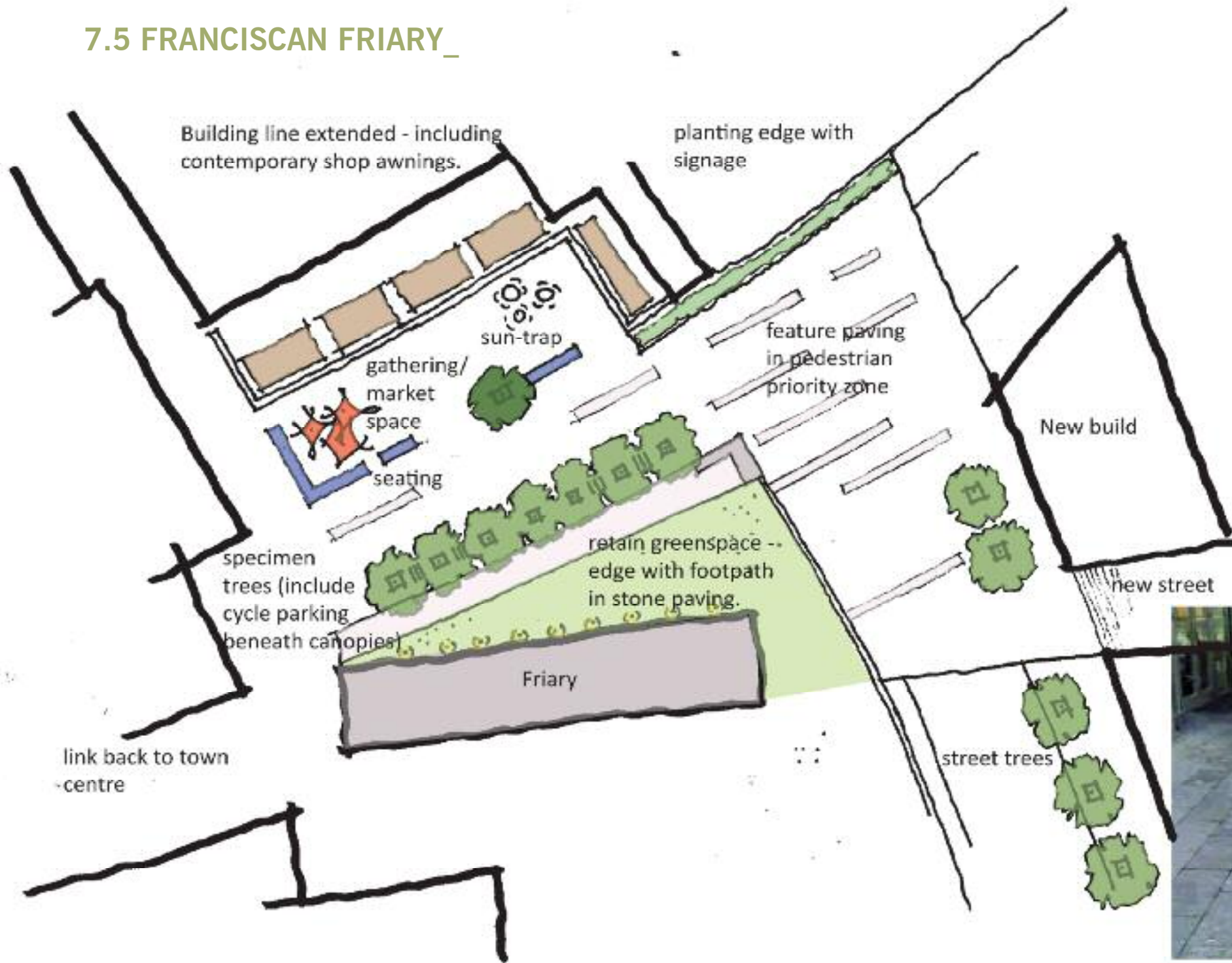


FIG 23: Concept and Finishes: Franciscans Friary

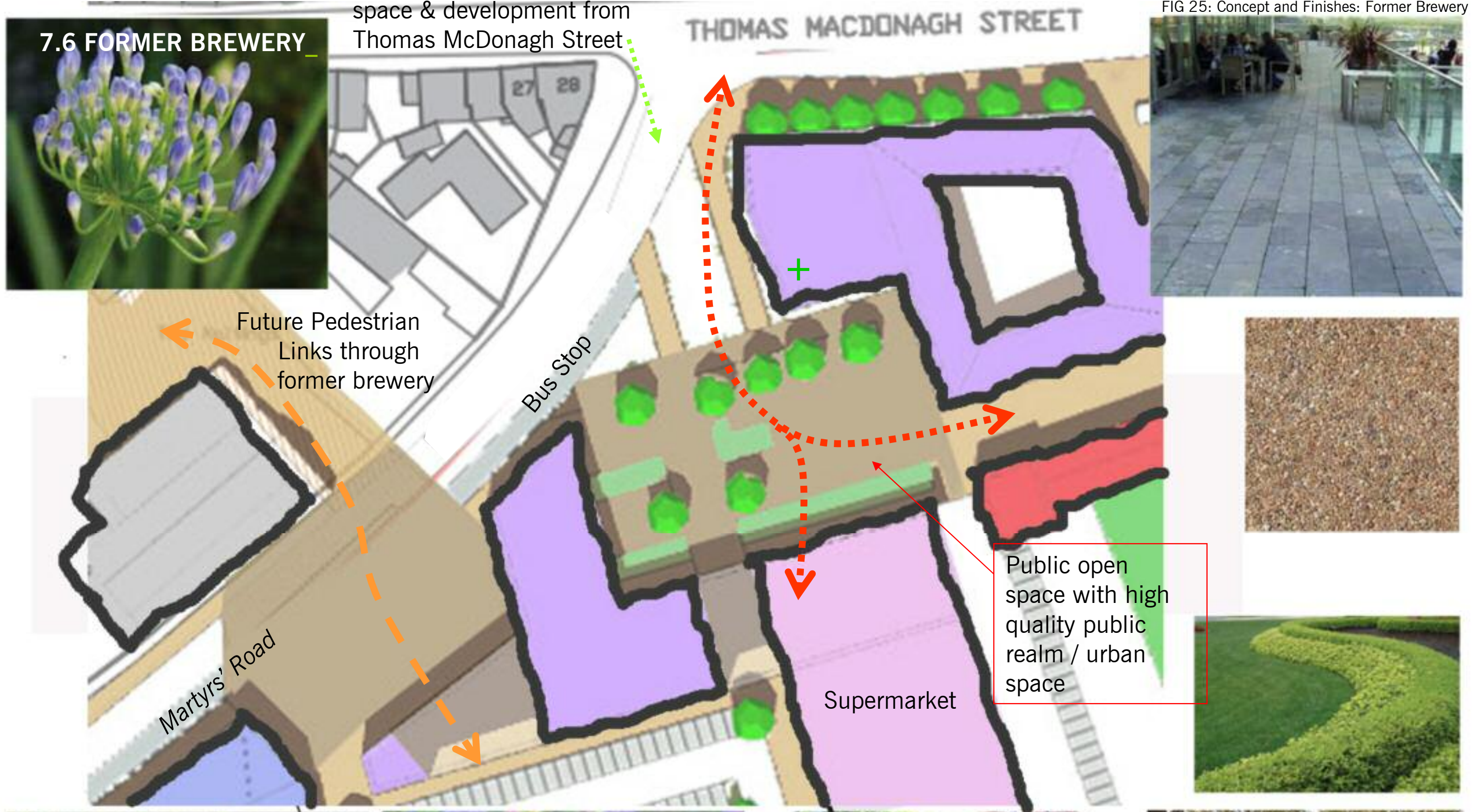


FIG 24: Franciscans Friary
Development of urban space to create urban activities and establish strong visual relationship with Friary.
Shared Surface Link from urban space to Master Plan Site.

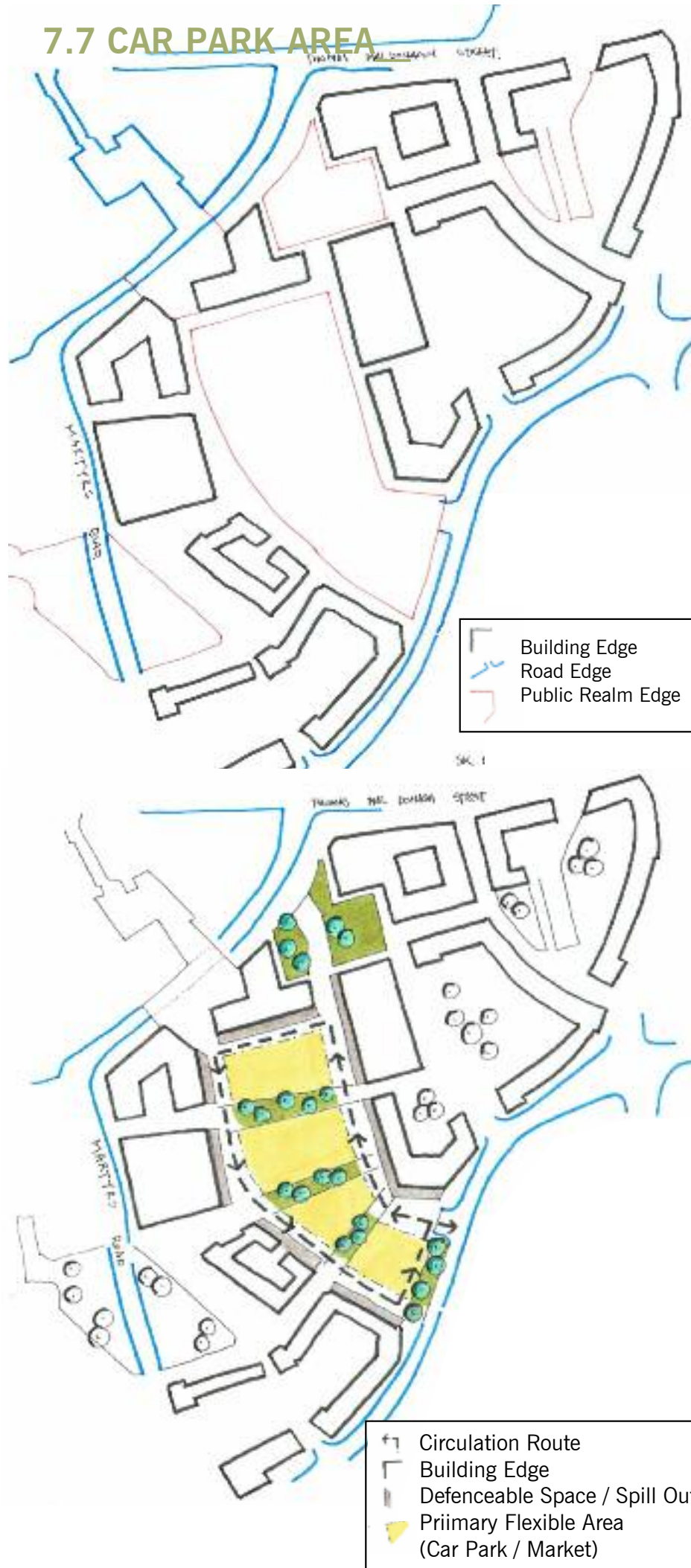
7.6 FORMER BREWERY

Good visibility of public space & development from Thomas McDonagh Street

FIG 25: Concept and Finishes: Former Brewery



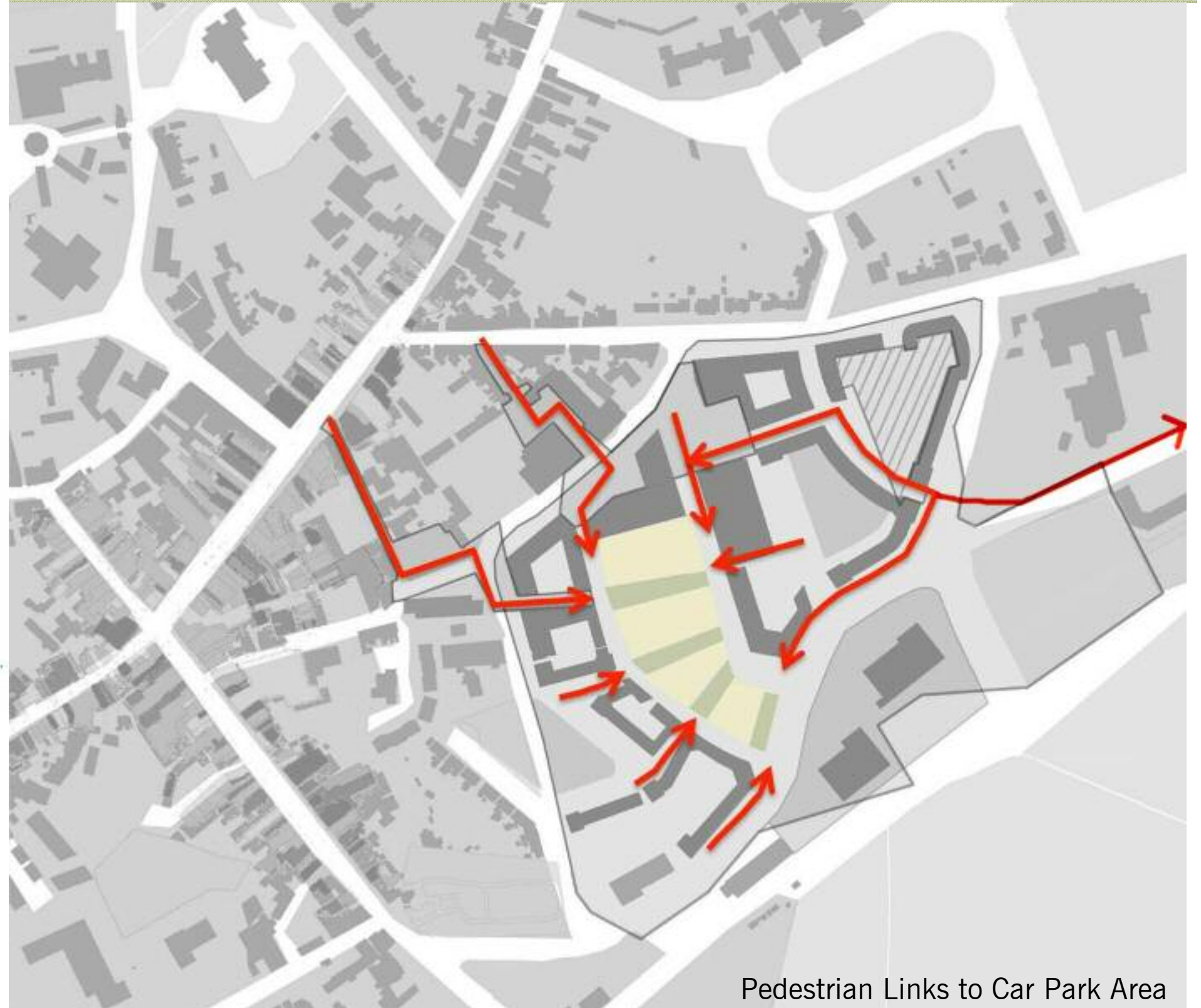
7.7 CAR PARK AREA



Reference Project

Meeting House Square

Temple Bar, Dublin



Pedestrian Links to Car Park Area

FIG 26: Concepts and Approaches: Car Park Area

7.8 THE SPOUT' _



The 'Spout', in its current setting is poorly considered. As the only protected structure within the Master Plan Site, the shaping of the urban elements has placed the 'Spout' at a main pedestrian junction with Thomas McDonagh Street, with specific landscaping designed to enhance its location and significance to the history of the town

FIG 27: The 'Spout' Placement in Public Realm



8 Movement Strategy

- 8.1 Introduction
- 8.2 Movement Objectives
- 8.3 Vehicular Traffic/Roads
- 8.4 Site & Local Traffic Generation
- 8.5 Bypass Road
- 8.6 Railway Road Proposal
- 8.7 Railway Road Detail
- 8.8 Car-parking
- 8.9 Deliveries
- 8.10 Pedestrian Mobility
- 8.11 Cyclists
- 8.12 Public Transport



MOVEMENT STRATEGY_

8

8.1 Introduction

Providing a strategy that ties in with the overall movement strategy for the town. Particular focus is on pedestrian and cyclist permeability through the site area and traffic movement around the site.

8.2 Movement Objectives

The Masterplan objectives in the Nenagh Development Plan that relate particularly to vehicular traffic, parking and pedestrian movement are:

- *To achieve a sustainable approach to movement to reduce the impact of vehicular congestion on the town centre environment.*
- *To ensure that the car parking is provide to facilitate the development, while giving priority to the movement of people and residents through the site.*
- *To prioritise pedestrian access and a functional and secure network of public spaces.*

8.3 Vehicular Traffic/Roads

The recently published Design Manual for Urban Roads and Streets (DMURS) relates to all roads and streets with a speed limit of 60km/h or less and is thus applicable to the Martyrs' Road Masterplan.

8.4 Site & Local Traffic Generation

The suggested proposals for development of the site should result in significant additional vehicular traffic as...

- 1) the proposed uses are mixed including residential with a large area for open/public space and surface parking and surface parking.
- 2) it is a "brown-field" site which has been developed previously to a density that is notably lower to what is envisaged in the Masterplan proposals.

8.5 Bypass Road

It is an objective in the Nenagh Development Plan to provide a road link between the Dublin Road and Thurles Road via a new

bridge over the railway, partly along the existing road bounding the Abbey Court hotel. This should reduce the traffic volume using the town centre.

8.6 Future of Martyrs Road

Martyr's Road physically separates the Master plan area from the town centre and it is an objective of the master plan to reduce traffic movements on this route.

Facilitating a better environment for pedestrians crossing between the Masterplan zone and the town centre is a prime objective.

Martyr's Road is naturally traffic calmed by the existing right angle bends on the road. This will be further calmed by the introduction of table-top areas, and areas where the road ramps up to footpath level, where prominent pedestrian crossing will be focussed. A tree lined avenue will be created along part of the straight section of the route and the vertical scale of the trees will give a sense of enclosure and further reduce speeds.

MOVEMENT STRATEGY_

8.7 Link Road from Dublin Road to Martyrs Road.

A new traffic route is proposed, “Railway Road” from the Dublin Road to Martyrs Road. This will become an alternative route to Martyr’s Road and traffic will be encouraged to use it and by traffic calming on Martyr’s Road.

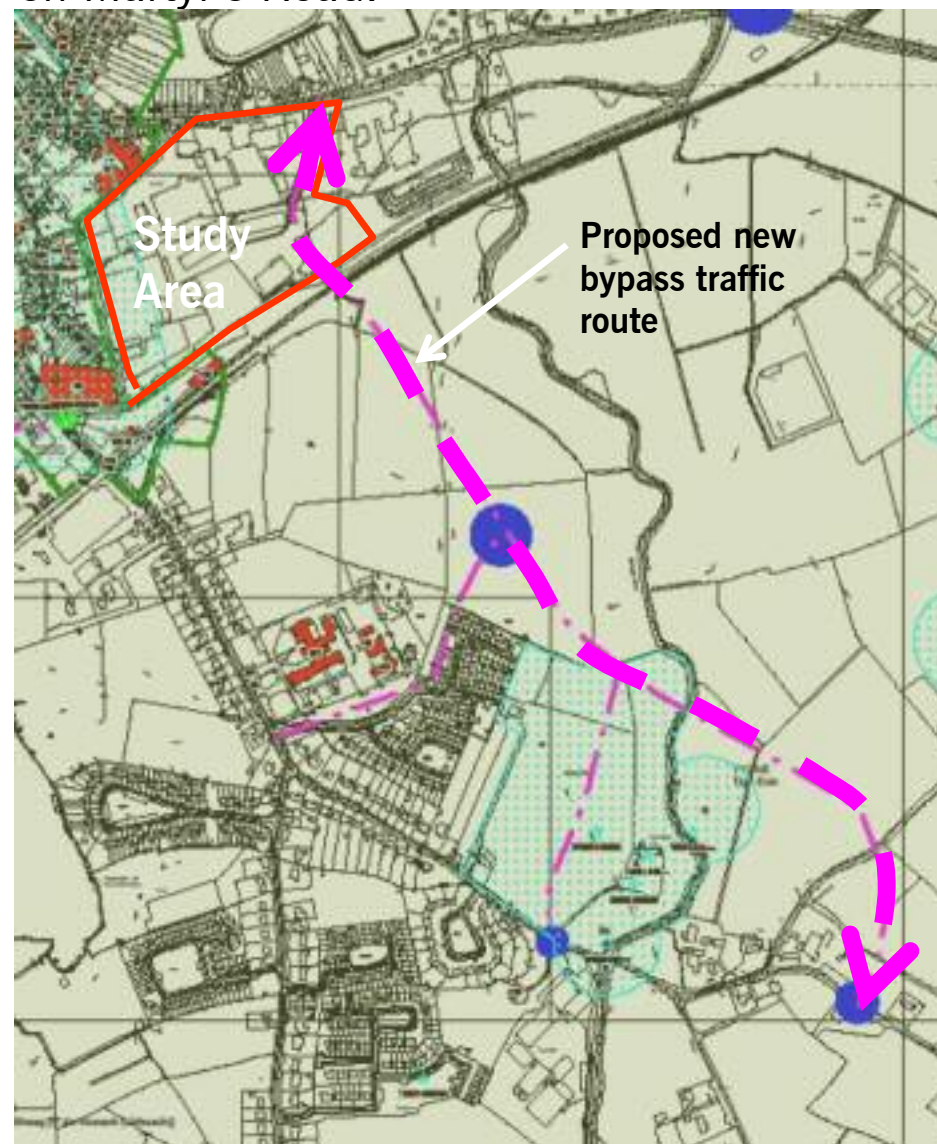


FIG 28: Inner Relief road connecting Thurles & Dublin Roads



FIG 29: Proposed Road network & Connections

MOVEMENT STRATEGY_

8.8.1 Railway Road Detail

The junction at the bottom of the north of the proposed railway crossing bridge, is proposed as a roundabout (Fig. 50) to provide a traffic calming feature for motorists arriving from the Thurles Road approach.

A fourth arm would serve the lands behind the hotel. A T-junction is also proposed where Martyrs' Road would yield to "Railway Road". The provision of a T junction at this location, should encourage traffic to use "Railway Road" to travel between the Dublin Road and Keynon St (the R498) rather than Martyr's Road. Possible design of this junction could be:

(a) the carriageway width reduced thereby increasing the footpath width to give sufficient visibility.

or (b) , tabletop junction to slow approaching traffic

The Dublin Road-Thurles Road link beyond the railway is likely to have a carriageway width of 7 metres with verges on both sides separating it from uni-directional cycle tracks and further verges separating cyclists from footpaths. However, over the railway to minimise the bridge width the verges may be omitted.

The 7-metre carriageway should continue from the roundabout junction with "Railway Road" to the Dublin Road but to be consistent with the Dublin Road on-road cycle lanes should be provided.

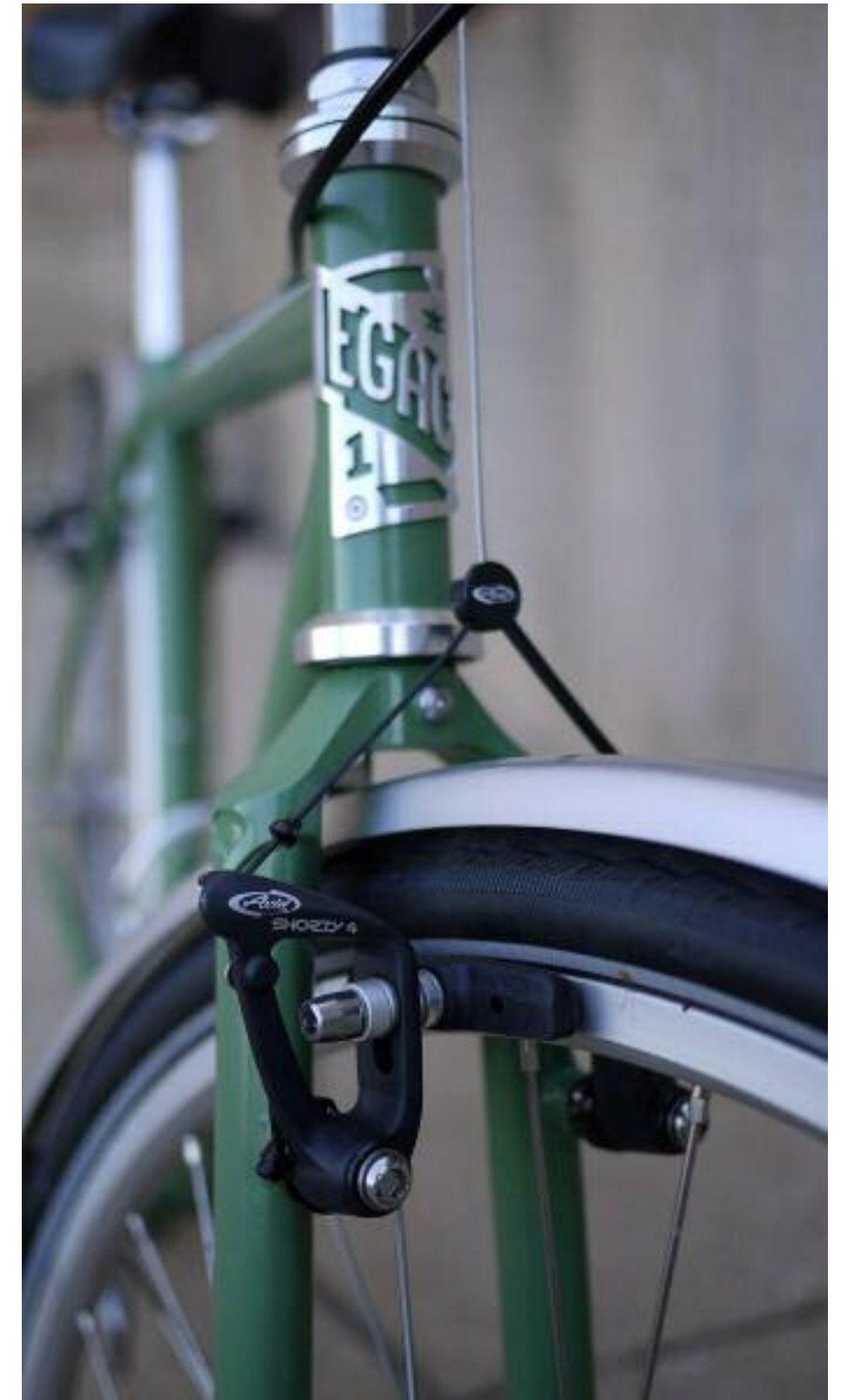


FIG 30: Bicycle Reference Image

MOVEMENT STRATEGY_

8.9 Car-parking

The uses of the site will dictate the amount of car-parking required. The site is large relative to its position adjacent to Nenagh town centre and surface parking is considered appropriate.

Most of the car-parking for the masterplan area should be accommodated centrally in one large car-park - accessed off "Railway Road". This would reduce the traffic volume on Martyr's Road.

Car-parking associated with the proposed supermarket could be dual use. The number of spaces to be provided will depend on this and mix of uses. Proposed residential areas will have on-site plot parking and visitor parking.

10.10 Deliveries

HGV's should be accommodated with suitable access from the main traffic routes. Access to existing businesses on Martyr's Road is retained but delivery access to any future developments off Martyr's Road should be avoided.

- Main routes
- Martyrs Road One Way
- Table Top Zones
- Pedestrian Network
- Bus Stop Area
- Roundabout Location

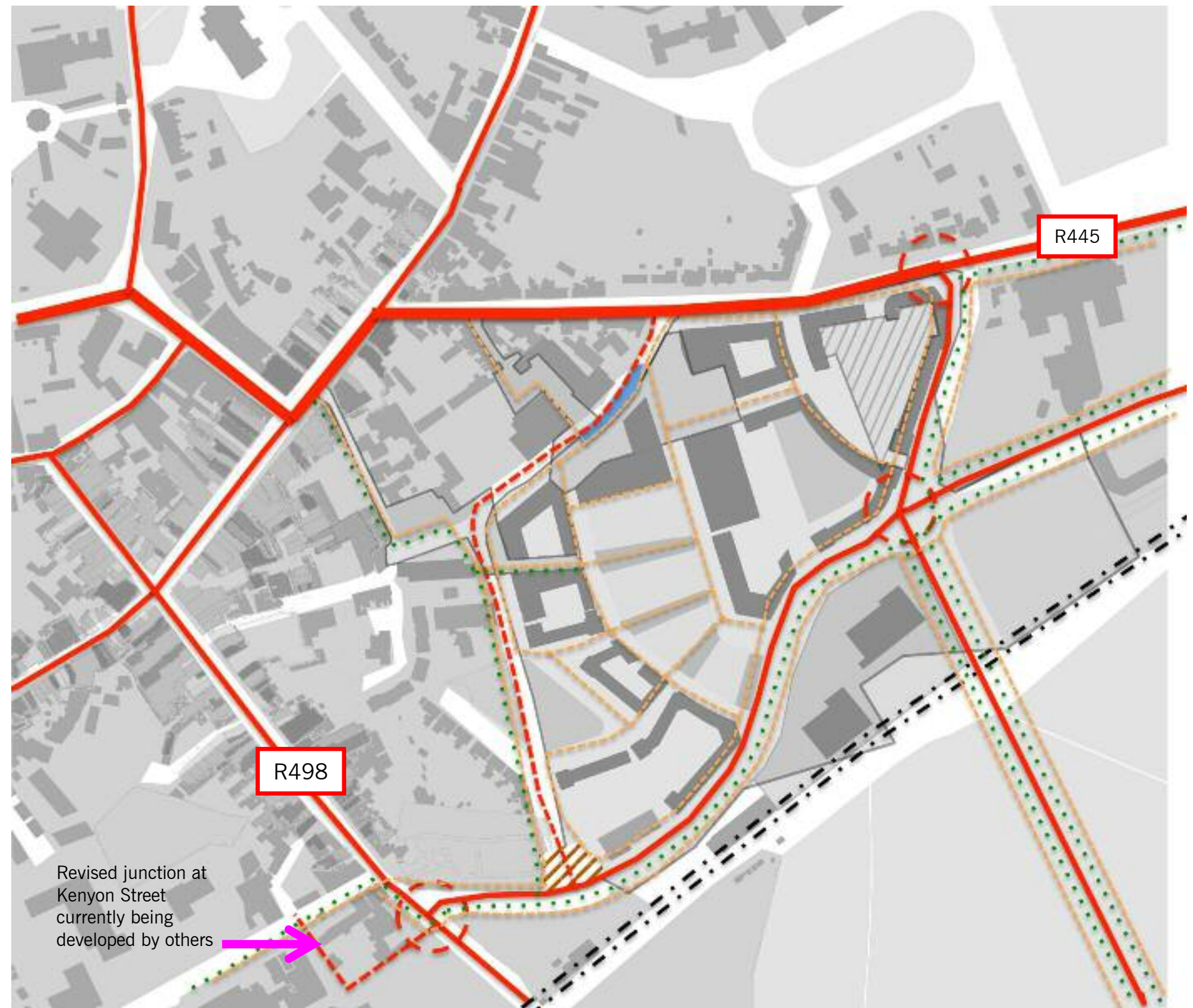


FIG 31: Movement Strategy Plan

MOVEMENT STRATEGY_

8.11 Pedestrian Mobility

Pedestrian mobility is a vital element to the Masterplan, particularly given the location of the area near to the town core. The Masterplan layout has been developed to facilitate pedestrian permeability with existing desire lines in mind and focussing these desire lines to appropriate crossing points at intersections with roads, etc. A pedestrian route to the Leisure Centre and Town Park from the town centre through the master plan is proposed which will draw people / activity into the master plan area. In order to facilitate movement at appropriate locations on the main roads suitable pedestrian crossing facilities will be necessary possibly including traffic light controlled pedestrian crossings. Shared spaces can also function to reduce traffic speeds.

The use of physical furniture/railings, etc to coral pedestrians is discouraged.

Existing links to the town centre from the site utilise Friar Street and lanes as shown on the attached map which link to Kenyon

and Pearse Street.

Traffic calming of Martyr's Road at appropriate locations would improve pedestrian safety. The provision of a shared surface / pedestrian priority area at the junction of Martyrs Road Friar Street will enhance permeability.

A pedestrian route through the former brewery complex to Thomas McDonagh Street, may in the longer term, be desirable.

8.12 Cyclists

The DMURS document encourages the provision of cycle infrastructure along traffic routes and in new developments. The 2011 National Cycling manual contains specific guidelines on facility provision including dimensions etc.

There are existing cycle-lanes along the Dublin Road which terminate at the Martyr's Road junction. Dedicated cycle tracks are proposed for the new Dublin Road-Thurles Road link.

Cyclists would share the carriageway of the proposed new street and Martyrs Road. Furthermore the on-carriageway cyclists will further assist in the control of vehicle speeds in these areas.

FIG 32: Pedestrian Movement



FIG 33: Friars Court Lane

MOVEMENT STRATEGY_

8.12 Public Transport

The Railway Station at present is not well used due to lack of frequency of train services.

The Masterplan facilitates its continued use and development should there be future investment in rail services. The report identifies under tourism that the existing warehouse building could be considered for Railway / Heritage Museum type use with the existing railway line infrastructure considered for historic railway journey experiences.

A signalised pedestrian crossing of “Railway Road” could be incorporated close to the station should the need arise.

A bus set-down bay is proposed on Martyr’s Road, near to the proposed supermarket and main car park within the development. The bay should be ideally located in close proximity to the road interface with the central car park, thus enabling patrons to disembark the bus and cross to the car quickly in periods of inclement weather, etc.

The bus set-down should be in the form of an off-road bay, thereby not hindering the progress of following vehicles.



FIG 34: Nenagh Railway Station



Appendix 1: Analysis

- A1.1 Historic Overview: Nenagh
- A1.2 Map Based Comments: Study Area
- A1.3 SMR / Protected Structures
 - A1.3.1 Protected Structures
 - A1.3.2 The Spout.
- A1.4 Access & Movement
- A1.5 Landscape
- A1.6 Footprint, Quality & Materials
- A1.7 Land use & economic vitality
- A1.8 Flooding
- A1.9 Constraints & Opportunities



ANALYSIS_

Appendix 1

A1.1 Historic Development

Nenagh Overview

- Nenagh was one of the seven important towns in medieval County Tipperary, along with a further twenty-five boroughs (smaller settlements).

- Suggested from the historical evidence that there was habitation activity at Nenagh before the walled town.

- Nenagh was originally an assembly site as its name derives from 'aonach' meaning gathering place/market place.

- Medieval town of Nenagh was established circa 1200 by the Anglo-Norman Theobald Butler, as a base to exploit and develop extensive lands in North Tipperary.

- The historic town dates to this period. Nenagh was a walled town, like Limerick, and one of about fifty such towns in Ireland.

- The walling of the town is known mainly

from historical sources. Little is known archaeologically of the wall's circuit and detail of defences. For the most part the line of the wall's circuit is still postulated (see Thomas' 1992 map).

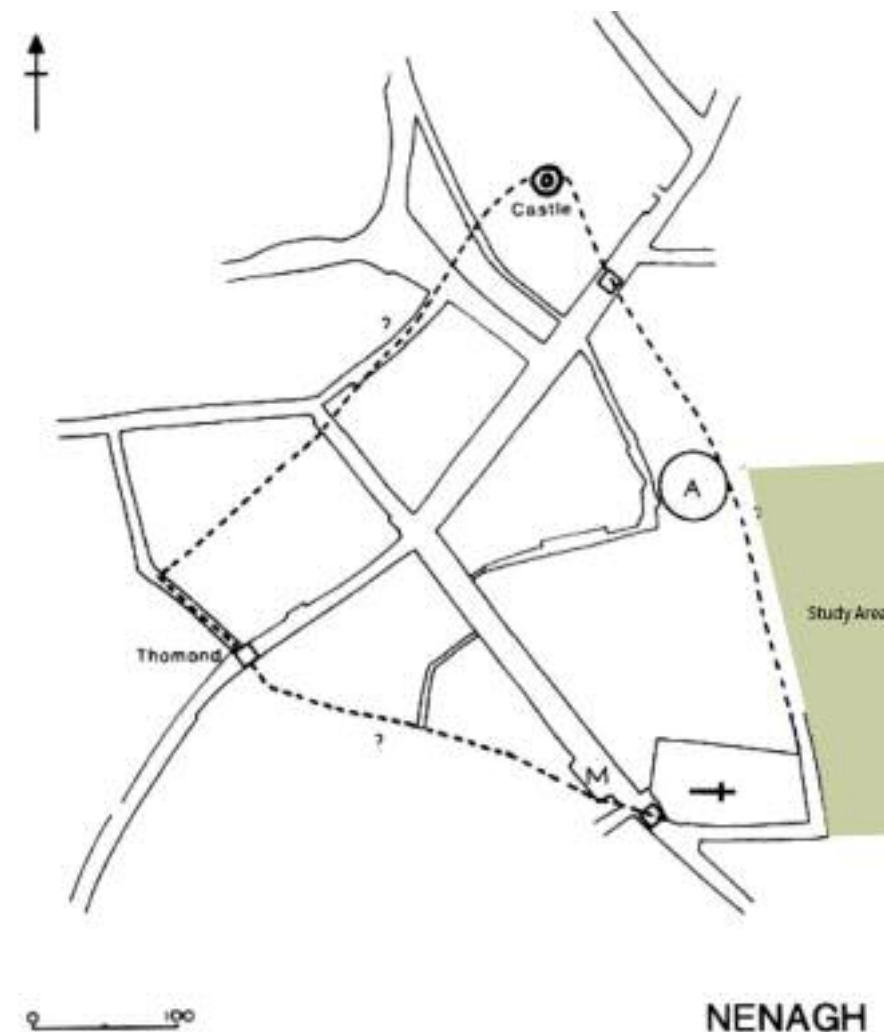


FIG35: Sketch Map of Nenagh Town Wall

A1.2 Map Based Comments on Study Area

- The first edition six inch OS map (c. 1840s) shows the master plan area as an open space with some field boundaries and tracks crossing it. The townland boundary between Nenagh North and Nenagh South is shown.

- A brewery complex complete with gardens is shown immediately to the north.

- The later twenty-five-inch OS map shows the Old Brewery and a new road, the line of which now forms the northern edge of the subject site.

- No structures are shown within the master plan site .

- The twenty-five inch OS map notes that the subject site was liable to flooding.

ANALYSIS_

A1.3. Sites and Monuments Record and Record of Protected Structures

- The archaeological sites and monuments record (SMR) constraint map indicates a number of known archaeological monuments in the vicinity of the subject site (they are indicated on maps by red dots).

- These are also marked on the Record of Monuments and Places and are protected under the law. None is within the subject site.

- Two archaeological investigations were undertaken within the bounds of the subject site. In both cases no archaeological remains were present.

- The western portion of the site, by virtue of its proximity to the Friary and old town wall, has a higher potential for archaeology than the rest of the site. This area may contain archaeology relating to the Town Defences (possibly along Martyr's Rd), the Franciscan Friary, the medieval parish church and the later RC chapel.

- In order to proactively facilitate re-development, a desk-based Archaeological Impact Statement Assessment has already been undertaken.

A1.3.1 Protected Structures

A 'Protected Structure' is a structure that a planning authority considers to be of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social, or technical point of view and is included in its Record of Protected Structures (RPS). It may be a building, or element in the landscape or part of a building which is of significance because of its architectural or artistic quality, or its setting, or because of its association with commercial, cultural, economic, industrial, military, political, social or religious history.

Every planning authority is obliged to have an RPS that includes structures of special interest in its area. The RPS forms part of the Development Plan. The legislation for protected structures is contained in the Planning & Development Act 2000. Part IV of the Act deals with architectural heritage.

A1.3.2 The 'Spout'

There are several protected structures in the vicinity of the master plan site and one which is within its boundaries. This is a fountain known as the Water Spout built in 1822. The Water Spout is also listed in the National Inventory of Architectural Heritage (NIAH).

The 'Spout' is a nineteenth century fountain that once provided the town water supply. It was erected in 1822 in a relief scheme. It is constructed of grey limestone, with a pediment and an arch over the water outlet. In 2007 Nenagh Town Council & Heritage Council paid for the repair and restoration of the Spout.

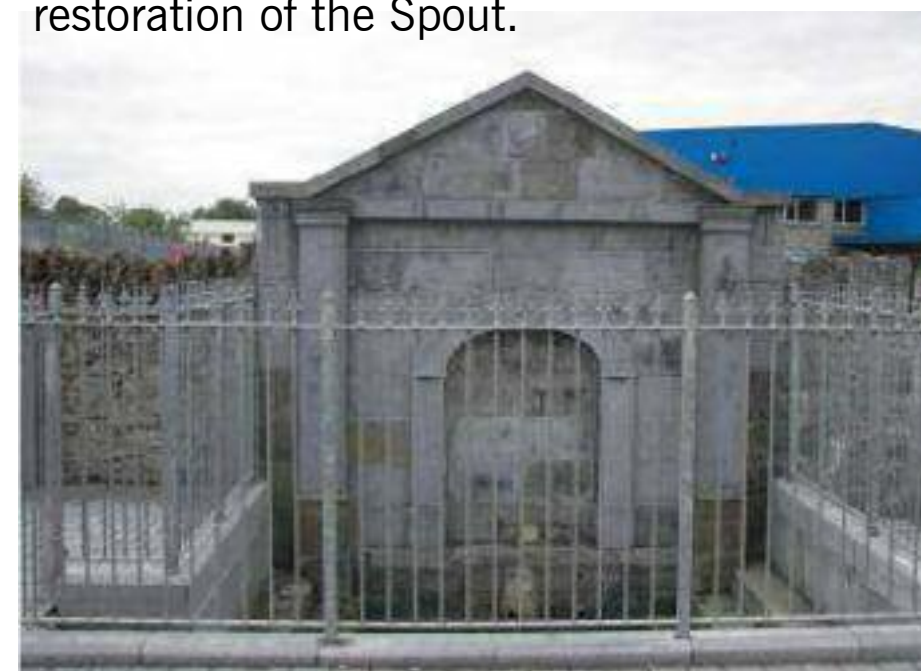
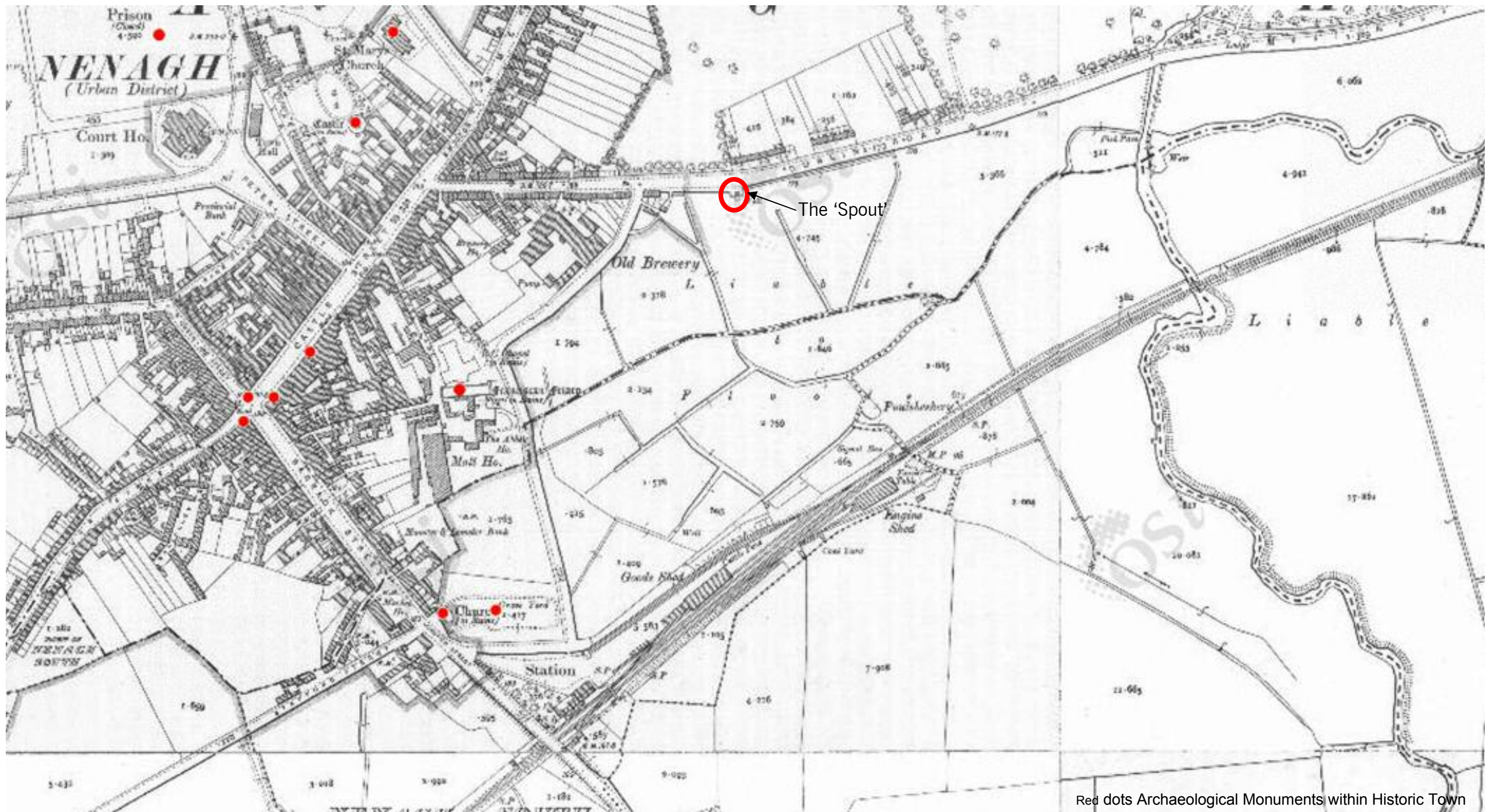


FIG36: Water Spout, Thomas McDonagh Street

ANALYSIS_

Map circa 1900:
Note: Apart from Water Spout, no
development within the study area



Red dots Archaeological Monuments within Historic Town

FIG37: Archaeological Monuments

ANALYSIS_

A1.4. Access and Movement

A1.4.1 Pedestrian Connection to Town Centre

There are strong connections from Pearse Street and Kenyon Street via Abbey Street and Friary Streets and adjacent lanes which pass by the Franciscan Abbey and adjacent car park to the North West Edge to the study area.

Possible future links through the Old Brewery (Identified as an opportunity site in Nenagh & Environs Development Plan / Appendix 2) might connect the site directly to Pearse Street and the western end of Thomas McDonagh Street.

4.4.2 Traffic Movement

The site has the advantage of being adjacent to the Dublin Road (R445) and Martyrs Road with good access to the M7. Current constraints in the existing street pattern are the sharp corner where Martyrs Road passes the railway station leading to the Kenyon Street / Thurles Road roundabout and the junction of Martyrs Road and Dublin Road. The Master Plan seeks to address these issues.

A1.4.3 Public Transport

There are bus stops in the town centre area on Kickham Street. Consideration is given in the master plan study to the provision of new stops.

The railway station is located at the southern corner of the master plan site, but due to poor frequency of services is not well used. However with the ongoing encouragement to use sustainable modes of transport, subject to investment, future use of the rail network by commuters may increase. Therefore the Masterplan allows for continued use.

4.4.5 Pedestrian/ Smarter Travel Movement

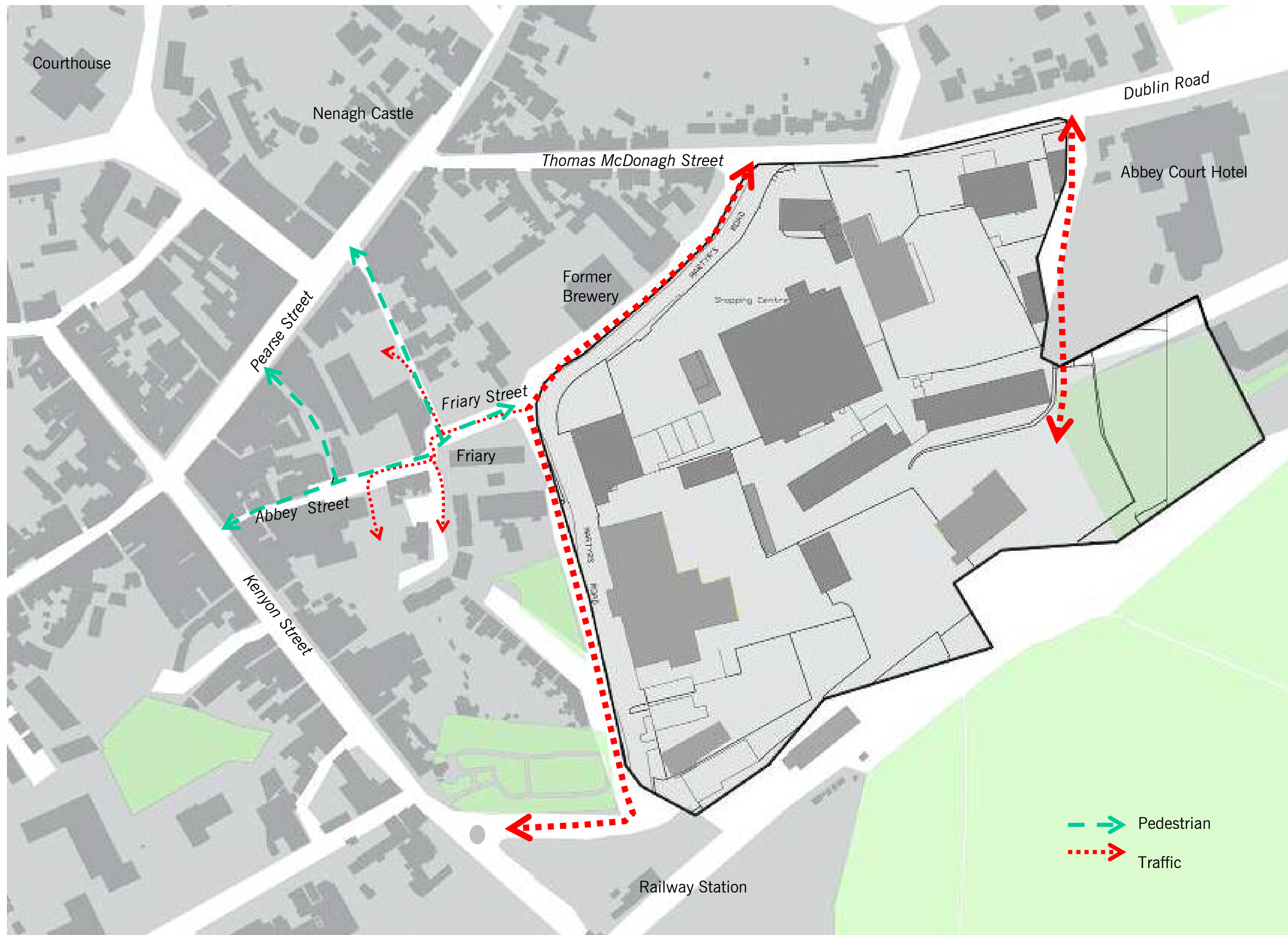
Nenagh is well advanced in the provision of a co-ordinated Smarter Travel Plan as detailed in 'Proposals for Implementation of Walking and Cycling Measures in Nenagh (May 2012), including cycle lanes along the Dublin Road from the east which terminate at the junction with Martyrs Road. The Masterplan study area is strategically located between the town centre and the town leisure centre with the adjacent new town park at the eastern edge of the town.

There is substantial walk and cycle infrastructure completed on the town edge and the opportunity of integrating the study area into this network is strongly desirable.

The provision of new pedestrian / cycle route from the centre via the master plan area to the leisure centre and park is highly desirable and would enhance and extend the existing network within the town.



FIG 38: Pedestrian & Cycle Movement



- - - - - ➔ Pedestrian
- ➔ Traffic

FIG 39: Traffic & Pedestrian Movement
MARTYR'S ROAD MASTERPLAN , NENAGH, COUNTY TIPPERARY

ANALYSIS_

A1.4.6 Car Parking.

The adjoining map indicates where car parking spaces, both public and private, are located (including business premises spaces / Blue). Surface car parks as managed by the Council operate a Pay & Display system.

There is currently a large surface car park within the master plan area which would have formerly operated for O'Connor's Supermarket and adjoining businesses.

It is acknowledged that proposals in the Master Plan should not impede access to existing public car parks and service yards in the town centre to the west of Martyr's Road



FIG 40: Existing Car Parking & associated access

ANALYSIS_

A1.5 Character of Site and Surroundings

The Footprint of the existing site is substantially developed with small portions of undeveloped lands adjacent to the railway line. Most of the buildings are of portal frame / metal clad construction with some in poor condition.

Throughout the site there are large hard surfaced parking / outdoor storage areas as well as undefined throughways.

There are no particular features on the site of note apart from the 'Spout' on the Dublin Road. Adjacent to the site on Martyrs Road are the Friary ruins and the former brewery buildings. Existing residential developments on Thomas McDonagh Street and Martyrs Road also overlook the site. These elements have distinctive urban and historical characteristics and are considered to be important in the development of the masterplan strategy



FIG 41: Study Area from South East aspect

ANALYSIS_

Within the consultation process, discussions with stakeholders reviewed opportunities in the short / medium term for continued or alternative uses. These opportunities have been considered in the masterplan phasing.

A1.6 Observations

- Typical building height is circa 7mtrs.
- The buildings are organised on site within private owners plots and do not relate to town space layout or contribute to any vistas / streetscape.
- Buildings for the most part were built for their intended use and are not easily adaptable for alternative uses.

The architectural character and scale of the buildings within the study area is predominantly industrial in scale and finish. Buildings and developments which are located on the opposite side of Martyrs' Road offer the opportunity of establishing a relationship with historic buildings and root proposed developments in the centre core



FIG 42, 43, 44 : General photographs of existing building in study area.

ANALYSIS_

A1.7 Land use & economic vitality

Nenagh town centre has a strong and healthy mix of uses focused on local retail, cafes, public houses and services. Many of the shops in the town centre are sole traders, each achieving a sense of personal identity with shopfronts mainly of traditional design.

Large scale supermarkets serving Nenagh town are located on the Limerick Road (Dunnes Stores) and the Borrisokane Road (Tesco). Neither location operate as a shopping centre with smaller tenant units, thereby limiting the drift from the town centre core. The proposed future uses identified for the study area should complement rather than compete with the town centre.

The study area has a discount supermarket and the former 'O'Connors' Supermarket. The discount supermarket has poor visibility from the Dublin Road. The master plan site also contains a car showroom, filling station, builders providers and a number of small retail premises.



FIG 45: Town Centre Use Map

ANALYSIS_

A1. 8 Flooding

The site has been identified as being predominantly within Flood Risk A category.

A strategic flood risk assessment has been completed for the masterplan site and areas of flood risk within the masterplan site have been established.

Any significant developments within the masterplan site will be required to satisfy the development management justification test as outlined in The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009.

All new large scale developments within the masterplan area will need to provide “Sustainable Urban Drainage Systems’ (SuDS) and rainwater harvesting as part of their proposals.

Extent of levels that define Flood Risk A



FIG 46: Flood Extents

ANALYSIS_

A1.9 Constraints & Opportunities

The following section identifies opportunities and constraints for the development of the Martyrs Road Study Area.

A1.9.1 Constraints

- Poor design quality building stock which fails to define the site area. Study area has no 'hard edges' or buildings of scale.
- The study areas is not permeable to pedestrian or cycle movement.
- Site dominated by free surface car parking – all in private ownership.
- Site is categorised as Flood Risk A: Town Centre.
- Existing road infrastructure has pinch points, sight line challenges and poor junctions to existing road infrastructure.
- Lands within the master plan site area are in multiple ownerships

A1.9.2 Opportunities

- Relationship of the study area to elements that define Nenagh and its history (Friary / Old Brewery / Water Spout)
- Adjacent buildings and developments with strong architectural character and form.
- Proximity to town centre core and the pedestrian lanes that can form direct pedestrian links to the centre.
- Ability and capacity to accommodate new uses to town centre that can complement existing commercial activity in town centre and significantly increase the commercial and social asset base of the town.
- Creation of public open space that enhances the urban experience and can be used for casual leisure and outdoor events
- Ability to introduce routes through the study area for pedestrians and cyclist with linkages to existing smarter travel routes and the town street patterns in general.

Existing residential developments along Dublin Road and Martyrs' Road provide an opportunity to develop designs for similar uses that can relate to these houses and reinforce the development of local neighbourhoods



FIG 47: Housing to Thomas McDonagh Street

ANALYSIS_

OPPORTUNITIES

- Elements that can define character
- Elements that can define or contribute to quality of an urban space
- Proximity of Town Centre core

CONSTRAINTS

- | Challenging Road infrastructure
- | No coherent permeability through study area.
- ⋮ Flood Risk Area. .

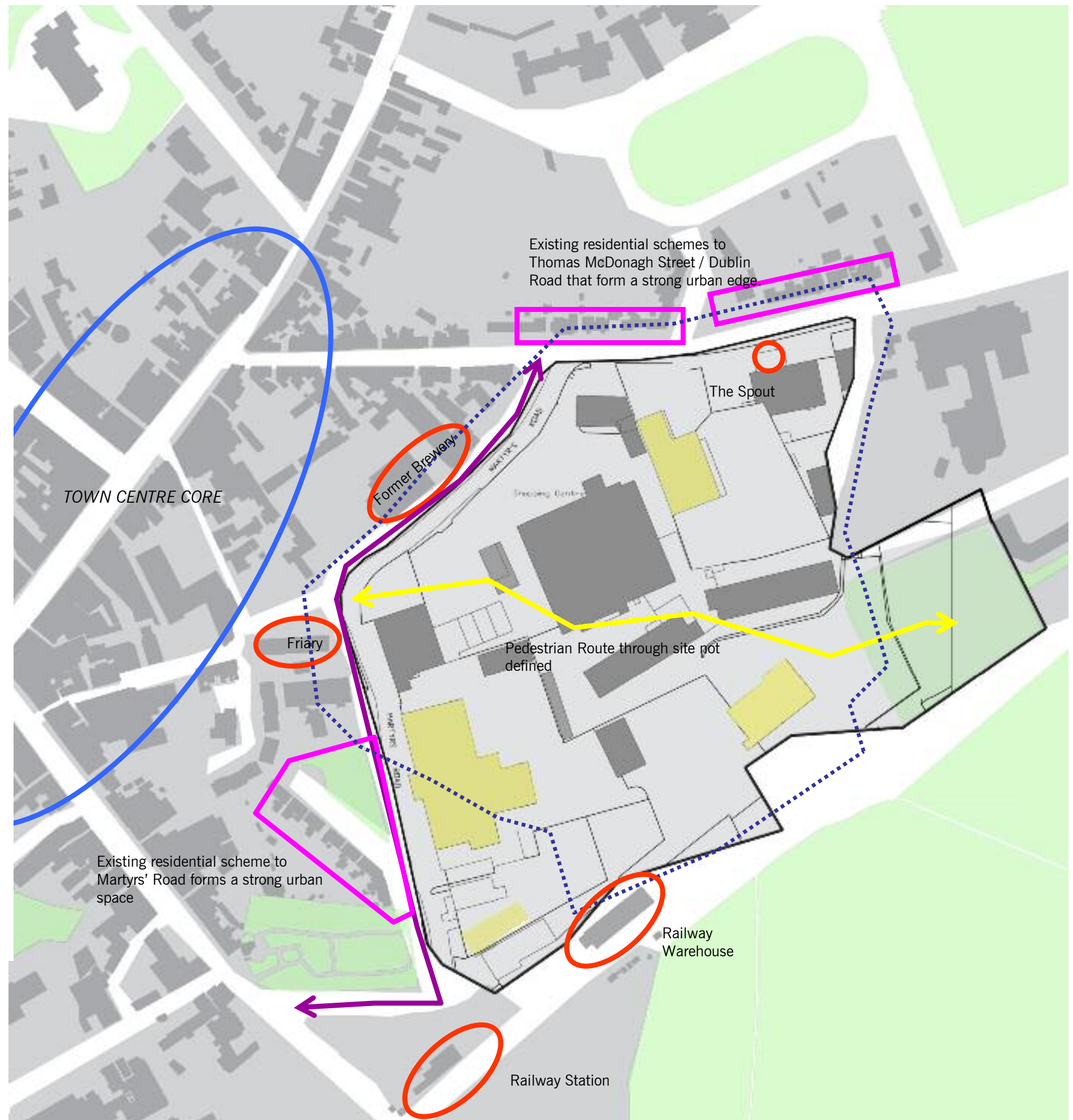


FIG 48: Opportunities and Constraints Mapping



Appendix 2: Consultation

- A2.1. Introduction
- A2.2. Issues
- A2.3. Opportunities
- A2.4. Conclusions



Appendix 2

A2.1. Introduction

Nenagh Town Council advertised a Public Consultation process through Public Notice in the local media as well as direct contact with known property owners.

The consultation meetings on the masterplan study commenced with a 'Blank Sheet' meeting with the substantive portion of existing property owners, owners of properties adjacent to the study area as well as meeting with interested members of the public.

A2.2 Issues

The key issues that emerged from the workshops process are noted as follows.

A2.2.1 Town Centre

- Town centre has a strong identity as a market to and needs to build on this and strengthen niche and local produce shopping.

Proposed masterplan should work to reinforce and strengthen the existing town centre core.

A2.2.2 Pedestrian Links

- The town centre core is well served by local shops and services. The series of small streets and lanes that provide links between Kenyon Street and Pearse Street have good occupancy and variety.

- Abbey Street and Friary Street offer direct links from the masterplan study area to the retail core of the town.

- The study area was seen as not being pedestrian friendly – dominated by cars, and that new design developments should work to address this issue.

- Existing footpath along the Thomas McDonagh Street edge of the site was viewed as being of poor quality and did not present a positive aspect when approaching the town centre from the local hotel

- The development of a pedestrian route along the southern edge of the study was seen as desirable, possibly linking Kenyon street and new town park and existing / refurbished town leisure centre.

A2.2.3 Urban Design Quality

- Existing buildings within the study area was considered to be poor design quality 20th and not respectful of the character of Nenagh town centre.

- Study Area considered disconnected from town centre. New development should be of a high quality and integrate functionally with town centre activity.

- Appropriate scale, form and materials with active frontages. The pattern of development should be organised to integrate with the town centre core.

A2.2.4 Relief Road

- The Nenagh & Environs Development Plan 2013-2019 indicates a relief road linking the Dublin Road to the Thurles Road. This

CONSULTATION_

was seen generally as essential to both reducing traffic in town centre and providing a more prominent access to the backlands of the masterplan study area.

- Link between this proposed relief road and Kenyon Street seen as desirable.

A2.2.5 Car Parking

- The proximity of the site to town centre was seen as ideal for the provision of town centre car parking.
- Scale of parking in town centre not seen to be of a scale to support multi storey car parking.

A2.2.6 Public Transport

- Railway station and levels of service available seen as being under threat and existing levels of service are poor.
- Bus services operate from a series of stops on Kenyon Street with local services, & inter city services (Dublin/ Limerick) operating from this location and the railway station.

A2.2.7 Existing Uses

- The stakeholders consultations developed an understanding as future intentions of their respective properties (both medium and long term).
- General acceptance that the masterplan study area required substantial redevelopment
- Redevelopment needed to be of a suitably high quality and of a scale suitable for a town centre.
- Existing buildings were seen as elements that would need to be replaced in order to allow for a vibrant and considered urban design to emerge. .
- Direction given on certain existing businesses and a short to medium term intention to maintain or extend existing buildings / properties within the study area.

A2.3. Opportunities

- Suggestions and comments were made as to opportunities / uses to be considered for the study area.

A2.3.1 Healthcare

Provision of a town local health care to accommodate doctor surgeries and services that provide facilities for minor treatments and procedures as well as treating minor illnesses and injuries.

A2.3.2 Residential

- General view from the public consultation process was that housing provision within the town was generally well served.
- Consultation process noted an identified need coming out of the process related to the provision of housing for the elderly in a town centre location that was close to town centre based services and facilities.
- The proximity of sheltered housing close to a healthcare clinic / services was seen as desirable.

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A2.3.3 Education & Enterprise

- Existing primary and secondary schools seen to be well served.
- Noted that the town had limited adult education services and no delivery of Third level courses.
- Access further education by adults would be well received with the application of evening courses and courses linked to local industry seen as particularly relevant.
- Noted that business start-up and incubation could be considered for inclusion in the study area.
- Development of links of education to enterprise was seen as opportunity to strengthen local ideas, business and employment.

5.3.5 Leisure

Opportunity providing a public walk / cycle lanes linking the town centre to the town leisure centre, swimming pool and park

would be desirable.

- Open space created by the car park should be considered for alternative uses outside peak demand periods

A2.4. Conclusions

The outcomes from the 'Blank Sheet' consultation process are noted as follows and has influenced the design approach for the masterplan study area.

A2.4.1(a) Existing Buildings

Some existing facilities within the Masterplan study area will continue on an interim basis. The masterplan should therefore have phasing to allow for this.

A2.4.1(b) Uses

(i) Residential

Consider provision of sheltered housing serving the needs of the elderly to be considered. Locate close to any future healthcare use.

Consider development of private residential at end of Martyrs Road, tying in with the existing residential development opposite.

A2.4.1 (c) Retail

Future uses for the masterplan study should not compete, but complement and expand the town centre retail core.

Provision of a convenience shop / supermarket was seen as desirable to counterbalance the existing supermarket provision at the edge of town centre.

A2.4.1 (d) Other Uses

Consider healthcare centre, leisure and education/ enterprise uses.

A2.4.1 (e) Car Parking

Long term (all day) parking for those working in town centre core desirable.

Consider temporary uses in car park areas during off peak period.

Consider bus stop facilities.

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A2.4.1 (g) Relief Road

Noting the proposed relief road linking the Dublin Road to the Thurles Road, a link from this new road over to Kenyon Street would reduce traffic to Martyrs' Road and permit better pedestrian linkages to the town centre core.

A2.4.1 (h) Public Space

Public space provision should complement with the existing historic buildings adjacent to the site area – notably the Abbey and the former Brewery and the 'Spout' structure.

A2.4.1 (i) Pedestrian & Cycle Routes

Provision of strong pedestrian / cycle with town centre and town park and leisure centre to the east links through the site should be developed.

A2.4.1 (j) Urban Fabric of Study Area

Proposal to be guided to be of high quality and of appropriate scale with careful consideration of selection of materials

appropriate to the architectural character of the town centre.

Proposed urban form needs to have strong urban edges that define the site boundaries and contribute and extend the street frontages.

High quality public realm provision of quality footpaths, street furniture and landscape.

A2.4.1(k) Profile

The masterplan objective should be primarily to facilitate provision of a thriving and vibrant urban quarter that complements the town centre and enhances Nenagh as whole.

