



MAY  
2013

# TIPPERARY TOWN & ENVIRONS DEVELOPMENT PLAN 2013 - 2019



Tipperary Town Council | South Tipperary County Council

# Tipperary Town & Environs Development Plan 2013

Effective from 6<sup>th</sup> May 2013



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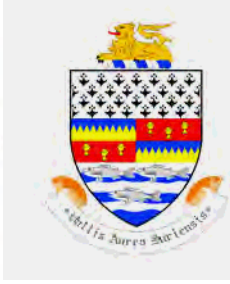
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**Abbreviations used in Text**

AA – Appropriate Assessment	NDP – National Development Plan 2007-2013
ACA – Architectural Conservation Area	NHA – Natural Heritage Area
CDP – County Development Plan	NRA – National Roads Authority
CFRAM – Catchment Flood Risk Assessment & Management Study	NSS – National Spatial Strategy 2002-2020
DED – District Electoral Division	OPW – Office of Public Works
DIA – Development Impact Assessment	RBD – River Basin Districts
DoCENR – Department of Community Enterprise and Natural Resources	RMP – Record of Monuments & Places
DoECLG – Department of the Environment Community and Local Government	RPG – Regional Planning Guidelines
DoEHLG – Department of the Environment Heritage and Local Government	RPS – Record of Protected Structures
DOT – Department of Transport	SAC – Special Areas of Conservation
DTO – Dublin Transportation Office	SEA – Strategic Environmental Assessment
EIA – Environmental Impact Assessment	SPA – Special Protection Areas
EIS – Environmental Impact Statement	SPC – Strategic Policy Committee
EPA – Environmental Protection Agency	SUDS – Sustainable Urban Drainage System
HGV – Heavy Goods Vehicles	TT & EDP – Tipperary Town & Environs Development Plan
IDA – Industrial Development Agency	VEC – Vocational Education Committee
	WFD – The Water Framework Directive
	WWTP – Waste Water Treatment Plant





# ELECTED MEMBERS TIPPERARY TOWN COUNCIL & SOUTH TIPPERARY COUNTY COUNCIL

## Tipperary Town Council Elected Members

Cllr Ruaidhri Devitt (Mayor)  
Cllr Billy Bourke  
Cllr Jacqui Finnan  
Cllr John P. Hartnett  
Cllr Denis Leahy  
Cllr Brian Rafferty  
Cllr Mary Swords  
Cllr Anna Tuohy-Halligan  
Cllr John Wallace

## South Tipperary County Council Elected Members

### Fethard Area Elected Members

Cllr. Joe Brennan  
Cllr. John Fahey  
Cllr. Bobby Fitzgerald  
Cllr. Sylvia Cooney - Sheehan  
Cllr. Jimmy O' Brien  
Cllr. Eddie O' Meara

### Tipperary Area Elected Members

Cllr. John Crosse  
Cllr. Joe Donovan  
Cllr. Michael Fitzgerald  
Cllr. Mary Hanna Hourigan  
Cllr. Denis Leahy

## Clonmel Area Elected Members

Cllr Tom Acheson  
Cllr. Siobhan Ambrose  
Cllr. Pat English  
Cllr Richie Molloy  
Cllr Michael Murphy  
Cllr. Darren Ryan  
Cllr. Billy Shoer

## Cashel Area Elected Members

Cllr. Jack Crowe  
Cllr. Sean McCarthy  
Cllr Louise McLoughlin  
Cllr. Tom Wood

## Cahir Area Elected Members

Cllr. Liam Ahearne  
Cllr. Micheál Anglim  
Cllr. Seanie Lonergan  
Cllr. Marie Murphy



**Town Manager:** Clare Curley

**Town Clerk:** Paul Murray

**Town Engineer:** Aidan Finn

**Director of Services Planning, Community and Enterprise:** Sinead Carr

**Senior Planner:** James O' Mahony

**Senior Executive Planner (Forward Planning):** Sonja Reidy

**Executive Planner:** Caroline Conway **Assistant Planner:** Aidan Walsh

**Other Acknowledgements:** Staff of Tipperary Town Council and South Tipperary County Council who assisted in the preparation of this Development Plan.

## 1.0 The Development Plan in Context

### 1.1 Introduction

This is the Tipperary Town and Environs Development Plan 2013 (TT & EDP). A Development Plan is the main public statement of planning policies for the local community. It is the blueprint for the planning and development of your area for the next six years. The Plan Area is set out in the Land Use Zoning Map A. The Plan sets out the land use, amenity and development objectives and policies of the planning authority for the lifetime of the plan.

### 1.2 Composition of the Development Plan

This Plan has been prepared in accordance with the requirements of the Planning and Development Acts 2000 – 2012 and the Planning and Development Regulations 2001 – 2012 and will when adopted replace the TT & EDP 2007. The Development Plan consists of a written statement and maps (Maps A – D are inserted after Section 9).

The written statement contains the following sections.

- ✚ Section 1 – The Development Plan in Context
- ✚ Section 2 – Vision Statement & Strategic Issues
- ✚ Section 3 – Town Centre Strategy
- ✚ Section 4 – Economy, Employment and Innovation
- ✚ Section 5 – Infrastructure
- ✚ Section 6 – Housing
- ✚ Section 7 - Amenity, Built and Natural Heritage
- ✚ Section 8 – Community & Social
- ✚ Section 9 – Development Management Guidelines

#### 1.2.1 Strategic Environment Assessment

Strategic Environmental Assessment (SEA) is the formal, systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt the plan or programme. In accordance with the requirements of the Planning and Development Acts 2000 – 2012 and the Planning and Development Regulations 2001 - 2012, the planning authority screened the preparation of a new Development Plan for the area as to the requirement for SEA and having considered the flood risk associated with the development plan, existing infrastructure and the development likely to occur within the Plan area determined that an SEA was required. The SEA Statement and Environmental Report is included as Appendix 1.

#### 1.2.2 Appropriate Assessment

The preparation of the Development Plan was subject to Appropriate Assessment (AA) Screening of the impact of the implementation of the Plan on the Natura 2000 Network of European Sites comprising both Special Areas of Conservation (SAC's, including candidate SAC's), and Special Protection Areas (SPA's, including proposed SPA's). Having considered the location of the plan area relative to the Natura 2000 sites and the scale of projected growth for Tipperary Town over the lifetime of the Plan it was determined by the Planning Authority that an AA was not required.

### 1.2.3 Flood Risk Assessment

Tipperary Town Council and South Tipperary County Council have prepared a Flood Risk Assessment as part of the review of the Development Plan and the preparation of a new Development Plan for the area. The Flood Risk Assessment is included as Appendix 2. The findings of the Flood Risk Assessment have been incorporated into this Plan ensuring that lands at risk of flooding have been zoned for appropriate land uses.

### 1.2.4 Maps

The maps and plan attached to this TT & EDP 2013 provide a graphic representation of the proposals of the Development Plan, illustrating land-use, conservation designations and other management standards together with the development objectives of the Council. Should any conflict arise between the maps and the written statement, the written statement shall prevail.

## 1.3 Relationships with other Plans/Guidelines

In preparing this Development Plan the Council has had regard to all Ministerial Guidelines, the National Spatial Strategy 2002 - 2020 (NSS) and the Regional Planning Guidelines for the South East Region 2010 - 2022 (RPG's) as well as the relevant policies and objectives set out in the following principle documents.

- ✚ National Development Plan 2007 – 2013
- ✚ Smarter Travel A Sustainable Transport Future
- ✚ Sustainable Development: A Strategy for Ireland 1997
- ✚ National Climate Change Strategy 2007-2012
- ✚ The Water Framework Directive 2000
- ✚ Development Plan Guidelines 2007
- ✚ Spatial Planning & National Roads Guidelines for Planning Authorities 2012
- ✚ The Planning System and Flood Risk Management Guidelines 2009
- ✚ Guidelines for Planning Authorities - Retail Planning (2012)
- ✚ Sustainable Residential Development in Urban Areas 2009
- ✚ Sustainable Rural Housing Guidelines for Planning Authorities 2005
- ✚ Delivering Homes, Sustaining Communities 2007
- ✚ South Tipperary County Development Plan 2009 – 2015
- ✚ South Tipperary County Strategy for Economic, Social and Cultural Development
- ✚ Tipperary Town Social Research Report 2009
- ✚ The Tipperary Town Building Façade Improvement Scheme & Approach Roads Improvement Scheme

In contrast to the other national, regional and county level policy documents referred to above the Tipperary Town Building Façade Improvement Scheme & Approach Roads Improvement Scheme is a local level study the main purpose of which is to;

*“actively upgrade, improve and develop the Primary and Secondary Streets of Tipperary Town and approaches to the town in a manner which significantly adds to the visual attractiveness of the town and assists in attracting inward investment”.*

It is considered that many of the objectives of this Scheme are still relevant and are therefore incorporated into the Plan where appropriate.

The content of each of these policy documents and the arising implications for the TT & EDP 2013 are set out under Appendix 3.

In accordance with Section 28 of the Planning and Development Act 2000 – 2012 the manner in which the Planning Authority has implemented the policies and objectives of the Minister contained in the Section 28 Guidelines is also set out under Appendix 3.

#### 1.4 The Development Plan, the Elected Members & the Community

The making of this Development Plan is the reserved function of the Elected Members of Tipperary Town Council and South Tipperary County Council. In order to fully involve the community and to ascertain the needs and aspirations of the people, the Planning Authority undertook extensive pre-plan consultations with all stakeholders, the public, elected representative (in workshops) and service providers.

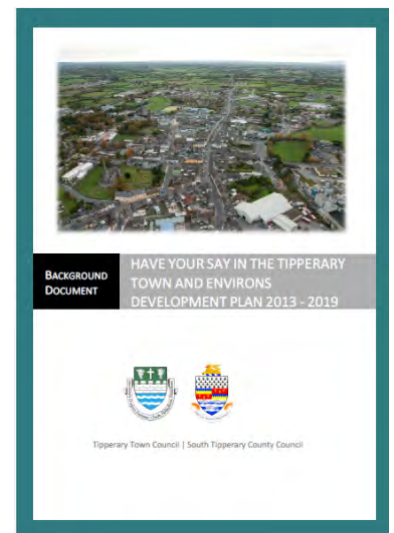
##### 1.4.1 Workshops with the Elected Representatives

All submissions received during the Pre-Draft Public Consultation Period were summarised and considered in a Manager's Report which was circulated to the Elected Members in October 2011. Following the consideration of submissions the Draft Plan was prepared and circulated to the Elected Members for their consideration in February 2012. A workshop to discuss the Draft with the Elected Members was facilitated in March before the Draft was endorsed and made available for public inspection in May. A further period of public consultation was undertaken on the Draft Plan from May - July 2012. Arising from this period of public consultation and Elected Members Workshops in November 2012 a number of material alterations were proposed to the Draft Plan which was finally adopted at the TTC March Monthly Meeting and the STCC April Monthly Meeting 2013 and came into effect on the 6<sup>th</sup> May 2013.



##### 1.4.2 The Community & Public Participation

Notice of the Pre-Draft Public Consultation Period was published in the Nationalist on the 16<sup>th</sup> June 2011 (see Appendix 4) and on [www.tipperarytc.ie](http://www.tipperarytc.ie) and [www.southtippcoco.ie](http://www.southtippcoco.ie). The previous Development Plan, Two Year Progress Report on the new Plan, Issues Paper, Background Paper and Screening Documents were available for viewing at the offices and on the websites of Tipperary Town Council and South Tipperary County Council from the 17<sup>th</sup> June to the 16<sup>th</sup> August 2011. Submissions were invited during this time. The Issues Paper and Background Document were circulated to the Prescribed Bodies in addition to a wide number of stakeholders within the Plan area. Issues Papers and Posters were also displayed at various locations around the town and were distributed to Residents Associations for circulation within each residential estate. A Public Meeting took place at the Tipperary Excel on the 29<sup>th</sup> June at 6.30pm. The issues raised at the Pre-Draft Public Meeting (Findings of the Swot Analysis attached as Appendix 5) and the written submissions received during the public consultation period informed the framework of the Draft Plan. The Draft Plan was placed on public display, written submissions invited and a public meeting hosted from the 4<sup>th</sup> May to the 16<sup>th</sup> July 2012. Further to this consultation period a number of material alterations were proposed to the Draft Plan. The proposed material alterations were also subject to public consultation from 10<sup>th</sup> January – 11<sup>th</sup> February 2013 before the Plan was adopted in March/April 2013.



## 1.5 Monitoring of the Development Plan

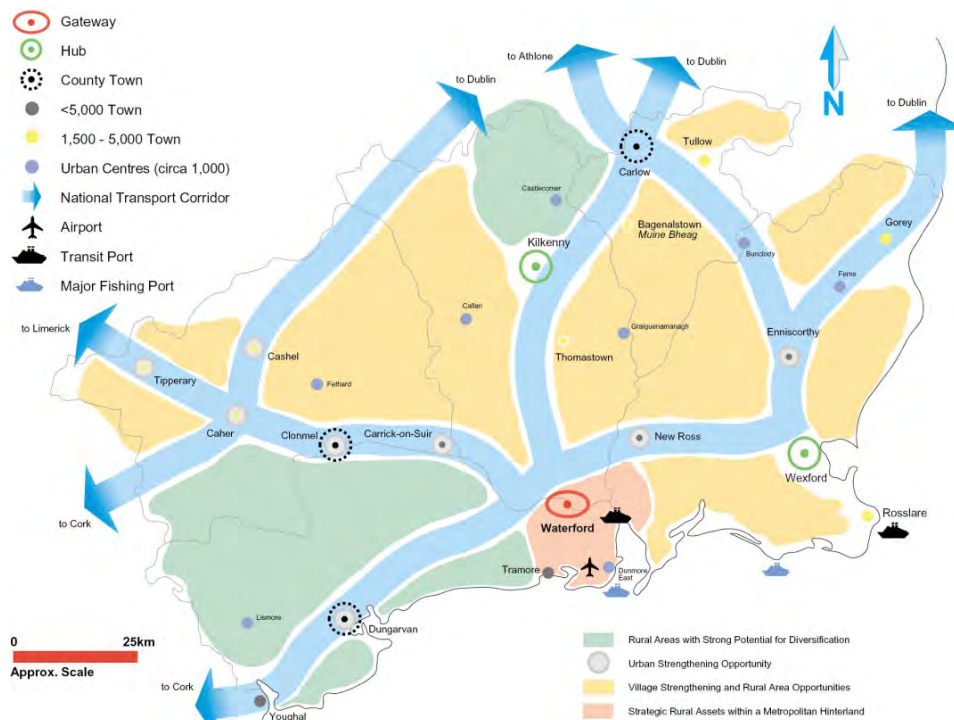
The Development Plan when made will be monitored in accordance with the Planning and Development Acts 2000 – 2012 and the Development Plan Guidelines for Planning Authorities (DoEHLG). This Development Plan includes for Specific Actions rather than Objectives, it is desirable that the Specific Actions be achieved over the lifetime of the Plan and that they are capable of being monitored.

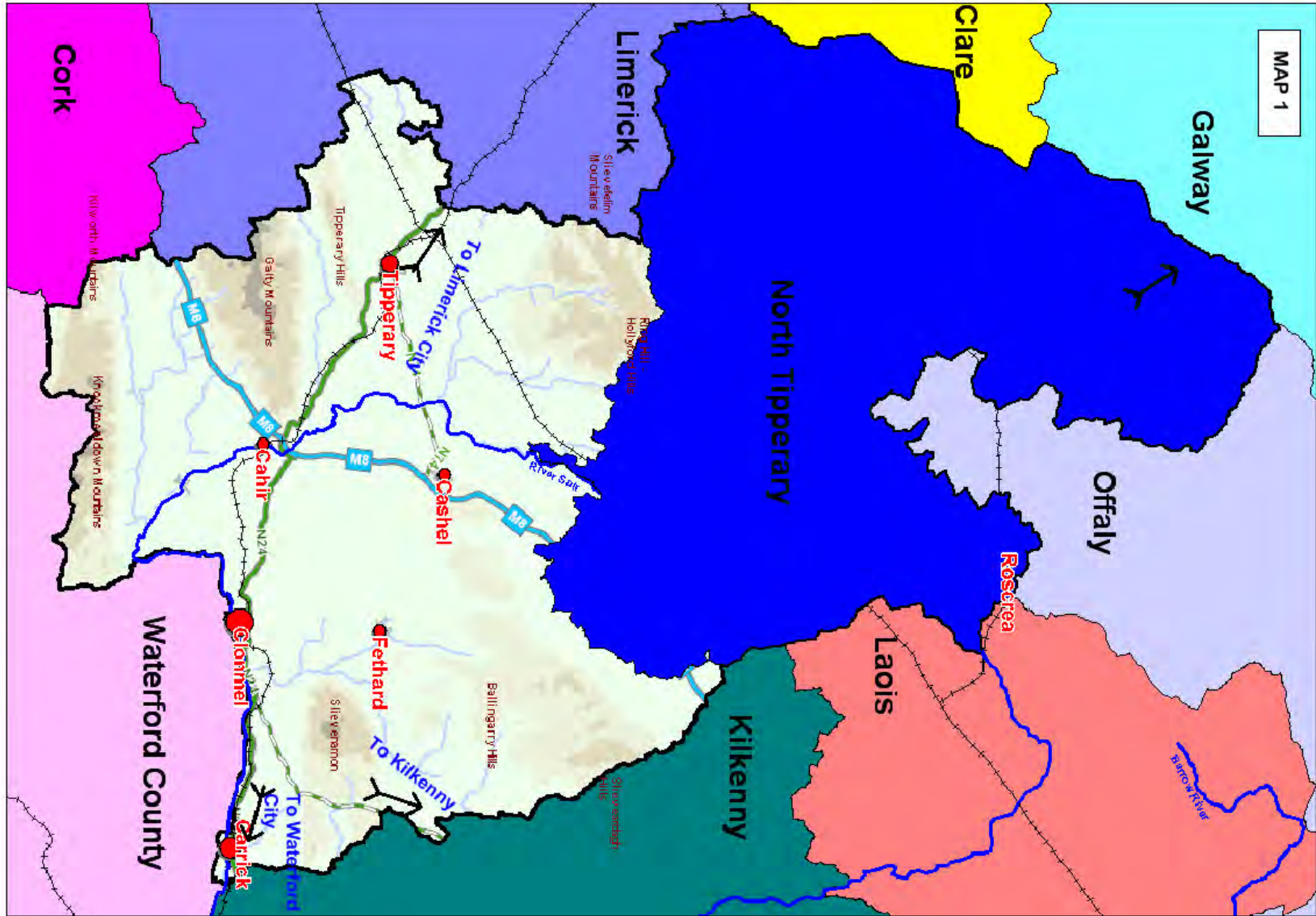
### 1.5.1 SEA & Monitoring

Article 10 of the SEA Directive requires Member States to monitor the significant environmental effects of the implementation of plans and programmes. The monitoring strategy for the assessment of the environmental effects of the implementation of the Plan is set out in the Environmental Report (Appendix 1). Therefore, monitoring of the implementation of the Development Plan itself and its resultant environmental effects as part of the SEA process should be carried out in tandem.

## 1.6 Tipperary Town

Tipperary town is serviced by the N24 Waterford – Limerick National Primary Route which runs through the centre of the town and by the N74 Cashel – Tipperary Town National Secondary Route which runs eastwards towards Cashel. The town is located on the Waterford – Limerick Rail Line and the train station is located to the south of the town. Tipperary Town is located 4km to the northwest of Limerick Junction, and has strategic rail access to the Cork-Dublin and Waterford-Limerick rail lines. The Plan area comprises 671 ha and includes Tipperary Town and the surrounding rural area (see Land Use Zoning Map A & Map 1 below). Tipperary Town has been targeted for growth at a regional level having regard to its strategic location, capacity for growth and potential to deliver on the core objectives of critical mass and balanced regional development. Tipperary Town is identified as a Secondary Service Centre in the County Settlement Strategy included in the County Development Plan 2009 – 2015 (CDP). The identified role of the Secondary Service Centres is to act as service centres for their hinterlands and to drive development within their catchment areas.





## 2.0 Vision Statement & Strategic Issues

### 2.1 Vision Statement

The Vision Statement is based on the role of Tipperary Town as defined in national, regional and local planning policies and the aspirations of the people and stakeholders within Tipperary as outlined in the submissions/observations received in addition to the results of the SWOT analysis undertaken at the pre-draft public meeting. The Vision Statement reads as follows;

*“To develop Tipperary Town as a balanced settlement centred on a vibrant town centre. Build on the heritage and tourism strengths of the town and to support the wider hinterland from an economic and cultural perspective. To promote the town as a unique settlement for working, living and recreation, and to balance the demands of a vibrant economy with the need for a healthy and sustainable environment and to ensure the protection of the unique built, cultural and natural heritage of the area”.*

### 2.2 Strategic Issues

The Strategic Issues set out under this section have been identified having regard to the Core Strategy requirements of the Planning and Development Acts 2000 – 2012, consultation with prescribed authorities, stakeholders and the general public.

#### 2.2.1 Core Strategy Statement

This Core Strategy Statement sets out how the development objectives in the Development Plan are consistent with the NSS and the Regional Planning Guidelines. In preparing the Plan the Planning Authority has had regard to the strategic aims of the NSS and the RPG's. In accordance with the Planning and Development Acts 2000 – 2012 and the Guidance Notes on Core Strategies issued by the DoEHLG in November 2010, a Core Strategy Map (Map 2) has also been included and identifies the town centre, retail centres, the existing built up area, existing and new industrial sites and areas for significant greenfield/brownfield development. The main public transport facilities are also identified on Map 2.

#### **National and Regional Population Targets**

The Core Strategy prepared for the County in 2010/2011 is in compliance with the population projections set out under the RPG's and allocates 7% of the county's population to Tipperary Town. Therefore the population of the plan area is forecast to increase to 6,586 by 2013 and 7,042 by 2019. This equates to a projected population increase of 456 within the plan area over the lifetime of the plan. However it is necessary to acknowledge the Results of the 2011 Census of Information which indicate that the population of the plan area was below the previously forecast population at 5,197 in 2011. Based on population growth trends from 2006 to 2011 (increase of 0.5% per annum) it is expected that the population of the Plan area will reach 5,245 by 2013. In order for Tipperary Town to cater to 7% of the population of South Tipperary in 2019 i.e. 7,042 the population will have to increase by 1,797.

### Zoned Lands

The TT & EDP 2013 demonstrates compliance with the population projections set out in the Regional Planning Guidelines but acknowledges that the current population is lower than previously anticipated and ensures that there are sufficient residentially zoned lands available within the town to encourage and facilitate a greater proportion of the population to reside in the town. The RPG's provided for total housing land from 2010 – 2016 for South Tipperary. This TT & EDP 2013 provides for residential growth from 2013 – 2019 and therefore it is considered appropriate that the Core Strategy Table 1 provides for residentially zoned lands over an additional three year period beyond the lifetime of the TT & EDP 2013 as advised under the Development Plan Guidelines. The manner in which the revised population projections have been incorporated into the TT & EDP is set out in Table 1.

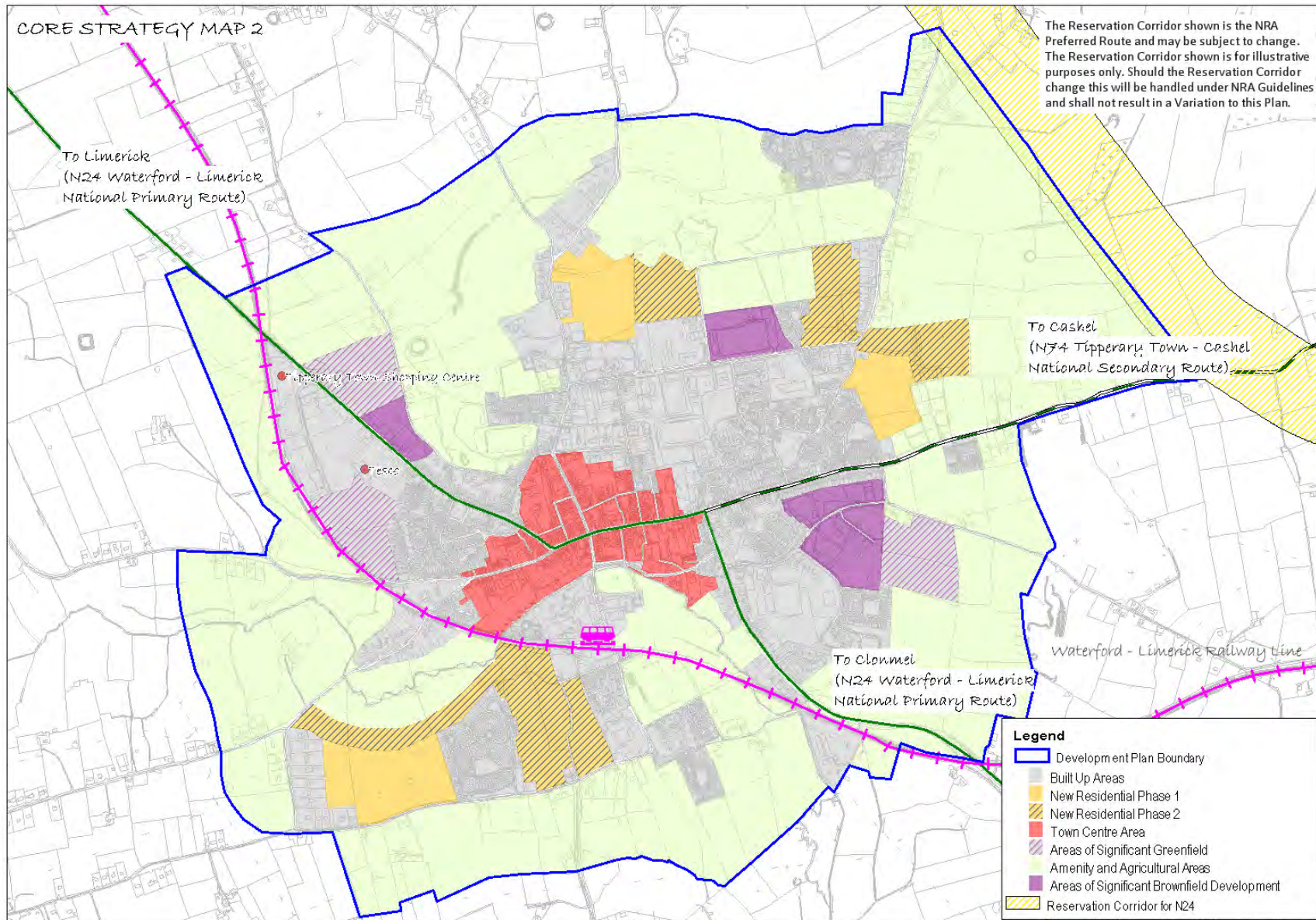
In identifying lands for residential development the Planning Authority considered the sequential approach, existing infrastructure and services, flood risk and the identified need for executive style housing within the Plan area.

There are approximately 42 ha zoned for Light Industry Land Use and a further 21 ha zoned for General Industry Land Use under the TT & EDP. The requirement for industrial land was based on the following factors;

- i. Target population during the lifetime of the TT & EDP 2013
- ii. Percentage of this population of working age
- iii. Participation Rate for the State
- iv. Employment Rate for the State
- v. Percentage historically employed in Industry within the Plan area
- vi. Average amount of land required per employee in the industrial sector
- vii. Need to attract new employers and increase employment opportunities in the town and having regard to potential requirements in terms of site area, building size and expansion opportunities etc.

The town centre land use zoning reflects the existing town centre area and provides for expansion opportunities. The social and public zoned lands provides for the protection of existing civic, educational, religious and infrastructural facilities for the benefit of the local community. The amenity land use zoning reflects existing amenity areas including the Tipperary Hills (including the Famine Graveyard & Pitch and Putt Facility) and lands flanking the Ara River and the Railway line at Collegeland, the Canon Hayes Complex, tennis courts on the Donohill Road and St. Michael's Road, public greens and Multi Use Games areas. The Plan also provides for the development of a linear amenity area along the River Ara.





Tipperary Town & Environs Development Plan 2013	Population Growth Required to meet 2019 target	Housing Requirement [1]	Res lands required Including for additional 3 years supply	Existing Zoning	Proposed Zoning	Housing Yield (Residential Lands) [3]	Housing Yield (Other Lands)	Total Housing yield [4]	Shortfall/ Excess
Core Strategy	456	182.4	16 ha	183.81 ha	21 ha Phase 1	363	102	1,070	
Census Results 2011	1,797	718	62 ha		35 ha Strategic Reserve [2] (Phase 2)	605			
<b>Total</b>	<b>1,797</b>	<b>718</b>	<b>62 ha</b>	<b>183.81 ha</b>	<b>56 ha</b>	<b>968</b>	<b>102</b>	<b>1,070</b>	<b>352</b>

[1] Using an average household formation of 2.5 for South Tipperary (CSO 2011)

[2] This land is currently surplus to requirements and proposals for the development of such lands or housing will not be considered for development purposes during the plan period unless the requirements of the Justification Test are satisfied;

[3] Number of housing units that may be provided at a density of 17.3 units/ha. This average density has been derived from recent developments in the plan area and will not preclude residential development at higher/lower densities in particular to cater to executive style housing.

[4] Total number of units that may be provided on residentially zoned lands and on lands where residential land use is permitted/open for consideration.

It is proposed to rezone approximately 60 ha of lands currently zoned for residential land use and 50 ha of lands currently zoned for Master Plan uses to agricultural land use under this Plan. A further 6.3 ha currently zoned for residential land use is to be rezoned for general industry land use. Residential development within the Plan area is addressed under Section 6 (Housing).

### **Retail Objectives**

The Planning Authority had regard to the Retail Planning Guidelines for Planning Authorities 2012 and the South Tipperary County Retail Strategy 2010 in the preparation of the Plan. Specific policies and objectives have been included in relation to;

- ✚ The identification of a retail hierarchy
- ✚ Maintaining the vitality and vibrancy of the Town Centre
- ✚ The location and scale of new retail development
- ✚ The application of the sequential approach for new retail development
- ✚ Identification of criteria for the assessment of retail development

The development of the town centre is addressed under Section 3 (Town Centre Strategy).

### **2.2.2 Employment**

The large employers in the town such as Tipperary Co-op, the Department of Justice and Equality, Department of Agriculture, Food and the Marine, Tipperary Town Council and the Private Security Authority account for approximately 420 jobs within the Plan area. The retailers and service providers in the town centre also provide employment opportunities for the locality. The closure of Pall in Tipperary Town and Dell in Limerick has contributed to unemployment in the town and environs. Unemployment is an issue for the town and needs to be addressed under this Plan.

In relation to the West Tipperary and Slieve Ardagh region which includes Tipperary Town the South Tipperary County Strategy for Economic, Social and Cultural Development states that this area experiences a shortage of employment opportunities due to difficulties in creating and sustaining jobs. To address these issues the Strategy aims to (a) develop indigenous businesses, (b) attract larger industries by improving the infrastructure (c) maximise the region's proximity to economic centres outside the county. During the Pre-Draft Consultation Period the availability of industrial floorspace was identified as an opportunity within the town whilst unemployment, lack of hotels, lack of industry and brain drain were identified as threats. Employment is dealt with in detail under Section 4 (Economy, Employment and Innovation).

### **2.2.3 Education**

It is noted that between 2002 and 2006 within Tipperary Town;

- There was a minor increase in the numbers completing upper secondary school
- There was a minor increase in the number obtaining a third level (non-degree qualification)
- The population who had finished in full time education having obtained a third level degree or higher qualification and those having obtained a third level non-degree qualification had increased but were still below the national average

Having reviewed the Results of the 2011 Census of Information it is noted that Tipperary Town is still performing below the national average in terms of numbers completing third level education.

Owing to the proximity of the University of Limerick and the Limerick Institute of Technology (Limerick and Clonmel) it is considered that education attainment is likely to improve as a result of a focused campaign. Detailed information on the education standards within the town will be available in the Census of Information 2011 once published.

Over the lifetime of this TT & EDP 2013 there will be a requirement for 845 primary school places and 599 post primary school places within the Plan area<sup>1</sup>. A survey of the existing schools was undertaken in September 2011 and established that the primary and post primary schools within the town have sufficient capacity (850 places & 1,123 spaces respectively) to cater to the needs of the town and the surrounding hinterlands over the lifetime of the plan and there are sufficient lands available to cater to the educational needs to the plan area. The Knockanrawley Resource Centre offers further educational opportunities and community based education and training opportunities in a wide variety of areas and also hosts the University College Cork Diploma in Community and Youth Work on an outreach basis. There is also ongoing support and initiatives from the Department of Social Protection and the Vocational Education Committee (VEC) in this area.

#### 2.2.4 Infrastructure

The route of the N24 passes through Tipperary Town and the congestion associated with this transport corridor is resulting in health and safety, aesthetic and economic problems for the town and it was made very apparent at the Pre-Draft Public Consultation Stage of the plan making process that the delivery of the N24 Realignment is the major issue facing the town. In the event that this project is deferred owing to current economic circumstances it was strongly stressed during the public meeting and the meetings with stakeholders that there is a need for an inner relief route to assist in the reduction of traffic congestion in the interim.

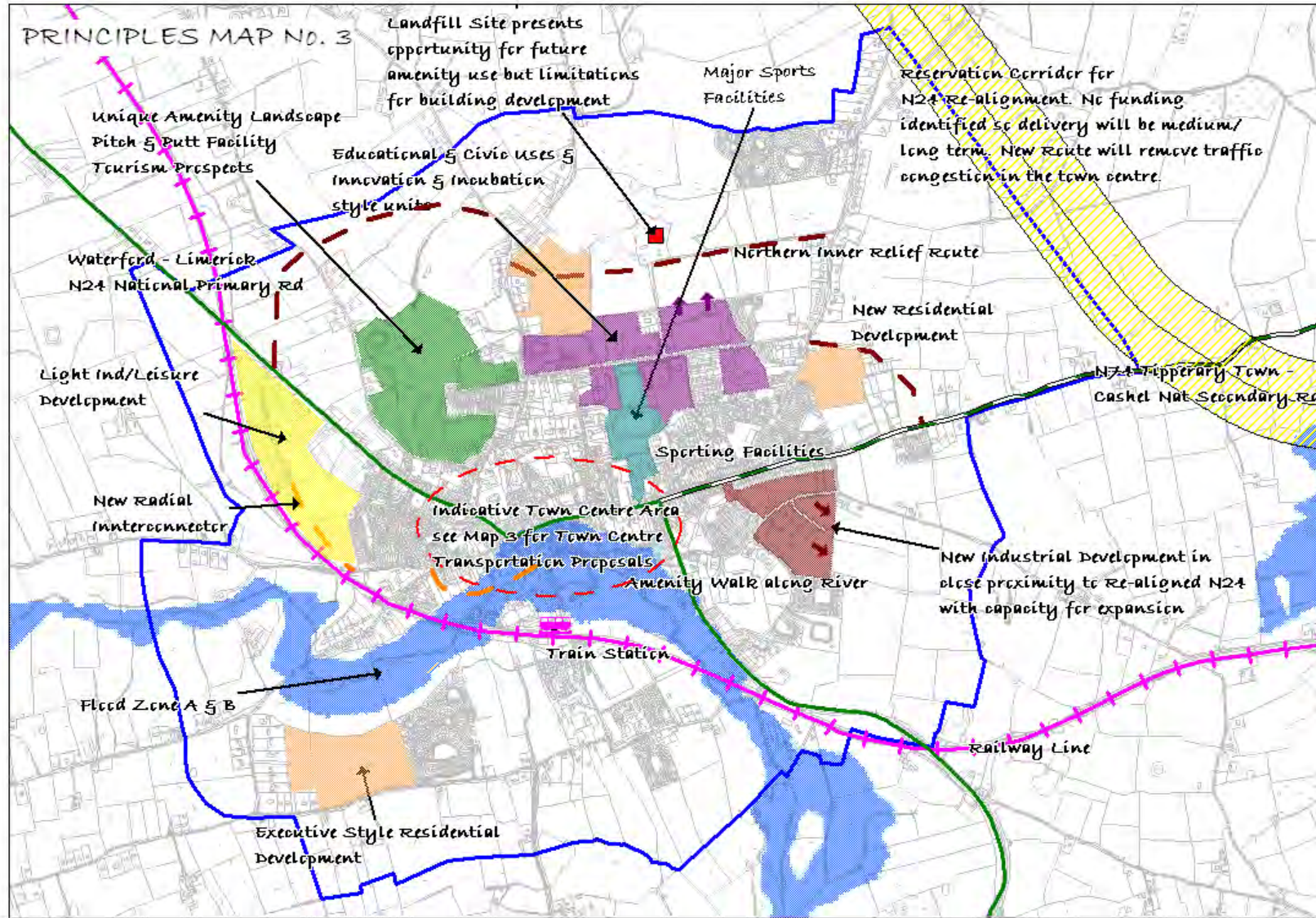
### 2.3 Delivering the Strategic Vision

The Principles Map 3 highlights the issues and prospects which need to be addressed to deliver the vision of the Plan and the policies and objectives of the Plan reflect the broad visual representation set out in the Principles Map. This provides for;

- ✚ A strong, vibrant and dynamic town centre which has good pedestrian and cycle connections to the surrounding facilities and amenities along with amenity walks/pedestrian and cycle paths linking areas of industry to the town centre, the River Ara and educational facilities etc. The delivery of a significant town centre retail development would also be desirable and in conjunction with an increase in comparison shopping units trading in the town will result in a strong retail centre. Specific transport proposals for the town centre are discussed under Section 3.
- ✚ Good quality balanced residential development providing a range of housing type and choice to cater to the housing market.
- ✚ Facilitating increased employment is central to the Development Plan and the Plan provides for Educational/civic and innovation and incubation units with good links to the town centre area in order to attract employment opportunities.
- ✚ Sufficient and appropriately located and serviced light industrial and general industry lands. Good linkages to the Train Station on Station Road and the Limerick Junction Train Station

<sup>1</sup> Derived from Department of Education and Skills guidance which calculates that 12% of the population at any given time is of primary school going age and that 8.5% of the population at any time is of post primary school going age.

- ✚ As indicated on the Principles Map the Inner Relief Route to the north of the town and the Radial Interconnector to the south of the town are important developments and will address traffic congestion until the N24 Re-alignment is constructed.
- ✚ The Plan is also supported by a Strategic Flood Risk Assessment which ensures that lands at risk of flooding are identified for appropriate uses.



### 3.0 Town Centre Strategy

During the Pre-Draft Consultation Period the local community identified the main strength of the town centre as being the retail mix and selection of shops. Town Centre opportunities identified included the improvement of movement on Kickham Street and the development of a Civic Space at Kickham Square. The lack of an obvious town centre and seating were identified as weaknesses whilst the absence of signposting for Tipperary Town on the M8 and parking charges in the town centre as threats. One of the strategic objectives of this TT & EDP 2013 is the development of a strong and vibrant town centre which meets the retail and service needs of the hinterland in addition to offering a pleasant and attractive environment for shopping, business, recreation and living.

### 3.1 Strategy Proposals

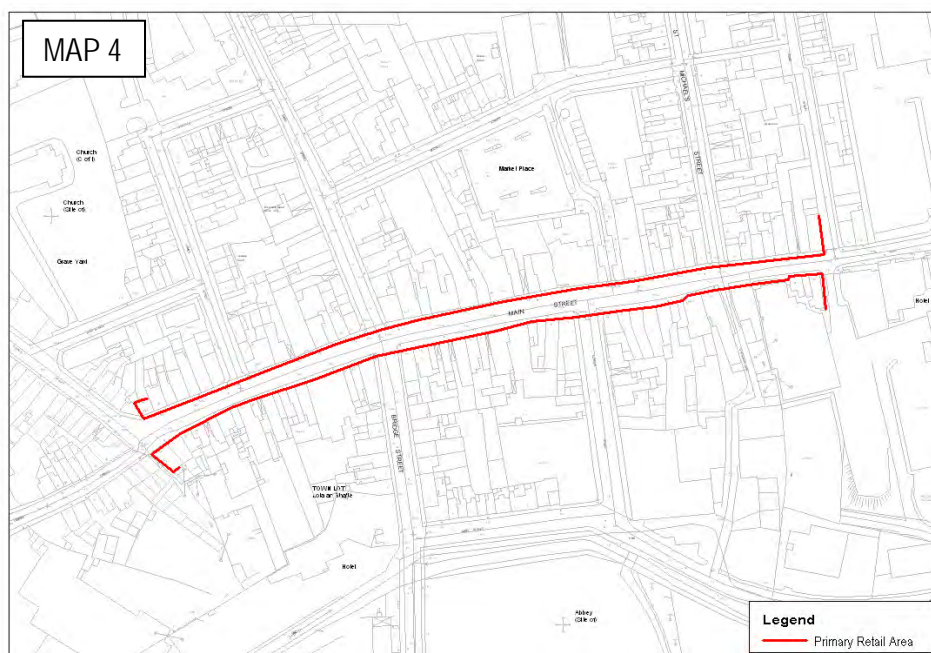
The Tipperary Town Building Façade Improvement Scheme and Approach Roads Improvement Scheme (June 2005) set out the following strategy proposals for the town centre;

- ✚ To create enhanced public spaces and a network of pedestrian routes linking shopping streets, key public facilities and amenity areas, and in particular, to reinforce the linkage between the northern and southern parts of the town centre,
- ✚ To identify general streetscape enhancements that strengthen the pedestrian-emphasis of the strategy;
- ✚ To promote the development of key opportunity sites for uses that complement and enhance the town centre function
- ✚ To encourage the improvement of individual building facades that contribute to the appreciation of townscape character

It is considered that these strategy proposals are still relevant and should be reflected in the TT & EDP 2013.

### 3.2 Enhancing the quality of the Town Centre

Annual Health Check Monitoring undertaken on the Primary Retail Area of Tipperary Town (see Map 4 below) from 2009 – 2011 inclusive recorded the following occupancy levels and percentage of retail units which are of high value use (Table 2).



<b>Table 2: Tipperary Town Primary Retail Area i.e. 86 units</b>		
Year	% High Use Type	% Units Occupied
2009	78.9 %	86 %
2010	78.6 %	90.7 %
2011	78.6 %	89.5 %

The primary retail area of Tipperary Town offers the consumer a number of quality shops however there is potential to increase the provision of comparison stores within the primary retail area and this will assist the town in fulfilling its full retail potential and to function as an end destination for retailing. The town centre area is outlined on Land Use Zoning Map.

It is essential that high value uses such as niche shopping and restaurants are promoted at ground floor level within the town centre, these uses greatly enhance the viability of a town centre and act as a major pull factor when customers choose shopping destinations.

The South Tipperary Retail Development Programme has identified a number of objectives aimed at improving the Town Centre;

- The need to increase the attractiveness of the town by increasing the comparison retail offer. Ladies fashion offer in particular needs to be enhanced.
- Improve connectivity between Tipperary Town Shopping Centre and the town centre.
- Seek opportunities to occupy the vacant units which detract from the appearance of the town centre either for permanent or temporary uses.
- Retail uses such as high end comparison uses and a bookshop are notably absent from the town and should be encouraged.
- Cafes, delis, tea-rooms, family orientated restaurants or other specialist food outlets should also be encouraged in order to seek to retain visitors in the town centre.
- The visual appearance of the town requires enhancement with an absence of quality street furniture and landscaping a feature.
- Establishment of a Town Centre Forum.

The Council will have regard to the objectives of the Retail Development Programme (once endorsed) in exercising its Development Management Function.

**Policy TC 1: Enhancing the quality of the Town Centre**

It is a policy of the Council to strengthen the retail/commercial, residential and recreational functions of the town centre, retaining high value uses at ground floor level within the Primary Retail Area, to seek improvements to the visual quality of the town centre as part of new development and to facilitate the appropriate development of the town centre subject to compliance with the relevant development standards where applicable.

When considering proposals for retail development, the Council will have regard to the following:

- ◆ A sequential approach for provision of new retail facilities. New retail facilities will be required to locate on lands zoned for town centre use and suitably zoned sites outside the town centre will only be considered where it is demonstrated to the satisfaction of the Council that there are no suitable sites to facilitate the development within the town centre.



- ◆ The proposal shall enhance the vitality and viability of the town centre. The reuse of existing vacant retail floor space will be prioritised and encouraged in preference to proposals for new floor space on out-of-town centre sites.
- ◆ The proposed development shall comply with the Retail Planning Guidelines for Planning Authorities 2012 and the South Tipperary County Retail Strategy and any review thereof, the South Tipperary Retail Development Programme and the Zoning Designation of the Area;
- ◆ The development shall be easily accessed with adequate parking and servicing facilities without having a negative impact on traffic safety.

### **Policy TC 2: Retail Strategy for Tipperary Town**

It is the policy of the Council to encourage and facilitate the consolidation and enhancement of the retail function of the town centre and its role as a secondary service centre in the County Retail Hierarchy. In this regard the Council will implement the objectives of the South Tipperary County Retail Strategy and any review thereof, when assessing applications for new retail development in the town.

### **3.3 Town Centre Vitality**

Approximately 10% of ground floor units within the Primary Retail Area are vacant, the vibrancy and vitality of the town centre is one of the key issues which needs to be addressed under the Plan. The reduction in consumer spending is an issue however local initiatives to attract consumers and encourage new town centre retailing can be encouraged through;

- ✚ The use of vacant shop fronts for the display of local crafts and produce. This will benefit local crafts people and reduce the impact of a vacant shop front on the town centre
- ✚ The Commercial Incentive Scheme for Tipperary Town adopted in October 2011 will incentivise the commercial use of vacant properties within the Primary Retail Area<sup>2</sup>
- ✚ Implementation of the Retail Marketing Plan
- ✚ Car Parking Strategy
- ✚ Creation of a Town Forum
- ✚ Development of Town Centre Opportunity Sites (See Section 3.5)
- ✚ Delivery of objectives set out under The South Tipperary Retail Development Programme

<sup>2</sup> The Primary Retail Area as shown in Map 4 was extended for the purposes of the Commercial Incentive Scheme. Refer to the Tipperary Town Commercial Incentive Scheme for more details.

## 3.4 Public Realm

### 3.4.1 Pedestrian Linkages

It is an ongoing objective of the Council to improve the pedestrian environment, permeability and legibility within the town centre. Direct, attractive, well lit and overlooked linkages between destinations will encourage the residents and visitors to the town to walk rather than using unsustainable modes of transport. An increase in pedestrian traffic will also improve the vitality and viability of the town. The Council will endeavour to carry out works as and when funding becomes available as part of town improvement works, conditions will also be attached to grants of planning permission where appropriate. The pedestrian routes to be provided and/or upgraded are included on the Transportation Map 5 below.

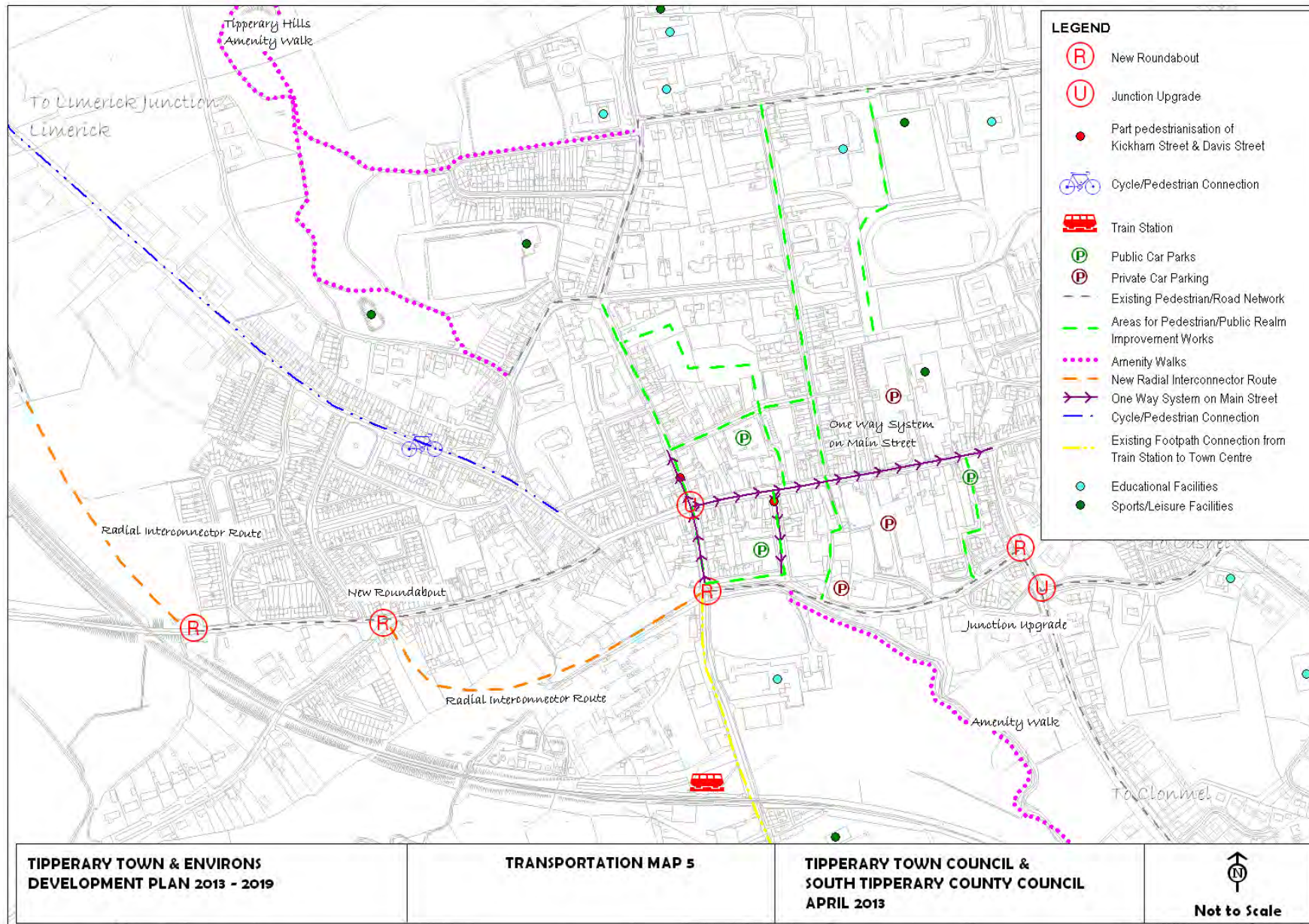
### 3.4.2 Public Spaces

#### *Kickham Street*

It is an intention of the Council to create a new public space at Kickham Street. The area would be developed as a pedestrian priority zone with a one way traffic system in place. A plaza is to be created around the monument with herringbone parking at the lower end of the street. Improved pedestrian crossing facilities on Link Road would be essential in order to safely integrate the space with its surroundings. A coach bay has also been provided adjacent to the River Ara so that tourists can disembark at this location and walk up the revamped Kickham Place to the town centre. Currently funding is not available for this project however it is intended that this project will be delivered once funding is identified.

#### *Market Yard*

The upgrade of the Market Yard as a pedestrian priority area would provide a high quality link from the Excel Centre/Clock Tower site to Main Street. There are a number of small retail units to the east of Market Yard and the enhancement of this area in addition to the introduction of new street furniture and planting would draw tourists and pedestrians into this area. These units have a current viable use and could also provide attractive craft units into the future.



### 3.4.3 Phasing of Pedestrian & Public Realm Works

It is proposed that as funding becomes available that priority be given to upgrading the key routes that contribute to the overall pedestrianisation emphasis of the public realm strategy i.e. as per phases set out below. Where a site bounds areas of the public realm that are identified for improvements works the Planning Authority will attach conditions to grants of planning permission requiring that said improvement works are undertaken as part of the overall development. Notwithstanding the phasing of the public realm works set out below the delivery of some of these works will be developer led and will be dependent on certain parcels of land being brought forward for development.

#### Phase 1

- ✓ Pedestrian Priority of Market Yard
- ✓ Improved pedestrian crossing facility at Main Street
- ✓ Creation of civic area at Kickham Street and improvements to junction with Link Road
- ✓ Improved linkage between Tipperary Town & Tipperary Shopping Centre

#### Phase 2

- ✓ Improvements to Bridge Street, Davis Street, Mitchell Street and St Michaels Street
- ✓ Improvements to Abbey Street
- ✓ Creation of Linear Park to south side of River Ara

#### Phase 3

- ✓ Open Space works in vicinity of Tower Ballroom site
- ✓ Improvements to Link Road

#### Phase 4

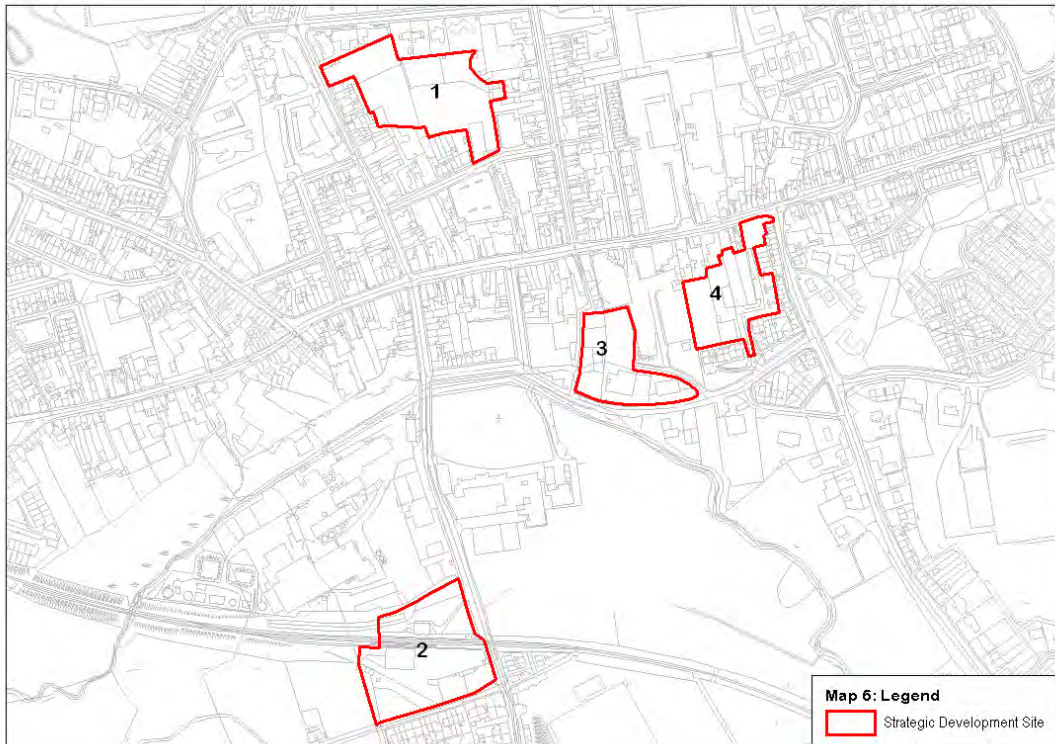
- ✓ Main Street/Bank Place improvement works once N24 re-alignment or Proposed Southern Inner Relief Route is delivered.

### 3.5 Strategic Development Sites

There are a number of Strategic Development Sites located within the Plan Boundary, these are summarised in Table 3 (Map 6), site specific requirements are provided under Appendix 6.

Ref	Location	Area (ha)	Description
1	To the east of Davis Street and north of Mitchell Street	1.35	Site includes greenfield lands, the Clock Tower and O'Donovan's Cattle Mart.
2	Lands adjacent to the Railway Line to the west of Station Road	1.43	Brownfield site partially occupied by the Train Station/Enterprise Centre.
3	Town Centre Site located to the east of Gas House Lane	0.75	Underutilised brownfield site
4	To the south of Bank Place and to the north of Link Road	0.83	Underutilised town centre site occupied by car parks and residential gardens etc

The Council will encourage landowners to work collaboratively to combine appropriate land banks; the Council will also aid in marketing these land banks and will use its Compulsory Purchase Order powers where necessary and where funding permits. These steps will ensure the development of underutilised lands and brownfield sites and promoting the vitality and vibrancy of the town centre.



### 3.6 Derelict Sites

The Councils continually seek the reuse and improvements to derelict<sup>3</sup> sites as opportunities arise and as part of new development. The Councils will seek to reuse or remove derelict and obsolete buildings and sites. The Council will provide assistance to developers in identifying appropriate reuses for derelict sites in order to secure their redevelopment. In order to improve and enhance the visual appearance of the town the Planning Authority will identify current Derelict Sites in addition to sites which are not currently on the register but which would benefit from enhancement and the Council will initiate the process of having these sites added to the Derelict Sites Register and will use its powers to address dereliction.

#### **Policy TC 3: Derelict Sites**

It is the policy of the Council to implement the provisions of the Derelict Sites Act, 1990, the Sanitary Services Act 1964 and the Planning and Development Acts 2000 - 2012 to prevent or remove injury to amenity arising from underutilisation and dereliction.

### 3.7 Shopfronts & Advertising

Shopfronts contribute to the character and interest of streets and their colours and details contribute to the overall visual expression of a streetscape. The preservation of good examples of attractive shopfronts is vital for the retention of the identity, character and historical significance of the town centre.

<sup>3</sup> There are currently only two structures on the Register of Derelict Sites in Tipperary Town and these are 5 Upper Church Street and Gas House Lane.

**Policy TC 4: Shop Fronts**

It is the policy of the Council to encourage the retention of existing shop fronts which are of high quality, exhibit unique features or add to the character of the streetscape. Applications for replacement or repair of shop fronts will be assessed according to their visual quality, and where developments are located in the ACA the requirements of the ACA Statement will be applied.

Advertising and signage should be sympathetic in design and colour both to the building on which the signage will be displayed and the surrounding buildings. Furthermore advertising and signage should;

- ✓ Not obscure architectural features such as cornices or window openings.
- ✓ Shop front advertising should be designed as an integral part of the shop front and not left as an afterthought.
- ✓ Applications for new, or a change of use of commercial units, will be required to indicate what type of signage is proposed.

**Policy TC 5: Advertising and Signs**

The Council will facilitate advertising and support structures where the following criteria are met:

- (a) The proposed development would not detract from the visual appearance of a building, a Protected Structure or the character of the ACA or the proposed location by reason of size, siting, design, materials or illumination; and,
- (b) The proposed development would not adversely affect public/traffic safety; and
- (c) The proposed development is appropriate in terms of scale and mass to the principal structure and its size.

**3.8 Specific Town Centre Actions**

- TC 1 To reduce traffic volumes in the town centre, through the delivering of the Radial Interconnector Route and the Northern Inner Relief Route in order to enhance the recreational and shopping experience offered in the town.
- TC 2 The Council will, where funds allow, provide for the enhancement of existing pedestrian linkages and the provision of new pedestrian linkages and public open spaces as set out on Map 5. In addition the Council will require that development proposals incorporate measures for the provision and upgrade of these pedestrian routes where appropriate.
- TC 3 The Council will promote the development of the identified Strategic Development Sites in accordance with the policies, objectives and standards of the TT & EDP 2013.
- TC 4 In carrying out the Development Management Function the Council will have regard to the recommendations of the Tipperary Town Building Façade Improvement Scheme and Approach Roads Improvement Scheme (June 2005).
- TC 5 The Council will promote and encourage the use of vacant shop fronts for the display of local crafts and produce.
- TC 6 Identify sites which are not currently on the Derelict Sites Register but which would benefit from enhancement and the Council will initiate the process of having these sites added to the Derelict Sites Register and will use its powers to address dereliction.

- TC 7 The Council will endeavour to deliver the objectives of the South Tipperary Retail Development Programme 2012 as and when funding permits and lands are brought forward for development.
- TC8 Town Council will initiate a competition in conjunction with Tidy Towns/Chamber of Commerce TIRD for 'Best Kept Shop Front/Maintained Building' to encourage well maintained and clean streetscapes.

## 4.0 Economy, Employment and Innovation

During the Public Consultation Periods the strategic location of the town in close proximity to national transport corridors, the large catchment area and availability of industrial floorspace were considered core strengths and opportunities to the economy, employment and innovation of the town. The peripheral location of the town in terms of the administrative areas of South East Tourism and Shannon Development was seen as a weakness whilst unemployment, parking charges in the town centre, traffic congestion, lack of industry, brain drain, car parking charges at Limerick Junction and scheduled train times were all raised as threats.

### 4.1 Existing Employers

The Technology Park, the Department of Justice and Equality/New Tipperary Civic Offices, and the Testing Centre/McMahon Reinforcement site are located on the Rosanna Road to the north of the town centre. The IDA (Industrial Development Agency) Park is located to the south east of the town centre whilst the Tipperary Co-op is located on Station Road to the south west of the town centre. There are also many smaller employers/businesses operating within the town and its environs. With the exception of the decentralisation site which is undergoing construction the remainder of these lands are Brownfield sites. The economic recession has taken its toll on employment in the town with reductions in work forces and closures in recent times. Pall Ireland which previously employed 80 people on the Rosanna Road announced its closure in February 2011. Continental Promotions also closed in 2009. The Council will endeavour to facilitate alternative employment opportunities through its Business Development Unit.



### 4.2 Economic Development Initiatives

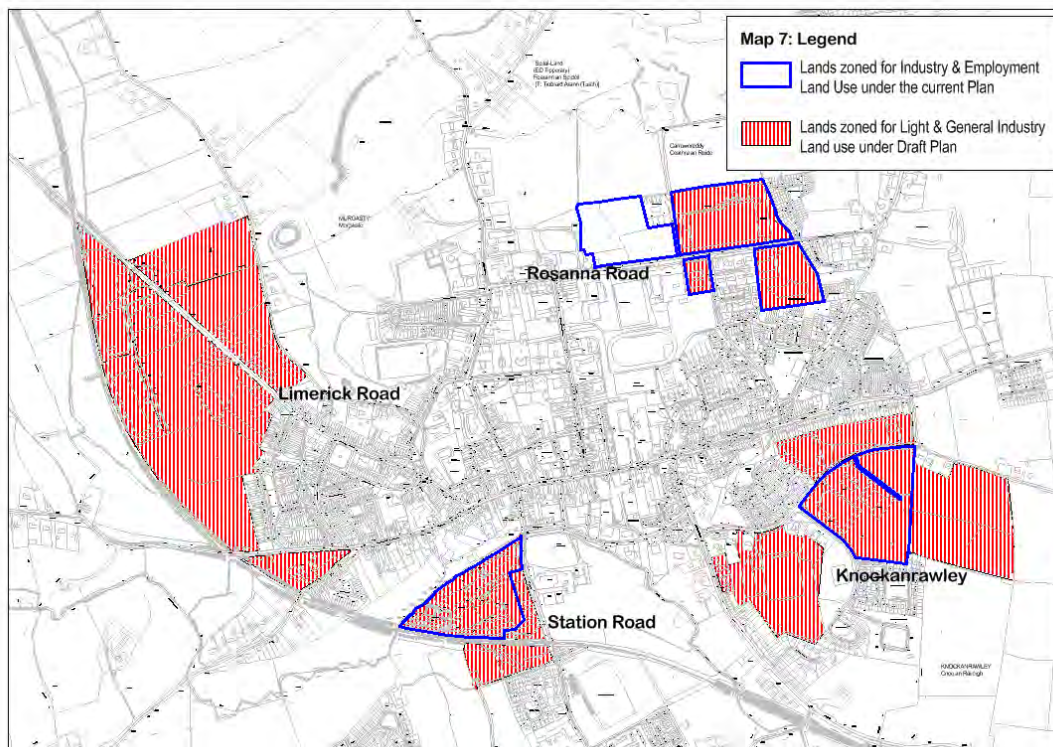
TTC and STCC are currently involved in a number of initiatives aimed at marketing Tipperary Town and its Environs. These are discussed below;



- ✚ Twinning Relationships have been initiated and developed with Parthenay (France), and Mautern (Austria), links to promote tourism and culture have also been forged with Weinstadt (Germany).
- ✚ An Economic Steering Group comprising representatives from TTC, STCC, the Chamber of Commerce (TIRD), South Tipperary Development Company and local industry has been established.
- ✚ TTC and STCC, in conjunction with the TIRD and other related businesses, are investigating ways of improving the marketing and retail product of Tipperary Town and the manner in which a “Tipperary Town” brand can be developed and launched. The development of a Joint Marketing Campaign is also currently being investigated.
- ✚ The Tipperary International Peace Convention & International Peace Award & Song Contest was established in 1983 and is held in April/May each year to promote peace at home and abroad. Tipperary is now known for its efforts to promote peace and peaceful co-operation on a national and international stage
- ✚ The Yippee festival is run annually under the umbrella of Tipperary Regional Youth Service (TRYS). Events include theatre, a craft fair, a sports evening, entertainers and an exciting street parade.

### 4.3 New Industrial and Employment Development

There are 21.15 ha zoned for General Industry Land Use and a further 36 ha zoned for Light Industry Land Use under the Plan which is considered sufficient to provide for the industrial/employment needs of the Plan area. Map 7 below includes the lands zoned for industry and employment use under the TT & EDP 2007 and the lands now zoned for light and general industry under the TT & EDP Plan 2013.



This Plan aims to provide clear direction as to the preferred location for the different types of industrial development. Having considered the characteristics of the various employment areas i.e. Rosanna Road, Knockanrawley, Station Road and Limerick Road it is proposed that;

- ✚ General industrial development will be encouraged to locate to the south east of the town at Knockanrawley (see Land Use Zoning Map A) owing to the close proximity of this location proximity to the proposed entrance/exit to the Re-aligned N24 ensuring that HGV traffic accessing these lands does not have to travel through the town centre.
- ✚ The Rosanna Road is to be developed as an educational/innovation/incubation style hub. The Planning Authority will encourage the subdivision of the large vacant industrial units at this location (Pall Unit) for innovation/incubation/start-up units. Lands zoned for Social and Public Use at this location are to accommodate the new Civic Offices and Decentralisation Site and will also function as part of the educational/innovation/incubation style hub.
- ✚ The light industrial lands to the north and south of the N24 Limerick Approach Road will be a focal point for office and leisure development which is not currently offered in Tipperary Town. In general there will be a presumption against new entrance points on the N24 at this location and new development in this area will be required to avail of the existing roundabout as a means of access where practicable. Direct access may only be considered where necessary to facilitate orderly urban development and a proliferation of such access points will not be permitted. Any application shall also demonstrate by way of the Traffic and Transport Assessment and a Road Safety Audit that no negative impact will accrue on the carrying capacity of the N24. High standards of qualitative and quantitative design shall contribute to the enhancement of the area through the development of attractive building frontage and the improvement of the public realm to the front of the site where required. Any new development at this location shall be designed and located so as to avoid any negative impact on the Recorded Monument.

#### **Policy ECON 1: Zoning of land for Employment Uses**

It is the policy of the Planning Authority to ensure that sufficient lands are zoned to facilitate various types of employment generating industries at appropriate locations having particular regard to small start up industries and new businesses requiring easy access to strategic route corridors.

The improvement in education standards that has come about in recent years may generate start up businesses within the town and will be an added attraction for some future employers. There is capacity to cater to new businesses within the IDA Park and the former Pall Ireland Building, the Atari Building and to a lesser extent the Technology Park and the Enterprise Centre on Station Road.

#### **4.4 Non-Conforming Uses**

Non-conforming uses exist within the Development Plan area and as the town expands some older uses will become non-conforming within the new categorisation/zoning. The expansion of existing minority residential/commercial/employment uses will be allowed where such use contributes to the economic and social well being of the area as a whole and does not inhibit the development of adjoining lands in conformance with the land use zoning designation.

Where the continued expansion/operation of such uses is incompatible with the predominant land use zoning of the area, they will be encouraged to relocate to more suitably zoned lands.

#### **Policy ECON 2: Non-Conforming Uses**

Where commercial/employment/industrial enterprises exist as non-conforming but long established use, it is the policy of the Council to facilitate their continued operation where appropriate. Where such uses have ceased, the Council will generally only consider redevelopment for new uses that conform with the land use zoning for the area.

### **4.5 Tourism**

The riverside location of Tipperary Town, the proximity of the Glen of Aherlow, the Galtees, Tipperary Hills, golfing facilities at Ballykisteen and Limerick Junction Racecourse in addition to its rich cultural, built and natural heritage and scenic views combined result in Tipperary Town having immense tourism potential. The town also offers excellent sporting facilities and is known for quality shoe boutiques. The town accommodates one hotel, two Bed & Breakfasts and a self catering accommodation option. Ballykisteen Hotel (4 Star) is located at Limerick Junction. Tipperary Town, located in close proximity to the heritage towns of Cashel and Cahir is well placed to function as a tourist base for those exploring the area.

The town has a number of tourism attractions such as the Tipperary Excel Arts and Culture Centre, Tipperary Hills, River Ara and Sports Facilities and to improve the tourism product the following need to be addressed;

- ✓ quality accommodation,
- ✓ marketing and promotion,
- ✓ Signage and approach roads.

In addition it will be necessary for local business and the tourism trade in the town to work together in order to maximise the benefit of tourism for the town.

#### **Policy ECON 3: Tourism Development**

It is a policy of the Council to co-operate with appropriate agencies in promoting tourism and securing the development of tourist based enterprise and facilities in the town and to encourage the development of a range of quality tourism accommodation, facilities and attractions within the Town.

### **4.6 Agricultural Environs of Tipperary Town**

It is essential that the integrity of the agriculturally zoned lands is preserved so as to provide for the co-ordinated and orderly growth of these lands in the context of Tipperary Town at a future date. It is important that the development of these lands is controlled in order that the town can expand outwards in a comprehensive and co-ordinated manner. Agricultural practices should be capable of operating without inhibition from sporadic and unnecessary development and farming practices in the environs will be supported and land banks protected to provide for the growth of the town centre over time.

#### **Policy ECON 4: Agriculture**

It is the policy of the Council to protect the viability of farms and best quality land for agriculture and related uses. Proposals that are considered to have a negative impact on the viability of existing farms will not be favourably considered.

#### 4.7 Prevention of Major Accidents

Guidance in relation to the prevention of major accidents is set out in Directive 96/82/EC, superseded by the European Communities (Control of Major Accident Hazards Involving Dangerous Substances) Regulations, 2000 (SI 476 of 2000) and by the Planning and Development Regulations, 2001 (SI No 600 of 2001). The Directive defines major-accident hazard sites (COMAH sites) as those that store or could generate quantities of dangerous substances in excess of specified thresholds. The Directive seeks to prevent major industrial accidents, limiting the consequences of accidents on people and the environment, imposing obligations on operators and requiring Member States to place restrictions on development in the vicinity of COMAH sites.

Land use provision must take account of the need to maintain appropriate distances between major accident hazard establishments and residential areas, buildings and areas of public use, major transport routes as far as possible, recreational areas and areas of particular natural sensitivity or interest, and in the case of existing establishments, of the need for additional technical measures so as not to increase the risks to people. There is currently no Seveso Site within the Plan area.

#### **Policy ECON 5: Prevention of Major Accidents**

The Council, in assessing applications for new development, expansion of existing development involving hazardous substances, or other proposed developments located within designated consultation areas, will have regard to:

- (i) The Major Accidents Directive (Seveso II);
- (ii) Potential adverse impacts on public health and safety;
- (iii) The requirements of the Health and Safety Authority (HSA)

The need to maintain appropriate safe distances between residential areas, areas of public use and areas of particular natural sensitivity.

#### 4.8 Specific Economy, Industry & Employment Actions

- E1 The Planning Authority will encourage and facilitate the provision of high quality overnight accommodation choices within the Plan area.
- E2 The Planning Authority will investigate the possibility of linking Tipperary Town with Cashel and Cahir as a unique and attractive tourism product/package. The delivery of this objective will also promote the heritage status of the town.
- E3 Development of a high quality Civic Space at Kickham Square subject to the appropriate funding being allocated.
- E4 Improvement of the general appearance including signage and amenity and planting on the main approach roads to the town, with particular reference to the Limerick Approach Road.
- E5 To provide additional parking facilities for tourist buses and motor homes at an accessible location in the town centre.

## 5.0 Infrastructure

One of the major strengths for Tipperary Town is its location on the Waterford to Limerick National Transport Corridor in close proximity to the Dublin Cork Corridor along with its National Rail Links to the major cities of Dublin, Cork, Limerick and Waterford. A By-Pass of the town is considered necessary to alleviate traffic congestion, manage traffic circulation and enhance pedestrian movements. The town By-Pass is provided for under the N24 Re-Alignment however no funding has been currently identified for this project. In the interim it is vital that the construction of the Radial Interconnector Route and Northern Inner Relief Route are progressed in order to address traffic management issues.

Whilst the Tipperary Town Waste Water Treatment Plant is operating under capacity, the capacity of the River Ara to cater to discharge is an issue and there is a need to investigate potential solutions.



### 5.1 Transport

#### 5.1.1 Land Use and Transport Planning

The County Transport Strategy was prepared in September 2011 and the key objective of the Strategy is the promotion of sustainable transport systems using a combination of all transport modes. The town, owing to its location on the N24 suffers from traffic congestion and associated environmental and amenity problems. The removal of traffic, especially heavy vehicular traffic from the town centre is required in order to improve the shopping, recreational and living quality of the town centre.

#### 5.1.2 N24 & Traffic Congestion

The delivery of the N24 Bypass is now likely to be medium term and is dependent on the required funding being allocated. In order to address the congestion issues associated with the town it is proposed that a number of measures be provided for in the Plan to be progressed as and when funding becomes available. These measures are also identified on the Principles Map (Page 17) and the Public Realm and Transportation Map (Page 22) (projects are set out below in order of priority);

-  Radial Interconnector Route from Limerick Road to the Emly Road
-  Link Street from Emly Road to Bridge Street
-  One way system on Main Street, Kickham Street, Bridge Street and Davis Street.
-  Northern Inner Relief Road

In support of NRA Policy, and in compliance with the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG) the Council will ensure that the carrying capacity of the N24 is protected and the reservation corridor of the N24 Realignment, which is currently at redesign stage is retained free from development.

#### **Policy INF 1: Carrying Capacity of the N24**

The Planning Authority will ensure that the carrying capacity and the strategic transport function of the N24 is protected. Planning Applications for significant development proposals on the N24 will be required to be supported by Traffic and Transport Assessment and a Road Safety Audit.

**Policy INF 2: Protection of Reservation Corridor for the Re-alignment of the N24**

It is the Policy of the Council to ensure that the reservation corridor for the Proposed By-Pass of Tipperary Town remains free from development and the Planning Authority will support NRA road development proposals.

**5.1.3 Pedestrian/Cycle Routes & Mobility Management Plan**

Tipperary Town is a compact town and the majority of the urban and residential areas are within walking/cycling distance (2km) of the town centre. The main desire lines for pedestrians and cyclists are from the residential areas and from the town centre to Limerick Junction, educational establishments, amenity and sports facilities within the town and its environs. The key areas where pedestrians and cyclists need to be provided for are listed below;

- ✚ In and around the town centre area i.e. 50 kph speed limit area.
- ✚ Town Centre to railway station at Limerick Junction and shopping facilities on Limerick Road via the N24 Waterford – Limerick National Primary Route
- ✚ Town Centre to Rosanna Road and Rossmore Village via Michael Street and Dundrum Road
- ✚ Town Centre to Scalaheen via Station Road and Scalaheen Road
- ✚ Town Centre to Cannon Hayes Park via O’ Brien Street and Emly Road
- ✚ Town Centre to Blackthorn Grove & Cemetery via Cashel Road

In working towards achieving the “Gold Star Award” accessibility for people with varying degrees of disability (mobility aid dependant, sight, hearing, intellectual impairment etc) will also be improved in general within the Plan area.

**Capacity of existing roads to cater to cycle infrastructure**

Until the N24 is By-Passed it is unlikely that the main street can be used as a shared space for pedestrians, cyclists and motorists. The introduction of the Proposed One Way System from the junction of O’ Brien Street with Main St to the Bansha Road would enable the provision of a cycle lane. The introduction of a shared space in the town centre can be investigated once heavy traffic flows are removed from the town centre.

**Policy INF 3: Accessibility**

It is the Council’s policy to improve facilities for pedestrians and access facilities for people with special mobility needs in line with the aims of the European Charter of Pedestrian Rights.

**Policy INF 4: Pedestrian/Cycle Infrastructure**

The Planning Authority will also require that all new development proposals provide for pedestrian and cycle infrastructure and facilities (i.e. bicycle parking) where appropriate.

**5.1.4 Northern Inner Relief Route**

An indicative reservation corridor will be retained in this Plan for the delivery of the Northern Inner Relief Route to link the N24 Waterford – Limerick National Primary Route to the R497 Tipperary Town – Donohill Regional Road, the R601 Tipperary Town – Dundrum Regional Road and the N74 Tipperary Town - Cashel National Secondary Route (see Map B).

However the reservation corridor is indicative only and a Geological Survey, Topographical Survey and Visual Amenity Impact Assessment will be carried out, and consultation undertaken with the DoAHG prior to the indicative reservation corridor being finalised to ensure that the delivery of this route shall not impact negatively on Recorded Monuments or Places.

Any design proposal for the road shall also include for the retention of tree-lined field boundaries between the monument and the proposed road location where appropriate in order to provide a visual screen both to and from the monument and Proposed Northern Inner Relief Route.

#### 5.1.5 Radial Interconnector Route

A Radial Interconnector Route to the south of the town from the Limerick Road Roundabout to the Emly Road continuing onto the junction of Bridge Street with Abbey Street is feasible. It is possible to deliver this route by extending the existing road serving the bulky goods retail outlets to the rear of the Tesco site so that it links with the Emly Road.

A "Link Street" between the top of O' Brien Street and the junction of Bridge Street with Abbey Street would also be required. The proposed "Link Street" would also open up the backlands at this location for development (see Map B). As of yet no funding source has been identified for this project however it is the intention of this Plan to reserve free from development the lands required to deliver this route. The Council will investigate funding sources which may be availed of to deliver this project.

#### **Policy INF 5: Protection of Reservation Corridors**

It is the Policy of the Council to ensure that the reservation corridor for the Proposed Radial Interconnector Route and the Northern Inner Relief Route remains free from development.

#### 5.1.6 Rail & Rural Transport

Limerick Junction Train Station, which is a critical piece of infrastructure within the County, offers train connections to Dublin, Cork, Limerick and Waterford running daily. A park and ride facility has also been developed adjacent to the Limerick Junction train station. The introduction of a cycle lane between Tipperary Town and Limerick Junction will also encourage cycling as a mode of transport between the town and the train station. A need has also been identified for a shuttle bus service between Tipperary Town and Limerick Junction.

#### **Policy INF 6: Tipperary Town Train Station**

It is a policy of the Planning Authority to ensure that land adjacent to Tipperary Town Railway Station and the Railway Line Corridor is protected for potential expansion of the rail network and other associated uses.

Ring-a-Link has also addressed a need in the local market providing a return service from Tipperary Town to the Nursing Home and Hospital in Cashel. Discussions with Ring-a-Link at Pre-Draft Consultation Stage indicated a requirement for a centrally located bus stop in the town centre and it is an action of this Plan to provide for same.

Tipperary Town is served daily by two Bus Eireann Services i.e. Tipperary Town – Limerick City (No 347) and the Waterford - Limerick Service (No 55).

#### **Policy INF 7: Integrated Public Transport**

To promote the integration and balanced development of all transport modes through the identification and facilitation of designated and shared bus-stops and to support stakeholders where appropriate in the delivery of websites; integrated ticketing and signage for both urban and rural transport services within the town and its environs.

## 5.2 Drinking Water

Tipperary Town receives its water supply from a reservoir at Cordangan, which includes water from a borehole from Fawnagown. This reservoir is also augmented with a supply from the Council reservoir at Rossadrehid. There are sufficient quantities of water available (average daily requirements of circa 33,600 cubic meters) however storage capacity is limited and this issue will need to be addressed prior to any large scale development taking place. It is therefore essential to sustaining water supply into the future that the numerous large springs and large base flow in rivers are protected.

### **Policy INF 8: Potable Water**

It is the policy of the Council to facilitate the provision and upgrading of the Water Supply Network and in assessing planning applications will require;

- (a) Proposed developments to connect to the public water mains where available or likely to be available.
- (b) Financial contributions in accordance with the relevant Development Contribution Scheme for water services from developers towards existing and/or future developments.
- (c) Where insufficient water supply exists the Council will require the deficit to be addressed at planning stage by the developer in consultation with the Council.

## 5.3 Wastewater Services

The Tipperary Waste Water Treatment Plant (WWTP) is located in the townland of Longford to the south east of Tipperary Town on the Bansha Road, adjacent to the River Ara. The WWTP is operated under Design Build Operate Contract (DBO) by Earthtech Ireland. The Tipperary Town WWTP has a design capacity Population Equivalent (PE) of 9,800 with a tertiary treatment facility i.e. sludge thickening and dewatering. The treated effluent is of good quality and is discharged to the River Ara. The flows in the River Ara may have an impact on future discharges from the Waste Water Treatment Plant in particular if there are high levels of organic discharge and the Council will investigate suitable solutions i.e. the relocation of the point of discharge to ensure that good water status is achieved.

### **Policy INF 9: Wastewater**

It is the policy of the Council to facilitate the provision and upgrading of the Waste Water Service Network in the town and in assessing planning applications will require;

- (a) Proposed developments to comply with the detailed requirements of the Council
- (b) Proposed developments to connect to the public sewer where available or likely to be available.

## 5.4 Surface Water

The Council will require that surface water be disposed of, where possible, on site and drainage will be achieved by a combination of regulated discharge and source control where the objective is to improve the quality and reduce the quantity and the rate of discharge of surface water release to nearby rivers. It is the Council's policy to eliminate or minimise surface water entering sewers. This will be achieved by the retention of surface water within the confines of the proposed development or by limiting discharges from proposed development by attenuation. The objective is to reduce the quantity of surface water being released and discharged into pipework, culverts, open channel streams and rivers.



**Policy INF 10: Surface Water Quality**

It is the policy of the Council to promote the achievement of good ecological status, good ecological potential and good chemical status for all waterbodies in Tipperary Town in accordance with the Water Framework Directive and it is a policy of the Council to comply with the objectives, policies and Programme of Measures of the Water Framework Directive and the South Eastern River Basin Management Plan.

Current best practice guidance on Sustainable Urban Drainage Systems is available from the Guidance Documents produced by the Greater Dublin Strategic Drainage Study (GSDS). A best practise recommendation for discharge of storm water is by way of shared "regional" rather than on-site systems. Similarly, surface water attenuation systems are recommended in place of underground storage of water in tanks. In this regard the Council would direct proposed applicants to the GSDS Policy Documents and the Drainage Code of Practice as well as the website [www.irishsuds.com](http://www.irishsuds.com) for further detailed information. All proposals for surface water discharge to groundwater shall comply with the regulations of EPA document Policy and Practice for the Protection of Groundwater (1998).

The Council also recognises the benefits of harvesting rainwater for reuse within larger developments and individual dwellings. While there is no provision for these systems in the current building regulations, the Council, in granting permission will seek rainwater harvesting in all new developments and will seek design solutions that provide for collection, recycling and reuse of surface water to meet the non-potable needs of the proposed development.

**Policy INF 11: Surface Water Management**

The Council will seek the implementation of rainwater harvesting, SUDS and best practice guidance for the collection and reuse or disposal and treatment of surface water. Such systems will be required to conserve water, protect water quality and regulate the rate of surface water runoff so as not to cause or exacerbate flooding on the relevant site or elsewhere.

**5.5 Access to Electricity Supply Networks**

There is a three phase electricity supply available throughout the town and this is adequate to cater to the growth of the town over the plan period. Following consultations with the ESB it is noted that there are no immediate upgrades planned for the electricity supply.

**5.6 Access to Natural Gas**

Tipperary Town is supplied with natural gas from the existing Raheen Above Ground Installation (AGI) in Garryspillane, Co. Limerick. Construction of the feeder main pipeline began on the 7th of December 2010 and was completed in July 2011.

**5.7 Telecommunications**

The Council recognises the importance of a high quality telecommunications service for the economic and social development of the town and the Council will seek to achieve a balance between facilitating the provision of mobile telecommunications services in the interests of social and economic progress and sustaining residential amenities and environmental quality.

When considering proposals for telecommunication masts, antennae and ancillary equipment, the Council will have regard to the Telecommunications Antennae and Support Structures Guidelines for Planning Authorities DoEHLG 1996 as amended by Circular PL 07/12 issued by the Minister to Planning Authorities under Section 28 of the Planning and Development Acts 2000 – 2012 in October 2012 or any amendment thereof.

#### **Policy INF 12: Telecommunications**

The Council will facilitate proposals for telecommunications masts, antennae and ancillary equipment where it can be established that there would be no negative impact on the surrounding area and that no other location can be identified which would provide adequate telecommunication cover save in the following locations;

- (i) At locations detrimental to listed views (Appendix 9)
- (ii) Within significant views of national monuments or protected structures (Map C & D);
- (iii) In close proximity to schools, churches, crèches, community buildings, other public and amenity/conservation areas and residential areas.

In the consideration of proposals for telecommunications masts, antennae and ancillary equipment the Council will have regard to the following:

- (a) The visual impact of the proposed equipment on the natural or built environment, particularly in areas of sensitive landscape or historic importance;
- (b) The potential for co-location of equipment on existing masts;
- (c) The road networks traversing the plan area and plans for the development of these networks, including any future by-passes, and
- (d) Department of the Environment and Local Government "Telecommunications Antennae and Support Structures Guidelines for Planning Authorities" (July 1996), or any amendments thereto.

Proposals must consider:

- a) Alternative sites,
- b) The long term plans of the developer in the County and wider area and the plans of other promoters.

### **5.8 Access to Broadband**

The Council recognises the importance of advanced communications as a key component for the economic development of Tipperary Town. There is a Metropolitan Area Network (MAN) available throughout the town and the Planning Authority will support the roll out of high speed broadband access.

#### **Policy INF 13: Broadband**

The Council will proactively work with key stakeholders to address deficiencies in broadband coverage and will facilitate the continued development of broadband infrastructure in the town in line with the policies of the National Development Plan and the Regional Planning Guidelines for the South East Region.

### **5.9 Satellite Dishes**

Satellite dishes and telecommunications apparatus, if badly sited can materially harm the character and appearance of historic buildings and important townscapes. Some satellite dishes may be erected as exempted development under the Planning and Development Regulations 2001 - 2012. Where permission is required Policy INF 14 will apply.

**Policy INF 14: Satellite Dishes**

It is the policy of the Council to permit satellite dishes except:

- (i) On Protected Structures where the special character would be harmed; or
- (ii) On the front or side of buildings in the ACA; or
- (iii) In other parts of the town where they would be detrimental to the visual amenities of the area.

**5.10 Renewable Energy**

Renewable energy is any naturally occurring, theoretically inexhaustible source of energy such as sunlight, wind, rain, tides, waves, wood fuels, bio fuels, anaerobic digestion, landfill gas and geothermal heat which is not derived from fossil or nuclear fuel. The Government White Paper "Delivering a Sustainable Energy Future for Ireland" sets out the energy policy framework 2007-2020 to deliver a sustainable energy future for Ireland. Issues contained within the White Paper include:

- ✚ National security of energy supply;
- ✚ Development & implementation of a National Energy Efficiency Action Plan
- ✚ Implementation & operation of an All-Ireland energy market;
- ✚ Targets of 15% electrical consumption by 2010 & 33% of electrical generation by 2020 to come from renewable energy technologies
- ✚ Limiting Ireland's relative dependency on Natural Gas for power generation to approximately 50% by 2020;
- ✚ Extension to the Gas & Electrical distribution Network; and
- ✚ Develop & implement a Bio Energy Action Plan for Ireland.

**Policy INF 15: Renewable Energy**

It is the policy of the Council to facilitate and encourage sustainable development proposals for alternative energy sources and energy efficient technologies.

**5.11 Auto-Producers**

Auto producers can be defined as bodies / persons / companies that seek to develop small scale wind developments in order to meet their immediate energy requirements. Similarly, micro-renewables include non-commercial renewable energy development which provides electricity to a single end user. In assessing the suitability of such proposals the Council will have regard to the proper planning and sustainable development of the area and the Wind Energy Development Guidelines, Guidelines for Planning Authorities (DoEHLG) 2006.

**Policy INF 16: Auto-Producers**

It is the policy of the Council to facilitate, where appropriate, small scale wind energy development by auto producers/micro renewables where energy generated is required in order to meet the immediate needs of the development provided the following criteria are met:

- (i) The energy will be primarily generated to be used on the site;
- (ii) The impact of noise on nearby residents will not be significant;
- (iii) The visual impact on nearby residents will not be significant;
- (iv) Shadow flicker will not impact on the amenity of nearby residents; and,
- (v) Visual impact will be minimal.

## 5.12 Waste Management

The main objectives of the Joint Waste Management Plan for the South East Region 2006 are focused on prevention, minimisation, reuse and recycling of waste, provision of a framework for the development and operation of waste infrastructure within the region and the application of the polluter pays principle.

### **Policy INF 17: Waste Management**

It is the policy of the Council to promote the increased re-use and recycling of materials from all waste sources and to implement the policy objectives of the Joint Waste Management Plan for the South East Region 2006. During the life of the Development Plan the Council will implement the policy objectives of the Joint Waste Management Plan for the South East Region 2006 as they relate to Tipperary Town.

### **Policy INF 18: Polluter Pays**

It is the policy of the Council to implement the 'polluter pays' principle with particular regard to industrial discharges and to implement the provisions of the various water pollution and environmental protection legislation and regulations there under.

## 5.13 Former Municipal Landfill at Carrownreddy

The site of the former municipal landfill at Carrownreddy has been identified under the Waste Management (Certification of Historic Unlicensed Waste Disposal and Recovery Activity) Regulations 2008 as the site of an historic unlicensed waste disposal and recovery activity. STCC has carried out an Environmental Risk Assessment of the former landfill, prepared a remediation plan for the site. It is proposed to implement the remediation plan on receipt of the Certification of Authorisation from the EPA, depending on the availability of the necessary resources. Development proposals on the site of the former landfill, or on ground within 250 metres thereof, must take cognisance of the status of these lands. Applicants interested in developing lands in the area are advised to consult the Planning Section and the Environment Section in advance of progressing development proposals as it may be necessary for the remediation plan to be in place before development proposals are considered.

### **Policy INF 19: Former Municipal Landfill Site**

The Planning Authority may require, as part of development proposals on or within the vicinity of the former municipal landfill site, the developer to implement mitigation measures as deemed necessary, to offset any potential risk which may result from the closed landfill. The extent of any measures required will be predicated on the status of South Tipperary County Council's remediation plan. As such the developer is required to develop such measures with South Tipperary County Council.

The mitigation measures referred to above are likely to include;

- Gas Protection Measures for houses within 250m of the closed landfill
- No houses to be permitted within 50m of the closed landfill
- No private gardens within 10m of the closed landfill
- Gas monitoring boreholes etc

The site of the former municipal landfill also incorporates the site of a Recorded Monument (Enclosure RMP No. TS 067-003) and the Council will require that a archaeological assessment be undertaken and any required archaeological mitigation measures be implemented at the site when reinstating the lands.

## 5.14 Flood Risk Assessment

TTC and STCC have undertaken a Strategic Flood Risk Assessment in support of the TT & EDP 2013 and this SFRA has informed the Land Use Zoning Map. Development proposals located within Flood Zone A or B will be required to comply with the recommendations set out under Section 5.3 of the Strategic Flood Risk Assessment (Appendix 2).

### **Policy INF 20: Flood Risk Assessment**

The Planning Authority will require development proposals within Flood Zone A and Flood Zone B to comply with the recommendations of Section 5.3 of the Strategic Flood Risk Assessment. Applications will be required to satisfy the requirements of the Development Management Justification Test and be accompanied by a comprehensive Stage 3 Flood Risk Assessment for proposals in an area at risk of flooding, adjoining same or where cumulative impacts may result in a flood risk elsewhere, in low lying areas and in areas adjacent to streams.

## 5.15 Specific Infrastructure Actions

- I 1 Improvement of the crossing facilities on Main Street at the junction with Kickham Street, Bridge Street and St Michaels Street as funding becomes available. Such works may include widened footpaths, traffic calming and light controlled crossing.
- I 2 To protect the existing rail infrastructure and to ensure that the Tipperary Town Railway Station and adjoining lands are maintained for appropriate rail development.
- I 3 To investigate the provision of a shared bus stop at a central and easily accessible location within the town centre.
- I 4 To investigate the provision of a shared space in the town centre following the delivery of the Radial Inter Connector Route and the Northern Inner Relief Route.
- I 5 To require comprehensive Stage 3 Flood Risk Assessments in support of applications on lands within Flood Zone A or Flood Zone B.
- I 6 The Council will seek the provision of a ring foul sewer to service the developments in Bohercrowe following the route of the proposed interconnector from the N24 to the Emly Road, the Emly Road to the top of O'Brien Street and along the riverside backs of the houses on O'Brien Street to the existing sewer on Abbey Street. This New Sewer will also alleviate pressure on the existing sewer on O'Brien Street.
- I 7 The Council will investigate suitable solutions to issue surrounding the assimilative capacity of the River Ara, this may include for the relocation of the point of discharge from the Waste Water Treatment Plant.

## 6.0 Housing

The primary issue arising in relation to housing is the lack of private housing and executive housing in the town and the imbalance between social and private housing.

### 6.1 Residential Land Requirements

The 2019 population target for Tipperary Town will require a minimum of 16 ha of lands zoned for Phase 1 New Residential use in addition to a maximum Strategic Reserve (Phase 2) of 42 ha. Accordingly 21 ha have been identified as residential Phase 1 with a further 35 ha identified as Strategic Land Reserve (Residential Phase 2).

The council will facilitate housing development on lands zoned for new residential use identified as Phase 1 (see Chapter 9 for Development Management Requirements). Proposals for new multi-unit residential development on residentially zoned lands designated as Strategic Land Reserve (Phase 2) shall be subject to a Justification Test (Refer to Development Management Chapter 9). This provision shall not be applied so as to act to prevent the orderly and sustainable development of Tipperary Town including the delivery of strategic infrastructure (and reasonably associated development) identified in the Plan or to disadvantage those seeking to reside in the town.

### 6.2 Housing Development

A need for high quality executive style housing in the town was identified under the Two Year Progress Report of the TT & EDP 2007 and at the Pre-Draft Stage of this Plan. Therefore this Development Plan aims to provide for high quality, executive style, new residential development on appropriately located sites providing a further housing option for property seekers and those wishing to trade up. The main residential areas serving the town are located to the north and south of the town centre. The quantum of land at each location is listed below;

Phase 1 Lands			
Location	Area (ha)	Proposed Average Density <sup>4</sup>	No. of units
Town Centre	0.7 ha	22/ha	15
Scalaheen & Collegeland	9.7	10/ha	97
Carrownreddy	5.6	17/ha	95
Brodeen	5	24/ha	120
<b>Total</b>	<b>20.9 ha</b>		<b>327</b>

Strategic Land Reserve (Phase 2 Lands)			
Location	Area (ha)	Proposed Average Density	No. of units
Scalaheen & Collegeland	19.5	10/ha	195
Carrownreddy	4.2	32/ha	134
Brodeen	5.3	11/ha	58
Rosanna Road	5.5	10/ha	55
<b>Total</b>	<b>34.5 ha</b>		<b>442</b>

<sup>4</sup> Every planning application shall be assessed on its individual merits and the reference to a proposed average density shall not prejudice the development of sites at lower or higher densities.

Scalaheen has been identified as the most appropriate location for high quality executive style housing owing to its location, views and accessibility. The delivery of a high quality residential development, comprising a mix of house type and size, on these lands is central to the delivery of the vision for Tipperary Town.

#### **Policy HSG 1: New Residential Development**

It is the policy of the Council to facilitate housing development on new residentially zoned lands identified as Phase 1 subject to the relevant criteria set out in this Plan being satisfied. Where Part V of the Planning and Development Acts 2000 – 2012 applies the application must also be supported by a Development Impact Assessment (DIA) (see Chapter 9).

The Council will consider new multiple unit residential development on lands zoned for Strategic Land Reserve (Phase 2) development only where the relevant criteria set out in this Plan are satisfied, the application is supported by a comprehensive DIA and where a Phase 2 Justification Test (see Chapter 9) demonstrates that one or more of the following circumstances applies:

- (1) All phase 1 lands have been fully developed, or;
- (2) All phase 1 lands have been fully committed to development (i.e. where planning permission has been granted and where construction is underway), or,
- (3) In the case where all phase 1 lands have not been committed, it shall be proven that those uncommitted lands are unavailable for development or unserviceable.

AND




- (4) The Phase 2 lands are readily serviceable and
- (5) There is a proven demand for new development based on a demonstrated lack of availability of housing and of potential infill sites for residential purposes on lands zoned for town centre or existing residential use and/or
- (6) There is an overriding justification for development on phase 2 lands based on an unforeseen demand for new housing

Proposals for new residential development will be assessed on their merits; however, the minimum requirements set out under the Development Management Section shall be provided for new residential development on lands zoned for residential use. The Council recognises that in infill development there may have to be a relaxation in Development Management Standards where considered appropriate by the Planning Authority.

### **6.3 Layout, Density and Design of New Residential Development**

The successful integration of new housing development with its surrounding context is one of the most important elements in fostering sustainable neighbourhoods and sustainable patterns of movement. Residential development has to have regard to the character of an area including adjoining development, landscape features, contours, archaeological features and local biodiversity.

The extent to which new housing responds to its local context depends not only on the design of the houses themselves but also on the design of the open space, roads and footpaths and equally important, the linkages between new housing and:

-  local facilities and community infrastructure;
-  the public transport network;
-  Greenways, walking and cycling routes and parks.

Residential development needs to have regard to the layout of the adjoining developments. Open spaces, between developments should complement each other and rear gardens should generally not back onto adjoining open space and roads. These situations can provide opportunities for linkages between developments and complementary open spaces.

#### **Policy HSG 2: Urban Densities**

It is the policy of the Council to encourage a range of densities and housing types having regard to neighbouring developments, the urban form of the town and the objectives of proper planning and sustainable development in order to provide a balanced pattern of house types throughout the town and within developments.

#### **6.3.1 Residential Amenity in new residential development**

**Local Areas for Play:** LAPs are small areas (approximately 100 sqm) of unserviced play space located within 1-minute walking time (60m) of houses.

**Local Equipped Areas for Play:** LEAPs are unsupervised play areas for 4-8 year old children located within 5-minutes walking time (240m) of houses. The area will provide at least five types of play equipment with seating for adults. The surface shall be of grass, bark chip or rubber carpet. Fencing will allow supervision from nearby houses. The Council will require LEAPs to be provided at locations that are accessible by the wider community.

#### **Policy HSG 3: Residential Amenity**

It is the policy of the Council to seek the provision and suitable management of Local Area's for Play and Local Equipped Areas for Play in new residential developments in accordance with the criteria set out under the Development Management Section. Furthermore the Council will investigate suitable sites for the provision of these facilities in existing residential development. All new residential development will be required to comply with the amenity/open space standards set out under the Development Management Section of this Plan.

#### **6.3.2 Mix of House Types**

The creation of successful residential neighbourhoods is about the provision of opportunities for homes which respond to people's needs and which provide a framework where communities can become established and grow. Providing a mix of house types can create neighbourhoods for people of different ages and different lifestyles. This in turn can provide a number of important benefits such as;

- ✚ more sustainable use of community services;
- ✚ provide opportunities for 'lifetime communities' where people can move house without leaving a particular estate/locale
- ✚ increased social inclusion;
- ✚ More attractive residential development due to diversity of form.

Developers should also provide for the future extension of individual dwellings.



### 6.3.3 Streets & Movement

The layout of residential units needs to create places where vehicular traffic is secondary. The layout of residential development needs to create spaces where the car becomes secondary and where the street becomes part of the development's amenity area. The Council will encourage new development to be based on a network of spaces rather than a road based layout, a development in which roads play their part but are not dominant. In this regard the Council will also encourage the use of 'home zones'<sup>5</sup> in new residential development.

### 6.4 Housing Strategy

A critical objective of the County Housing Strategy is the provision of an adequate supply of social and affordable housing and to promote social integration. The County Housing Strategy has identified the continued need for 20% social and affordable housing as part of developments subject to Part V of the Planning and Development Acts 2000 - 2012. In assessing all planning applications that are subject to the provisions of Part V of the Planning and Development Acts 2000 - 2012 the Planning Authority will consult with the Housing Authority to determine their specific requirements in respect of social and affordable housing. The Housing Authority will determine the rate of social to affordable housing on a case by case basis to ensure balanced communities and promote social inclusion.

#### **Policy HSG 4: South Tipperary County Housing Strategy**

It is the policy of the Council to facilitate the implementation of the South Tipperary County Housing Strategy (and any future review thereof), as it applies to Tipperary Town & Environs when implementing local authority housing programmes and when assessing proposals for private residential development. The Council will facilitate the provision of appropriate housing accommodation to meet the needs of the community in a way that achieves social integration.

### 6.5 Traveller Accommodation

The Traveller Accommodation Plan 2009 - 2013 as adopted states under Section Eight (Implementation Measures) that it is the intention of the Council to refurbish the existing halting site at Lake Road during the lifetime of the recently adopted Plan to facilitate a mixed group/halting site scheme comprising four units of accommodation. It is the intention of this Plan to facilitate the measures set out under the Traveller Accommodation Plan as they relate to Tipperary Town and Environs.

### 6.6 Neighbourhood Centres

A core premise of the Retail Planning Guidelines for Planning Authorities 2012, the County Development Plan 2009 and the South Tipperary County Retail Strategy is the importance of protecting and enhancing the role of town centres. However it is also acknowledged that local shops located in local centres or neighbourhood centres perform an important function in urban areas. They can provide a valued service, catering particularly for the daily or casual needs of nearby residents, those passing by, the less mobile (elderly and disabled etc) and those without access to a car. The Council will consider proposals aimed at meeting local retailing needs as and when required.

<sup>5</sup> Home Zones may consist of shared surfaces, indirect traffic routes, areas of planting and features to encourage the use of the street for amenity. These features allow for traffic calming and design features that are used to indicate to traffic, the entrance to a 'home zone'. 'Home zones' allow streets to become play and amenity areas and add to the character of residential areas.

**Policy HSG 5: Neighbourhood Centres**

It is the policy of the Council to ensure the provision of appropriate neighbourhood centres incorporating retail, commercial and community facilities in conjunction with new residential development where required and appropriate. Such Neighbourhood Centre type shops shall not take from the Town Centre commercial standing and will be assessed under the provisions of the Retail Planning Guidelines 2005, the County Retail Strategy 2010 and any amendment thereof.

**6.7 Childcare Facilities**

There are currently 317 childcare places within the plan area and these are provided in 7 different registered facilities<sup>6</sup>. The Planning Authority refer all planning applications involving the provision of childcare facilities to the County Childcare Committee for comment and regard is had to any comments received in assessing all new applications.

**Policy HSG 6: Childcare Facilities**

The Council will support the provision of high quality, affordable childcare facilities at easily accessible central locations in association with housing and other development in compliance with the County Childcare Strategy and the Childcare Facilities Guidelines for Planning Authorities 2001(DoEHLG) or any amendments thereto.

**6.8 Nursing Homes & Retirement Villages**

There are currently two Nursing Homes operating within the Plan area and in order to cater adequately for an ageing population, the Council has identified that the development of nursing homes and retirement villages will be a feature of future development in Tipperary Town, on appropriately zoned lands, such that residents can avail of all urban services whilst occupying a quiet and pleasant environment.

**Policy HSG 7: Nursing Homes/Retirement Villages**

It is the policy of the Council to encourage and facilitate the sustainable development of nursing homes and retirement villages on appropriately zoned land. All proposals will comply with the Development Management Standards set out in Section 9.

**6.9 Individual houses on lands zoned for agriculture**

The purpose of the agriculturally zoned lands is to preserve their integrity so as to provide for the co-ordinated and orderly growth of these lands in the context of Tipperary Town at a future date. However the Council will facilitate the development of individual houses on lands zoned for Agricultural land use within the Development Plan boundary providing that the overall objective of this land use zoning is not compromised or prejudiced and that applicants satisfy Policy HSG 8. Planning applications seeking permission for a one off house on agriculturally zoned lands will be required to include details on all future proposed residential development on the landholding and in assessing such planning applications the Planning Authority will have regard to ribbon development in the vicinity.

<sup>6</sup> Information provided by the County Childcare Committee in the third quarter of 2011

**Policy HSG 8: Individual Houses on Agriculturally zoned lands**

It is the policy of this Council to facilitate individual houses on agriculturally zoned lands at locations removed from the following pressure areas;

- I. Lands outside of the 60 kph speed limit on National Primary, National Secondary and Regional Roads;
- II. On the Approach Roads to the town;
- III. On local roads where there is an existing pattern of ribbon development;

And where the proposal is for an individual house; and

- (a) it is being made by any one of the following persons; a farmer of the land or a direct descendent of a farmer of the land and;
- (b) the house is for that persons own use; and the applicant has a housing need; and
- (c) the applicant can demonstrate that he/she is eligible under the above criteria
- (d) the proposed development will not prejudice the potential future development of the landholding.
- (e) the proposed development is not in an area at risk of flooding

An exception to the restrictions set out above may only be made on Regional Roads and on Approach Roads where the proposal is for an individual house, criteria a – e are satisfied and it is not possible to locate the house on other lands within the landholding and outside of the pressure areas and the proposed development will not prejudice the potential future development of the landholding.

**6.10 Specific Residential Actions**

- R1 To ensure community, recreational and amenity provision as part of new development as appropriate in accordance with the policies, actions and standards of this Plan.
- R2 Given the proximity of lands to the closed landfill at Carronreddy, any development within 250m of the site will be required to comply with the requirements of “Protection of New Buildings and Occupants from Landfill Gas”, DoE 1994 (or any revised document). South Tipperary County Council has developed a remediation proposal for the closed landfill, which has been submitted to the Environmental Protection Agency for approval (Nov. 2011). Until such remediation measures have been implemented and have been demonstrated to be effective, it is recommended that proposals for development on adjoining lands include gas protection measures as set out in the aforementioned document.
- R3 To provide group housing and/or halting bays (permanent/temporary) for traveller families on suitably zoned land at Lake Road as identified on the Specific Objectives Map in compliance with the objectives of the South Tipperary Traveller Accommodation Plan 2009 – 2013.
- R4 To encourage a rebalance of the split between public and private housing within the Development Plan area.

## 7.0 Amenity, Built and Natural Heritage

Tipperary Town benefits from very distinctive and attractive amenity, built and natural heritage such as the Tipperary Hills, the River Ara, its roots as a Garrison Market town in addition to location in the Golden Vale. Developments such as the Heritage Trail will assist the town in benefiting from these attributes. As yet undeveloped opportunities include the development of Galtee Walking Tourism, marketing Tipperary Town as a Heritage Town concentrating on the Tipperary Clans.

### 7.1 Architectural Heritage

#### 7.1.1 Protected Structures

The Planning and Development Acts 2000-2012 afford protection to buildings and groups of buildings, including townscapes, of special architectural, historical, archaeological, artistic, scientific, social or technical interest. In relation to a protected structure or proposed protected structure, the term 'structure' includes the interior of the structure, the land lying within the curtilage of the structure, any other significant structures lying within that curtilage and their interior, and all fixtures and features which form part of the interior or exterior of that structure. The protection also extends to any features specified as being in the attendant grounds.

When considering proposals for works to a protected structure or proposed protected structure, the Council will have regard to the Architectural Heritage Protection Guidelines for Planning Authorities 2004 (DoEHLG) and the Architectural Heritage Protection for Places of Public Worship Guidelines for Planning Authorities 2003 (DoEHLG) which set out best practise conservation principles. The Record of Protected Structures (RPS) for the Plan area is attached as Appendix 7 (Map C).

#### **Policy AH 1: Protected Structures**

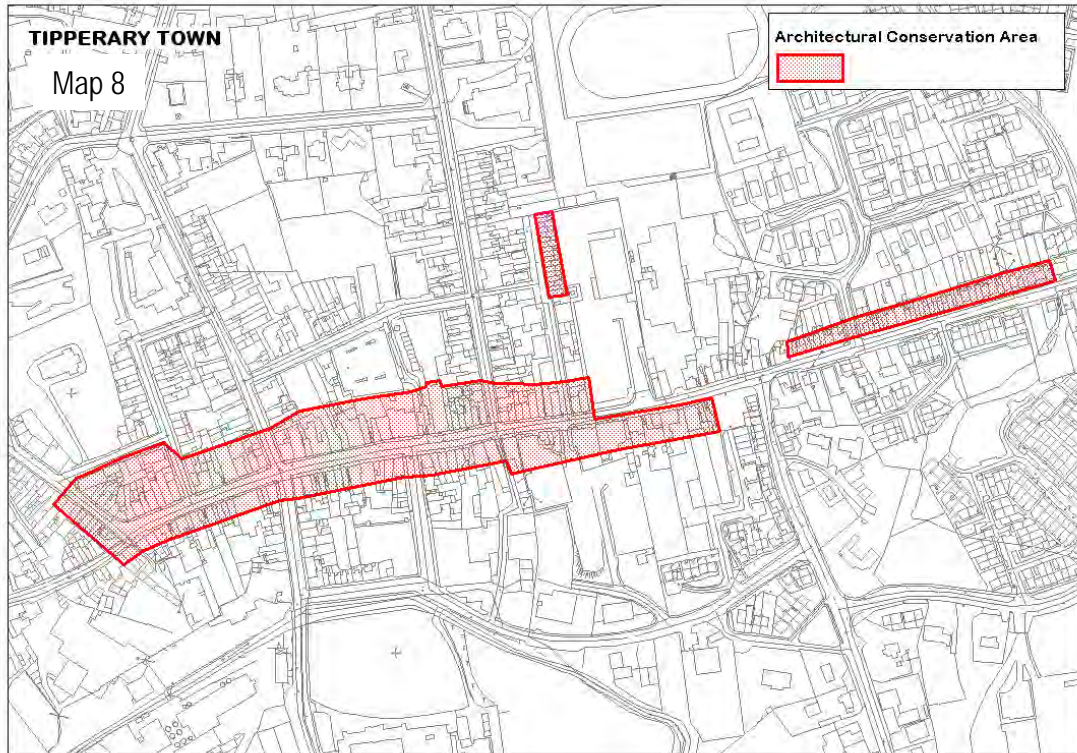
It is the policy of the Council to conserve and protect buildings, structures and sites contained in the Record of Protected Structures that are of special interest and to ensure any development is appropriate and sensitively undertaken. In assessing development proposals the Council will, where applicable, have regard to the Architectural Heritage Protection Guidelines for Planning Authorities and any relevant Conservation and Management Plans. The Council, will proactively work with developers/applicants to facilitate the appropriate reuse/redevelopment of Protected Structures. The Planning Authority will resist;

- (a) Demolition of protected structures, in whole or part,
- (b) Removal or modification of features of architectural importance,
- (c) Development that would adversely affect the setting of a protected structure

#### 7.1.2 Architectural Conservation Areas

The Architectural Conservation Area (ACA) is outlined in Map 8. The Tipperary Town ACA was identified due to the quality and cohesiveness of the traditional building forms and period townscape features. The ACA has an historic character and quality that warrants protection. The Council considers that the protection of the historic townscape within this area is a critical element in the successful regeneration of the town as an attractive retail, tourism and heritage product, but also acknowledges that many of its buildings, frontages and open spaces require improvements and visual enhancement.

Traditionally change in the ACA was gradual and building alterations and additions were undertaken in a manner complementary to the built fabric of the street. Local materials were primarily used, resulting in consistency and a distinctive regional or local character.



#### **ACA Statement**

In an ACA, the carrying out of works to the exterior of a structure will be exempted development only if these works would not materially affect the character of the area excluding maintenance and repair works which are carried out sensitively. Furthermore works must be consistent with the appearance of the structure itself and neighbouring structures. Owners of buildings within the ACA should consult with the Planning Authority prior to carrying out works and the following principles should apply;

- Sensitivity is required in the design of buildings or extensions within an ACA
- Conversion/adaptation of an existing property should be considered before the need to demolish and replace. Older buildings can be successfully adapted to new uses and conversion can make good economic sense. Conversion can often enable an important street facade to be retained.
- Extensions/alterations must complement the existing building. The extension should be subordinate in scale and in a form that allows the identity and character of the original structure to be retained. Important architectural details should be preserved and protected, including stone walls, iron railings, sash windows and moulded plasterwork.
- New build should complement neighbouring properties and adjacent spaces. Proposals should have regard to the continuity of rhythm, scale, mass and outline of adjacent buildings and their details, materials, texture and colour.

The following criteria will apply when considering proposed shop front in ACA's:

- i. Shop-front advertisements normally should be restricted to fascia signs placed immediately above the shop window. Fascia lettering and logos are best hand-painted in a style and colour that harmonises with the shop and helps to portray its use. Long continuous fascia signs, stretching full-width across a frontage or straddling across two or more buildings should be avoided. Signs that extend higher than the sill of first floor windows will not normally be acceptable.
- ii. Hanging signs can have a place in the streetscape; however, they should not be mounted higher than first floor windows. There should be normally not more than one hanging sign to each property frontage, and the bracket should not extend more than 80cm from the wall face and the lowest part of the sign a minimum of 2.2m above pavement level.
- iii. In the case of properties with multiple tenancies, the ground floor shop may have a fascia sign and one additional projecting sign may be permitted to the first floor premises. A plaque located at the front door should serve all additional tenants.
- iv. Where there is insufficient fascia space decorative lettering can be painted directly onto the display window, provided it is of an appropriate form.
- v. Brand advertising is not acceptable on fascias and fascias should not link buildings of different styles.
- vi. Modern roller shutters result in a blank appearance during closing hours and render a dead street frontage. Thus, applications including such roller shutters will be deemed unacceptable.
- vii. Separate entrances to upper level residences shall be retained and reinstated.

Note: Murals require planning permission and applications for wall painted advertising will be assessed against the visual impact on the character of the area, particularly within an ACA.

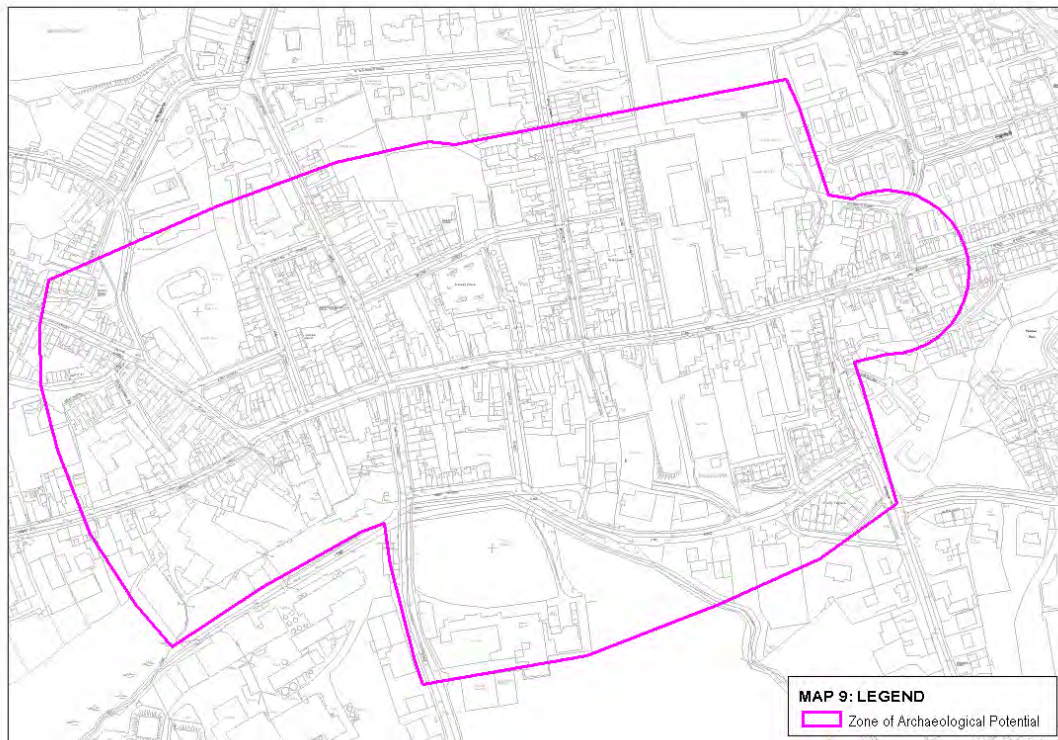
#### **Policy AH 2: Architectural Conservation Area (ACA)**

It is the policy of the Council to ensure the enhancement and management of the ACA. Within the ACA the Council will have regard to:

- (a) The impact of proposed development on the character and appearance of the ACA in terms of compatibility of design, colour and finishes, and massing of built form;
- (b) The impact of proposed development on the existing amenities, character and heritage of these areas; and,
- (c) The need to retain important architectural and townscape elements such as shopfronts, sash windows, gutters and down pipes, decorative plasterwork, etc.

#### **7.1.3 National Monuments and Places**

A Zone of Archaeological Potential (Map 9) has been identified by the National Monuments Section of the Department of Arts, Heritage and the Gaeltacht in Tipperary Town. This zone along with other sites and features of archaeological significance are listed by the National Monuments Section in the Record of Monuments and Places (RMP) and are protected by National Monument legislation.



Sites and monuments contained in the RMP as it applies to Tipperary Town and Environs are set out in the Monuments and Places Map D. There are currently 9 registered Monuments within the Plan boundary.

RMP Ref. No	Townland(s)	Classification
<b>TS067-001</b>	Tipperary Hills	Motte & Bailey
<b>TS067-002</b>	Murgasty	Motte
<b>TS067-003</b>	Carrownreddy	Enclosure possible
<b>TS067-007</b>	Garrnacanty	Enclosure
<b>TS067-008<sup>7</sup></b>	Garrnacanty	Enclosure
<b>TS067-005</b>	Knockanrawley	Holy well
<b>TS067-004</b>	<ul style="list-style-type: none"> <li>• TS067-004009 Town Defences at Bohercrow &amp; Carrownreddy,</li> <li>• TS067-004001 Religious House at Collegeland,</li> <li>• TS067-004005 School Collegeland,</li> <li>• TS067-004002 Castle (unclassified),</li> <li>• TS067-004003 Church at Murgasty,</li> <li>• TS067-004004 Ritual Site at Town Lot</li> </ul>	Tipperary Town
<b>TS059-130</b>	Sadlierswells	Well Possible
<b>TS067-089</b>	Garrnacanty	Enclosure possible

<sup>7</sup> TS 067-008 was recorded as an enclosure on the Sites and Monuments Record (SMR) in 1992 based on an identifiable feature from an aerial photograph. It was subsequently protected in the RMP, under the National Monuments Act, based on this identification. However, recent fieldwork carried out by the Archaeological Survey in 2009, recorded this 'monument' as a natural depression, therefore giving it its current 'redundant record' classification. The 'natural depression' that is TS 067-008 is still protected as a monument under the National Monuments Act as the RMP has not been legally updated yet.

RMPs TS 067-010, 067-011 and 067-028 are located in close proximity to the boundaries of the plan and developments which 'straddle' boundary lines could affect these monuments, even though they are outside the remit of the plan. Therefore these RMP's whilst not listed above are included in the Monuments and Places Map D (inserted after Section 9).

The Council will require the preparation of archaeological assessment where a proposed development is located at or close to known archaeological monuments or sites, including site works that are extensive in terms of area (ground disturbance of half hectare or more) or length (1 kilometre or more) and developments that require an Environmental Impact Statement. In this regard the Council will consult with the DECLG and other statutory consultees when considering applications for planning permission for development on or in the vicinity of archaeological sites and/or monuments.

### **Policy AH 3: Archaeology**

It is the policy of the Council to safeguard sites, features and objects of archaeological interest generally and the Council will protect (in-situ where practicable or as a minimum, preservation by record) all monuments included in the Record of Monuments and Places and sites, features and objects of archaeological and historical interest generally

## **7.2 Amenity/Open Space**

Amenity areas within the Plan boundary include the Tipperary Hills (including the Famine Graveyard & Pitch and Putt Facility) to the north of the town centre and the amenity zoned lands flanking the Ara River and the Railway line at Collegeland to the south of the town centre. The Canon Hayes Complex is also an important amenity attraction within the area. There are a number of tennis courts located on the Donohill Road and St. Michael's Road. Greens at Davitt Street (Band Stand/The Plan), at the Three Drives (The Mound) and Multi-Use Games Area's at the Three Drives and Clanwilliam comprise the remainder of the amenity lands.



### **7.2.1 Tipperary Hills Improvement Programme**

Brady Shipman Martin (BSM) produced an Improvement Programme for the Tipperary Hills which was endorsed by TTC in 2009. This Improvement Programme sets out the measures required for the Tipperary Hills to reach its true potential as a recreational and educational asset within the community. The measures set out under the Improvement Programme will be delivered on a phased basis as funding becomes available. An accessibility audit of the Tipperary Hills in 2007 recommended among other measures that improvements to signage and access be undertaken. A new entrance to the Tipperary Hills from St. Patricks Avenue was constructed in 2007, partially addressing the access issue. The Tipperary Hills Improvement Programme was awarded "Best Environmentally Friendly Initiative" award in the Local Authority Members Association (LAMA) Awards 2011. Following on from this success it was agreed that a programme of works identified in the adopted programme plan be brought forward to Council for adoption. A programme was agreed in February 2011 and works on improved lighting, car park surfacing, drainage etc commenced in late 2011. The remaining measures will be progressed during the lifetime of the Plans as funds permit.



**Policy AH 4: Tipperary Hills**

It is the policy of the Council to implement the recommendations of the Improvement Programme for the Tipperary Hills subject to the availability of funding.

**7.2.2 River Ara Walk**

The amenity lands flanking the Ara River and the Railway line include lands under the ownership of the Abbey School, Sean Treacy Park and the Clanwilliam Football Club. To date the River Ara Walk at this location has been developed from Glenview Square, under the railway bridge as far as the River. The existing fencing to the north of the walk at this location is in need of replacing. A walkway/viewing area and a coach bay have also been developed adjacent to the River Ara in the vicinity of Kickham Street. The Council are currently engaged in talks with the Abbey School Management, the Department of Education and Skills and other stakeholders regarding the ceding of lands which would enable these two sections to be joined.

**Policy AH 5: River Ara Walk**

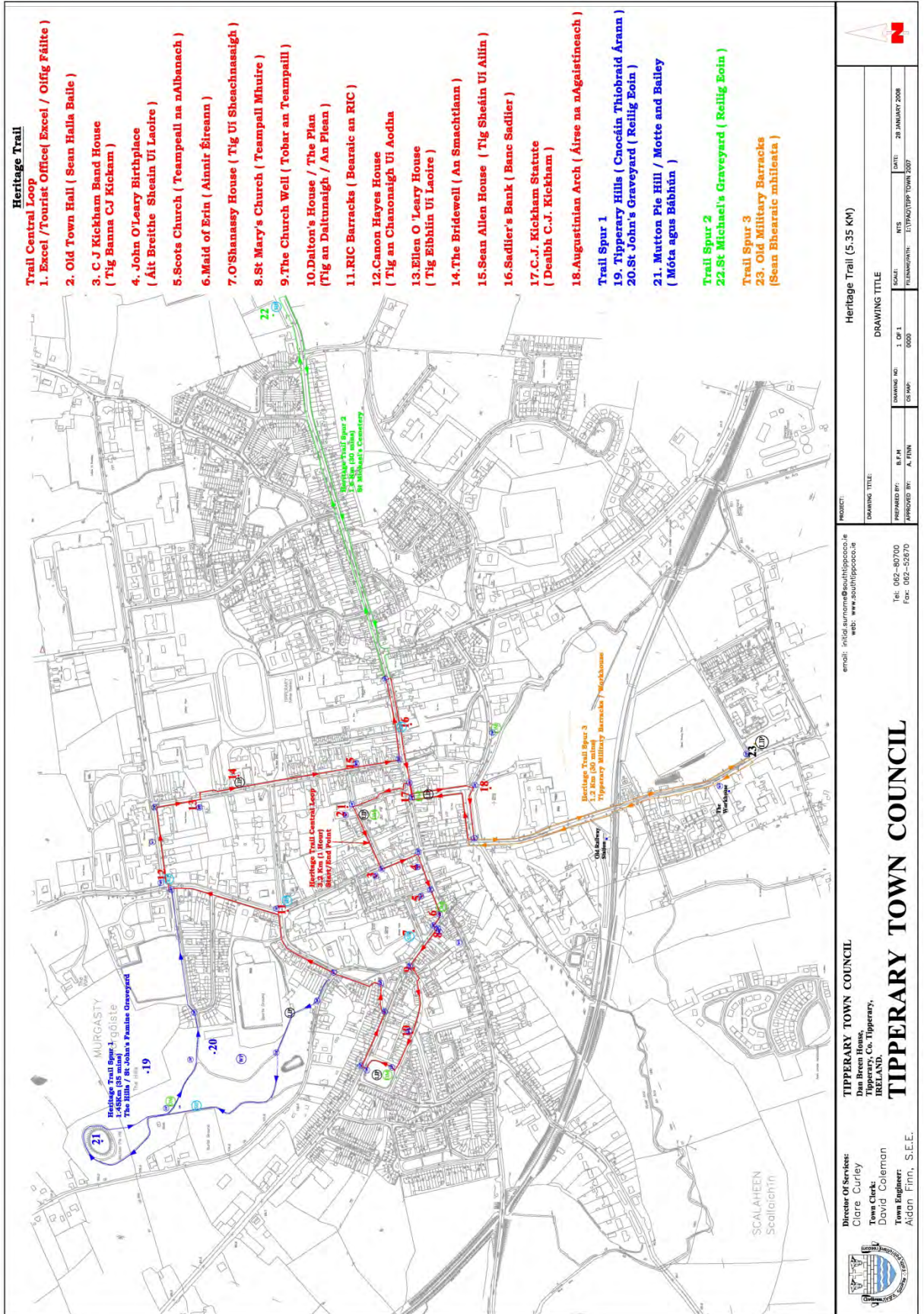
It is the policy of the Council to engage with the relevant stakeholders in order to complete the River Ara Walk.

**7.2.3 Sports Facilities**

The Canon Hayes Recreation Centre in the Town boasts state of the art Health, Fitness and Sports facilities including three Astro turf pitches and a fitness centre. A playground has been provided by TTC within the Complex. Tipperary Town boasts the Sean Tracey Swimming Pool in addition to Sean Treacy GAA Park on Station Road, two Tennis Courts, a Pitch and Putt Course on Davitt Street in addition to the Golf Course at Ballykisteen, St Michael's Soccer Club and a snooker hall. (2 all weather pitches and 4 sports fields). The Ballykisteen Hotel and Golf Course provides sporting facilities in close proximity to the Plan area.

**7.2.4 Heritage Trail**

The Council has erected interpretive panelling for a Heritage Trail of 5km starting at the Excel Centre and looping around the town. There are spurs off the Trail to the Tipperary Hills, St. Michaels Cemetery and the Old Military Barracks (see Map 10).



Map 10: Tipperary Town Heritage Trail

### 7.2.5 Approach Roads

One of the main aspirations of the local community, expressed at Pre-Draft Consultation Stage of this Plan is that the signage, planting and general appearance of the approach roads to the town would be enhanced. The main approach roads to the town are the Limerick, Clonmel, Cashel, Emly and Galbally approach roads. A small number of the measures set out under Section 4 of the Tipperary Town Building Façade Improvement Scheme and Approach Roads Improvement Scheme (June 2005) have been delivered to date and as the outstanding objectives are still relevant it is considered that they should be implemented as part of the general Roads Improvement Programme. Section 4 of the document, setting out the proposed works, is included as Appendix 8.

#### **Policy AH 6: Approach Roads**

It is the Policy of the Council to implement the recommendations set out under Appendix 4 of the Tipperary Town Building Façade Improvement Scheme and Approach Roads Improvement Scheme (June 2005). Where appropriate planning proposals will be required to incorporate the provisions of the Scheme so that elements of the Scheme be delivered in conjunction with any permitted development. Furthermore the Planning Authority will examine and implement opportunities for improving amenity at roadsides and entrances as opportunities arise.

### 7.2.6 Views and Prospects

The Council will ensure that all important views and prospects are maintained and not obscured by insensitive development.

#### **Policy AH 7: Views and Prospects**

It is the policy of the Council to protect views and prospects of special amenity value or special interest. These views are set out in Appendix 9.

### 7.2.7 Tree Preservation

In recognition that trees form a valuable part of the environment, providing visual amenity, add to the diversity of the landscape and wider environment, and provide a roosting place for birds and food for a wide variety of wildlife it is important that these trees are afforded protection. Trees that are considered significant landscape features within the Plan area are listed in Appendix 9. Proposals for new development should ensure that specimen trees are not felled or rendered vulnerable by excavation around the root system. The Council may also request that a tree survey is completed as part of a development proposal, to ensure that proposals for development will not damage or result in the loss of trees listed for preservation and that compensatory tree planting is carried out prior to felling of older specimens. The Council may make Tree Preservation Orders (TPO) as deemed necessary following inspection and report by a qualified arboriculturist.

#### **Policy AH 8: Tree Preservation**

It is the policy of the Council to seek the protection of mature trees identified in Appendix 9. Development that requires the felling of protected trees will be discouraged.

### 7.2.8 Habitat Protection

The SEA of the Development Plan has identified the need to protect the various habitats within the Plan area, the protection of habitats is vital in order to enhance biodiversity value.

**Policy AH 9: Wildlife and Habitat Protection**

It is a policy of the Council to protect plant, animal species and habitats which have been identified by the Habitats Directive, Bird Directive, Wildlife Act (1976) and Wildlife (Amendment) Act 2000 and the Flora Protection order S.I. No. 94 of 1999.

**7.3 Specific Amenity, Built and Natural Heritage Actions**

- AH 1 As opportunities arise the Council will seek the development of a linear riverside park in association with the development of lands at Scalaheen and the redevelopment of the town centre.
- AH 2 Where development of backlands and other lands is proposed that adjoins the River Ara, development proposals shall ensure that the river is incorporated as a main feature of amenity/open space and is suitably landscaped. Proposals shall also ensure that amenity lands can be connected to neighbouring amenity lands in order to form a linear park along the river banks.
- AH 3 To seek to retain and incorporate key landscape features such as trees, stone walls, streams etc into open space and landscape plans for new developments in order to create distinctiveness of landscape and a sense of identity.
- AH 4 The Council will seek the removal of unauthorised advertisements, signs, street signs and other structures within the ACA
- AH 5 As opportunities arise the Council will improve pedestrian linkages throughout the town centre as shown on the Transportation Proposals Map 5. These pedestrian routes will link amenity areas to the town centre and residential areas.
- AH 6 The Council will seek the removal of unsightly elements at historically sensitive locations within the town such as inappropriate advertising, poles and wirescapes.
- AH 7 The Planning Authority will support the redevelopment of current vacant buildings to the east of the Tipperary Co-op site on Station Road.

## 8.0 Community & Social

### 8.1 Community Facilities

The Knockanrawley Resource Centre provides childcare, family therapy, education and training and community development services to the local community.

The Moore Haven Centre located on O' Brien Street is a Centre for adults in the mild to moderate range of intellectual disability and provides a day Centre for over 100 adults and a residential service to 19 adults attending the day service from a catchment area that extends for a radius of up to 30 miles from Tipperary town and into County Limerick.

The Tipperary Excel Heritage Centre comprises the Simon Ryan Theatre, Cinemas, Art Gallery, Tourist Office, Gift Shop, Interpretative Centre, Internet Café, and Family Research Unit. Tipperary Excel serves the needs of visitors and locals in providing a centre of excellence' in bringing first class entertainment in a variety of disciplines

### 8.2 Facilities for the Elderly

The Sacre Coeur Nursing Home and St Josephs Nursing Home are both located within the Plan boundary.

### 8.3 Religious Facilities

There are two churches in Tipperary Town, St. Mary's Church of Ireland and St. Michaels Catholic Church. St Michael's Cemetery is located on the Cashel Road.

### 8.4 Library Facilities

The Town Library is currently situated adjacent to the Council offices at Dan Breen House. However the Council is currently seeking a new site for the library.

### 8.5 Allotments



The Tipperary Town Allotments are located on a site of circa 2.03 acres at Carrowclough in the vicinity of a recently developed Council Housing Estate. The site is under Council ownership. The site includes 46 allotments all of which are currently occupied.

The contribution to the community has been notable with practical, educational and social benefits.

## 9.0 Development Management Guidelines

### 9.1 Introduction

Development Management is a statutory process, and the Council is required to manage development by ensuring that permissions granted under the Planning and Development Acts 2000-2012 are consistent with the policies and specific actions of the TT & EDP 2013. This Section has been prepared in accordance with the Development Management Guidelines for Planning Authorities 2007 and includes the relevant planning standards and design criteria that will be applied by the Council to development proposals within the Development Plan area. The Council will require all permitted development to have regard to the requirements and standards of this Chapter.

#### **Policy DM 1: Development Standards**

It is the policy of the Council to require all development to comply with the relevant standards identified in the Development Management of the Tipperary Town and Environs Development Plan 2013-2019.

### 9.2 Lands Use Zoning Objectives

The purpose of land-use zoning is to indicate the development management objectives of the Council for all zoned lands within the Development Plan boundary. This ensures that development is guided towards the right location and enhances both commercial stability and the environment of the town.

Eight such zones are indicated in this Development Plan and are set out in the Table below. The Land-Use Zoning Matrix is intended as a general guideline in assessing the acceptability or otherwise of development proposals, although the listed uses are not exhaustive. Factors such as density, height, massing, traffic generation, design criteria, visual amenity, and potential nuisance by way of noise, odour and pollution are also significant and relevant to the proper planning and development of the area.

The Land Use Zoning Matrix lists the land-use activities referred to under each zoning objective. It indicates the acceptability or otherwise (in principle) of the specified land-uses in each zone.

<b>TC</b>	To preserve, enhance and/or provide for town centre facilities. Proposals for development on lands zoned for town centre should comprise of mixed use developments consisting of a combination of retail, office, service, community and/or residential uses.
<b>R</b>	To preserve and enhance Existing Residential amenity, ensuring that any new development does not result in excessive overlooking of existing residential properties, does not reduce general safety for existing residents and does not reduce the usability and security of existing public and private open space.
<b>R1</b>	To provide for New Residential development. Density on such sites will be determined by the nature of the site and proximity to the town centre.
<b>LI</b>	To provide for Light Industry and employment and related uses.
<b>GI</b>	To provide for General Industrial and Employment and related uses.
<b>SP</b>	To provide and improve Social and Public facilities.
<b>AG</b>	To provide for Agricultural needs and to protect and enhance rural amenity.
<b>A</b>	To preserve and enhance Recreation and Amenity areas.

Proposed Land Use Zoning Matrix								
Use Classes	TC	R	R1	LI	GI	AG	A	SP
Abattoir	X	X	X	X	√	0	X	X
Agricultural Buildings/Structures	X	X	X	X	X	√	0	X
Bed and Breakfast (new use only)	√	0	0	X	X	0	X	X
Betting Office/Amusement Centre	0	X	X	X	X	X	X	X
Caravan Park/Camping	X	X	X	X	X	0	0	X
Car Park	0	0	0	√	√	0	X	0
Cash and Carry Wholesale	0	X	X	√	0	X	X	X
Community Facility	√	0	0	0	X	0	0	√
Crèche/Nursery School	√	0	√	0	X	X	X	0
Dance hall/Disco/Cinema	√	X	X	X	X	X	X	X
Doctor/Dentist	√	0	0	X	X	X	X	0
Educational	√	0	0	X	X	X	X	√
Enterprise/Employment Centre	0	0	0	√	√	X	X	X
Funeral Home	0	X	X	0	X	X	X	X
Garden Centre	0	X	X	0	X	0	X	X
Guest House/Hostel (new use)	√	0	0	X	X	X	X	X
Haulage/bus/truck park/transport depot	X	X	X	X	√	X	X	X
Hotel/Motel (new use only)	√	0	0	X	X	X	X	X
Household Fuel Depot	X	X	X	0	√	0	X	X
Industrial – General	X	X	X	0	√	X	X	X
Industrial – Light	X	X	X	√	0	X	X	X
Motor Sales Outlet	0	X	X	√	0	X	X	X
Offices other than ancillary to main use	√	0	0	√	0	X	X	0
Petrol Station	0	X	X	0	0	X	X	X
Public House	√	X	X	X	X	X	X	X
Recreational Buildings	√	0	√	√	0	X	X	√
Recycling Facility	X	X	X	X	0	X	X	X
Refuse Transfer Station	X	X	X	X	√	0	X	X
Residential	√	√	√	X	X	0	X	0
Restaurant (new use only)	√	0	0	X	X	X	X	X
Retail Warehouse	0	X	X	0	X	X	X	X
Retirement/Nursing Home	0	0	√	X	X	0	X	0
Shop – Neighbourhood	√	0	0	X	X	X	X	X
Supermarket (circa 1500sqm)	√	X	X	X	X	X	X	X
Service Garage	X	X	X	√	√	X	X	X
Take-Away	0	X	X	X	X	X	X	X
Veterinary Surgery (new use only)	0	0	0	0	X	0	X	X
Warehousing	X	X	X	√	√	X	X	X
<b>Permitted in Principle</b>	√							
<b>Open for Consideration</b>	0							
<b>Not Permitted</b>	X							

### **9.3 Enforcement**

In cases where development is carried out without planning permission or in breach of a permission granted, the relevant Planning Authority i.e. TTC or STCC will initiate enforcement action where appropriate and in accordance with the Planning and Development Acts 2000 - 2012. In considering whether, or not, to take enforcement proceedings the Planning Authority will accord due consideration to the provisions of planning legislation and the proper planning and sustainable development of the town. The Planning and Development Acts 2000-2012 gives power to the Council to take enforcement action when development is started without planning permission, if conditions attached to permission are not complied with, or when other breaches of planning have occurred.

### **9.4 Development Contributions**

Tipperary Town Council and South Tipperary County Council adopted Development Contributions Schemes for the period 1<sup>st</sup> March 2009 to 28<sup>th</sup> February 2015 and the 1<sup>st</sup> March 2011 to the 28<sup>th</sup> February 2015 respectively. The relevant Council may, when granting planning permission, attach conditions requiring the payment of contribution(s) in respect of public infrastructure and facilities benefiting development in its area. Funds raised through the contribution schemes are used for the provision and development of infrastructure and facilities. Copies of the Development Contribution Schemes are available at the offices of Tipperary Town Council and South Tipperary County Council. All permitted developments will be subject to the requirements of the relevant Development Contributions Scheme.

Where specific exceptional costs not covered by the above are incurred, a special development contribution may be charged. Considerable sums of money have been and will continue to be expended by the Council in the provision of public services.

### **9.5 Bonds**

Developers will be required to give security to the Town/County Council in the form of a cash deposit, bank bond or insurance company bond, to ensure satisfactory completion and maintenance of the estate. Where appropriate, developments should be phased to ensure that the timely provision of amenities and services associated with the permitted development. To this effect the Council will impose conditions in terms of Section 34(4) (g) of the Planning and Development Acts 2000-2012 on planning permissions. The developer will be required to provide written certification that infrastructural services have been completed to the required standards before the bond can be released.

### **9.6 Residential Development**

#### **9.6.1 Multi unit Residential Developments**

The Council will seek appropriate, efficient and sustainable development on all residentially zoned land and will apply the guidelines contained in the Planning Guidelines on Sustainable Residential Development in Urban Areas 2008 (DEHLG) and associated Best Practise Urban Design Manual or any amendments thereto as appropriate. The Council will require all development proposals to incorporate the standards set out in Table 4 below:



**Table 4 Minimum Standards for Multiple Unit Residential Development**

<b>Design</b>	The establishment of building design and urban design criteria by a suitably qualified Architect, experienced designer or similar, which shall place an emphasis on modern architecture with a varied building language, avoids standard suburban designs, enhances and augments local vernacular buildings/streetscapes. Opportunity shall be provided for landmark buildings at key nodes and focal points to promote legibility throughout the new development. All proposed residential units will attain high standards of energy efficiency, incorporating sustainable energy technologies, water conservation/reuse, ventilation, daylight analysis and bio-climatic site design.
<b>Density</b>	The density achieved by new residential development will be dictated by the site location, nature and scale of adjoining development and the quantitative and qualitative standard of the design proposed.
<b>Public Open Space</b>	Provision of at least <b>15%</b> of site area for public open space. Integration of buildings and public amenity areas to ensure overlooking and passive supervision. Provision of pedestrian and cycle linkages within and without the site. Existing vegetation such as hedgerows, trees and natural features shall be retained and incorporated into the design where practicable. Emphasis will be on high quality usable spaces.
<b>Housing mix</b>	Satisfactory mix of dwelling types including 1-2 bed room units with direct access from ground level, extendable/flexible housing which can accommodate change over their life cycle, semi-detached and detached units, serviced sites and large detached units on generous plots etc, ensuring that a range and choice of building types and sizes are available.
<b>Separation Distances</b>	A minimum separation distance of 4m between the gables of dwellings, 22m between directly opposing transparent windows at first floor level, 35m between directly opposing transparent windows at second floor level.

### 9.6.2 Development Impact Assessment (DIA)

New residential development proposals (which are subject to the provisions of Part V of the Planning and Development Acts 2000 – 2012) shall be accompanied by Development Impact Assessment (DIA) to be submitted at Planning Application stage. Scoping for DIA should consider the

- ✚ Impact of the proposed development on the visual qualities and distinctive characteristics of the town,
- ✚ A sequential approach to housing density based on the location of the site
- ✚ Phasing of the development
- ✚ Capacity of schools and childcare places
- ✚ Capacity of community facilities
- ✚ Open space
- ✚ Retail and other commercial uses
- ✚ Trip generation
- ✚ Car parking
- ✚ Pedestrian movements and general traffic safety and
- ✚ Infrastructure such as waste and surface water treatment/disposal and water supply.

Where constraints are identified in the assessment, the developer will be required to identify mitigating measures to address deficits and the Council will require that the assessment is submitted as part of the planning application. The Council will assess each development on its own merits, having regard to the statutory requirements of the development, the nature and use(s) proposed, the range of existing services available and having regard to other relevant policies and standards of the Tipperary Town and Environs Development Plan 2013-2019. A DIA Guidance document is available from South Tipperary County Council Planning Section or from <http://www.southtippcoco.ie/newplanninghome/en/>. Developers are encouraged to consult with the local community as part of the preparation of the Development Impact Assessment.

### 9.6.3 Justification Test

In addition to the requirements of DIA, the Council will consider new multi-unit residential development on lands zoned as Strategic Land Reserve (Phase 2) only where one or more of the following circumstances apply:

- (1) All phase 1 lands have been fully developed, or;
- (2) All phase 1 lands have been fully committed to development (i.e. where planning permission has been granted and where construction is underway), or,
- (3) In the case where all phase 1 lands have not been committed, it shall be proven that those uncommitted lands are unavailable for development or unserviceable.

AND where the justification test demonstrates the following;

- (4) The Phase 2 lands are readily serviceable and
- (5) There is a proven demand for new development based on a demonstrated lack of availability of housing and of potential infill sites for residential purposes on lands zoned for town centre or existing residential use and/or
- (6) There is an overriding justification for development on phase 2 lands based on an unforeseen demand for new housing.

### 9.6.4 Apartments/Subdivision of existing residential units

#### *Minimum Sizes*

The design and layout of new apartments should provide satisfactory accommodation for a variety of household types and sizes – including families with children - over the medium to long term. Regard should be given to relevant Government Guidelines on this, including Sustainable Urban Housing: Design Standards for Apartments (DoEHLG, 2007). In general, apartments will be required to have the minimum floor areas measured internal wall to wall set out in Table 5:

One bedroom	45 sq.m
Two bedrooms	73 sq.m
Three bedrooms	90 sq.m

The standards apply to units on one floor; duplexes should provide the additional floor area required to provide for stairways and landings in accordance with the Building Regulations (approximately 10 sq. metres). All apartment schemes should provide for a mix of units; comprising of one bedroom, two-bedroom and family units. All living rooms, kitchens and bedrooms should minimise overlooking of adjoining/adjacent residences and should be so located so to avoid facing towards nearby high boundary or gable walls.

#### *Private Open Space for Apartments*

Private open space can be provided in the form of rear gardens or patios for ground floor units, and balconies at upper levels. It is important that in the latter case adequate semi-private or communal open space, in the form of landscaped areas, should also be provided. Roof gardens offer only limited potential in this regard, due to climatic and safety factors, and should not form the major share of such space. Private open space at ground floor level should receive some sunlight, but also needs some form of screening to ensure privacy. Balconies (or glass-screened “winter gardens”) need to be of a certain minimum width to be useful from an amenity viewpoint, being able to accommodate chairs and a small table. A minimum width of 1.5 metres for one-bedroom units, and 1.8 metres for apartments with 2 or more bedrooms, is recommended, generally extending for the full length of the external living room wall. While wider balconies might be desirable in certain cases, this has to be balanced against the need to avoid overshadowing the living room. Site conditions, such as elevations facing north or overlooking busy streets, or tall buildings, may diminish the amenity value of balconies. Balconies may not be appropriate in historic areas and in such cases; it will be the designer’s responsibility to provide some form of compensating amenity for the occupants. This might take the form, for instance, of above-average sized living rooms and generous landscaped communal open spaces. Balustrade to balconies should be safe for children. Vertical privacy screens should generally be provided between adjoining balconies.

**Storage Facilities**

Provision should be made in apartments for general storage areas (additional to minimum kitchen presses and bedroom furniture) for bulky items not in daily use (see Table 6).

<b>Table 6 Minimum Storage Areas for Apartments</b>	
One bedroom	3 sq.m
Two bedrooms	5 sq.m
Three bedrooms	7 sq.m

**Granny flats**

A 'granny' flat refers to a sub-division or extension of a single dwelling unit to accommodate a member of the immediate family and is generally acceptable, provided it is not a separate detached unit and that it is possible to provide direct access to the remainder of the house. There shall be no permanent subdivision of the garden. The flat shall not be let or sold, other than as part of the overall property and shall revert to being part of the original house when no longer occupied by a family member. The design should ensure that the flat forms an integral part of the main dwelling unit capable of reintegration for single family use when no longer required. The principal requirement for any proposed domestic extension is that the design should have regard to the need for light and privacy of adjoining properties. The form and design of the existing building should be followed and the extension should integrate fully with the existing building by using similar detailing and window proportions. The character and form of the existing building should be respected and external finishes and window types should match the existing.

**9.7 Plot Ratio & Site Coverage**

Plot ratio is the relationship between site area and the total floor area of the buildings erected on it. The plot ratio is calculated by dividing the gross floor area of the building by the site area.

Plot ratio = Gross Floor Area divided by gross site area.

The purpose of plot ratio is to prevent adverse effects of both over-development and under-development on the amenity and the layout of buildings, to achieve desirable massing and height of buildings, to balance the capacity of the site and street frontages. It is recommended that a maximum plot ratio of 2.0 be set for the town centre and 1.0 for all other areas. The Planning Authority will permit higher plot ratios only in cases where exceptional standards of design are achieved.

The purpose of site coverage control is to prevent over-development, to avoid overshadowing and to protect rights to light of adjoining properties. The maximum normal site coverage for uses in all areas is 65%. In the town centre, site coverage may be allowed to increase up to 85% or up to the existing site coverage. In some cases, a higher percentage may be allowed, subject to the proper planning and sustainable development of the site.

Site coverage = Ground floor area divided by gross site area.

## 9.8 Archaeology Heritage

It is the policy of the Council to ensure that archaeological material is not disturbed so that an opportunity will be given to investigate and record any material of archaeological value that may be found or to protect them in-situ on sites. Developers are advised to consult the Heritage Council's *Archaeology & Development: Guidelines for good practice for developers (2000)* in this regard. Permitted developments located within the Zone of Archaeological Potential and/or within close proximity to Recorded Monuments may be required as part of the planning application process or by condition on a grant of permission to carry out archaeological assessment, monitoring, testing or excavation within the area covered by the application/permission, either prior to the planning decision or prior to any development works proceeding on the site following the grant of planning permission. The Council, as a condition on such developments, may also consider the preservation of all or part of the archaeological remains in the area covered by the permission. Each planning application for development within the Zone of Archaeological Potential and within close proximity to recorded archaeological sites shall be assessed on its own merits.

- (a) An archaeological assessment shall establish the extent of archaeological material associated with the monument or site. This assessment shall also define the buffer area or area contiguous with the monument which will preserve the setting and visual amenity of the site.
- (b) The area of the monument and buffer shall not be included as part of the open space requirement demanded of a specific development but shall be additional to the required open space.
- (c) If a monument or place included in the Record of Monuments and Places (RMP) lies within the open space requirement of a development, a conservation plan for that monument is required as part of the landscape plan for that proposed open space.
- (d) Shall a monument or site included in the RMP be incorporated into a development the monument and attendant buffer area shall be ceded to Local Authority ownership once the development and associated landscaping works are complete so that the future protection of the monument can be assured.

## 9.9 Sustainable Building Design

The Council will encourage the energy efficient design of buildings and their layout and orientation on site and will seek to ensure that all new residential, commercial, industrial and other developments are designed to obtain maximum energy performance ratings during their construction, operation and lifetime use. Sustainable designs shall seek to provide units with zero-heating requirements through the use of innovative design solutions and innovative building/insulation materials. Where this is not feasible, designs shall incorporate alternative energy technologies such as bio-energy, solar energy, heat pumps and heat recovery, while larger developments shall consider the use of district/block heating/cooling systems, combined heat and power and wind energy. All design solutions shall ensure reduced resource requirements during their life through surface water reuse and applicants for development shall demonstrate how such considerations are incorporated at pre planning and planning application stage.

The Council will seek to ensure that all development, whether new-build, redevelopment or renovation, will be undertaken so as to enhance the environment and shall conform to principles of sustainable development.

## 9.10 Parking & Loading

Table 7 sets out the Council's car parking requirements. In addition to the general car parking standards required, service bays may also be required. The Council will require the provision of off streetcar parking as part of new developments. The number of service parking bays will depend on the nature of the proposed business, and will be determined by the Council on a case by case basis. Where the developer is unable to meet the requirements relating to car parking, a contribution, commensurate with the shortfall in spaces, shall be paid to the Council to facilitate the provision of car parking facilities elsewhere.

Car parking shall be located, where possible, behind established building lines in the interest of good streetscape. Where parking is proposed to the front of a building, it is important that planting and/or boundary walls/railings are used to maintain the visual appearance of the area. In settlement centre mixed-use development proposals, consideration will be given to dual parking where peak times do not coincide. Where parking is associated with late night uses such as places of entertainment, car parking shall be sited so as to reduce noise disturbance to adjoining residents to a reasonable level. The following design dimensions shall apply and all parking facilities shall secure and be subject to passive supervision:

- (a) Each car space shall be 4.8m x 2.5m with 6.1m wide circulation aisles;
- (b) Loading bays shall be generally 9m x 5m (but at least 6m x 3m), and
- (c) Disabled spaces shall be 3m wide, with a one space per 20 provision

### 9.10.1 Car Parking Standards

Land-use	Operational Standards	Non-Operational Standards
Cinema	4 spaces	1 space per 3 seats
Bars/Restaurant	0.5 space per staff member	1 space per 15 sqm public area
Clinics/Surgeries	1 space per staff member	2 spaces per consulting room
Caravan Park	1 space per staff member	2 space per unit of accommodation
Crèches	1 space per staff member	1 space per 4 children
Dance halls/Discos	0.5 space per staff member	1 space per 10 sqm.
Dwelling (up to 2 bedrooms)	Nil	1 space(s) per dwelling unit
Dwelling (3 bedrooms or more)	Nil	2 spaces per unit
Multi Residential Unit Development	2 visitor spaces per 5 dwelling units	1 space per 1 or 2 bed unit 2 spaces per 3 bed + unit
Golf courses	0.5 space per staff member	4 spaces per hole
Hotel/Motel/Guest House	0.5 space per staff member	1 space for every 2 bed spaces

<b>Table 7: Car-parking standards</b>		
Leisure Centre	0.5 space per staff member	1 space per 50 sqm.
Light Industry		1 space per 35 sqm plus 1 HGC space
Manufacturing	0.5 space per staff member	1 space per 35 sqm plus 1 HGV space
Nursing Homes	1 space per staff member	1 space per 4 residents
Offices	0.5 space per staff member	1 space per 35 sqm.
Retail Shops/Supermarkets	0.5 space per staff member	1 space per 20 sqm.
Retail Warehousing	1 space per staff member	1 space per 35 sqm.
Science & Technology Based Enterprises/Business Park	1 space per staff member	1 space per 25 sqm.
Warehousing	1 space per staff member	1 space per 100 sqm.
Other	Individual assessment	Individual assessment

### 9.10.2 Cycle Facilities

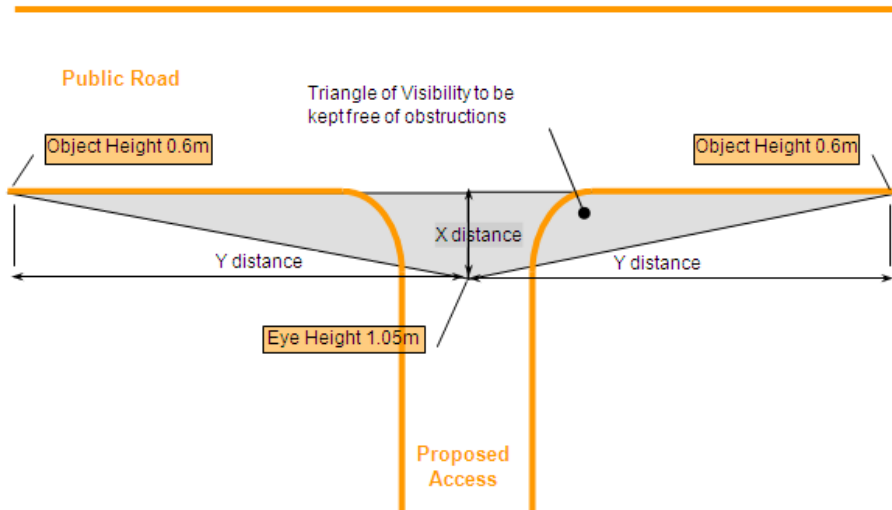
In assessing new development proposals the Council will have regard to its policy on cycle facilities. The Council will require provision of cycle routes within new residential and employment developments and provision of secure bicycle parking facilities within new developments, including commercial and office developments and residential proposals. Proposals for cycle facilities should be identified at planning stage.

### 9.11 Traffic & Road Safety

In the interest of safety for all road users, the sight lines set out in Table 8 are required for all development that proposes vehicular access onto the public road network. Adequate sight visibility at the entrance to the development is vital to enable you to see oncoming traffic when using the entrance and also to enable other road users to see you when you are waiting at the entrance. In exceptional circumstances such as demolition of a dwelling and rebuilding of a dwelling, a derogation of sightline requirements may be considered subject to a net road safety benefit being achieved with the agreement of the Roads Section.

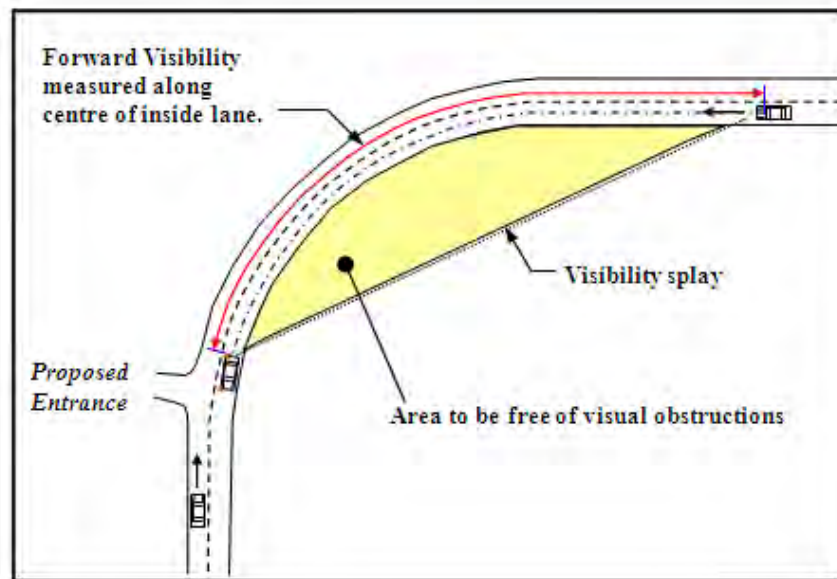
Table 8 Sight Line Requirements	'Y' Distance
Roads with 100kph speed limits	215m
General Regional Roads	130m
General Local Roads greater than 4.25m wide <sup>8</sup>	90m
Local Roads 4.25m wide <sup>1</sup> or less and all Local Tertiary Roads	70m
Within 50kph speed limits (built up areas)	70m
Within 60kph speed limits (built up areas)	90m

The sight visibility triangle is measured at the proposed entrance from a set-back distance of 4.5m (the 'X' distance) from the road edge at the centre of the entrance, to points in both directions on the nearside road edge which are the sight distance ('Y' distance) away. For lightly used accesses, for example those serving a single dwelling or a cul-de sac development of not more than 2 no. dwellings, then the set-back 'X' distance may be reduced to 2.4m. The Value of the sight distance 'Y' relates to typical road speeds and can be obtained from Table 8.



<sup>8</sup> Road width refers to the typical road width (over approximately 70% of the road) when approaching an entrance rather than the width at the entrance.





Proposals for developments with access from roads that are insufficient in width to cater for passing vehicular traffic will be required to upgrade the width/alignment of the lane or provide passing bays. Any such upgrade or passing bays will be required to be a minimum of 6 metres in width while the separation distances between passing bays will be dependent on the alignment of the road and other local conditions. All such development proposals will be considered on a case by case basis having regard to the anticipated traffic generated by the proposal and the volume and type of traffic using the road and shall be subject to the agreement of the landowner(s) on the lane. Where certain types of large-scale developments are proposed, the Planning Authority will require traffic and transport assessment in accordance with recommendation from the National Roads Authority (NRA) (Policy INF 1). Further details of these can be obtained from the HD 19/09 Road Safety Audit and the NRA Traffic and Transport Assessment Guidelines 2007. Thresholds for development types and sizes, which may be subject to these requirements, are set out in the Traffic Management Guidelines 2003 and in Section 2 of NRA Traffic and Transport Assessment Guidelines 2007 (as updated and in force at time of assessment of planning application). In particular the Council will insist on the satisfactory completion of stage 1, 2 and 3 Road Safety Audits.

### 9.12 Traffic Calming

The Council will ensure all new public roads and residential layouts are traffic calmed in accordance with the recommendations in the "Traffic Management Guidelines" jointly issued by the Department of the Environment, Heritage and Local Government (DEHLG), the Department of Transport (DOT) and the Dublin Transportation Office (DTO).

### 9.13 Public Transport – Smarter Travel

The Council will require the identification of bus stops and potential linkages for new bus routes, within or within easy access to new large scale residential and employment development. In assessing proposals for development on lands zoned for residential development lands as set out in Map A, the Council will seek the provision for and identification of facilities for public transport, especially to and from the town centre and schools.

### 9.14 Access for the Disabled

In the design of buildings and public utilities and facilities to which the public could be expected to have access, special consideration will be given to the accommodation of people with disabilities in accordance with the requirements of the Part M of the Building Regulations, 2000 and the advice set out in Buildings for Everyone (1998) as issued by the National Rehabilitation Board.

### 9.15 Petrol Filling Stations

The traditional role of filling stations is expanding to include the provision of general convenience retail and sometimes delicatessen. Petrol filling stations can provide a wide range of retail goods in an associated shop. While the important role of such provision is recognised, such shops shall, in general, remain secondary to the use as a filling station. The Retail Planning Guidelines for Planning Authorities published by the DEHLG in 2005 stipulates that generally the maximum net retail floor space shall not exceed 100sqm. Where floor areas in excess of this figure are proposed, the development shall be subject to the retail sequential test approach.

The Council will facilitate new filling stations or redevelopment of existing stations on appropriately zoned land where they comply with the following:

- ✚ The proposed development is in accordance with land use zoning objectives;
- ✚ The net retail sales area does not exceed 100 sqm or detract from the viability and vitality of the town centre;
- ✚ The proposed development complies with the requirements of the Retail Strategy and the Retail Planning Guidelines 2005 (DEHLG), or amendments thereto; and,

The Council will require compliance with the requirements of S.I. 311 of the 1979 Dangerous Substances (Retail and Private Petroleum Stores Regulations), Building Regulations 2000 and the following:

- (a) A minimum of frontage of 30m within a 50 kph area and 45m in other speed limit areas;
- (b) A minimum distance of 7m from the pump island to the road boundary;
- (c) Two access points, between 7-9m wide, with a minimum junction radius of 10.7m;
- (d) A minimum distance of 50m from entrance to nearest major junction and 25m to nearest minor junction;
- (e) A footpath of 2m wide with 0.5m high wall along the front boundary;
- (f) A petrol/oil interceptor to the surface water drainage;
- (g) Adequate facilities for storage of refuse and waste on site;
- (h) A scheme of landscaping;
- (i) Any associated retail unit shall cater for motor related goods, and ancillary convenience type shops limited to a floor area not exceeding 100 square metres gross. An associated workshop may be permitted where there is no adverse effect on the amenities of the area.

### 9.16 Childcare Facilities

South Tipperary County Council and Tipperary Town Council recognise the social, educational and economic important of encouraging the development of a broad range of childcare facilities within the Town and Environs. They also recognise that childcare must be conveniently located. Childcare is taken to mean full day-care and sessional facilities and services for pre-school children and school-going children out of school hours. It includes services involving care, education and socialisation opportunities for children and therefore includes pre-schools, day-care services, crèches, playgroups and after-school groups.

The provision of amenable and accessible childcare is an important aspect in the proper planning and sustainable development of new and existing communities.

It is the policy of the Council to implement the Childcare Facilities – Guidelines for Planning Authorities as published by the DOELG in 2001. Where a large housing development is proposed, i.e. seventy five houses or more the planning authority will require the provision of a purpose built unit for childcare on the site which shall have regard to the existing level of childcare provision in the area. The Council will operate this requirement in a flexible manner through liaisons with the South Tipperary County Childcare Committee

In general childcare facilities will be assessed on the following:

- ✚ The suitability of the site/premises for the type and size of facility proposed, taking into consideration the effects on the existing amenities of the area.
- ✚ Adequacy of vehicular and pedestrian access and parking provisions,
- ✚ which may be required to include satisfactory and safe collection/drop-off areas where appropriate, for both customers and staff where it is merited
- ✚ By the scale of the development and the resultant intensity of vehicular movements.
- ✚ Provision of an adequate outdoor play area within the curtilage of all full day care facilities. This outdoor play area shall be so located to have minimum impact on the amenity of surrounding properties, particularly in residential areas and should also be separate from car parking and service areas.
- ✚ The design of the structure and capability of it being assimilated satisfactorily in to the built environment.
- ✚ Ease of accessibility for all.

Applications for crèches, playschools and preschool facilities shall be accompanied with information in relation to details of the proposed opening times, proposed number and age range of children, proposed number of staff, internal floor areas devoted to crèche, excluding areas such as kitchens, toilets, sleeping and other ancillary areas, details of external play areas and car parking arrangements for both parents and staff. Developers are advised to refer to the Guidelines on Childcare Facilities.

### 9.17 Shopfronts & Advertising Signage

Planning applications for new shop fronts and signage will be considered on their own merits and of importance will be the sympathetic integration of the proposal into its setting. All proposals for new shop fronts should have regard to the guidelines set out in Section 7.1.2 even if located outside of the ACA.

The Planning Authority will endeavour to improve the quality of advertisement and shop front design within the Plan area and to retain traditional shop fronts of importance to the character of the town centre. The replacement of original shop fronts in a poor condition with new shop fronts can have a negative impact on the character of the town centre. Careful repairs can make good a neglected shop front without incurring the considerable cost of a new shop front. In addition, refurbishment of shop fronts can often offer an opportunity to strip away later additions and to re-establish the proportions and details of the original framework. Modern shop fronts are not appropriate in certain old buildings. Where new shop fronts are acceptable the quality of design and finish should be of the highest standard. Where existing shop fronts are of no special merit, total replacement with a contemporary design is acceptable and if sensitively handled can greatly enhance the appearance of the whole street. As a general principal fascia signs and projecting signs should be simple in design, not excessive in illumination or size.

**Security Shutters**

The external fitting of security shutters does not constitute exempt development and can affect the character and appearance of the property to which they are fitted and the overall streetscape. Therefore the Council will seek alternative proposals for security shutters, which meet the requirements of the Council. Security shutters, if required, for the building shall be located behind the window display and shall be of the lattice see-through type and shall be coloured similar to the shop front. This will ensure that the building shall maintain a reasonable external appearance outside of the normal shopping hours in order to maintain a high standard of external appearance at all times.

**9.18 Domestic Extensions**

The design and layout of extensions to houses should have regard to the amenities of adjoining properties particularly as regards sunlight, daylight and privacy. The character and form of the existing building should be respected and external finishes and window types should match the existing.

The Council will generally seek to implement the following guidelines in respect of residential extensions:

- (a) the extension should generally be subordinate to the main building;
- (b) the form and design should integrate with the main building, following window proportions, detailing and finishes, including texture, materials and colour;
- (c) a pitched roof will be required except on some small single storey extensions;
- (d) designs should have regard for the amenities of the neighbouring residents, in terms of light and privacy; and
- (e) flush roof lights are preferable to dormer windows.

**9.19 Industrial Development**

Table 9 below sets out the minimum standards for light and general industrial developments;

<b>Table 9 Minimum Standards for Industrial Developments</b>	
Access	Multi-unit developments shall have a single access. Access roads shall have a minimum carriageway width of 7.5m with 1.3m wide grass strip and 2m wide footpath(s).
Site Layouts	Adequate space shall be provided for the loading and unloading of goods and the manoeuvring of vehicles within the site. Turning space for 15 metre articulated vehicles and 9 metre fixed axle vehicles. Building line set back of at least 12 metres from estate roadside boundaries.
Design Scheme	Multi-unit industrial proposals shall submit a detail design scheme; to set out proposed design approach, nature, scale and density of proposed development, materials and finishes to be applied throughout the entire scheme, screening and mitigation measures if necessary. The design scheme shall ensure that the overall development implements a uniform approach to design and finishes.

Boundary treatment & Landscaping	A comprehensive boundary treatment and landscape plan providing for details of uniform approach to boundary treatment and planting shall accompany applications. Existing trees and hedgerows shall be incorporated where practicable and new planting shall utilise trees and shrubs that are indigenous to the area. All services shall be laid underground.
Use	Full details of the proposed use, including industrial processes involved, any toxic materials, chemicals or solvents used, shall be submitted with the planning application if known. Changes in use may require the grant of a new planning permission in accordance with the Planning & Development Regulations 2001 (as amended).
Storage of Goods & Fuels	Goods, including raw materials, manufactured goods, packaging, crates etc., shall be stored or displayed only within the enclosed factory or industrial unit area behind the front building line. All over-ground oil, chemical storage tanks shall be adequately bunded to protect against spillage. Provide adequate storage to facilitate the segregation & storage of waste materials at source.
Signage	Within the curtilage of industrial estates, signage shall be restricted to a single sign identifying all occupiers of the site at the entrance and to fingerpost signs at junctions throughout the estate where the Council considers such necessary.

## 9.20 Waste Water Treatment Infrastructure

The Tipperary Town Wastewater Treatment plant has spare capacity, however the collection Network is overloaded in a number of areas, most specifically in the area of O'Brien Street and the Limerick Road and an infrastructural solution to address same is currently being devised. There is a very limited Storm Water Collection system in the town with most Storm Water going into the Combined Sewer. The Planning Authority will attach a condition to all grants of planning permission requiring that separate storm water and the combined sewer infrastructure is provided within a site to allow for connection to a future storm water line. Larger developments will be required to provide a dedicated Storm Water line to an outfall.

## 9.21 Water Supply

The Water Production facility has spare capacity but infrastructural upgrades such as upsizing of pipes in the vicinity of developments may be necessary due to pressure requirements.

## 9.22 Taking in Charge

The Council has prepared a policy for the Taking in Charge of Residential Developments. This document provides guidance as to the Councils requirements prior to the taking in charge of a development. Sub-surface infrastructure and networks and roads and services etc will not be taken in charge and no bonds will be returned prior to the submission details in accordance with Council policy, for the written agreement of the Council.

## 9.23 Housing on Agriculturally Zoned Lands

One-off housing proposals on lands zoned for agriculture shall comply with the relevant policies of the Tipperary Town and Environs Development Plan 2013 and the South Tipperary Rural Design Guide for Individual Houses in the Countryside (see County Development Plan), which provides detailed guidance.

Where on site effluent disposal systems are proposed a site suitability report is required. This Report demonstrates the suitability of the site to accept septic tank effluent, in accordance with the Code of Practice Wastewater Treatment and Disposal Systems serving Single Houses published by the EPA in 2009. Site suitability Assessments must be carried out by a person/s listed as approved by the Planning Authority on its Current list of approved Assessors.

#### **9.24 Noise**





All new development shall satisfy the requirements of S.I No 140 of 2006 Environmental Noise Regulations.

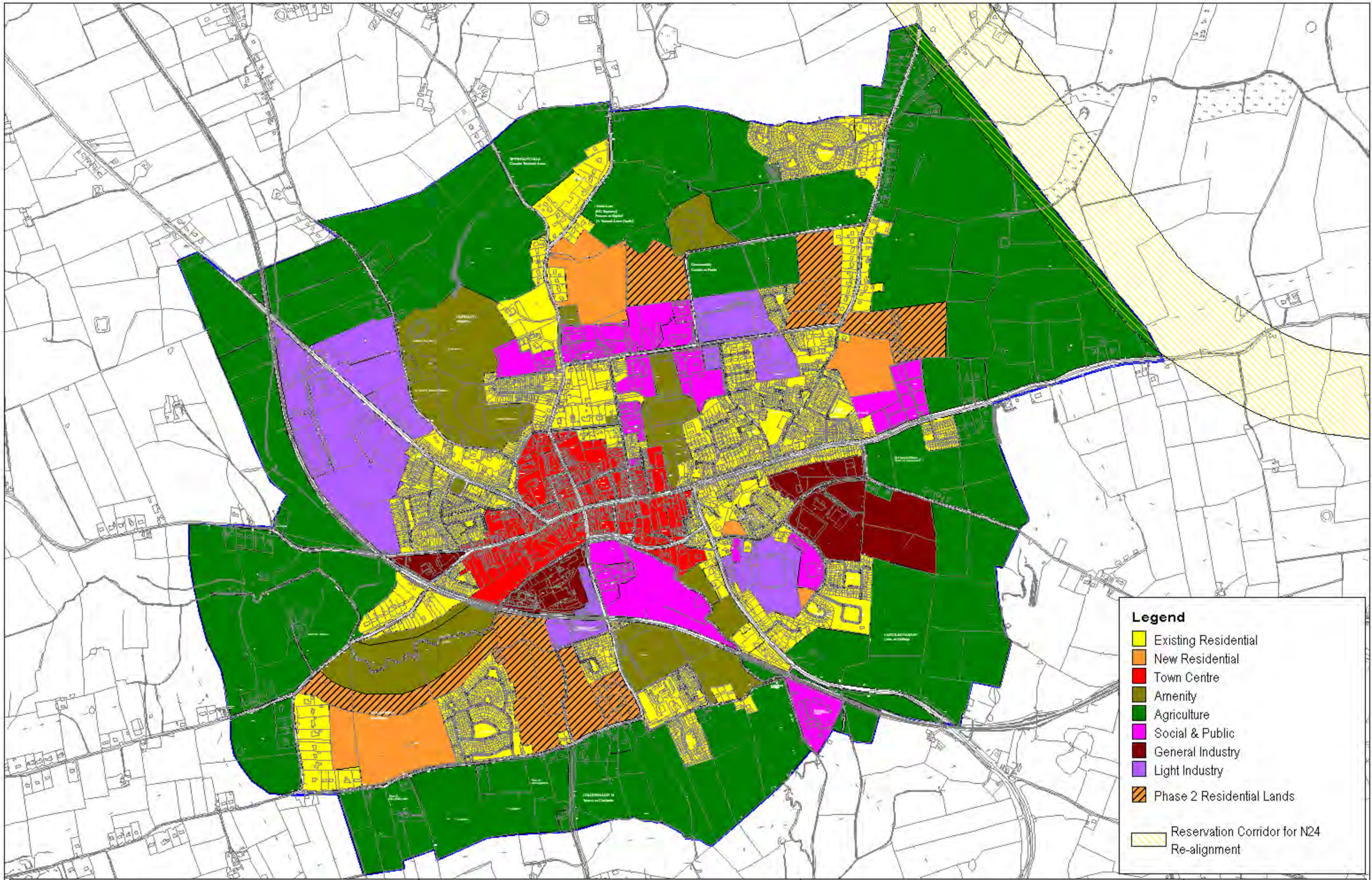
#### **9.25 Planning for Watercourses in the Urban Environment**

It is a requirement of this Plan that;

- a) All new riverside developments shall be required to satisfy high qualitative and quantitative standards for the layout and design in new developments ensuring that the River Ara is integrated into any design proposal.
- b) Any applications for development along the river should have regard to "Planning for watercourses in urban environment" produced by Inland Fisheries Ireland.

## Map No A - D

-  Land Use Zoning Map A
-  Specific Objectives Map B
-  Protected Structures Map C
-  Record of Monuments and Places for the Plan Area D



**Legend**

- Existing Residential
- New Residential
- Town Centre
- Amenity
- Agriculture
- Social & Public
- General Industry
- Light Industry
- Phase 2 Residential Lands
- Reservation Corridor for N24 Re-alignment

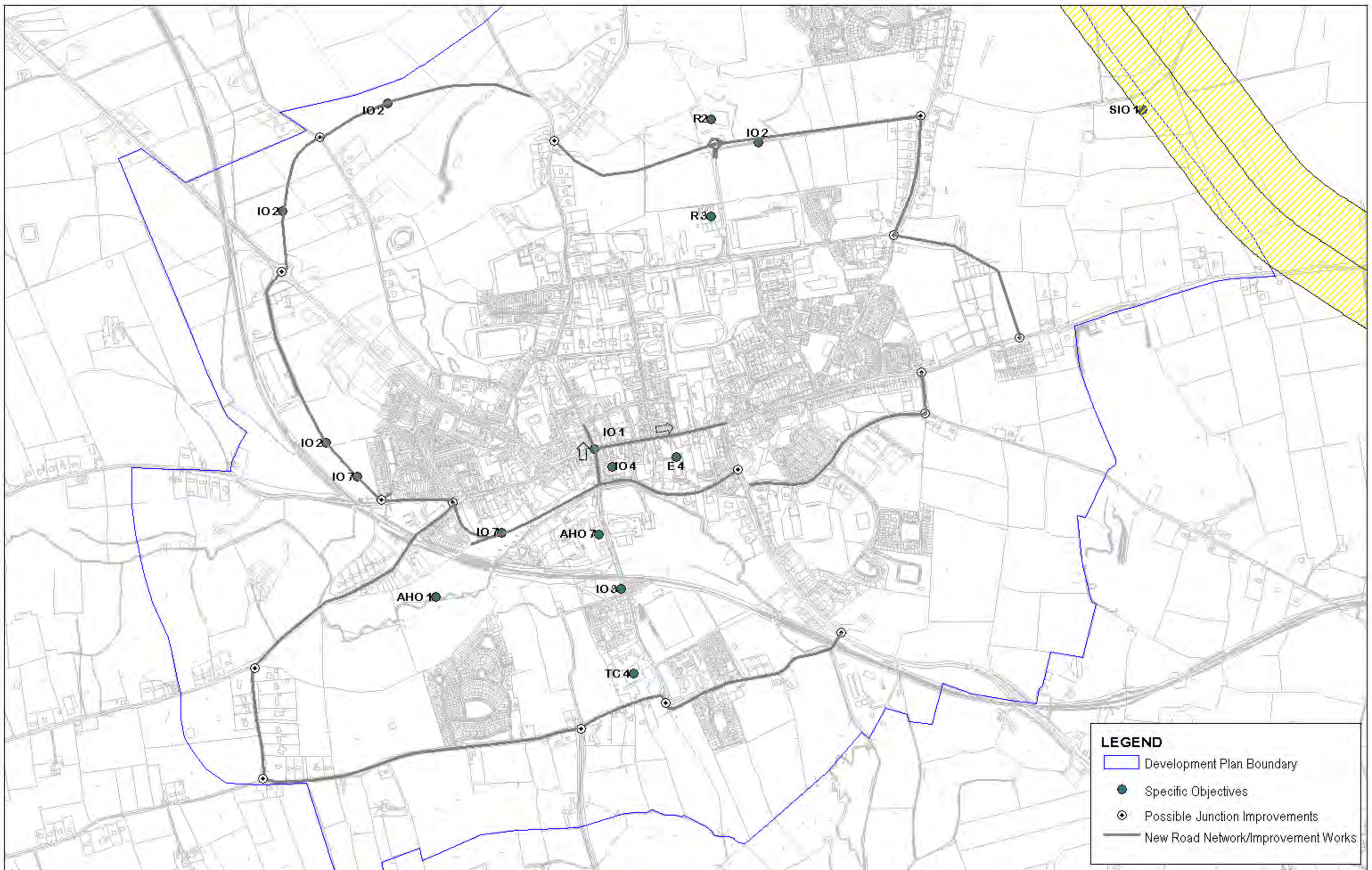
**TIPPERARY TOWN & ENVIRONS  
DEVELOPMENT PLAN 2013 - 2019**

**LAND USE ZONING MAP A**

**TIPPERARY TOWN COUNCIL &  
SOUTH TIPPERARY COUNTY COUNCIL  
APRIL 2013**







**LEGEND**

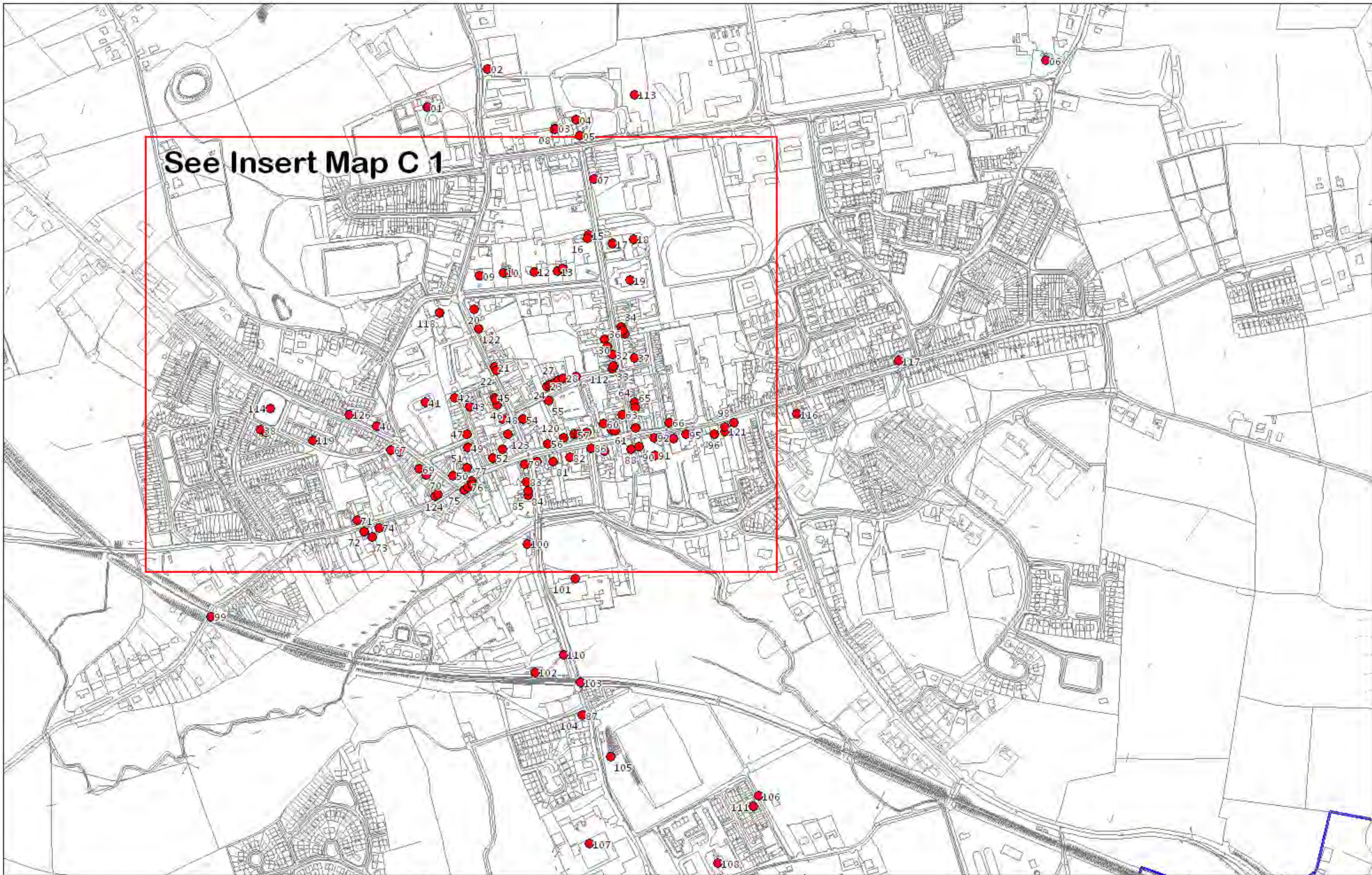
- Development Plan Boundary
- Specific Objectives
- Possible Junction Improvements
- New Road Network/Improvement Works

**TIPPERARY TOWN & ENVIRONS  
DEVELOPMENT PLAN 2013 - 2019**

**SPECIFIC OBJECTIVES MAP B**  
(This Map only illustrates Site Specific Objectives and the text of the TT & EDP should be consulted for all objectives)

**TIPPERARY TOWN COUNCIL &  
SOUTH TIPPERARY COUNTY COUNCIL  
APRIL 2013**

  
**Not to Scale**



See Insert Map C 1





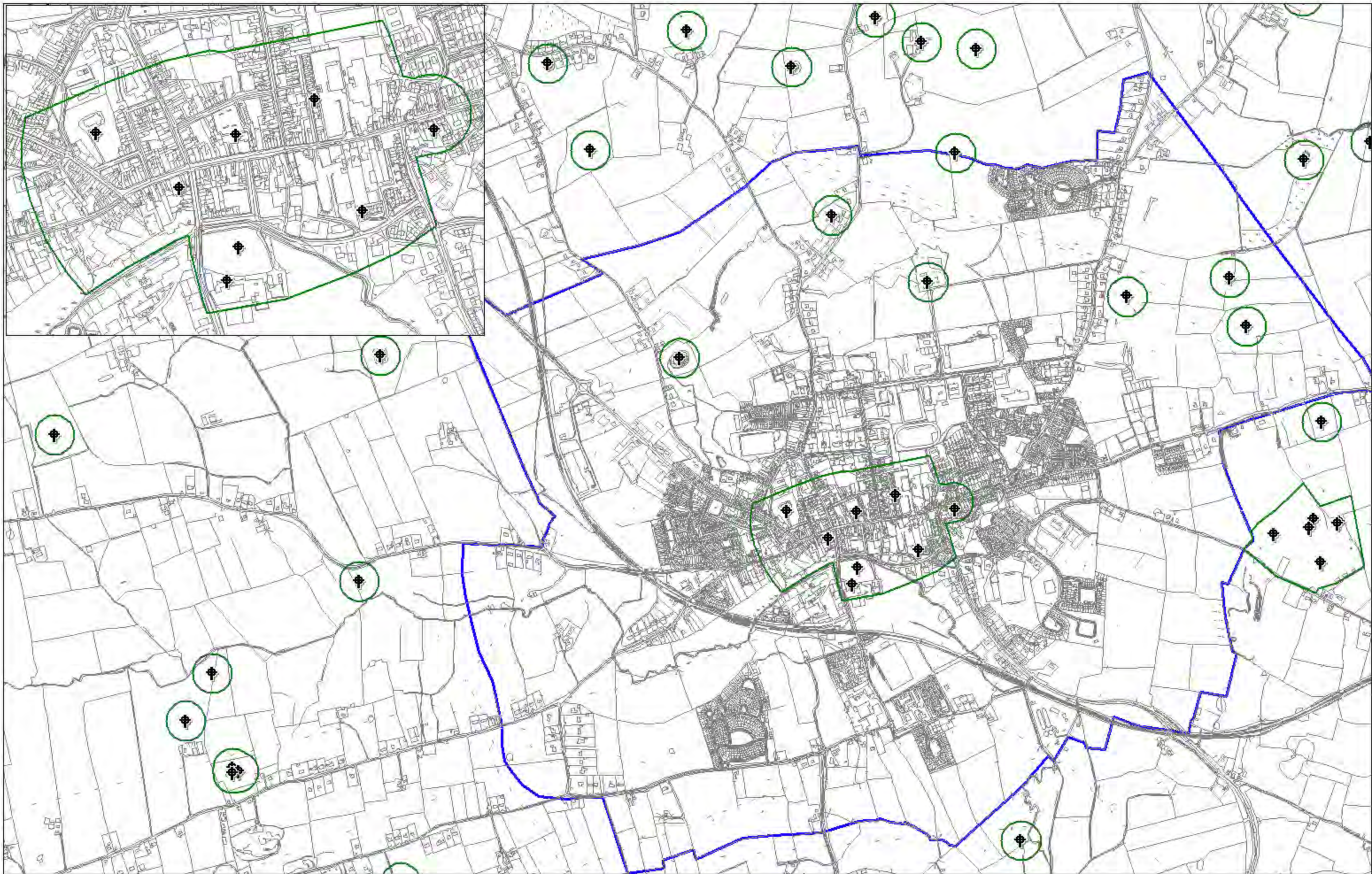
TIPPERARY TOWN & ENVIRONS  
DEVELOPMENT PLAN 2013 - 2019

PROTECTED STRUCTURES MAP C 1

TIPPERARY TOWN COUNCIL &  
SOUTH TIPPERARY COUNTY COUNCIL  
APRIL 2013



Not to Scale



**TIPPERARY TOWN & ENVIRONS  
DEVELOPMENT PLAN 2013 - 2019**

**MONUMENTS & PLACES MAP D**

**TIPPERARY TOWN COUNCIL &  
SOUTH TIPPERARY COUNTY COUNCIL  
APRIL 2013**



**Not to Scale**



APPENDIX  
1

STRATEGIC ENVIRONMENTAL ASSESSMENT  
STATEMENT & ENVIRONMENTAL REPORT



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## SEA Statement

### *Introduction*

This document is the Strategic Environmental Assessment (SEA) Statement for the Tipperary Town and Environs Development Plan (TT & EDP) 2013 – 2019, as required under Article 9(1) of the SEA Directive and with section 13(I)(1) of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 S.I. 436. This document identifies how the SEA process was taken into account by, and influenced, the Plan-making process.

### *Purpose of SEA Statement*

The main purpose of the SEA Statement is to provide information on the decision-making process and to document how environmental considerations, the views of statutory consultees and other submissions received during the consultation phases have been taken into account in the adopted Plan and the arrangements put in place for monitoring. It illustrates how decisions were taken, making the process more transparent.

The SEA Statement includes the following information:

- Summary of how environmental considerations have been integrated into the Plan;
- Summary of how submissions received during consultation have been taken into account in the Plan;
- Reasons for choosing the recommended strategy, in the light of other reasonable alternatives considered;
- Measures that are to be undertaken to monitor the significant environmental effects of implementing the Plan.

### *Summary of SEA Process*

The TT & EDP has been subject to a process of Strategic Environmental Assessment (SEA) which included the following key steps:

#### 1) Scoping and Statutory Consultation

Scoping involves an initial assessment of the relevant environmental issues requiring a more detailed assessment and thereby requiring careful consideration in the Environmental Report and ultimately in the Development Plan. By highlighting the issues at an early stage it ensures that the issues are firmly to the forefront when considering each of the plan's policies and objectives and reduces the possibility of relevant issues not being addressed.

The scoping aspect involved consultation with the statutory consultees, affording each an opportunity to comment on the highlighted issues and the proposed methodology. The following were consulted:

- The Environmental Protection Agency (EPA);
- Minister for the Environment, Community and Local Government (DECLG)
- Minister for the Communications, Energy and Natural Resources (DECNR)

The scoping report was forwarded to the aforementioned on the 17th June 2011. Submissions on the SEA Scoping Report were received from the EPA. Valuable contributions from the EPA were made towards identifying significant environmental issues, drafting the environmental protection objectives, assessing the policies and considering alternatives.

Interdepartmental consultation took place within the organisation and representatives from the Roads, Housing, Waste Management, Water Services and Environment Sections were consulted.



## 2) Environmental Assessment and Preparation of Environmental Report

The preparation of an Environmental Report on the likely significant effects on the environment of the Proposed Plan included consideration of:

- ✓ An outline of the content and main objectives of the TT & EDP and the relationship between this and other relevant plans or programmes;
- ✓ The environmental characteristics of the area affected by the plan;
- ✓ Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC (Directive for the Conservation of Wild Birds) and 92/43/EEC (Conservation of Natural Habitats and of Wild Fauna and Flora);
- ✓ The environmental protection objectives, established at International, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation;
- ✓ The likely significant effects on the environment, including issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage and landscape;
- ✓ The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan;
- ✓ An outline of the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of knowhow) encountered in compiling the required information;
- ✓ A description of the measures envisaged concerning monitoring in accordance with Article 10;
- ✓ A non technical summary of the information provided under the above headings.

The purpose of the Environmental Report was to assess the likely environmental implications or consequences of decisions regarding the future accommodation of growth in the Plan area. The Environmental Report was presented as Appendix 1 of the Plan, however both documents should be read in conjunction with each other.

Amendments made to the Draft Plan at each stage of the process were assessed in terms of their environmental impacts and the results were presented to the Elected Members. At each stage of the process the Elected Members were required by legislation to take into account the Environmental Report before the adoption of the Plan.

## 3) Statutory Consultation on Proposed Plan and Environmental Report

The Draft Environmental Report and Draft TT & EDP were made available for public viewing and submissions or observations were invited from the Environmental Authorities, the Prescribed Bodies and the general public from the 4th of May to the 16th of July 2012. Following on from this phase of the process, the submissions were reviewed and compiled in a Manager's Report which discussed the main issues in each submission; proposed a response to the issues raised and made a recommendation to the Elected Members for amendments to the Draft Development Plan and the Draft Environmental Report. The Planning and Development Act 2000, as amended, requires that such Material Amendments be made available for public consultation.

The proposed Material Amendments to the Draft TT & EDP were put on public display on 11th of January 2013 until the 11th February 2013 and the Draft Environmental Report was also made available. Following consideration of the submissions the Managers Report was prepared on the proposed Material Amendments for deliberation by the Elected Members. Consequently the TT & EDP was adopted on the 25th of March 2013 by Tipperary Town Council and on the 8th of April 2013 by South Tipperary County Council and the Development Plan came into effect on the 6th May 2013.

#### 4) Preparation of SEA Statement

This is the final stage in the Strategic Environmental Assessment process and is contained within this document.

#### *How Environmental Considerations were integrated into the Plan*

The Table below details the relevant policy and section in the TT & EDP that addresses the key environmental issues identified in the Environmental Baseline and SEA Scoping as informed by the consultation process at pre-Draft and Draft Plan Stages. The SEA process has ensured inclusion of policies and objectives for the range of environmental topics. The SEA process is key in ensuring policy convergence between policies supporting the development of the Town and objectives for environmental protection.

The Scoping Process and the baseline study determined that the Key Environmental Issues regarding the implementation of the TT & EDP 2013 - 2019 were as follows:

- The remediation of the old town municipal landfill site
- Flooding
- Loss/reduction in habitats
- Water Collection Network
- Integration of Protected Structures into the built environment
- Accessibility and utilisation of public open spaces
- Promotion of sustainable transport options
- Contamination of Water
- Capacity of the River Ara to absorb additional discharge
- Traffic Congestion

Key Environmental Issue	Relevant TT & EDP Policy
Old Town Municipal Landfill Site	INF18,
Flooding	INF10, INF19, HSG8, DM1
Loss/reduction in Habitats	ECON4, ECON5, AH5, AH8,
Water Collection Network	INF10, DM1
Protected Structures	TC1, TC4, TC5, AH1, DM1
Public Open Spaces	INF3, HSG3, AH4, AH5, DM1
Promotion of Sustainable Transport Options	INF4, INF6, INF7, DM1
Contamination of Water	ECON5, INF9, INF10, DM1
Capacity of the River Ara to Absorb Additional Discharge	INF10, DM1
Traffic Congestion	ECON1, INF1, INF2, INF5, INF7, DM1

#### *Alternatives*

It is standard practice when devising a plan that alternative ways of fulfilling its objectives are considered. Furthermore Article 5 of the SEA Directive requires the Environmental Report to consider; "Reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme" and the significant environmental effects of the alternatives selected.

Alternatives must be realistic and capable of implementation, and should represent a range of different approaches within the statutory and operational requirements of the TT & EDP. The full assessment of alternatives is included in Section 5.1 and 5.2 of the Environmental Report. SEA Guidelines indicate that certain strategic issues in Development Plans may have already been determined at national or regional level.

The preparation of Development Plans must have regard to national and regional policy and guidelines and demonstrate consistency with same. As a result, the strategic options available to the preparation of the TT & EDP are limited. It is a mandatory objective of a Development Plan, that sufficient lands are zoned for particular purposes. For example, in relation to the location of new residential development, this is largely determined by higher level plans such as the Core Strategy Requirements of the Planning and Development Acts, as amended, the RPGs and the Housing Strategy.

### ***Alternatives Considered***

One of the functions of this SEA is to facilitate an evaluation of the likely environmental consequences of a range of alternative scenarios for accommodating future growth in Tipperary Town and its environs. Each alternative must aim to deliver the role of the town as set out at national, regional and local level and each alternative is required to have regard to Guidelines such as the Flood Risk Management Guidelines. It is also assumed that each of the Scenario's will endeavour to meet the requirements of the Water Framework Directive. As previously set out the adopted development plan is required to demonstrate compliance with the Core Strategy requirements of the Planning and Development Act 2000, as amended, and therefore it must be assumed that each of the alternatives considered will also demonstrate compliance. Owing to the above considerations the alternatives considered are similar in many respects.

In accordance with Section 11 of the Planning and Development Acts 2000, as amended, TTC and STCC were obliged to review the Development Plan for the area within 4 years of the previous development plan being made. For this reason the "Do Nothing" approach often included in Environmental Reports as an alternative is often not realistic, nevertheless it was considered as Scenario 4 below and in this instance it was assumed that the statutory review process would be followed with the end product being a Plan with the same policies and objectives etc as the TT & EDP 2007.

The SEA of the TT & EDP examined three realistic and implementable development scenarios, each of the three scenarios had to;

- (a) Provide for the consolidation of existing town centre and the development of lands in a sequential manner.
- (b) Ensures the protection of the N24 Re-alignment route corridor.
- (c) Demonstrates compliance with the Core Strategy requirements of the Planning and Development Acts 2000 – 2011
- (d) Promotes sustainable travel patterns through the development of the pedestrian and cycle network and a renewed focus on the rail line.
- (e) Recognises the need for policies and objectives to ensure that inappropriate development is not permitted in Flood Zone A or Flood Zone B.
- (f) Protects the area within the Cordon Sanitare of the Old Town Landfill Site with site specific objectives requiring that remediation measures be put in place before any development occurs on these lands.

In terms of the location of new development there was a number of possible options for industrial development, furthermore in satisfying the Core Strategy requirements of the Planning and Development Acts 2000, as amended, the Planning Authorities considered phasing residential lands or identifying a Strategic Land Reserve. Therefore Scenario's 1, 2 and 3 differ in terms of the interim measures proposed to ease traffic congestion in the town centre, preferred location for industrial development, residential densities proposed and residential development objectives. Scenario 4 provides for the retention of the existing TT & EDP 2007.

The 4 scenarios are described in detail in the Environmental Report and alternative development scenarios were compared and assessed as to how they would deliver the Environmental Protection Objectives and Scenario 1 was seen to be the most desirable scenario.

### ***Monitoring Measures***

The setting of Environmental Protection Objectives, Targets and Indicators (OTI's) is a recognised way of testing the environmental effects of the Development Plan. They are used to demonstrate whether the Development Plan will have a positive, negative or no impact on the environment, to compare the environmental effects of alternative plan scenarios and to suggest improvements if necessary. If complied with in full, the environmental objectives set should result in an environmentally neutral impact from implementation of the TT & EDP. The environmental protection objectives, which usually express a desired direction of change, are established for each of the environmental receptors and are often aspirational in nature. Each environmental receptor has between one and four associated environmental protection objectives, with each of these objectives assigned measurable indicators allowing for monitoring. The full list of the Objectives and Targets are included in Section 4 of the Environmental Report. These indicators will be used in the Monitoring Process.

Monitoring of Environmental Protection Objectives and impacts arising from the TT & EDP 2013-2019 will be monitored annually by the relevant reporting authorities and a composite report will be carried out by the Planning Authority in tandem to the 2 year Review of the Development under Section 15(2) of the Planning and Development Act 2000, as amended. Data sources that will be consulted will include, NPWS Reports, EPA and Local Authority water quality data, OPW flood reports and other available data. The Department of the Environment, Heritage and Local Government Guidelines on SEA recommends that monitoring does not require new research activity; existing sources of information can be used and the task of data collection can be shared..

The Environmental Report identifies the potential effects of the implementation of the Development Plan. The focus of the monitoring programme is on those aspects of the environment most likely to be affected by the implementation of the TT & EDP; however, monitoring measures for each aspect of the receiving environment are set out in the Environmental Report. The purpose of the monitoring programme is to identify at an early stage any unforeseen adverse effects that the TT & EDP may have, so as to be able to undertake any required appropriate remedial action.

### ***Conclusion***

SEA assessment of the Development Plan policies and proposed amendments has determined that no significant adverse impacts are predicted from the Plan while positive impacts may be realised through proposed policies and objective included in the TT & EDP as informed by the SEA process. In addition to the review of the SEA process additional site specific environmental assessment will be delivered through EIA and AA at the project level. These assessments will involve application of Appropriate Assessment screening, landscape appraisal, archaeological and architectural heritage appraisal and flood risk assessment to accurately determine the impacts under the range of environmental topics.

## Non – Technical Summary

### *Introduction*

This is the non-technical summary of the Environmental Report for the Tipperary Town and Environs Development Plan (TT & EDP) 2013 - 2019.




Due to the location of Tipperary Town on the River Ara which is a tributary of the Lower River Suir Special Area of Conservation (SAC), and the Flood Risk associated with the settlement Tipperary Town Council (TTC) and South Tipperary County Council (STCC) in conjunction with the Environmental Authorities determined that the implementation of the TT & EDP 2013-2019 would be likely to have significant effects on the environment.

Consequently the Planning Authorities have carried out an Environmental Report of the TT & EDP 2013 - 2019.

The Environmental Report examines the environmental consequences of implementing the TT & EDP 2013 - 2019 through a systematic process to ensure that potential environmental effects and impacts are correctly addressed at the earliest possible stage of decision-making.

### *Screening & Scoping*

Having regard to the nature, constraints and assets of Tipperary Town and its Environs and having considered the role and function of Tipperary Town set out in National, Regional and Local Planning Policy in addition to the overall Strategic Vision for the area the Planning Authorities in conjunction with the Environmental Authorities<sup>1</sup> determined that as:

-  The Tipperary Town Waste Water Treatment Plan discharged into the River Ara which is a tributary of the Lower River Suir SAC
-  There is a Flood Risk issue associated with the town and
-  The settlement is identified for growth under National, Regional and Local Planning Policy

An SEA was considered necessary.

In consultation with the designated Environmental Authorities the Council then determined the level and detail of information required on these aspects of the environment most likely to be adversely affected by the implementation of the TT & EDP 2013 - 2019 (Scoping Process). In accordance with Article 6 of the EU Habitats Directive, appropriate assessment screening for any significant adverse environmental effects on Natura 2000 Sites was also carried out in consultation with the environmental authorities. It was found that there would be no significant adverse effects on the Lower River Suir candidate SAC as a result of the implementation of the Development Plan.

### *SEA Methodology*

Detailed information was gathered on the condition of the environment in Tipperary and its Environs (Baseline Information). The consideration of potential development alternatives for Tipperary and its Environs followed from this and those development alternatives were assessed against the Strategic Development Objectives (SDOs) for Tipperary Town and its Environs which are derived from European, National and Local Environmental Protection Objectives.




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<sup>1</sup> Environmental Protection Agency (EPA), The Minister for the Environment, Community and Local Government, and The Minister for Communications, Marine and Natural Resources

The preferred strategy was identified and assessed. Mitigation and monitoring measures were drawn up to lessen / offset any adverse impacts on the environment that the preferred strategy may have.

### ***Environmental Issues of Primary Relevance to the Scope of the SEA***

The Scoping Process determined that the implementation of the Tipperary Town and Environs Development Plan 2013 - 2019 has the potential to have a significant impact on the following environmental issues:

-  Biodiversity, Flora and Fauna
-  Water
-  Flooding

### ***Baseline Information***

The purpose of the baseline description is to identify the current state of the environment. The baseline description of the current physical environment of Tipperary Town and its Environs was examined under the following headings; Population and Human Health, Biodiversity, Flora and Fauna, Air and Climate Factors, Water, Material Assets, Cultural Heritage and Landscape and Soil with particular reference to the environmental issues of Primary Relevance.

### ***Environmental Protection Objectives***

Environmental Protection Objectives were drawn up from European, National and Local environmental policy, and are specific to the Development Plan area. The Environmental Protection Objectives aim to preserve or enhance the quality of the existing environmental conditions as outlined in the baseline information.

### ***Development Alternatives***

One of the functions of this SEA is to facilitate an evaluation of the likely environmental consequences of a range of alternative scenarios for accommodating future growth in Tipperary Town and its environs. These alternative development scenario's must be realistic, capable of being implemented and should represent a range of different approaches within the statutory and operational parameters of the development plan.

The SEA of the TT & EDP examines four development scenarios. Each of these scenarios is based on a set of parameters which confirm to the statutory legislation and relevant guidelines.

**Scenario 1** provides for a Radial Interconnector Road from the Limerick Road to the Emly Road and a Link Street from the Emly Road to Bridge Street, and will retain the reservation corridor for the Northern Inner Relief Route. This Scenario identifies lands at Knockanrawley to the south of the N74 for future industrial development and promotes the re-use and subdivision of existing industrial units on the Rosanna Road for start up and incubation type units. This first scenario also identifies 20 ha of lands for Phase 1 Residential development. Phase 2 residential lands will also be identified in order to accommodate the additional growth and allows for a range of residential densities across the Plan area but specifically identifies lands for Executive Style Housing in order to satisfy demand arising from the Decentralisation Offices in addition to rebalancing the public/private housing split.

**Scenario 2** also provides for a Radial Interconnector Road from the Limerick Road to the Emly Road and a Link Street from the Emly Road to Bridge Street however the future industrial development of the town will be focused around the existing industrial units on the Rosanna Road and the Plan will provide for workshop/start up enterprises on agriculturally zoned lands rather than encouraging start up enterprises into existing vacant units. The second scenario will also identify less than 18 hectares of lands for residential development and require higher residential densities within the plan area.

**Scenario 3** makes no provision under this Scenario for a Radial Interconnector Road and the objectives relating to the northern and southern inner relief routes identified on the current plan will be retained. Furthermore additional lands to those required to deliver the Core Strategy requirements will be identified as a “Strategic Land Reserve” for the future development of Tipperary Town.

**Scenario 4** represents a Do Nothing Approach i.e. retain the current Plan.

The four alternative development scenarios were compared and the assessed as to how they would deliver the Environmental Protection Objectives and Scenario 1 was seen to be the most desirable scenario.

### ***Preferred Strategy***

The chosen development alternative (Scenario 1) will provide for both consolidation of built form and expansion of existing built form where appropriate, will use specific and easily measurable policies and objectives and will have the least significant adverse effect on the environment. Significant adverse impacts on the environment have been identified and mitigated against through the integration of measures (Prescriptive Policies) throughout the Tipperary Town and Environs Development Plan 2013 - 2019.

### ***Monitoring***

Article 10 of the Directive requires the monitoring of the Development Plan in order to identify at an early stage unforeseen adverse environmental effects so that appropriate remedial action can be taken. Upon finalisation of the Environmental Report a monitoring programme with targets will be devised and included in the Environmental Report.

### ***Findings of the Environmental Report***

The Environmental Report of the TT & EDP 2013 - 2019 has identified that the Plan has adopted the most appropriate scenario and whilst it may impact on certain aspects of the environment measures (policies and objectives) have been included to mitigate these potential impacts. It has also identified that certain policies of the Draft TT & EDP 2013 - 2019 will have positive impacts on the environment.

## 1.0 Introduction

The review of the TT & EDP 2013 commenced on the 16<sup>th</sup> June 2011. As part of the review process a SEA of the likely significant effects of implementing the Plan was carried out in accordance with the requirements of Directive 2001/42/EC of 27 June 2001, on the assessment of the effects of certain plans and programmes on the Environment – commonly known as the SEA Directive, which was transposed into law under the Planning and Development (SEA) Regulations 2004.

The following document is an Environmental Report prepared as part of the SEA for the TT & EDP 2013. This report should be read in conjunction with the Draft Development Plan. The Development Plan will remain in place for six years providing a framework for the overall sustainable development of Tipperary Town and its Environs.

The preparation of a SEA for the Development Plan was not a mandatory requirement of the SEA Regulations; however, in view of the location of the town and the Waste Water Treatment Plant on the Lower River Suir SAC and the flood risk associated with the area it was considered that the implementation of the plan may have significant effects on the environment namely the biodiversity, flora and fauna and water environment and quality in the area.

In view of this the Planning Authority determined that a SEA was required for the review of the Development Plan.

### 1.1 SEA & Environmental Report

The Strategic Environmental Assessment Directive (2001/42/EC) states:

*'The objective of this Directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes...with a view to promoting sustainable development.'*

SEA is the formal, systematic evaluation of the likely significant effects of implementing a plan or programme before a decision is made to adopt the plan or programme. As part of this, it gives the public, designated Environmental Authorities and other interested parties an opportunity to comment and to be kept informed on decisions that may impact on the environment and how they were made.

The SEA process includes the following outputs:

- ✚ Scoping Report – identifies primary environmental issues and states how the scoping responses of the Environmental Authorities were taken account of in preparing the Environmental Report.
- ✚ An Environmental Report - a report containing the findings of the SEA regarding the likely significant effects on the environment of implementing the Plan
- ✚ An SEA Statement - identifies how environmental considerations and consultation have been integrated into the Draft Plan

This Environmental Report has been carried out with in accordance with Schedule 2B of S.I. 436 of 2004, which sets out the information to be included in this Environmental Report. In accordance with Article 6 of the EU Habitats Directive, appropriate assessment screening for any significant adverse environmental effects on Natura 2000 Sites was also carried out in consultation with the environmental authorities. It was found that there would be no significant adverse effects on the Lower River Suir candidate Special Area of Conservation as a result of the implementation of the Development Plan.



## 1.2 Objectives of the Development Plan

The Development Plan when adopted will provide a framework for the future development of Tipperary Town and Environs. A Strategic Vision for Plan area is set out under Section 2.1 of the Plan. The Vision of the Draft Plan aims;

*“To develop Tipperary Town as a balanced settlement centred on a vibrant town centre. Build on the heritage and tourism strengths of the town and to support the wider hinterland from an economic and cultural perspective. To promote the town as a unique settlement for working, living and recreation, and to balance the demands of a vibrant economy with the need for a healthy and sustainable environment and to ensure the protection of the unique built, cultural and natural heritage of the area”.*

In order for the Vision of the Plan to be achieved it will be necessary for the following strategic objectives to be delivered;

- ✓ To promote a balanced spatial growth pattern with an emphasis on the development of the town centre
- ✓ Provision of planned infrastructure and services network
- ✓ To encourage the growth of the town as an area of tourism excellence through urban renewal, and marketing and promotion of its natural assets and amenity facilities and attractions
- ✓ To harness the strategic location and accessibility strengths of Tipperary in the promotion of small and medium sized enterprise, employment and industry within the existing industrial buildings in the town
- ✓ To promote the town as a unique settlement for working, living and recreation
- ✓ To enhance the general appearance of the town and its approach roads

The Development Plan (and accompanying Environmental Report) is consistent with National and Regional plans, policies and strategies, and guidelines issued by the Minister of the Environment Community and Local Government (DECLG), which relate to the proper planning and sustainable development of the area.

## 1.3 Legal Status of the Development Plan

The TT & EDP will be prepared in accordance with the Planning and Development Acts 2000-2011. Section 9(3)(a) of the Planning and Development Acts 2000-2011 specifies that Tipperary Town Council and South Tipperary County Council may make a single Development Plan for Tipperary Town and its Environs. The Plan area is on Map A of the Plan. The TT & EDP boundary includes lands in both the Tipperary Town Council administrative area and the South Tipperary County Council administrative area. The Development Plan (with SEA Statement) when made will be in place for a period of 6 years.

## 1.4 Scale, Type and Location of Development Envisaged

Tipperary Town is designated as a Secondary Service Centre in the Settlement Strategy for South Tipperary which is included in the South Tipperary County Development Plan 2009 - 2015. The Plan area comprises 671 ha (see Map A1.1 below) and includes Tipperary Town and the surrounding rural area. The TT & EDP 2013 is also in accordance with the Core Strategy requirements of the Planning & Development Acts 2000 – 2011. Under the Core Strategy prepared for the County in accordance with the Planning and Development (Amendment) Act 2010 the population of the plan area is forecast to increase to 6,780 by 2016 and 7,314 by 2022. The new Development Plan will have effect from the first half of 2013 and will have to provide and plan for a population of approximately 7,042 by 2019.

## 2.0 SEA Methodology

### 2.1 Process of SEA

The process for SEA is set out in the Implementation of the SEA Directive (2001/42/EC): Assessment of the Effects of Certain Plans and Programmes on the Environment – Guidelines for Regional Authorities and Planning Authorities, November 2004, published by the DEHLG. This SEA has also considered the SEA Process Checklist received from the EPA. The key stages, tasks and outputs set out below in Figure A1.1 are derived from the EPA Consultation Checklist and informed the format used in this SEA;

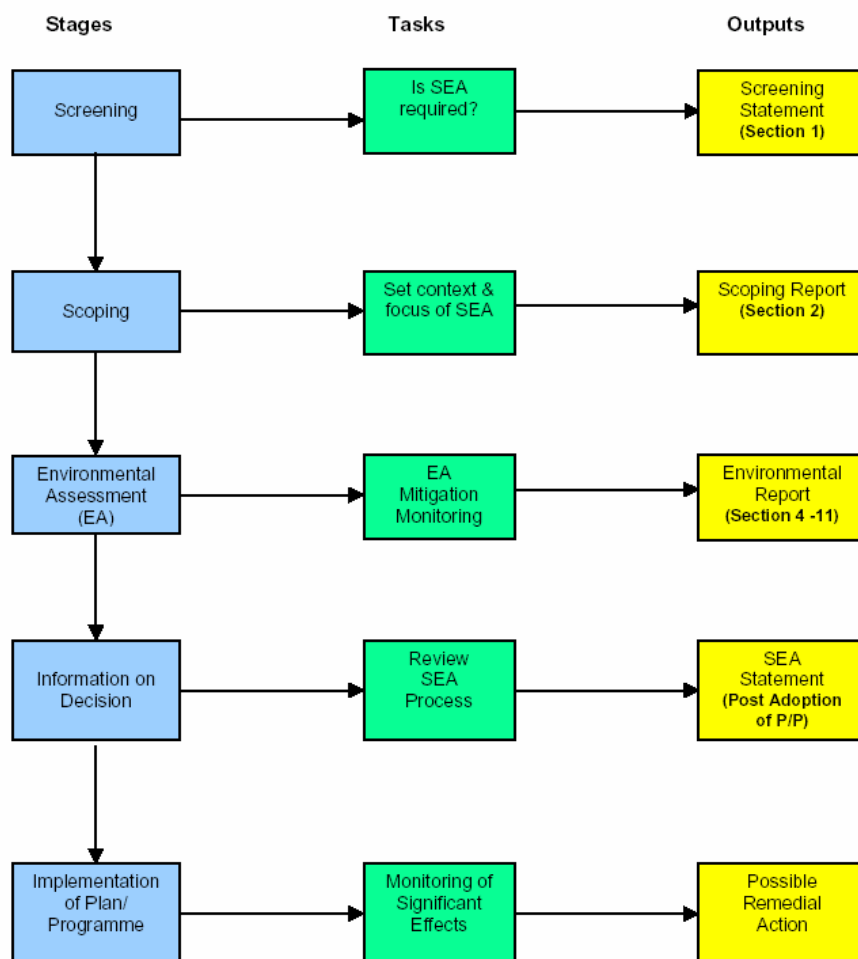


Figure A1.1: SEA Stages, Tasks & Outputs

The format of this Environmental Report is derived from the key SEA stages, tasks and outputs as set out above and can be summarised as follows:

1. Introduction to the SEA process (Section 2)
2. Setting out the background to the Plan and SEA Methodology (Section 2)
3. Consultation with the Environmental Authorities, the Public and Officials within the Planning Authority (Section 2)
4. Compilation of and setting out of Baseline Environmental Data (Section 3).
5. Determine Strategic Environmental Objectives (Section 4).

6. Assess performance of Strategic Environmental Objectives and Strategic Development Objectives against Alternative Plan Scenarios to determine preferred Plan Strategy (Section 5).
7. Compare Strategic Environmental Objectives against Draft Policies to determine the likely significant effects of the implementation of the Draft TT & EDP 2013 (Section 5)
8. Determine Mitigation Measures for lessening of adverse environmental effects (Section 5)
9. Prepare Monitoring Programme of significant environmental effects (Upon Finalisation of Environmental Report).
10. Prepare Non-Technical Summary (after completion of Environmental Report).
11. Prepare SEA Statement.

## 2.2 Consultation with Environmental Authorities

Under SEA Regulations SI No. 435 of 2004, designated Environmental Authorities must be consulted in relation to the scope and level of detail to be included in the Environmental Report. Consultation with environmental authorities was a key element in the preparation of the Environmental Report for the TT & EDP 2013. The Environmental Authorities listed below were notified at both screening stage (consideration of whether a SEA is required) and scoping stage in order to determine the scope and the level of detail to be included in the Environmental Report. A scoping document was submitted to the authorities to facilitate this consultation.

- ✓ The Environmental Protection Agency (EPA);
- ✓ Minister for the Environment, Community and Local Government (DECLG)
- ✓ Minister for the Communications, Energy and Natural Resources (DECNR)

### 2.2.1 Feedback from Environmental Authorities

Submissions on the SEA Scoping Report were received from the EPA. The contents of the EPA submission are summarised below;

- ✓ The Tipperary UDC and Galtee Drinking Water Supplies are both currently listed on the EPA's Remedial Action List of Drinking Water Supplies, due to "inadequate treatment of cryptosporidium" and "excessive levels of aluminium in the treated water" respectively. It should be ensured that a safe and secure drinking water supply is in place prior to any further development.
- ✓ It should be ensured that in the zoning, de-zoning and phasing of lands, proposed development is appropriate to the risk of flooding identified.
- ✓ It should be ensured that the relevant policies and objectives of key influential plans such as the South Eastern River Basin Management Plan and the South East Regional Planning Guidelines are incorporated into the Plan

The EPA submission included guidance on the SEA Process in addition to an SEA Pack.

## 2.3 Consultation with the Public

Pre-draft public consultation took place from the 17<sup>th</sup> June 2011 to 16<sup>th</sup> August 2011. The previous Development Plan, the Two Year Progress Report, an Issues Paper, a Background Document and the SEA and AA Screening Decisions was made available on-line and at the offices of Tipperary Town Council and South Tipperary County Council during this time and written submissions on the Draft TT & EDP 2013 were invited. All submissions that were received relating to environmental issues and concerns informed the commencement of the SEA process. The 17 submissions received were summarised in the Section 11 (4) (a) Manager's Report that was submitted to the Elected Members on the 5<sup>th</sup> October 2011. Thereafter, the Draft Plan and Draft Environmental Report were prepared and were placed on public display with written submissions being invited from 4<sup>th</sup> May to the 16<sup>th</sup> July 2012.

## 2.4 Interdepartmental Consultation

Inter-departmental contact was established within the Council for both the preparation of the Draft TT & EDP 2013 and the SEA to ensure that a broad range of expertise was available to input into the processes. Representatives from the Roads, Housing, Waste Management, Water Services and Environment Sections were consulted with and made valuable contributions towards identifying significant environmental issues, drafting the environmental protection objectives, assessing the policies and considering alternatives.

## 2.5 Process used and difficulties encountered

Both the TT & EDP 2013 and the SEA were prepared by the Forward Planning Section in house in consultation with all sections of the Council. During the preparation of the Scoping Report and Environmental Report, information was gathered from existing sources of data and no new research was undertaken. Data sources included;

- ✚ National Parks and Wildlife Service (NPWS) (2008). The Status of EU Protected Habitats and Species in Ireland. NPWS, Department of the Environment, Heritage and Local Government. <http://www.npws.ie/publications/euconservationstatus/>
- ✚ Geological Survey of Ireland Online Mapping <http://gsi.ie/Mapping.htm>
- ✚ Bat Conservation Ireland Mapping System <http://www.batconservationireland.org/>
- ✚ National Biodiversity Data Centre Mapping System <http://maps.biodiversityireland.ie/#>
- ✚ NPWS Website - Protected Sites <http://www.npws.ie/protectedsites/>
- ✚ Birds of Conservation Concern in Ireland – Birdwatch Ireland and RSPB Northern Ireland <http://www.birdwatchireland.ie/Default.aspx?tabid=178>.
- ✚ Lower River Suir Special Area of Conservation Site Synopsis – <http://www.npws.ie/media/npwsie/content/images/protectedsites/sitesynopsis/SY002137.pdf>
- ✚ EPS ENVision Mapping System - <http://maps.epa.ie/InternetMapView/MapView.aspx>

## 2.6 Scope of the SEA

The scope of the SEA must adhere to the provisions of Annex 1 of the SEA Directive and the points set out in Schedule 2 and Schedule 2 B of SI 435 and SI 436. The SEA scoping process identified environmental issues to be considered as part of the preparation of the TT & EDP 2013. As a result of the scoping process Biodiversity, Flora and Fauna, Water and Flooding were identified for further consideration under the Environmental Report.









### 3.0 Baseline Environment and Environmental Protection Objectives

The SEA Directive (2001/42/EC) Article 5 Annex 1 (b) (c) and (d) require that the following issues be addressed in the Environmental Report:

- (a) Are the relevant aspects of the current state of the environment described?
- (b) Are any existing environmental problems described (in particular those relating to areas designated pursuant to the Birds and Habitats Directives)?
- (c) Are the environmental characteristics of areas that are likely to be significantly affected by the Development Plan identified?
- (d) Is the likely evolution of the existing environment without the implementation of the Development Plan described?
- (e) Have any significant gaps in the baseline data been identified?
- (f) Have alternative/proxy data sources been identified where existing baseline data is unavailable?

The purpose of the baseline description is to identify the current state of the environment against which the likely effects of implementing the Development Plan can be assessed. The impacts of the development plan can be estimated as the difference in environmental conditions with or without implementation of the plan.

The existing environment is characterised by way of a description of the environmental receptors as set out in SEA Directive i.e.

-  Population and Human Health
-  Biodiversity, flora and fauna
-  Air
-  Climatic Factors
-  Water
-  Material Assets (transport and waste management)
-  Cultural Heritage (including architectural and archaeological heritage)
-  Soil and Landscape

The baseline data gathered by the SEA team was readily available, relevant data. Particular reference was given to those aspects of the environment which are experiencing particular plan-related problems.

### 3.1 Population & Human Health

#### 3.1.1 Baseline Environment

Tipperary Town and its environs had a population of 5,065 in 2006 and 4,527 in 2011 (Preliminary Census of Information 2011). Under the Core Strategy prepared for the County in accordance with the Planning and Development Acts 2000 – 2011 the population of the plan area is forecast to increase to 6,586 by 2013, 6,780 by 2016 and 7,314 by 2022. The new Development Plan will have effect from the first half of 2013 and will have to provide and plan for a population of approximately 7,042 by 2019. The Development Plan area has become slightly more disadvantaged in relative terms over the last 15 years and the town is designated as a RAPID area. There is also an imbalance between private and social housing with approximately 20% of the housing stock within the plan area being in public ownership.

The human health impacts relevant to SEA are those which arise as a result of interactions with environmental receptors (i.e. environmental components such as air, water or soil through which contaminants or pollutants, which have the potential to cause harm, can be transported so that they come into contact with human beings).

### **Old Town Landfill Site**

The site of the former municipal landfill at Carrownreddy has been identified as the site of an historic unlicensed waste disposal and recovery activity pursuant to the Waste Management (Certification of Historic Unlicensed Waste Disposal and Recovery Activity) Regulations 2008. South Tipperary County Council has prepared an assessment of the risk to public health and to the environment from this site, based on the methodology contained in the document "Code of Practice on Environmental Risk Assessment for Unregulated Waste Disposal Sites", as published by the Environmental Protection Agency (EPA) on 12 April 2007. This risk assessment informed the preparation of a remediation plan for the landfill, which it is proposed to implement upon receipt of the appropriate certificate of authorisation from the EPA and upon the availability of the necessary resources.

Development proposals on the site of the former landfill, or on ground within 250 metres thereof, must take cognisance of the status of these lands. The planning authority will require, as part of any such development proposals, the developer to carry out a risk assessment to establish the nature and extent of any environmental risk posed to the proposed development on foot of the status of the closed landfill and to present proposals for the mitigation of any such identified risk.

#### **3.1.2 Existing Environmental Problems/Issues**

The following are considered to be sources of concern for the population and human health;

- ✚ Rebalance of housing stock required
- ✚ Inappropriate development occurring within 250 m of the former municipal landfill at Carrownreddy in the absence of appropriate remediation measures being put in place

#### **3.1.3 Non Implementation of the Plan**

Were the Development Plan not implemented there would be insufficient controls in place to prevent the development of lands within 250 m of the former municipal landfill at Carrownreddy for inappropriate uses. Furthermore a rebalance of the public/private housing stock may not occur in the absence of a development plan.

## **3.2 Biodiversity, flora and fauna**

### **3.2.1 Baseline Environment**

The TT & EDP area has a significant amount of open space with the largest area being the Tipperary Hills. In conjunction with the flood plains of the River Ara, private gardens, lands ancillary to educational establishments, agricultural landholdings and quarry sites these lands contribute to the biodiversity resource within the Plan area.

Data from the National Parks and Wildlife Service (NPWS), on the distribution of protected habitats, was collated for Annex I habitats that are potentially present in Tipperary Town and Environs and is shown below in Table A1.1. This list is made up of habitats which have a distribution in the Irish National 10 km Grid squares R83 and R93, but excludes habitats which are unlikely to occur in the Plan area such as habitats restricted to mountainous areas. Mapping features which are indicative of each habitats type are also included in Table 1.

The presence of Turlough's (Annex I Priority Habitat) within the area is confirmed by the Geological Survey of Ireland (GSI) Karst Features database which includes a turlough to the north of the plan area at Pegsborough. Similar features may be present within the plan area due to a similar geology throughout the area.

Based on the information in Table A1.1 particular attention should be paid to areas of grassland, standing water and rivers within the Plan area to ensure the protection of these habitat types.

**Table A1.1:** Habitat records for Tipperary Town & Environs Development Plan Area

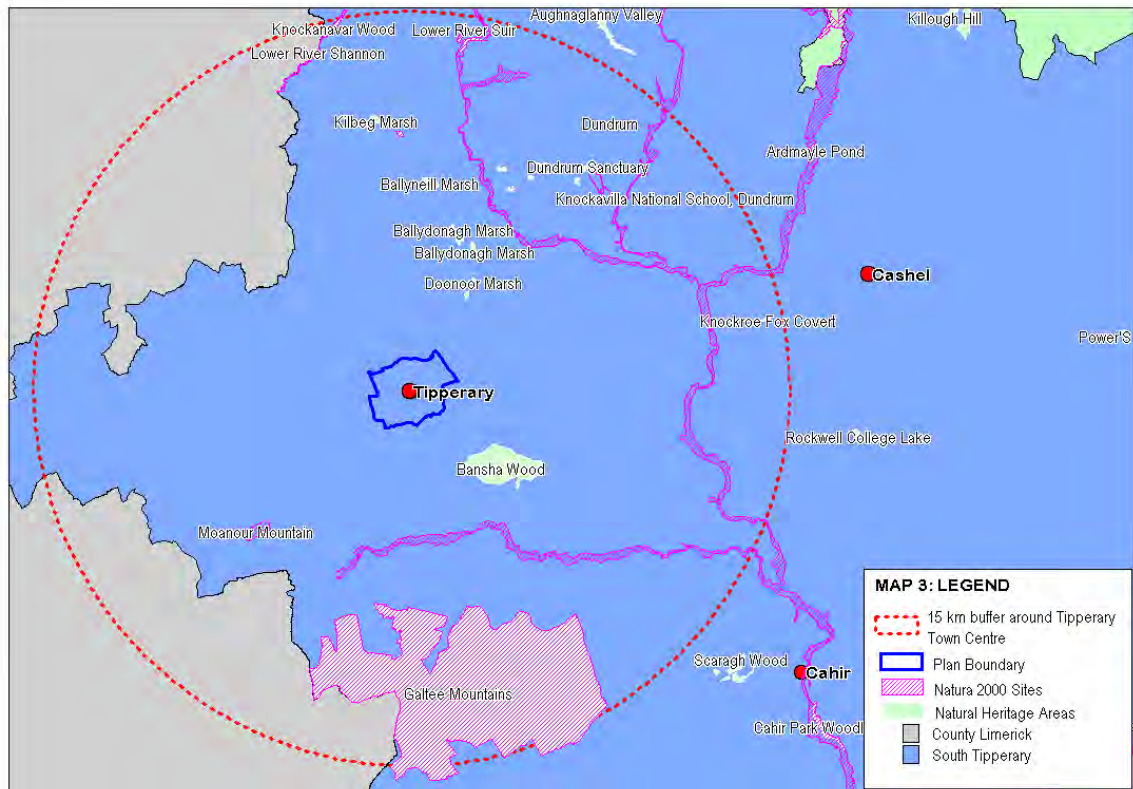
Annex I Habitat Code	Annex I Habitat Code	Typical Mapping Feature
3110	Oligotrophic waters containing very few minerals of sandy plains ( <i>Littorelletalia uniflorae</i> )	Standing water
3130	Oligotrophic to mesotrophic standing waters with vegetation of the <i>Littorelletea uniflorae</i> and/or of the <i>Isoëto-Nanojuncetea</i>	Standing water
3140	Hard oligo-mesotrophic waters with benthic vegetation of <i>Chara</i> spp.	Standing water
3160	Natural dystrophic lakes and ponds	Standing water
3180	Turloughs (Priority Habitat)	Water body
3260	Water courses of plain to montane levels with the <i>Ranunculion fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation	River
6210	Semi-natural dry grasslands and scrubland facies on calcareous substrates ( <i>Festuco Brometalia</i> ) (Priority Habitat when site is considered important orchid site)	Grassland
6410	Molinia meadows on calcareous, peaty or clayey-silt-laden soils ( <i>Molinion caeruleae</i> )	Grassland

### Designated Sites

There are a wide range of designated sites within a radius of 15 km of Tipperary Town and Environs. A map illustrating any Special Areas of Conservation (SAC), Natural Heritage Areas (NHA) and Special Protection Areas (SPA) within 15 km of Tipperary Town and Environs is included below in Map A1.1. There are no SAC, SPA or NHA within the Plan area. Bansha Wood pNHA is approximately 3.5 km to the south-east of the Plan area but unlikely to be affected due to its distance from the Plan area and lack of any direct physical connection for example hydrological. Greenane Marsh pNHA is approximately 3.5 km to the north-east of the plan area and is directly adjacent to the R601 regional road which links the Plan area to Dundrum and further north to Thurles.

The most extensive SAC in South Tipperary is the Lower River Suir SAC which is made up of the River Suir and many of its tributaries including the Aherlow River. The River Ara, which runs through the Plan area, is a tributary of the Aherlow River. The River Fidaghta which rises in Tipperary Town, is a tributary of the River Suir. The Lower River Suir SAC is designated due to the presence of a number of Habitats Directive Annexed species and habitats, which are termed Qualifying Interests of the SAC.

Annex II species, which require the designation of areas such as SACs for their protection, which are listed as qualifying features for the Lower River Suir SAC and likely to be present in the River Ara and River Fidaghta, include Freshwater Crayfish, European Otter, Freshwater Pearl Mussel and Atlantic salmon. European Otter is also listed as an Annex IV species in the Habitats Directive, which requires that the species is strictly protected and prohibits killing, capture, disturbance of the species and its resting places. The habitat type Water Courses of Plain to Montane Levels (3260), as listed in Table 1, is also likely to be present within the River Ara. This habitat type is a qualifying feature of the Lower River Suir SAC.



Map A1.1

### Mammals

As mentioned above, European Otter are likely to be present within the Plan Area. European Otter will mainly be present along water courses such as the River Ara but also draining ditches and standing water areas such as lakes and ponds. Resting and breeding takes place in holts, which are generally holes and cavities in river banks and other structures along rivers, and is a vulnerable feature of their lifecycle with regards to development along rivers.

Other mammal species that are potentially present in the Plan area are the bat species Brandt's Bat, Whiskered Bat, Natterer's Bat, Lesser Noctule, Common Pipistrelle, Soprano Pipistrelle and Brown Long-eared Bat (based on records from Bat Conservation Ireland, NPWS distributions and NBDC (National Biodiversity Data Centre records). Similar to the European Otter, all bat species in Ireland are protected under Annex IV of the EU Habitats Directive, which means that all bats and their roosts are strictly protected in Ireland without exception. The above mentioned bat species will roost in a range of structures including old and new buildings, walls, bridges and trees amongst others. Foraging areas for the above species will also include a range of habitats such as open woodland and woodland edges, including near water, parkland, hedges. Gardens will also be used by species such as Common and Soprano Pipistrelle and urban areas in the case of the Lesser Noctule.

Both European Otter and all bat species in Ireland are also protected by the Wildlife Act (1976, Amended 2000). Other Wildlife Act protected mammal species such as badger are likely to be present within the Plan area based on their known distribution. Badgers raise their young in setts, which consist of underground tunnels and chamber which can have many possible entrances and can be extensive covering large areas. Setts can occur in a variety of habitat types from woodland to farmland and so are sensitive to development of Greenfield sites. The main source of potential impact for all mammal species is interference with the breeding and resting areas which are discussed above.



## Birds

A list of the more notable species, in terms of national and EU designation, which are potentially present in areas within the Plan Area is included below in Table A1.2. Table A1.2 includes the designations for each species at national and EU level and some of the habitat types associated with each species. This information is derived from the NBDC mapping system and the South Tipperary Biodiversity Action Plan. Common Kingfisher and European Golden Plover are listed on Annex I of the Birds Directive. Species listed in Annex I of the Birds Directive require the designation of Special Protection Areas at a national level to ensure their protection within the EU. The River Boyne and River Blackwater SPA and River Nore SPA are designated for the protection of Kingfisher in Ireland. Kingfishers are year round residents in Ireland and breed along Irish streams, river and canals. Cahore Marshes SPA, Wexford Harbour and Slobbs SPA, The South Dublin Bay and River Tolka Estuary SPA, Courtmacsherry Bay SPA, Baldoyle Bay SPA and River Shannon and River Fergus Estuaries SPA amongst others are designated for the protection of Golden Plover in Ireland. The Plan Area is likely to host Golden Plover as a winter migrant where it can occupy a variety of habitats, particularly wetlands. Other species included in Table A1.2 are listed in Annex II of the Birds Directive which indicates that the species may be hunted under national legislation but that measures, for example hunting licences and seasons, are taken to ensure that the hunting of these species does not jeopardise conservation efforts in their distribution area. The Barn Owl is not protected under EU law but is protected under the Wildlife Act and is Red-listed in Ireland due to a significant decline in the breeding population. The South Tipperary Biodiversity Action Plan noted that work by Birdwatch Ireland has confirmed that South Tipperary is considered to be a stronghold for Barn Owls in Ireland and holds one of the highest densities in the country. Due to the endangered status and decline of barn owl nationally and the high density population, South Tipperary is of national importance in terms of conservation of the endangered Barn Owl population.

**Table A1.2:** Protected Bird Species records of Tipperary Town and Environs. \* EU Birds Directive: Annex I = BD I, Annex II = BD II, Annex III = BD III; Irish Wildlife Act = WA; Red-Listed = RL, Amber Listed = AL \*\* Refers to features which can be recognised from a map which could be a potential habitat for each species.

Common Name	Source of Info/Notes	Specie Protection **	Map Feature or Habitat **
<a href="#">Common Kingfisher</a>	<a href="#">NBDC Data 10k</a>	BD I, WA, AL	Streams and rivers
<a href="#">European Golden Plover</a>	NBDC Data - 1st Bird Atlas	BD I, BD II, BD III, WA, AL	Wetland & Waterbodies
<a href="#">Eurasian Teal</a>	NBDC Data 1st & 2nd Bird Atlas - Common Species	BD II, BD III, WA, AL	Wetland & Waterbodies
<a href="#">Eurasian Wigeon</a>	NBDC Data 1st Bird Atlas - Common Species	BD II, BD III, WA, AL	Wetland & Waterbodies
<a href="#">Mallard</a>	NBDC Data 1st & 2nd Bird Atlas - Common Species	BD II, BD III, WA	Wetland, Rivers Waterbodies
<a href="#">Sky Lark</a>	NBDC Data 1st Bird Atlas	WA, AL	Open Countryside
<a href="#">Mew Gull</a>	NBDC Data 1st Bird Atlas	WA	Marshes, rivers & lakes
<a href="#">Black-headed Gull</a>	NBDC Data - Common species - 1st & 2nd Bird Atlas	WA, AL	Reedbeds in lakes or marshes
<a href="#">Barn Owl</a>	NBDC Data, ST Biodiversity Action Plan	WA, RL	Farmland, gardens, trees, ruins

## ***Fish***

Atlantic salmon, which are listed under Annex II of the Habitats Directive, are present throughout the River Ara which flows through the Plan area and also in the Fidaghta River which rises in the north-east of the plan area. The Aherlow River, for which the River Ara is a tributary, and the Fidaghta River, another tributary of the River which has its source in the north-east of the plan area, are indicated as salmon spawning areas also.




The plan area is therefore an area of importance for salmon with all receiving rivers likely to support salmon populations. The receiving rivers may also be of added importance for the entire River Suir as spawning and nursery streams.

## ***Plants***

Opposite-Leaved Pondweed which can occur in streams, ponds and canals occurs at a number of locations along the River Suir and can occur along its tributaries also. The species is in decline in Ireland for which reason it is listed with a Flora Protection Order. No records of plant species of particular international or national protection status were located for Tipperary Town and Environs. Databases such as the UK based National Biodiversity Network (NBN) Gateway and the Irish based National Biodiversity Data Centre (NBDC) contain records for plant species within the Plan area.

### **3.2.2 Existing Environmental Problems/Issues**

The following are considered to be sources of concern for biodiversity, flora and fauna;

-  Potential removal of habitats
-  Potential reduction in habitat size
-  Risk to habitats as a result of contaminated water

### **3.2.3 Non Implementation of the Plan**

The non – implementation of the Development Plan would result in a market demand attitude to development and this would be to the detriment of local habitats. The TT & EDP 2013 provides for the development of an amenity area along the River Ara and will function through the Development Management Standards to ensure that existing habitats are not infringed upon.

## **3.3 Air & Climatic Factors**

### **3.3.1 Baseline Environment**

A suite of new EU Directives setting out a completely new approach to the monitoring, assessment and management of air quality has been adopted in recent years. The objectives include avoiding, preventing and reducing the impact of harmful air emissions on human health and the environment.

Ireland does not have serious outdoor air quality problems. This is largely due to the eradication of the burning of coal in many urban areas during the 1980s and the early 1990s. The biggest threat now facing our air quality is emissions from road traffic. Air pollution can affect the health and well-being of sensitive population groups and eco-systems.

The Environmental Protection Agency (EPA) has overall responsibility for the co-ordination of ambient air quality monitoring in Ireland in accordance with these EU Directives. The EPA and local authorities operate monitoring stations. Tipperary Town and Environs is located within Air Quality Zone C and the current air quality in this zone is of good status (taken from the monitoring point at the Limerick City Council laboratories on Park Road, Reebogue, Limerick).

## **Climate**

Climate change is a global issue and is being driven by enhanced atmospheric greenhouse gas levels. The levels of these gases have continued to increase as shown by measurements of carbon dioxide (CO<sub>2</sub>) at Mace Head on the west coast of Ireland. These observations are replicated at other sites around the world. Current atmospheric levels now exceed by far the natural range over the last 650,000 years.

Ireland's emissions profile has changed considerably since 1990, with the contribution from transport more than doubling and the share from agriculture reducing since 1998. Agriculture is the largest source of emissions, representing 29 per cent of total national emissions in 2009. The energy industries are the second largest source of emissions, representing 21 per cent of total national greenhouse gas emissions in 2009. The transport sector has been the fastest growing source of greenhouse gas emissions, showing a 156 per cent increase between 1990 and 2009, although there was a decrease in emissions from this sector in 2008 and 2009.

Climate Change will also result in an increase in flood events. A Stage 1 Flood Risk Identification for the review of the TT & EDP 2007 was undertaken at Screening Stage. A Stage 2 Flood Risk Assessment was undertaken in support of the Plan and is attached as Appendix 2. The impact which climate change will have on the flood risk within the area is addressed in the Flood Risk Assessment.

### **3.3.2 Existing Environmental Problems/Issues**

-  Lack of Data at a local level

### **3.3.3 Non Implementation of the Plan**

The Development Plan will contain policies and objectives promoting sustainable transport and development patterns therefore working to reduce greenhouse gas emissions. As set out above an arising issue for this Section of the SEA is the lack of data at a local level however it can only be assumed that were the Plan not implemented the situation within the Plan area would continue to deteriorate.

## **3.4 Water**

### **3.4.1 Baseline Environment**

According to the Water Framework Directive (WFD) water bodies can be classified as either surface, coastal or groundwater. The current status of the water bodies for which data is available within the area is as follows;

#### ***Main Water Bodies in the Area***

##### ***The River Ara***

The Ara River, which rises to the east of Emly village at Breansha, flows through Tipperary Town and Environs from the west where it enters the town passing under the railway line, Bridge Street and again the railway line before leaving the plan area in a south east direction. The Ara River enters the Aherlow River, which is a tributary of the River Suir, approximately 15 km downstream. The Tipperary Town WWTP currently discharges to the River Ara however the river has limited capacity to absorb additional discharge.

### ***Fidaghta River***

Tipperary Town and Environs is one of the sources of the Fidaghta River which is a tributary of the River Suir. Within Tipperary Town the Fidaghta Rivers rises to the north east in the areas of Spital-Land and Carrownreddy. The Fidaghta then flows from the town to the east through Garranacanty where it continues south-east to join the main River Suir channel.

### ***The Aherlow River and Lower River Suir***

The Aherlow River and River Suir are designated as a part of the Lower River Suir Special Area of Conservation (SAC) under the Habitats Directive (94/43/EEC). The site is a SAC selected for the presence of protected species and habitats of the E.U. Habitats Directive. The Aherlow River is also listed as a listed as a salmonid water in the Quality of Salmonid Waters Regulations 1988 (S.I. No. 293, 1988) which requires that the water quality is maintained at high quality status.

### ***Groundwater***

Groundwater and water catchment areas have an inherent ecological and economic value and are a major resource that needs to be protected. Groundwater contributes to rivers, lakes and therefore influences its amenity and recreational value. The Council is responsible for the protection of all waters including rivers, lakes, and groundwater. The responsibilities include; implementation of pollution control measures, licensing of effluent discharges, implementing and monitoring compliance with environmental regulations, and the drawing up of pollution contingency measures. As previously set out the area is identified as having extreme groundwater vulnerability. However the monitoring carried out under the WFD has indicated that the groundwater in the area is of good qualitative and quantitative status. The Plan will include policies and objectives pertaining to the Water Environment, Groundwater Protection and Waste Water Treatment and Disposal. The Planning Authority will consider the groundwater vulnerability, when assessing development proposals within the Development Plan area.

### ***Flood Risk***

A Stage 1 Flood Risk Identification for the review of the TT & EDP 2007 was undertaken at Screening Stage. A Stage 2 Flood Risk Assessment was undertaken in support of the Plan and is attached as Appendix 2. Furthermore policies and objectives will also be included in the Plan pertaining to Flood Risk Assessment at the individual site level.

## **3.4.2 Existing Environmental Problems/Issues**

Land Uses located upstream of the plan area contribute to pollution recorded in the water quality within the Plan area. The vulnerability of the groundwater within the area to pollution, in particular during flood events should be borne in mind.

## **3.4.3 Non-Implementation of the Plan**

The Plan will contain policies and objectives ensuring that the WWTP facilities have sufficient capacity to cater to any permitted development. Furthermore the policies and objectives of the Plan will ensure that new development does not increase flood risk. The non-implementation of the Plan means that such controls would not be in place increasing the chances of development occurring without the necessary infrastructure services.

## **3.5 Material Assets**

### **3.5.1 Existing Environment**

The material assets within the Plan area include private housing, transport and public service infrastructure, commercial and industrial enterprises, amenity and recreational facilities, quarries and agricultural land. It is considered that the implementation of the Plan will have a positive impact on the material assets within the Plan area.

### 3.5.2 Transportation Infrastructure

#### *Cycle & Pedestrian*

There is extensive pedestrian infrastructure within the plan area and a pedestrian/cycle route is currently being provided to link the town to the Limerick Junction Railway Station. Cycle infrastructure within the plan area is limited.

#### *Rail*

Tipperary Town is located on the Waterford – Limerick railway line and the train station is located to the south of the town. Tipperary town is also located 4km to the northwest of Limerick Junction, and therefore, has strategic rail access to the junction of the Cork-Dublin and the Waterford-Limerick rail lines.

#### *Bus*

There are no bus lanes within the Plan area. There are Bus Stops located on the Limerick Road and in the town centre.

#### *Road*

The N24 Waterford – Limerick National Primary Route runs through the centre of the town and the N74 Cashel – Tipperary Town National Secondary Route runs eastwards towards Cashel. The town suffers from traffic congestion and a By-Pass is planned for the town. A reservation corridor for the N24 Re-alignment will be retained to the north of the town centre area.

### 3.5.3 Public Infrastructure

#### *Waste Water Treatment Plant*

The original WWTP was constructed in the late 1970's and was the subject of a major upgrade in April 2001. As a result of this upgrade the plant was sized to treat a design population equivalent (PE) of 9,800. A tertiary treatment facility was also provided at this time which treats 35 l/sec of the total flow to the works.

The WWTP operates an activated sludge process in an oxidation ditch, followed by final settlement and tertiary filtration and includes screening, grit removal and phosphorus removal. The plant also operates a sludge treatment facility consisting of sludge thickening and dewatering. The treated effluent is discharged through a final effluent flume to the River Ara located at E189849, N134937 (see Map 3 attached).

A capacity assessment prepared by Nicholas O'Dwyer in August 2007, the focus of which was to determine the spare capacity available at the plant and to determine when the next phasing of the scheme or plant upgrade/expansion would be required, estimated the current population equivalent to be 8,640 PE and is therefore operating below its design capacity of 9,800 PE.

However the design dry weather flow for the plant is 2,458 m<sup>3</sup>/day and the current average flow is a multiple of 2 of the design flow, showing that the Tipperary Plant is hydraulically overloaded indicating high amounts of infiltration in the collection network based on design dry weather flows. Sections of the sewer network require upgrading to separate foul and surface water and these plans are at an early stage. It is noted that the plant has a population equivalent <10,000 and is not discharging to a sensitive river. The plant is achieving the predetermined effluent discharge standards required under the Design Build Operate contract and is therefore not posing an environmental risk to the receiving water habitat.

In September 2008 South Tipperary County Council applied to the Environmental Protection Agency for a Waste Water Discharge Licence for Tipperary Town, as required by the Waste Water Discharge (Authorisation) Regulations, 2007. The application has not been determined yet. This process is designed to regulate wastewater discharges from urban agglomerations and minimise potential impacts on water quality.

The licence, once granted, will stipulate the nature of effluent quality required, it will prescribe requirements for monitoring, recording and reporting wastewater discharges and may also specify remediation measures which must be carried out. The impact of wastewater treatment plant discharges from the Tipperary Town WWTP is monitored in accordance with the Water Framework Directive (WFD) Monitoring Programme.

The monitoring carried out to date demonstrates that the discharge from Tipperary WWTP does not significantly impact the River Ara as the Biological Q Rating upstream of the discharge point is Q3 and the Biological Q Rating downstream is of better quality at Q4. Furthermore the Biological Q Rating in the Aherlow River both upstream and downstream of the confluence of the Ara and Aherlow is Q4. It is noted that the South Eastern River Basin Management Plan 2009-2015 identifies the Ara River as being of poor status. In this regard it is important to note that the stretch of the River Ara in question is assigned Water body code 161127 and runs from approximately 0.5 mile downstream of Shronell to approximately 3 miles downstream of Tipperary Town. As previously set out the ecological monitoring carried out by the EPA demonstrates a Q3 rating upstream of Tipperary Town and a Q4 rating downstream, this improvement is largely attributed to greater flows downstream. In addition if any part of a water body achieves a poor rating then the entire water body achieves this rating. The River Ara, upstream of Tipperary Town, has achieved a poor status owing to low river flows, hydro-morphology and agricultural runoff as there are no urban or industrial discharges to the River Ara upstream of Tipperary Town, and this poor quality status has been applied to the entire Water body 161127. It is therefore considered that the operation of the Waste Water Treatment Plant does not have negative impacts on the water quality of the River Ara, River Aherlow or River Suir.

Notwithstanding the above the River Ara has a limited capacity to absorb additional discharge.

### ***Water Supply & Quality***

Tipperary Town receives its water supply from a reservoir at Cordangan, which includes water from a borehole from Fawnagown. This reservoir is also augmented with a supply from the county council reservoir at Rossadrehid. There are sufficient quantities of water available (average daily requirements of circa 800,000 gallons) and there is sufficient capacity to cater to the growth of Tipperary Town to 2019. It is essential to sustaining this supply into the future that the numerous large springs and large base flow in rivers are protected. The Council through the inclusion of policies and objectives in the Plan will take steps to ensure the quality of surface and ground waters is maintained and improved where necessary and will implement the overriding principle of waste management that 'the polluter pays' in respect of breaches of environmental laws. The Tipperary town water supply is on the EPA's Remedial Action List (RAL) for cryptosporidium high risk. This supply is a combination of the Muskry spring and two borehole wells at Fawnagowan. Following an EPA audit, STCC were required to carry out crypto risk screening to determine the relative risk of contamination of the supply with crypto. Following initial sampling STCC with advice from the HSE decided that an additional barrier of UV was required on the Tipperary town water supply. This was installed in September 2011. Supplies in the Environ of Tipperary Town include Galtee Regional and Dundrum Regional. Both these supplies are on the RAL for persistent aluminium exceedances. Works have been carried out at the Galtee supply to deal with this problem and results over the last year indicate significant improvements. Extensive remedial measures are currently designed in order to progress on the Dundrum supply.

### 3.5.4 Existing Environmental Problems/Issues

- Transport – existing standard of public transport service, connectivity, quality of existing cycle network, N24 traversing town, Traffic congestion
- Collection Network needs to be separated
- Water Supply
- Capacity of the River Ara to absorb additional discharge from the WWTP

### 3.5.5 Non Implementation of the Plan

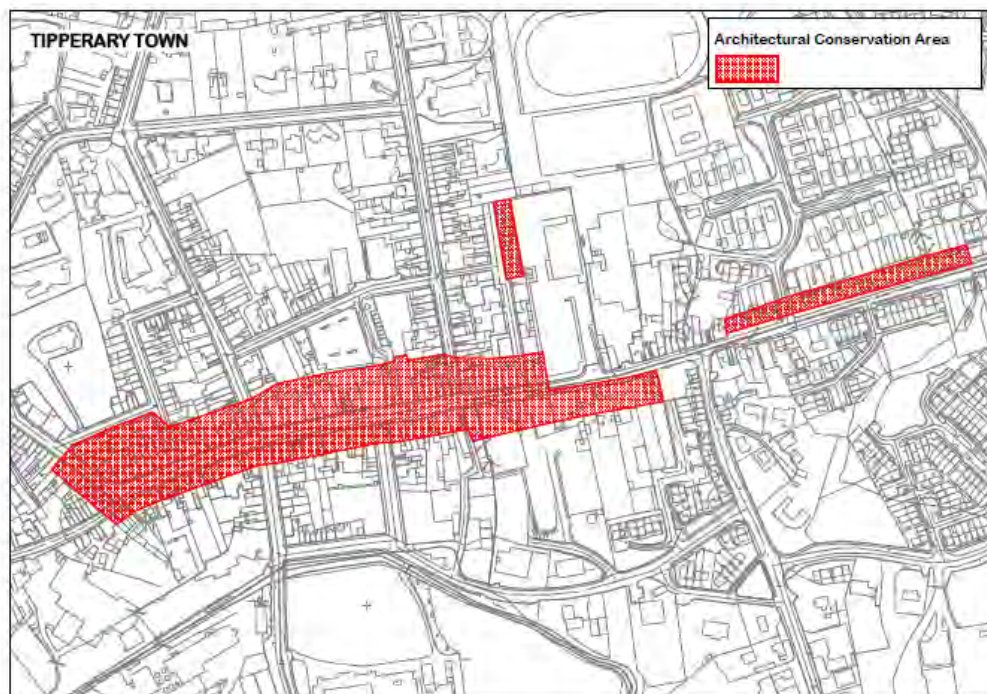
- Local Authority own works to the collection network and the water supply could be progressed however the implementation of the Plan will enable the Planning Authority to require developers etc to separate new collection network being provided to accommodate new developments. Furthermore through the policies, standards and objectives of the Development Plan the Planning Authority can require developers to provide for pedestrian and cycle lanes, bus stops etc as part of new developments.

## 3.6 Cultural Heritage & Landscape

### 3.6.1 Existing Environment

#### *Architectural Conservation Areas*

Part of Tipperary Town Centre is designated as an ACA (see Map A1.2 below). The Plan will ensure that its policies will promote projects that impact positively on the ACA and on its setting. The main threats to ACA's are from pressure to demolish buildings of architectural significance or from proposed adjoining developments external to the ACA that would not respect the character. All such applications will be referred to the DoEHLG and will be dealt with to best practice standards.



Map A1.2 Tipperary Town ACA

#### *Record of Protected Structures*

There are 125 structures located on the Record of Protected Structures within the Plan area. The plan will promote projects giving rise to positive impacts on protected structures and their setting.

### ***National Monuments***

The Record of Monuments and Places (RMP) identifies nine sites and monuments within the Plan area. It will be necessary to protect the archaeological value and setting of the sites and monuments of importance through the exercise of development management powers. Policies and objectives included in the Development Plan will seek to mitigate and reduce any adverse impacts resulting from development of any lands on the built heritage of the area and the plan will promote/provide for, as far as practical, projects giving rise to positive impacts on National Monuments or their setting.

#### **3.6.2 Existing Environmental Problems/Issues**

- Integration of Protected Structures with new development
- Accessibility, layout and utilisation of public open space

#### **3.6.3 Non Implementation of the Plan**

- Integration and use of RPS etc would remain to be poor
- Character of ACA is likely to be negatively affected
- Access to Rivers and Public Realm likely to remain as is
- Probable impact on views

### **3.7 Soil**

#### **3.7.1 Existing Environment**

##### ***Bedrock / Geology***

The bedrock geology of Tipperary Town and Environs consist of carboniferous limestone. This includes sections of Dark muddy limestone, shale; Wavy-bedded cherty limestone, thin shale; Massive unbedded lime-mudstone; Pale cherty crinoidal limestone; Dark shaly cherty limestone; Pale cross-bedded oolitic limestone; Dark thin-bedded cherty limestone and Pale-grey bedded limestone with chert (see Map A1.3 Bedrock Geology in the South East Region).

##### ***Soils***

Based on data from the EPA ENVision mapping system the main soil type of Tipperary Town and Environs is mainly surrounded by acid brown earths and brown podzolics with sections of renzinas and lithosols. Poorly drained surface water and groundwater gleys with mineral alluvium occur along river channels and lacustrine-type soils where lakes occur or did occur. The soil types which surround the plan area also dominate undeveloped land within the town. Within the town boundaries and on roads man-made land dominates as well as sections of mineral alluvium, along river channels, and lacustrine-type soils. The sub-soil which surrounds the plan area is dominated by Sandstone till (Devonian), with mainly man-made land within the town boundaries as well as sections of undifferentiated alluvium, limestone sands and gravels (Carboniferous) and undifferentiated lake sediments throughout. Sub-soil and soil layers generally match their appropriate features with the only obvious distinction is within the Sandstone till (Devonian) sub-soil layer which corresponds to both acid brown earths and brown podzolics and also poorly drained surface water and groundwater gleys, the latter group occurring where drainage is poor (see Map A1.4 Soils in the South East Region).

As set out under the Population and Human Health Section lands within 250m of the former municipal landfill site at Carrownreddy are contaminated and the Environment Section of STCC has undertaken a Risk Assessment on the site. This risk assessment will be used to inform the preparation of a remediation plan for the landfill, which it is proposed to implement upon receipt of the appropriate certificate of authorisation from the EPA and upon the availability of the necessary resources.

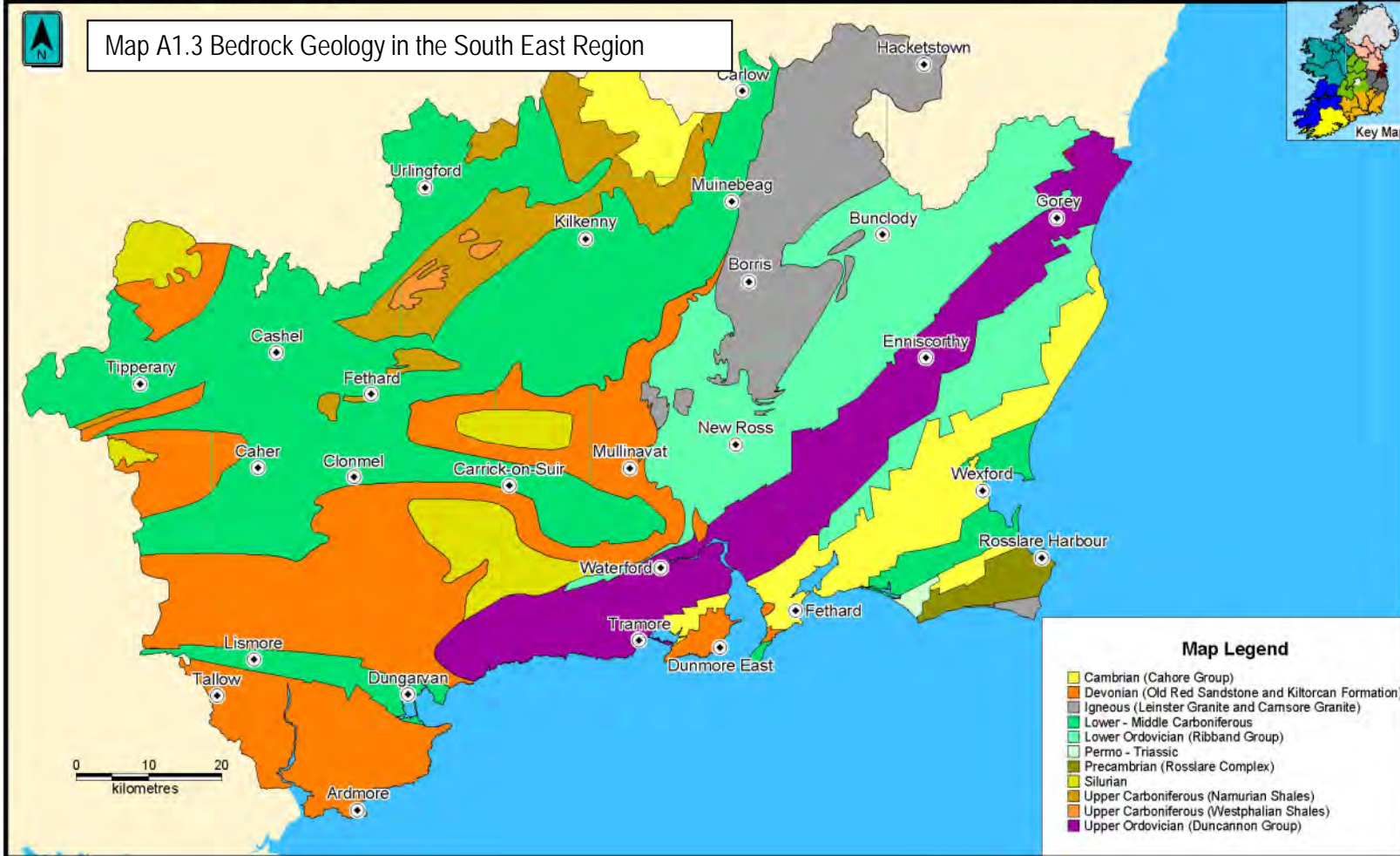


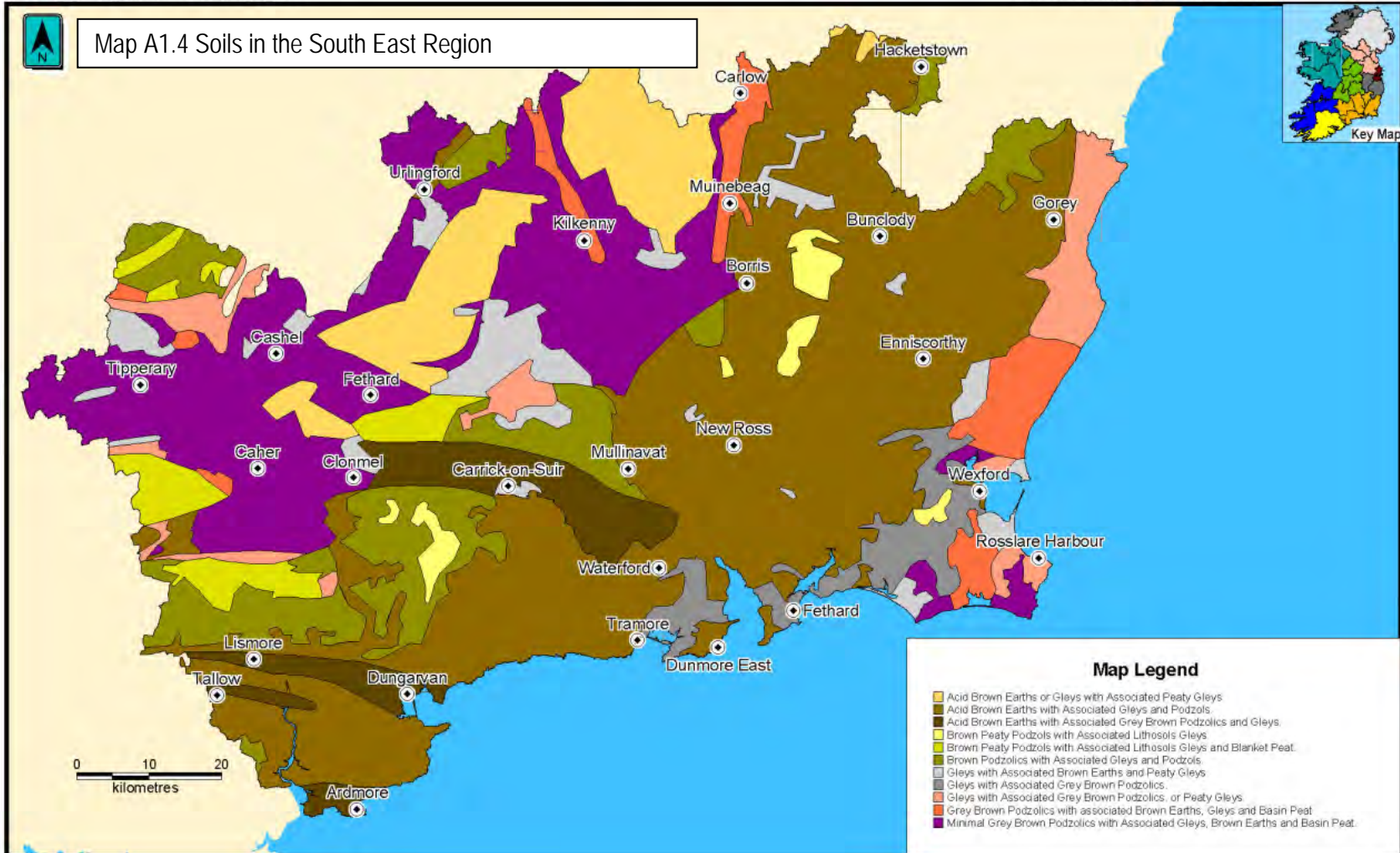
### **3.7.2 Existing Environmental Problems/Issues**

- Preparation and implementation of a Remediation Plan for the Closed Municipal Landfill Site at Carrownreddy.

### **3.7.3 Non – Implementation of the Plan**











It is proposed by the Environment Section of STCC to implement the Remediation Plan for the former town landfill site upon receipt of the appropriate certificate of authorisation from the EPA and upon the availability of the necessary resources. The Environment Section would continue on this course of action in the absence of a Development Plan being in place for the area however the implementation of the policies and objectives of the Plan will ensure that inappropriate development does not occur within 250 m of this site until such time as remedial measures are in place.





### 3.8 Key Environmental Issues

The Key Environmental Issues arising from the Scoping Report and the baseline study are;

-  The remediation of the old town municipal landfill site
-  Flooding
-  Loss/reduction in habitats
-  Water Collection Network
-  Integration of Protected Structures into the built environment
-  Accessibility and utilisation of public open spaces
-  Promotion of sustainable transport options
-  Contamination of Water
-  Capacity of the River Ara to absorb additional discharge
-  Traffic Congestion

#### **4.0 Environmental Protection Objectives, Targets and Indicators (OTI's)**

The setting of Environmental Protection Objectives, Targets and Indicators (OTI's) is a recognised way of testing the environmental effects of the development plan. They are used to demonstrate whether the development plan will have a positive, negative or no impact on the environment, to compare the environmental effects of alternative plan scenarios and to suggest improvements if necessary. If complied with in full, the environmental objectives set should result in an environmentally neutral impact from implementation of the plan. The environmental protection objectives, which usually express a desired direction of change, are established for each of the environmental receptors and are often aspirational in nature. Each environmental receptor has between one and four associated environmental protection objectives, with each of these objectives assigned measurable indicators allowing for monitoring. The full list of the Objectives and Targets are included below. The indicators will be used in the Monitoring Process.

Environmental Receptor	Environmental Protection Objective	Code	Targets	Indicators	Frequency of Reporting	Department Responsible
Population & Human Health	Improve people's quality of life based on high quality residential, working and recreational environments	PHH 1	Sustainable densities achieved in new residential/mixed use schemes	Average density of new residential development	Annual	Planning Department STCC
			High standards of design, landscaping and finish of industry and employment facilities	Quality of design of new employment facilities	Annual	Planning Department STCC
			Improve access to existing recreational facilities	Improved access to existing recreational facilities and permeability of new developments	Annual	Planning Department STCC
			Reduction in private vehicular traffic and an increase in the use of sustainable modes of transport	No of schools signed up to Green Schools Project	Annual	Environment Awareness Officer
				No of cycle lanes constructed	Annual	Town Engineer
Biodiversity, Flora & Fauna	Protect and enhance the diversity of habitats and species in the Plan area	BFF 1	No adverse impacts on nature areas/ species/habitats	Total area of nature areas/species/habitats	Annual	
	Identify oppertunities for new habitats/buffer zones and green corridors	BFFB2	Implementation of buffer zone for developments along watercourses and requirement to extend River Ara Walk for new developments where appropriate, identification and delivery of spaces for natural heritage, additional tree planting	Survey and monitor extent and distribution of invasive species	Annual	
				Increased provision for soft landscaping in new developments	Length of River Ara Walk developed	Annual
Soil & Landscape	Protect, enhance and develop streetscapes and enhance views	SL 1	Develop streetscapes and views	Qualitative assessment of newly permitted developments	Annual	Planning Department STCC
	Give preference to the re-use of brownfield lands, rather than developing greenfield lands	SL 2	Brownfield lands to be developed	Positive/Negative Impacts of development on streetscapes and views	Annual	Planning Department STCC
	Improve Soil Quality	SL 3	All contaminated sites to be decontaminated	Total area of brownfield development	Annual	Planning Department STCC
Water	To comply with the EU Water Framework Directive	W 1	Drinking Water and Drinking Water Sources to comply with the European Communities (Drinking Water) (No.2) Regulations, 2007 and European Communities (Quality of Surface Water Intended for the Abstraction of Drinking Water) Regulations 1989	Progress achieved in relation to Old Municipal Landfill Site	Annual	Environment Department STCC
	Provide adequate water distribution networks and drainage networks	W 2	Water bodies to maintain good status or achieve high status by 2015 as required by the EU Water Framework Directive (WFD) 2000/60/EC	Status of drinking water and water sources	Annual	Environment Department STCC
Air & Climate	Reduce waste of energy, and maximise use of renewable energy sources	AC 1		Ecological status of water bodies	Annual	Environment Department STCC
	Minimise emissions of greenhouse gases	AC 2	Decrease in GHG emissions	Share of renewable energy for public buildings and installations, No of A & B rated buildings within the social/private sector as a % of total stock, No of A & B rated buildings within the commercial and public buildings sector, average energy consumption of new residential stock	Annual	Tipperary Energy Agency (TEA)
	Maximise use of the built environment	AC 3	Reuse of existing buildings where possible	New planting within the Plan area	Annual	Planning Department STCC & Town Engineer
	Protect Good Air Quality Status	AC 4	Main current good status of EPA Zone C	No of building reused	Annual	Planning Department STCC & Town Engineer
	Reduce and manage the risk of flooding	AC 5	Compliance with the Floods Directive and with OPW/DoECLG "Flood Risk Management Guidelines". Flood Risk to be carried out for all new developments where required	Status of EPA Zone C	Annual	EPA
Number of planning permissions compliant with these guidelines				Annual	Planning Department STCC	
Number of planning permissions incorporating flood risk assessment and conditions requiring appropriate flood resilient measures for new developments				Annual	Planning Department STCC	
Identify Sustainable Urban Drainage Systems in all new developments	Number of Sustainable Urban Drainage Systems required in new planning applications	Annual	Planning Department STCC			
Material Assets	Reduce traffic levels by encouraging modal change from car to more sustainable forms of public transport and encourage non-car dependent development	MA 1	Provision of cycle and pedestrian infrastructure and development of public transport	No of new cycle lanes and pedestrian facilities provided.	Annual	Planning Department STCC and Town Engineer
	Reduce the generation of waste and adopt a sustainable approach to waste management	MA 2	Recycling target	% of waste recycled	Annual	Environment Department STCC
Cultural Heritage	Promote the protection and conservation of the cultural, including architectural and archaeological, heritage	CH 1	No adverse impact on archaeological sites or protected structures	% of Protected Structures at Risk, deterioration/improvement in ACA, no of archaeological sites investigated	Annual	Planning Department STCC

## 5.0 SEA of Tipperary Town & Environs Development Plan 2013

### 5.1 Alternatives

It is standard practice when devising a plan that alternative ways of fulfilling its objectives are considered. Furthermore Article 5 of the SEA Directive requires the Environmental Report to consider;

*“Reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme”*

And the significant environmental effects of the alternatives selected. Alternatives must be realistic and capable of implementation, and should represent a range of different approaches within the statutory and operational requirements of the Draft TT & EDP. Section 3.14 of the DEHLG SEA Guidelines indicates that certain strategic issues in Development Plans may have already been determined at national or regional level. The preparation of Development Plans must have regard to national and regional policy and guidelines and demonstrate consistency with same. As a result, the strategic options available to the preparation of the Draft TT & EDP are limited. It is a mandatory objective of a Development Plan, that sufficient lands are zoned for particular purposes, where and to such extent as the proper planning and sustainable development of the area, in the opinion of the Planning Authority, requires the uses to be indicated. In relation to the location of new residential development, this is largely determined by higher level plans such as the Core Strategy Requirements of the Planning and Development Acts 2000 – 2011, the RPGs and the Housing Strategy. Alternative issues to be considered in this regard include targets for housing units to be provided from brownfield sites, identification of Greenfield sites that can be serviced, prioritisation of those which are closest to public transport, consideration of densities appropriate for different locations, as well as identification of areas to be avoided due to flooding and/or impact on heritage.

### 5.2 Alternatives Considered

One of the functions of this SEA is to facilitate an evaluation of the likely environmental consequences of a range of alternative scenarios for accommodating future growth in Tipperary Town and its environs. These alternative development scenario's must be realistic, capable of being implemented and should represent a range of different approaches within the statutory and operational parameters of the development plan i.e. each alternative must aim to deliver the role of the town as set out at national, regional and local level and each alternative is required to have regard to Guidelines such as the Flood Risk Management Guidelines. It is also assumed that each of the Scenario's will endeavour to meet the requirements of the Water Framework Directive. As previously set out the adopted development plan is required to demonstrate compliance with the Core Strategy requirements of the Planning and Development Acts 2000 – 2011 and therefore it must be assumed that each of the alternatives considered will also demonstrate compliance. Owing to the above considerations the alternatives considered are similar in many respects.

In accordance with Section 11 of the Planning and Development Acts 2000 – 2011 TTC and STCC are obliged to review the Development Plan for the area within 4 years of the previous development plan being made. For this reason the “Do Nothing” approach often included in Environmental Reports as an alternative is often not realistic, nevertheless it is considered as Scenario 4 below and in this instance it is assumed that the statutory review process would be followed with the end product being a Plan with the same policies and objectives etc as the current plan.

The SEA of the TT & EDP examines three realistic and implementable development scenarios, each of the three scenarios;

- a) Provide for the consolidation of existing town centre and the development of lands in a sequential manner.
- b) Ensures the protection of the N24 Re-alignment route corridor.
- c) Demonstrates compliance with the Core Strategy requirements of the Planning and Development Acts 2000 - 2011
- d) Promotes sustainable travel patterns through the development of the pedestrian and cycle network and a renewed focus on the rail line.
- e) Recognises the need for policies and objectives to ensure that inappropriate development is not permitted in Flood Zone A or Flood Zone B.
- f) Protects the area within the Cordon Sanitare of the Old Town Landfill Site with site specific objectives requiring that remediation measures be put in place before any development occurs on these lands.

In terms of the location of new development there are a number of possible options for industrial development, furthermore in satisfying the Core Strategy requirements of the Planning and Development Acts 2000 – 2011 the Planning Authorities can consider phasing residential lands or identifying a Strategic Land Reserve. Therefore Scenario's 1, 2 and 3 differ in terms of the interim measures proposed to ease traffic congestion in the town centre, preferred location for industrial development, residential densities proposed and residential development objectives. Scenario 4 provides for the retention of the existing TT & EDP 2007.

#### **Scenario 1:**

In addition to the points set out under (a) to (f) above Scenario 1 provides for a Radial Interconnector Road from the Limerick Road to Abbey Street, and will retain the reservation corridor for the Northern Inner Relief Route. It is acknowledged that the N24 Re-alignment is postponed owing to financial considerations and Scenario 1 proposes to address the traffic congestion on the Main Street in the interim through the delivery of a Radial Interconnector Road.

Scenario 1 identifies lands at Knockanrawley to the south of the N74 for future industrial development. These lands are conveniently located in close proximity to the proposed entry/exit point to the Re-Aligned N24 and will encourage Heavy Goods Vehicles servicing these industrial lands to bypass the town centre. The Plan will also promote the re-use and subdivision of existing industrial units on the Rosanna Road for start up and incubation type units.

This first scenario also identifies 18 ha of lands for Phase 1 Residential development ensuring adequate land availability, site suitability, housing mix and locational choice for the future residential requirements of the plan area. Phase 2 residential lands will also be identified in order to accommodate the additional growth now required as a result of the Preliminary Results of the 2011 Census of Information. This scenario also allows for a range of residential densities across the Plan area and each application will be assessed on its own individual merits having regard to the location of the site and the other relevant provisions of the Plan being satisfied. This Scenario will also specifically identify lands for Executive Style Housing in order to satisfy demand arising from the Decentralisation Offices in addition to rebalancing the public/private housing split.



### **Scenario 2:**

In addition to the points set out under (a) to (f) above Scenario 2 also provides for a Radial Interconnector Road from the Limerick Road to Abbey Street. Under Scenario 2 the future industrial development of the town will be focused around the existing industrial units on the Rosanna Road and the Plan will provide for workshop/start up enterprises on agriculturally zoned lands rather than encouraging start up enterprises into existing vacant units. The second scenario will also identify less than 18 hectares of lands for residential development and require higher residential densities within the plan area.

### **Scenario 3:**

Scenario 3 will also satisfy the points set out under (a) to (f) above. There is no provision under this Scenario for a Radial Interconnector Road from the Limerick Road to Abbey Street and the objectives relating to the northern and southern inner relief routes identified on the current plan will be retained. Furthermore additional lands to those required to deliver the Core Strategy requirements will be identified as a "Strategic Land Reserve" for the future development of Tipperary Town.

### **Scenario 4:**

Scenario 4 represents a Do Nothing Approach i.e. retain the current Plan.

The four alternative development scenarios were compared and the assessed as to how they would deliver the Environmental Protection Objectives and Scenario 1 was seen to be the most desirable scenario.

Full results of the assessment of alternatives are included below.

Environmental Receptor	Environmental Protection Objective	Scenario 1	Scenario 2	Scenario 3	Scenario 4
<p><b>Population &amp; Human Health</b></p>	<p>Improve people's quality of life based on high quality residential, working and recreational environments.</p>	<p style="text-align: center;">√</p> <p>Scenario 1 aims to achieve the role set out for Tipperary Town in National, Regional and Local Planning Policy through ensuring that there are sufficient lands zoned to meet the needs of the forecast population (Core Strategy Compliant) whilst allowing for a range of densities, housing mix and location choice. This will ensure that the town develops in a compact manner and that places of work and educational facilities etc are within sustainable distances of one another.</p>	<p style="text-align: center;">X</p> <p>Scenario 2 proposes to satisfy the Core Strategy requirements of the Planning and Development Acts by zoning less than 18 ha of lands for residential development with a focus on higher residential densities within the Plan area. Having regard to the social/private housing divide and the need to rebalance this divide it is considered that Scenario 2 will not meet the housing needs of the population and will therefore not improve people's quality of life based on high quality residential environments. Adopting a blanket approach to higher densities is less conducive to good place making.</p>	<p style="text-align: center;">X</p> <p>The zoning of residential lands in excess of 18 ha with a focus of all new residential development being low density may result in uncoordinated dispersed pattern of urban development. Furthermore this may result in a less coordinated and more flexible approach to development and this is not desirable.</p>	<p style="text-align: center;">X</p> <p>Scenario 4 represents the Do Nothing Approach i.e. retain the current Plan (as varied). The current Plan as varied provides for population growth from 2007 - 2013 whilst the new Plan will provide for population growth from 2013 - 2019.</p>

<p><b>Biodiversity, Flora &amp; Fauna</b></p>	<p>Protect and enhance the diversity of habitats and species in the Plan Area.</p>	<p style="text-align: center;"><b>X</b></p> <p>Scenario 1 promotes the use of a range of densities across the Plan area and this approach will lend itself to the provision of new open spaces and green corridors. Plans for increased population will place additional pressure on the Waste Water Treatment Infrastructure and the capacity of the river to absorb discharge which could in turn lead to a deterioration in water quality and impact negatively upon biodiversity unless mitigated against. The impact of the Radial Interconnector Route also needs to be fully assessed.</p>	<p style="text-align: center;"><b>X</b></p> <p>Plans for increased population will place additional pressure on the Waste Water Treatment Infrastructure and the capacity of the river to absorb discharge which could in turn lead to a deterioration in water quality and impact negatively upon biodiversity unless mitigated against. The impact of the Radial Interconnector Route also needs to be fully assessed.</p>	<p style="text-align: center;"><b>X</b></p> <p>Scenario 3 provides for in excess of 18 ha of residentially zoned lands with a focus on low density residential development. This Scenario results in increased potential for development to encroach into greenfield and undesignated habitats resulting in possible disturbance, habitat loss or fragmentation. This Scenario may also result in larger areas of permeable landscapes being converted to hard surfaces leading to an increase in flooding, alteration and direct loss of habitat. Plans for increased population will place additional pressure on the Waste Water Treatment Infrastructure and the capacity of the river to absorb discharge which could in turn lead to a deterioration in water quality and impact negatively upon biodiversity unless mitigated against.</p>	<p style="text-align: center;"><b>X</b></p> <p>Scenario 4 represents the Do Nothing Approach i.e. retain the current Plan (as varied). The current Plan as varied was not subject to Strategic Environmental Assessment and therefore the policies and objectives of the current plan have not been assessed as to their impact on the Environment.</p>
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	Identify opportunities for new habitats/buffer zones and green corridors	✓	X	X	✓
		Opportunity to develop green corridors and buffer zones as part of co-ordinated moderate density proposals.	Higher densities and plot ratios will result in more limited opportunities for green corridors and buffer zoned etc.	Due to increased development envelope there will be fewer opportunities to identify new habitats.	Section 4 of the current plan relates to Amenity, Environment and Heritage. This Section includes policies which aim to deliver Neighbourhood Amenity Areas, protect views and prospects, preserve access to public rights of way, protect water corridors and ACA's etc.
Water	To comply with the EU Water Framework Directive	X	X	X	X
		An increase in population will place increased pressures on the waste water infrastructure and the capacity of the River to absorb discharge. This could lead to a deterioration in Water Quality unless mitigated against.	An increase in population will place increased pressures on the waste water infrastructure and the capacity of the River to absorb discharge. This could lead to a deterioration in Water Quality unless mitigated against.	An increase in population will place increased pressures on the waste water infrastructure and the capacity of the River to absorb discharge. This could lead to a deterioration in Water Quality unless mitigated against.	The current plan also provides for an increase in population which will place increased pressures on the waste water infrastructure and the capacity of the River to absorb discharge. This could lead to a deterioration in Water Quality unless mitigated against.
	Provide adequate water distribution networks and drainage networks	-	-	-	-
		Neutral Impact on ability to provide adequate water distribution and drainage networks	Neutral Impact on ability to provide adequate water distribution and drainage networks	Neutral Impact on ability to provide adequate water distribution and drainage networks	Neutral Impact on ability to provide adequate water distribution and drainage networks

Air & Climate	Reduce waste of energy, and maximise use of renewable energy sources	√	√	X	X
		Moderate - High Residential Densities will allow people to reside closer to their place of work thereby reducing the need to travel. Greater potential for use of renewable energies in moderate - higher densities. This Scenario will include a policy for auto-producers.	Moderate - High Residential Densities will allow people to reside closer to their place of work thereby reducing the need to travel. Greater potential for use of renewable energies in moderate - higher densities.	This scenario will result in greater commuting by private car and investments in public transport will be undermined.	The current plan does not include a policy relating to the promotion of renewable energy and/or auto-producers.
	Minimise emissions of greenhouse gases	√	√	X	X
		Ensuring new mixed use developments with a range of densities are well serviced by public transport will reduce levels of journeys undertaken by private car having an overall positive impact on air quality. Improvements and efficiencies in public transport also achievable due to increasing concentrated demands resulting in an even greater modal shift from private car to public transport.	Ensuring new mixed use developments with a range of densities are well serviced by public transport will reduce levels of journeys undertaken by private car having an overall positive impact on air quality. Improvements and efficiencies in public transport also achievable due to increasing concentrated demands resulting in an even greater modal shift from private car to public transport.	This scenario will allow for a more dispersed settlement pattern, reduced emphasis on reuse of brownfield sites and existing structures, additional construction etc.	The current Development Plan has in excess of the lands required for residential development from 2013 - 2019 zoned. This would result in unsustainable development and an increase in emissions of greenhouse gas.

	Maximise use of the built environment	✓	✓	X	X
		Concentrating populations into central and designated areas of the town will allow for the sustainable reuse of underutilised brownfield lands whilst avoiding the development of greenfield sites where possible.	Concentrating populations into central and designated areas of the town will allow for the sustainable reuse of underutilised brownfield lands whilst avoiding the development of greenfield sites where possible.	This scenario facilitates a more dispersed settlement pattern and will not promote the use of the existing built environment.	The current Development Plan has in excess of the lands required for residential development from 2013 - 2019 zoned. This will not promote the redevelopment of brownfield sites and existing buildings.
	Protect Good Air Quality Status	-	-	X	X
		Moderate - High Residential densities will support investments made in public transport and reduce the need to travel by private vehicular traffic.	Moderate - High Residential densities will support investments made in public transport and reduce the need to travel by private vehicular traffic.	Development occurring over a wider area will result in increased journey distances and emissions will have a knock on effect on air quality.	The current development plan provides for development occurring over a wider area to that provided for under Scenario 1 and 2 and will result in increased journey distances and emissions will have a knock on effect on air quality.

	Reduce and manage the risk of flooding	√	X	X	X
		Scenario 1 will result in less commuting by private car and increased travel by public transport, bicycle and walking. Development will be focused in designated and established areas while avoiding areas at risk of flooding.	This Scenario will result in reduced waste of energy due to less commuting by private car and increased amounts of travel by public transport, bicycle and walking. Greater pressure to locate development in areas liable to flooding.	A lower density development will result in an increase in commuting and greater CO2 emissions leading to further climate change and flooding.	The current development plan provides for development occurring over a wider area to that provided for under Scenario 1 and 2 and will result in increased journey distances and emissions are likely to have a knock on effect on climate change and flooding.
<b>Material Assets</b>	Reduce Traffic Levels by encouraging modal change from car to more sustainable forms of public transport and encourage non-car dependent development.	√	√	X	X
		Investment in public transport to support population of critical mass, development pattern allows increased opportunities to provide open spaces, networks and cycleways as part of new schemes.	Investment in public transport to support population of critical mass, development pattern allows increased opportunities to provide open spaces, networks and cycleways as part of new schemes.	Dispersed pattern of development results in over dependence on the private car and any investments in public transport will be offset.	The current development plan provides for development occurring over a wider area to that provided for under Scenario 1 and 2 and will result in an increased number of journeys.

	Reduce the generation of waste and adopt a sustainable approach to waste management.	X An increase in population and accruing increase in construction will have the potential to increase waste levels unless mitigated against.	X An increase in population and accruing increase in construction will have the potential to increase waste levels unless mitigated against.	X An increase in population and accruing increase in construction will have the potential to increase waste levels unless mitigated against.	X The current plan provides for an increase in population and this is likely to result in an increase in construction and will have the potential to increase waste levels unless mitigated against.
<b>Cultural Heritage</b>	Promote the protection and conservation of the cultural, including architectural and archaeological heritage	√ Greater initiatives for the enhancement and reuse of the built heritage balanced with the need to protect the character of the town.	X Potential for significant development pressures placed on the heritage of the settlement. Important views may be encroached upon by higher density development.	X A lower density of development and an increase in the lands available for development may result in vacancy and underutilisation of protected structures etc	√ The current Development Plan includes policies and objectives aimed at protecting the RPS, ACA's, Sites and Monuments etc
<b>Soil &amp; Landscape</b>	Protect, enhance and develop streetscapes and enhance views.	√ Each of the Development Plan Scenario's and the current Development Plan will provide for high quantitative and qualitative standards of design and will function to enhance the streetscape and protect views.	√ Each of the Development Plan Scenario's and the current Development Plan will provide for high quantitative and qualitative standards of design and will function to enhance the streetscape and protect views.	√ Each of the Development Plan Scenario's and the current Development Plan will provide for high quantitative and qualitative standards of design and will function to enhance the streetscape and protect views.	√ Each of the Development Plan Scenario's and the current Development Plan will provide for high quantitative and qualitative standards of design and will function to enhance the streetscape and protect views.



	Give preference to the re-use of brownfield lands, rather than developing greenfield lands.	√	√	X	√
		Concentrating populations into central and designated areas of the town will allow for the sustainable reuse of underutilised brownfield lands whilst avoiding the development of greenfield sites where possible.	Concentrating populations into central and designated areas of the town will allow for the sustainable reuse of underutilised brownfield lands whilst avoiding the development of greenfield sites where possible.	Greater pressure will be placed on greenfield sites on the urban fringes.	The current Development Plan does identify a number of brownfield sites as Opportunity Sites and the redevelopment of these sites is promoted.
	Improve Soil Quality	√	√	√	X
		This scenario provides for the remediation of the Old Town Municipal Landfill Site and any development within 250m of the site will be required to undertake a Risk Assessment including mitigation measures in support of any planning application.	This scenario provides for the remediation of the Old Town Municipal Landfill Site and any development within 250m of the site will be required to undertake a Risk Assessment including mitigation measures in support of any planning application.	This scenario provides for the remediation of the Old Town Municipal Landfill Site and any development within 250m of the site will be required to undertake a Risk Assessment including mitigation measures in support of any planning application.	The current development plan does not provide for the remediation of the Old Municipal Landfill Site and does not require applications within 250m of the site to be supported by a Risk Assessment.
<b>LEGEND</b>					
√	Likely to improve status of SEO				
X	Probable conflict with status of SEO				
X	Potential conflict with status of SEO				
○	Uncertain as to impact on SEO				
-	Neutral interaction with SEO				
●	No likely interaction with status of SEO				

### 5.3 Significant Environmental Effects of Preferred Strategy

An assessment of the likely significant effects on the environment of implementing the TT & EDP 2013 was carried out, in accordance with best practice methodology. A matrix was prepared whereby the policies of the draft development plan are listed on the horizontal axis and the Environmental Protection Objectives on the vertical axis. The matrix is included at the end of this section.

From the environmental assessment carried out it was found that the implementation of the TT & EDP 2013 will prove to have significant positive impacts on the environment. However, the assessment has also identified some policies, when assessed in isolation, that have the potential to have significant adverse impacts on some of the environmental receptors unless mitigated against i.e. in the absence of appropriate mitigation measures, potential exists for adverse environmental effects arising from the implementation of the preferred strategy. Such adverse impacts could arise as a result of stand-alone policies to facilitate additional population and economic growth and development, promotion and development of the town centre, promotion of access to recreational areas etc. While these policies are fully in line with national and regional policy to consolidate and ensure a more compact settlements there is potential for significant adverse impacts on the receiving environment unless mitigated against. Mitigation procedures and measures have been devised and incorporated into the development plan.

This section describes the measures to prevent, reduce and as fully as possible offset any significant adverse environmental effects of the preferred strategy. The preferred strategy was identified as having potentially conflicting interactions with the following Environmental Protection Objectives (EPOs):

#### 5.3.1 Biodiversity, Flora and Fauna

There are no designated sites within the Development Plan Boundary and the policies contained in the Development Plan were primarily found to have no likely interaction with the biodiversity, flora and fauna of the development plan area. However there were a number of areas identified where the policies of the Plan gave rise to potential conflict with the status of the Biodiversity, Flora and Fauna EPO's namely Policy ECON 1 Zoning of land for Employment Uses, INF 2 Protection of Reservation Corridors for the realignment of the N24, INF 5 Protection of Reservation Corridors, HSG 8 Individual Houses on Agriculturally Zoned Land and AH 5 River Ara Walk. These policies provide for; additional lands to be zoned for industrial land use, protection of road reservation corridors and the provision of individual houses on agriculturally zoned lands in addition to increased public access to the river bank. Having regard to the capacity of the River Ara to accommodate additional discharge from the waste water treatment plant and the potential for industrial uses, individual houses and increased public access to encroach upon habitats it is considered that these policies may have a negative impact on the environment unless mitigated against.

#### 5.3.2 Population & Human Health

The policies of the Development Plan are likely to improve the status of the population and human health EPO with only policy HSG 8 Individual Houses on Agriculturally Zoned Lands having a potential conflict on the status of the EPO as it provides for one off housing on agriculturally zoned lands and will therefore not contribute to increasing peoples quality of life based on high quality residential, working and recreational environments.

### **5.3.3 Water**

Overall the Policies of the Development Plan will improve or have no likely interaction with the status of the Water EPO's however the following policies have been identified as having the potential to have a probable/potential conflict with the status of the EPO, ECON 1 Zoning of land for employment uses and HSG 8 Individual Houses on Agriculturally Zoned Lands. Having regard to the capacity of the River Ara to cater to additional discharge from the WWTP these policies may result in decreased water quality standards in the River Ara. The development of one off houses serviced by individual treatment systems may also have a detrimental effect on water quality.

### **5.3.4 Air & Climate**

A number of policies of the Plan have been identified as having a probable/potential conflict with the status of the air and climate EPO's. Namely ECON 1 Zoning of Land for employment uses, ECON 4 Agriculture, INF 1 Carrying Capacity of the N24, INF 5 Protection of Reservation Corridors, INF 19 Flood Risk Assessment, HSG 1 New Residential Development, HSG 2 Infill Housing Development and HSG 8 Individual Houses on Agriculturally Zoned Lands. These policies, unless mitigated against, by virtue of an increase in development have the potential to increase greenhouse gases which will have a detrimental effect on the current "good" air quality. An increase in greenhouse gases may also impact on climate change and flooding.

### **5.3.5 Material Assets**

The policies and objectives of the Plan will predominantly improve the status of the Material Assets EPO's which aim to reduce traffic levels and the generation of waste. A number of policies may have a probable/potential conflict with the EPO's as follows; ECON 2 Non conforming uses, INF 1 Carrying Capacity of the N24, INF 5 Protection of Reservation Corridors and HSG 8 Individual Houses on Agriculturally Zoned Lands.

### **5.3.6 Cultural Heritage**

A number of the policies contained in the Plan have the potential to conflict with the Cultural Heritage EPO unless mitigated against, these policies are the Town Centre and Economy Policies, INF 4 and INF 5.

### **5.3.7 Soil & Landscape**

The Soil and Landscape EPO's aim to protect enhance and develop streetscapes and enhance views, give preference to the reuse of brownfield sites and protect soil quality. The policies of the Plan provide for the enhancement of streetscapes, high quality shopfronts and signage, the redevelopment of a number of brownfield opportunity sites and the remediation of the Old Town Municipal Landfill Site and the 250m surrounding same and are therefore likely to improve the status of the EPO's. Policies ECON 1 and HSG 8 will result in probable/potential conflict with the status of the EPO unless mitigated against.

Mitigation measures in respect of the potential conflicts with the environment are therefore outlined below. These mitigation measures are reflected in the policies of the TT & EDP 2013 – 2019.

## **5.4 Mitigation Measures**

Policies with sustainability at their core allow them to act as mitigation measures to offset any potential adverse impacts on the environment as a result of implementing the Draft Plan. Furthermore, mitigation in the form of policies serves to formalise the mitigation measures and fully integrates them into the development plan process. Mitigation measures, in the form of development plan policies, have been devised for each of the affected environmental receptors.

#### **5.4.1 Mitigation of potential impacts on Biodiversity, Flora & Fauna**

New development has the potential to impact negatively on natural heritage especially by virtue of encroachment on undeveloped land or by insensitive approach to the development of sensitive sites. Tipperary Town and Environs does not have any designated environmental sites however; the urban and rural environs contain a range of different habitats that provide for diversity and richness of species within the Plan boundary.

The strategy of the TT & EDP 2013 - 2019 aims to consolidate the existing urban area and to permit expansion of development into greenfield lands only where it has been proven as necessary. This sequential approach will retain greenfield lands free from unnecessary development and will favour new development on brownfield or derelict sites.

The ability of the town to grow is also restricted by the capacity of the River Ara to cater to discharge from the WWTP. The TT & EDP 2013 – 2019 aims to fulfil its role as set out under National, Regional and Local Planning Policy and for this to occur it is essential that additional lands are identified for industrial land use. Arising from the assessment of the significant environmental effects of the preferred strategy it is recommended that the Draft Plan require that new industrial development is of a nature and scale (i.e. organic loading) which can be facilitated by the River Ara.

The protection of the agricultural landscape from inappropriate development and encroachment by urban generated development and land use in the rural environs is a key factor in retaining existing biodiversity. It is the policy of the Plan to permit new residential development on lands zoned for agriculture only where it complies with Policy HSG 8.

#### **5.4.2 Mitigation of potential impacts on Population & Human Health**

Policy HSG 8 has a potential conflict with the status of the population and human health and material assets strategic environmental objectives as it facilitates, subject to criteria, the development of individual houses on agriculturally zoned lands giving rise to unsustainable travel patterns and therefore does not maximise the use of the built environment. It is considered that the wording and requirements of Policy HSG 8 act as mitigating factors and that no further action is required.

#### **5.4.3 Mitigation of potential impacts on Water**

When assessed in isolation policies ECON 1: Zoning of land for employment use and HSG 8: Individual Houses on Agriculturally zoned lands have a potential conflict with the water EPO's. It is considered that the requirement set out under Section 5.4.1 above that all new industrial development or any expansion to the operations of Tipperary Co-op will be of an organic loading which can be catered to by the River Ara will function as a remediation measure in this regard. Furthermore any development which requires the installation or retention of a septic tank drainage system will be required to submit evidence of the suitability of the site to accept septic tank effluent, in accordance with the Code of Practice Wastewater Treatment and Disposal Systems serving Single Houses published by the EPA. Site suitability Assessments must be carried out by a person/s listed as approved by the Planning Authority on its Current list of approved Assessors.

#### **5.4.4 Mitigation of potential impacts on Air & Climate**

Policies ECON 1 Zoning of Land for employment uses, ECON 4 Agriculture, INF 1 Carrying Capacity of the N24, INF 5 Protection of Reservation Corridors, INF 19 Flood Risk Assessment, HSG 1 New Residential Development and HSG 8 Individual Houses on Agriculturally Zoned Lands when assessed in isolation may have a negative impact on air and climate by virtue of the fact that permitted development in accordance with these policies are likely to result in an increase in the emission of greenhouse gases, reduction in air quality and an increased risk of flooding arising from climate change.

However it must be noted that the overall strategy of the Development Plan is to consolidate the existing built form of Tipperary Town. This is a positive approach to ensuring that any potential impact on climate change or air quality is mitigated, by virtue of reduced need to travel. The potential for construction of sustainable transport i.e. pedestrian, cycle and vehicular is improved when a compact and sequential approach to urban development is undertaken as achieved by the policies referred to above when applied collectively. Policy INF 4 Pedestrian/Cycle Infrastructure & Accessibility and Policy INF 6 Tipperary Town Train Station and Public Transport and Section 3.6 Pedestrian Linkages and Public Spaces also aim to promote sustainable means of transport.

#### **5.4.5 Mitigation of potential impacts on Material Assets**

The Material Asset EPO's are to reduce traffic levels by encouraging modal change and to reduce the generation of waste. Policies ECON 2 Non conforming uses, INF 1 Carrying Capacity of the N24, INF 5 Protection of Reservation Corridor for the Re-alignment of the N24, and HSG 8 Individual Houses on Agriculturally Zoned Lands may if assessed in isolation have a negative impact on the Material Assets EPO as they facilitate new road networks which may be viewed as promoting private vehicular traffic. It must be noted that none of the policies of the Development Plan will be implemented in isolation and any proposed development will have to satisfy all of the relevant policies and objectives of the Plan and in this regard the overall strategy of the Development Plan is to consolidate the existing built form of Tipperary Town and to promote the development of a compact settlement. The construction of the proposed new road networks will promote sustainable transport patterns within the town centre and the locality. It is considered that there is no requirement for additional remediation measures in this regard.

#### **5.4.6 Mitigation of potential impacts on Cultural Heritage**

When assessed in isolation some of the Town Centre, Economy and Infrastructure policies have the potential to conflict with the Cultural Heritage EPO unless mitigated against. It is considered that Policies AH 1 Protected Structures, Policy AH 2 Architectural Conservation Area, Policy AH 3 Archaeology, Policy AH 4 Tipperary Hills and Policy AH 7 Views and Prospects will ensure that development permitted under the policies and objectives of the Plan when adopted will not have any negative impact on the cultural heritage within the Plan area.

#### **5.4.7 Mitigation of potential impacts on Soil & Landscape**

New developments have the ability to have significant effects on the natural landscape. In particular Policies ECON 1 and HSG 8 will result in probable/potential conflict with the status of the Soil and Landscape EPO unless mitigated against. However there are several policies which have been incorporated into the Plan to increase open space, river walks, pedestrian linkages and amenity areas namely Policy INF 4: Pedestrian/Cycle Infrastructure & Accessibility, Policy HSG 4: Residential Amenity, Policy AH 4: Tipperary Hills, Policy AH 5: River Ara Walk, Policy AH 6: Approach Roads, Policy AH 7: Views and Prospects and Policy AH 8: Tree Preservation.

	TC1	TC2	TC3	TC4	TC5	ECON1	ECON2	ECON3	ECON4	ECON5	INF1	INF2	INF3	INF4	INF5	INF6	INF7	INF8	INF9	INF10	INF11	INF12	INF13	INF14	INF15
Biodiversity, Flora & Fauna	Protect and enhance the diversity of habitats and species in the Plan area.	-	•	•	•	X	•	•	•	✓	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	Identify opportunities for new habitats/buffer zones and green corridors.	•	•	•	•	•	•	•	•	•	•	X	•	•	•	•	•	•	•	•	•	•	•	•	•
Population & Human Health	Improve people's quality of life based on high quality residential, working and recreational environments.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	To comply with the EU Water Framework Directive	-	•	•	•	X	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Water	Provide adequate water distribution networks and drainage networks	-	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	Reduce waste of energy, and maximise use of renewable energy sources.	-	•	•	•	X	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Air & Climate	Minimise emissions of greenhouse gases	✓	•	•	•	X	•	X	•	•	•	•	•	•	X	✓	•	•	•	•	•	•	•	•	•
	Maximise use of the Built Environment	✓	✓	✓	✓	X	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	Protect good air quality status	✓	✓	•	•	X	•	•	✓	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	Reduce & manage the risk of flooding	-	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Material Assets	Reduce traffic levels by encouraging modal change from car to more sustainable forms of public transport and encourage non-car dependant development.	✓	•	•	•	•	X	•	•	•	•	•	•	•	X	✓	•	•	•	•	•	•	•	•	•
	Reduce the generation of waste and adopt a sustainable approach to waste management.	-	•	•	•	•	X	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Cultural Heritage	Promote the protection and conservation of the cultural, including architectural and archaeological heritage	X	X	X	X	X	X	X	X	•	•	•	•	•	X	•	•	•	•	•	•	•	•	•	•
	Protect, enhance and develop streetscapes and enhance views	✓	-	✓	✓	X	•	✓	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Soil & Landscape	Give preference to the re-use of brownfield lands, rather than developing a greenfield lands.	✓	✓	✓	•	X	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	Improve Soil Quality	•	•	•	•	•	•	•	✓	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

✓	Likely to improve status of SEO
X	Probable conflict with status of SEO
X	Potential conflict with status of SEO
0	Uncertain as to impact on SEO
-	Neutral interaction with SEO
•	No likely interaction with status of SEO

	INF 16	INF 17	INF 18	INF 19	INF 20	HSG 1	HSG 2	HSG 3	HSG 4	HSG 5	HSG 6	HSG 7	HSG 8	AH 1	AH 2	AH 3	AH 4	AH 5	AH 6	AH 7	AH 8	AH 9	DM 1	
Biodiversity, Flora & Fauna	Protect and enhance the diversity of habitats and species in the Plan area.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	Identify opportunities for new habitats/buffer zones and green corridors.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Population & Human Health	Improve people's quality of life based on high quality residential, working and recreational environments.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	To comply with the EU Water Framework Directive	•	•	✓	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Water	Provide adequate water distribution networks and drainage networks	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	Reduce waste of energy, and maximise use of renewable energy sources.	✓	•	•	✓	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Air & Climate	Minimise emissions of greenhouse gases	✓	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	Maximise use of the Built Environment	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	Protect good air quality status	✓	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	Reduce & manage the risk of flooding	✓	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Material Assets	Reduce traffic levels by encouraging modal change from car to more sustainable forms of public transport and encourage non-car dependant development.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	Reduce the generation of waste and adopt a sustainable approach to waste management.	•	✓	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Cultural Heritage	Promote the protection and conservation of the cultural, including architectural and archaeological heritage	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	Protect, enhance and develop streetscapes and enhance views	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Soil & Landscape	Give preference to the re-use of brownfield lands, rather than developing a greenfield lands.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	Improve Soil Quality	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

✓	Likely to improve status of SEO
✗	Probable conflict with status of SEO
✗	Potential conflict with status of SEO
○	Uncertain as to impact on SEO
–	Neutral interaction with SEO
•	No likely interaction with status of SEO

## 5.5 Conclusion

The Development Strategy set out under the TT & EDP 2013 – 2019 will have an impact on the environment. However, it has been established that any adverse environmental impact of the implementation of the Draft Plan will not be significant. Potential effects have been appropriately mitigated by the use of appropriate mitigation measures.

Ongoing monitoring (Chapter 6) proposed during the lifetime of the TT & EDP 2013 - 2019 (when adopted) will ensure that the environmental quality of Tipperary Town and its environs will be protected.



## **6.0 Monitoring Measures**

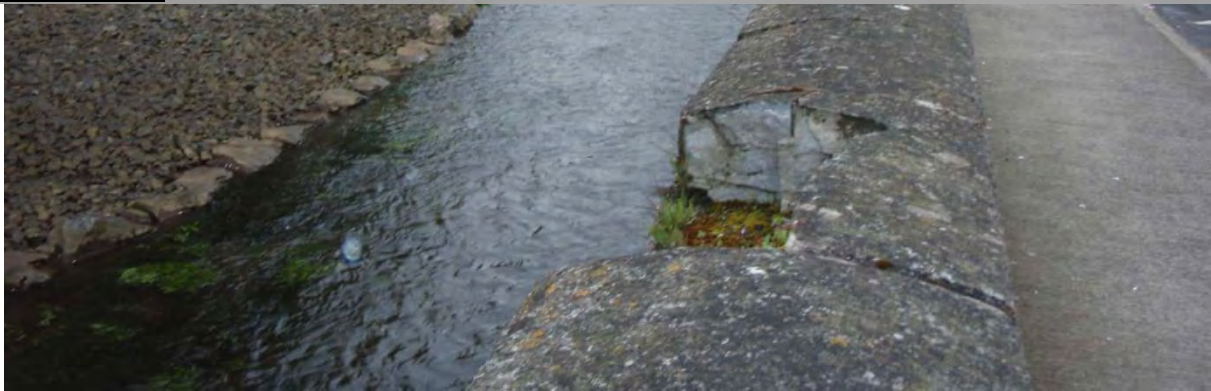
A monitoring programme to measure potential effects of the implementation of the Plan on the environment is set out in the SEA Statement. Appropriate targets have been set out for each SEO. The focus of the monitoring programme is on those aspects of the environment most likely to be affected by the implementation of the Plan; however, monitoring measures for each aspect of the receiving environment are set out. The purpose of the monitoring programme is to identify at an early stage any unforeseen adverse effects that the Plan may have, so as to be able to undertake any required appropriate remedial action.

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APPENDIX  
2

STRATEGIC FLOOD RISK ASSESSMENT



## **1.0 Introduction**

### **1.1 Requirement for Flood Risk Assessment**

In accordance with Section 28 of the Planning and Development Acts 2000 – 2010 preparing a new Development Plan for Tipperary Town and Environs the Planning Authorities shall have regard to any guidelines issued by the Minister for Environment, Community and Local Government in the performance of their functions including “The Planning System and Flood Risk Management – Guidelines for Planning Authorities”. These Guidelines require Planning Authorities to introduce flood risk assessment as an integral and leading element of their development planning functions. This is achieved by ensuring that the various steps in the process of making a development plan, together with the associated Strategic Environmental Assessment (SEA), are supported by an appropriate Strategic Flood Risk Assessment (SFRA).

TTC and STCC are preparing this Flood Risk Assessment as part of the review of the Development Plan and the preparation of a new Development Plan for the area.

### **1.2 The Planning Guidelines and Flood Risk Management Guidelines for Planning Authorities**

The core objectives of the Guidelines are to:

- ✓ Avoid inappropriate development in areas at risk of flooding;
- ✓ Avoid new developments increasing flood risk elsewhere, including that which may arise from surface water run-off;
- ✓ Ensure effective management of residual risks for development permitted in floodplains;
- ✓ Avoid unnecessary restriction of national, regional or local economic growth;
- ✓ Improve the understanding of flood risk among relevant stakeholders;
- ✓ Ensure that the requirements of the EU and national law in relation to the natural environment and nature conservation are complied with at all stages of flood risk management.

These core objectives are achieved through the process of Flood Risk Assessments. The level of detail required for a Flood Risk Assessment depends on the purpose of the FRA. In the subject case of the Draft TT & EDP 2013, a SFRA is required to inform that plan making process.

To achieve the objectives of the Guidelines, the following principles are applied:

- ✓ Avoid the risk, where possible
- ✓ Substitute less vulnerable uses where avoidance is not possible, and
- ✓ Mitigate and manage the risk, where avoidance and substitution is not possible.

### 1.3 Scales of Flood Risk Assessment

Flood Risk Assessments are undertaken at different scales by different organisations for many different purposes. The scales are as follows:

- ✚ Regional Flood Risk Appraisal (RFRA): A Regional Flood Risk Appraisal provides a broad overview of the source and significance of all types of flood risk across a region and highlights areas where more detailed study will be required. These appraisals are undertaken by regional authorities.
- ✚ Strategic Flood Risk Assessment (SFRA): A Strategic Flood Risk Assessment provides a broad assessment of all types of flood risk to inform strategic land use planning decisions. The SFRA allows the Planning Authority to undertake the sequential approach (described below) and identify how flood risk can be reduced as part of the development plan process.
- ✚ Site Flood Risk Assessment (Site FRA): A Site FRA is undertaken to assess all types of flood risk for a new development. This requires identification of the sources of flood risk, the effects of climate change on the flood risk, the impact of the proposed development, the effectiveness of flood mitigation and management measures and the residual risks that then remain.

The preparation of a new Development Plan for the area requires that a Strategic Flood Risk Assessment be undertaken.

### 1.4 Structure of a Flood Risk Assessment

The Guidelines recommend that a staged approach is adopted when undertaking a Flood Risk Assessment (FRA). The recommended stages are briefly described below:

#### ✚ Stage 1 ~ Flood Risk Identification

To identify whether there may be any flooding or surface water management issues that will require further investigation. This stage mainly comprises a comprehensive desk study of available information to establish whether a flood risk issue exists or whether one may exist in the future.

#### ✚ Stage 2 ~ Initial Flood Risk Assessment

If a flood risk issue is deemed to exist arising from the Stage 1 Flood Risk Identification process, the assessment proceeds to Stage 2 which confirms the sources of flooding, appraises the adequacy of existing information and determines the extent of additional surveys and the degree of modelling that will be required. Stage 2 must be sufficiently detailed to allow the application of the sequential approach within the flood risk zone.

#### ✚ Stage 3 ~ Detailed Flood Risk Assessment

Where Stages 1 and 2 indicate that a proposed area of possible zoning or development may be subject to a significant flood risk, a Stage 3 Detailed Flood Risk Assessment must be undertaken.

Scale of Assessment	Flood Risk Identification	Initial Flood Risk Assessment	Detailed Flood Risk Assessment
Regional Flood Risk Appraisal	✓	U	U
Strategic Flood Risk Assessment - County	✓	P	U
Strategic Flood Risk Assessment - City	✓	✓	P
Site Specific Flood Risk Assessment	✓	✓	✓

Key:  
P = Probably needed to meet the requirements of the Justification Test  
U = Unlikely to be needed  
✓ = Required to be undertaken

Source: The Planning System and Flood Risk Management (Table A3)

Table A2.1

This SFRA includes for a Stage 1 Flood Risk Identification and a Stage 2 Initial Flood Risk Assessment and it also sets out the instances whereby a developer/applicant will be required to undertake a Stage 3 Detailed Flood Risk Assessment.

### 1.5 The Sequential Approach and the Justification Test

The sequential approach in terms of flood risk management is based on the following principles:

AVOID - SUBSTITUTE - JUSTIFY - MITIGATE – PROCEED.

The primary objective of the sequential approach is that development is primarily directed towards land that is at low risk of flooding (AVOID). The next stage is to ensure that the type of development proposed is not especially vulnerable to the adverse impacts of flooding (SUBSTITUTION). The Justification Test is designed to rigorously assess the appropriateness, or otherwise, of particular developments that, for various reasons, are being considered in areas of moderate or high flood risk (JUSTIFICATION). The test is comprised of two processes, namely The Plan-Making Justification Test and The Development Management Justification Test. Only the former (Plan-Making Justification Test) is relevant to a Strategic Flood Risk Assessment for a Development Plan, and this is described as follows.

#### *The Plan-Making Justification Test*

Where rezoning is not possible, exceptions to the development restrictions are provided for through the Justification Test. Many towns and cities have central areas that are affected by flood risk and have been targeted for growth. To allow the sustainable and compact development of these urban centres, development in areas of flood risk may be considered necessary. For development in such areas to be allowed, the Justification Test must be passed.

The Justification Test has been designed to rigorously assess the appropriateness, or otherwise, of such developments. The test is comprised of two processes; the Plan-making Justification Test, and the Development Management Justification Test. This is used at the planning application stage where it is intended to develop land that is at moderate or high risk of flooding for uses or development vulnerable to flooding that would generally be considered inappropriate for that land.

Where, as part of the preparation and adoption of a development / local area plan, a planning authority is considering the future development of areas in an urban settlement that are at moderate or high risk of flooding, for uses or development vulnerable to flooding that would generally be inappropriate as set out in the Guidelines, all of the criteria listed below, as stated in the Guidelines, must be satisfied. This is referred to as the “Justification Test for Development Plans”.

The guidelines classify development types according to their vulnerability i.e. residential use is highly vulnerable, commercial use is less vulnerable and a marina is water compatible.

	Flood Zone A	Flood Zone B	Flood Zone C
Highly vulnerable development (Including essential infrastructure)	Justification Test	Justification Test	Appropriate
Less vulnerable development	Justification Test	Appropriate	Appropriate
Water-compatible development	Appropriate	Appropriate	Appropriate

Source: The Planning System and Flood Risk Management (Table 3.2)

Table A2.2

The above Table A2.2 sets out the most appropriate type of development for each of the Flood Zones. Where the vulnerability of the land use proposed is not suitable for the Flood Zone in which the site is located the Justification Test must be satisfied.

## 1.6 Key outputs from the SFRA

The key outputs are:

- ✚ To provide for an improved understanding of flood risk issues within the development plan and development management process, and to communicate this to a wide range of stakeholders;
- ✚ To produce an assessment of existing flood defence infrastructure and the consequence of failure of that infrastructure and also identification of areas of natural floodplain to be safeguarded,
- ✚ To produce a suitably detailed flood risk assessment, drawing on and extending existing data and information, leading to a suite of flood risk maps that support the application of the sequential approach, in key areas where there may be tension between development pressures and avoidance of flood risk;
- ✚ To inform, where necessary, the application of the Justification Test;

- ✦ To conclude whether measures to deal with flood risks to the area proposed for development can satisfactorily reduce the risks to an acceptable level while not increasing flood risk elsewhere;
- ✦ To produce guidance on mitigation measures, how surface water should be managed and appropriate criteria.

Under Section 1.6 of the Technical Appendix Document it is stated that a SFRA should;

- ✦ Identify principal rivers, flood zones and key development areas in relation to same;
- ✦ The potential impacts of climate change should be assessed.
- ✦ Identify the location of any flood risk management infrastructure and the areas protected by it and the coverage of flood-warning systems;
- ✦ Consider, where additional development in Flood Zone A and B is planned within or adjacent to an existing community at risk, the implications of flood risk on critical infrastructure and services across a wider community-based area and how emergency planning needs of existing and new development will be managed;
- ✦ Identify areas of natural floodplain, which could merit protection to maintain their flood risk management function as well as for reasons of amenity and biodiversity;
- ✦ Assess the current condition of flood-defence infrastructure and of likely future policy with regard to its maintenance and upgrade;
- ✦ Assess the probability and consequences of overtopping or failure of flood risk management infrastructure, including an appropriate allowance for climate change;
- ✦ Assess, in broad terms, the potential impact of additional development on flood risk elsewhere and how any loss of floodplain could be compensated for;
- ✦ Assess the risks to the proposed development and its occupants using a range of extreme flood or tidal events;
- ✦ Identify areas where site-specific FRA will be required for new development or redevelopment;
- ✦ Identify drainage catchments where surface water or pluvial flooding could be exacerbated by new development and develop strategies for its management in areas of significant change;
- ✦ Provide guidance on the likely applicability of different Sustainable Drainage Systems (SuDS) techniques for managing surface water run-off at key development sites as determined by surface water and drainage strategies development within the SFRA;
- ✦ Identify where integrated and area based provision of SuDS and green infrastructure are appropriate in order to avoid reliance on individual site by site solutions; and,
- ✦ Provide guidance on appropriate development management criteria for zones and sites



## 2.0 Flood Risk

### 2.1 Components of Flood Risk

Flood Risk is defined as a combination of the likelihood of flooding occurring and the potential consequences arising from that flooding. The likelihood of flooding is defined in the Guidelines as follows:

*"Likelihood of flooding is normally defined as the percentage probability of a flood of a given magnitude or severity occurring or being exceeded in any given year."*

The consequences of flooding depend on the following:

*"Consequences of flooding depend on the hazards associated with the flooding (e.g. depth of water, speed of flow, rate of onset, duration, wave action effects, water quality), and the vulnerability of people, property and the environment potentially affected by a flood (e.g. the age profile of the population, the type of development, presence and reliability of mitigation measures etc)."*

### 2.2 Source Pathway Receptor Model

The Source – Pathway – Receptor Model (SPR Model) is a widely applied model which is used to assess and inform the management of environmental risk.

- ✚ Source - The origin of a hazard (for example, heavy rainfall, strong winds, surge etc).
- ✚ Pathway - Route that a hazard takes to reach Receptors. A pathway must exist for a Hazard to be realised.
- ✚ Receptor - Receptor refers to the entity that may be harmed (a person, property, habitat etc.).

For example, in the event of heavy rainfall (the source) flood water may propagate across the flood plain (the pathway) and inundate housing (the receptor). The vulnerability of a receptor can be modified by increasing its resilience to flooding.

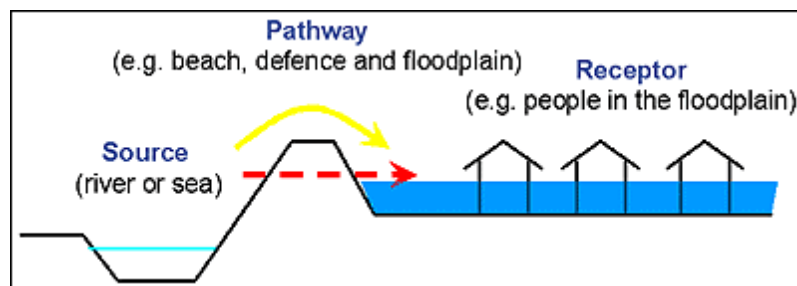


Figure A2.1: Source-Pathway-Receptor Model (adapted from [www.floodsite.net](http://www.floodsite.net))

## **3.0 European, National and Regional Policy**

### **3.1 European Policy**

#### **3.1.1 EU Floods Directive**

Directive 2007/60/EC on the assessment and management of flood risks became operative on 26th November 2007. This Directive requires Member States to assess the risks of flooding along all watercourses and coast lines. It also requires Member States to map the extent of potential flooding in each case, determine the assets and humans at risk in the areas and to take adequate and coordinated measures to reduce this flood risk. The aim of the Directive is to reduce and manage the risks posed by flooding to human health, the environment, cultural heritage and economic activity. Member States are required by 2011 to carry out a preliminary assessment identifying the river basins and the coastal areas at risk of flooding. For such zones, flood risk maps are required to be drawn up by 2013 and Member States are required to establish flood risk management plans focused on prevention, protection and preparedness by 2015. The Directive applies to inland waters and to all coastal waters across the whole territory of the EU.

#### **3.1.2 EU Water Framework Directive**

The Water Framework Directive, which came into force on December 22nd 2000, established a new and integrated approach to the protection, improvement and sustainable use of Europe's rivers, lakes, estuaries, coastal waters and groundwater. It impacts on the management of water quality and water resources and affects conservation, fisheries, flood defence, planning and environmental monitoring. The primary focus of the Directive is to achieve 'good' ecological status for all waters by 2015.

### **3.2 National Policy**

#### **3.2.1 The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009**

The Planning System and Flood Risk Management Guidelines were prepared in response to the recommendations of the National Flood Policy Review Group and focused on providing for comprehensive consideration of flood risk in preparing Regional Plans, Development Plans and Local Area Plans, and in determining applications for planning permission. The Guidelines generally require that development should not be permitted in flood risk areas, particularly floodplains, except where there are no alternative and appropriate sites available in lower risk areas that are consistent with the objectives of proper planning and sustainable development.

#### **3.2.2 Transposition and Implementation of the EU Floods Directive**

On 19th March 2010, the Statutory Instrument transposing the EU 'Floods' Directive was signed into Irish law. The Statutory Instrument appointed the Commissioners of Public Works in Ireland as the Competent Authority under the Directive. The Statutory Instrument also identified roles for other

organisations, such as the Local Authorities, Waterways Ireland and ESB, to undertake certain duties with respect to flood risk within their existing areas of responsibility.

### **3.2.3 Office of Public Works**

The Office of Public Works is the lead agency for flood risk management in Ireland and is responsible for the coordination and implementation of Government policy on this issue. It is the primary agency responsible for ensuring Ireland's compliance with the EU Floods Directive and particularly for the preparation of a preliminary assessment by 2011, preparation of flood risk mapping by 2013 and preparation of flood risk management plans by 2015. It is the principal agency involved in the preparation of Catchment Flood Risk Assessment and Management Studies.

## **3.3 Regional Policy**

### **3.3.1 Introduction**

The Regional Planning Guidelines for the South East Region 2010 - 2022 were published on the 26th July 2010. The guidelines contain a Flood Risk Assessment (Section 9), which is a high-level broad-brush appraisal of flood risk across an entire regional authority area, based on existing readily available information.

The Regional Planning Guidelines recognise the need to protect, across the South-East Region, the natural flood plains and riparian corridors of all rivers in the region that have not already been built on, and seek that this is explicitly stated and spatially designated in all future Development Plans and Local Area Plans following the completion of CFRAMS for the River Suir and the South-East and South-West River Basins. In the absence of such data, local authorities should identify these areas using other data from the OPW and existing studies and historical information available and, where necessary, through additional studies or investigation. Land required for current and future floods management should be safeguarded from development. Allocation of future areas for development as extensions to existing built up areas, villages or towns should follow a sequential approach and be in the lowest risk sites appropriate for the development, and should include adequate provision for adaptation to, or protection against, the projected impacts of climate change.

It is also an objective of the Regional Planning Guidelines (Policy PPO 9.1) that in the preparation and review of future Development Plans local authorities will:

- Identify and consider at the earliest stages in the planning process flood hazard and potential risk.
- Identify flood risk areas on Development Plan maps.
- Review existing Development Plans to ensure that the issue of Flood Risk has been addressed in a manner consistent with the 2009 Planning and Flood Risk Management Guidelines.

- Where lands are already zoned for housing or other vulnerable development in the flood risk areas, local authorities should undertake a re-examination of the zoning in accordance with the sequential approach.
- Include policies which ensure that flood risk areas targeted for development following the sequential approach are planned, designed and constructed to reduce and manage flood risk and be adaptable to changes in climate.
- Include policies to ensure that flood risk and impact are considered as a key element in the assessment of future waste and mineral planning strategies and developments.
- Include policies that ensure that the location of key infrastructures will be subject to Flood Risk Assessment.
- Include policies for the inclusion of Sustainable Drainage Systems (SuDS) in future developments in accordance with the 2009 Department Guidelines on Planning and Flood Risk Management.

## **4.0 Strategic Flood Risk Assessment – Tipperary Town & Environs Development Plan**

### **4.1 Introduction**

The Strategic Flood Risk Assessment provides an appraisal and assessment of available flood risk data for the TT & EDP area. This process identifies flood risk indicators in each area and, where it is demonstrated that lands may be at risk of flooding, recommends modifications to land-use proposals or the carrying out of more detailed flood risk assessment as appropriate.

### **4.2 Available Flood Risk Data**

Most of the data utilised is historically derived, not prescriptive in relation to flood return periods and not yet predictive or inclusive for climate change analysis. The following sources of information have been investigated in order to determine flood risk potential;

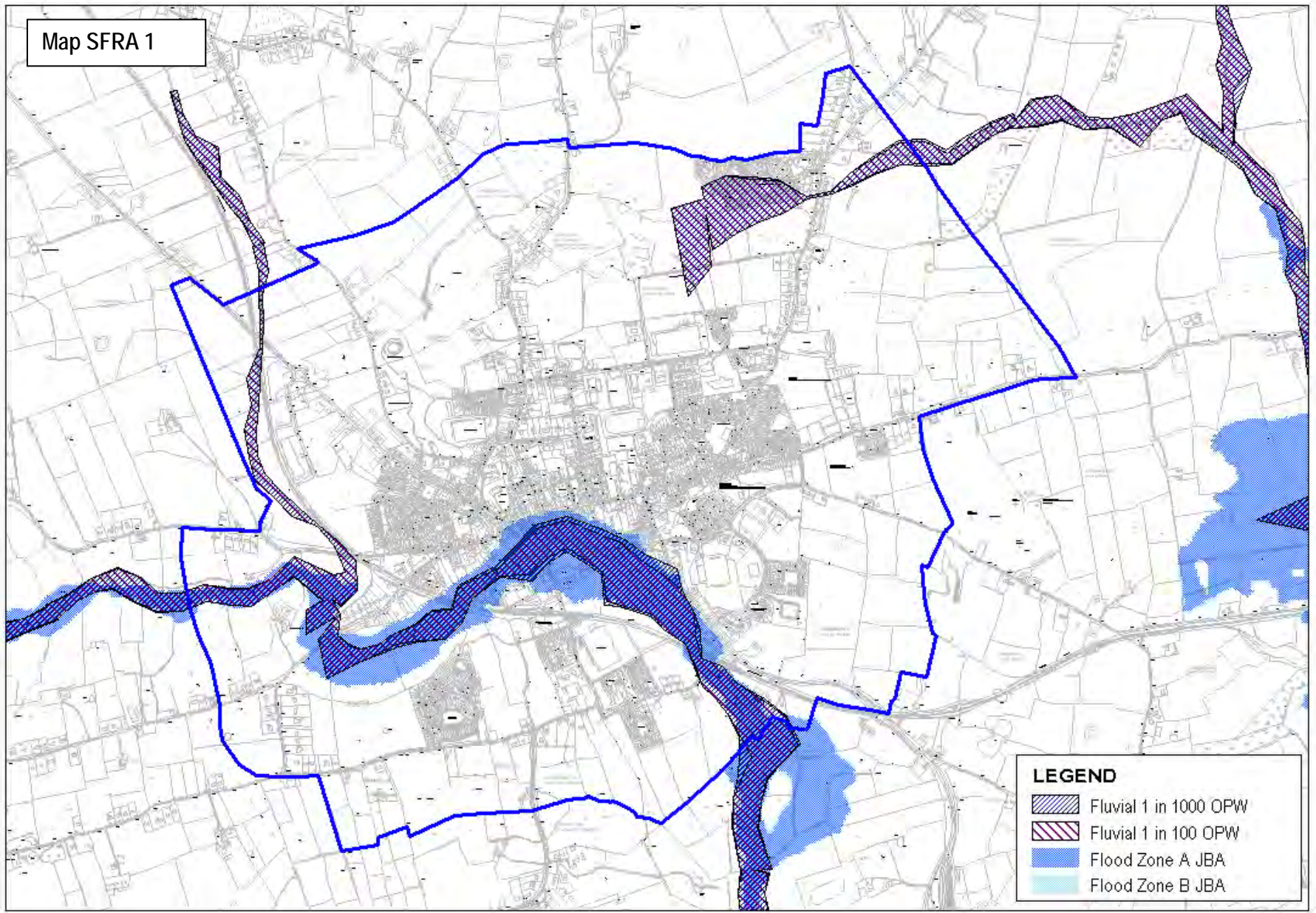
1. OPW preliminary Flood Risk Assessment indicative fluvial flood maps
2. Predictive and historic flood maps, and benefiting land maps, such as those at [www.floodmaps.ie](http://www.floodmaps.ie).
3. Predictive flood maps produced under the CFRAM.
4. River Suir Flood Risk Management Plan
5. Flood Mapping produced for South Tipperary
6. Consultation with the Local Authority
7. Topographical maps.
8. GSI Alluvial deposit map.
9. Liable to flood markings on the old 6 inch maps.
10. Newspaper reports.

Each of these sources is addressed individually below:

#### ***OPW preliminary Flood Risk Assessment indicative fluvial flood maps***

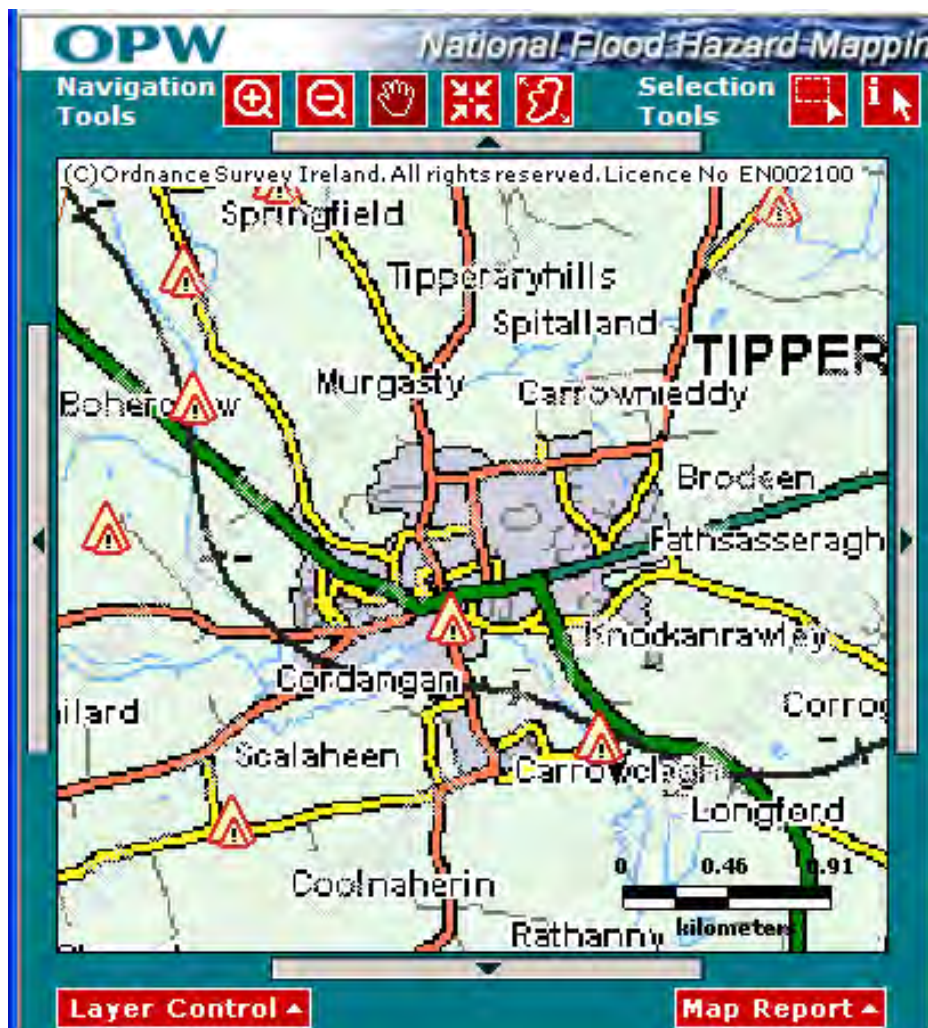
The Preliminary Flood Risk Assessment (PFRA) is a national screening exercise, based on available and readily-derivable information, to identify areas where there may be a significant risk associated with flooding. The PFRA identifies areas where the risks associated with flooding might be significant. These areas are referred to as Areas for Further Assessment (AFA's). These are areas where more detailed assessment will be undertaken to accurately assess the extent and degree of flood risk and where the risk is found to be significant, to develop where possible measures to manage and reduce the risk. This more detailed assessment will be undertaken through a Catchment Flood Risk Assessment and Management Study (CFRAM). Tipperary Town has been identified as a Probable AFA. The 1 in 100 and 1 in 1,000 flood extents set out under the PFRA have been incorporated into this SFRA and are set out in **Map SFRA 1** below.

Map SFRA 1



*Predictive and historic flood maps, and benefiting land maps, such as those at [www.floodmaps.ie](http://www.floodmaps.ie)*

The OPW is currently undertaking flood risk assessment mapping showing Areas of Potential Significant Flood Risk in collaboration with local authorities and other key agencies. Upon completion, it will become an important and primary source of input into future flood risk assessment studies. As part of the National Flood Risk Management Policy, the OPW developed the [www.floodmaps.ie](http://www.floodmaps.ie) web based data set, which contains information concerning historical flood data and displays related mapped information and provides tools to search for and display information about selected flood events. Additional mapped information, such as the Ordnance Survey of Ireland background maps, rivers, hydrometric gauge stations, drainage districts and land benefiting from drainage schemes is included as additional contextual information. Map SFRA 2 below illustrates the locations of recorded flood events for the TT & EDP area as shown on [www.floodmaps.ie](http://www.floodmaps.ie). Each flood event location is represented by a triangular symbol.



Map SFRA 2

These events have been recorded at Abbey Street, Carrowclogh, Bohercrow, Scalaheen, Friarsfield, Sadleirswells and Springfield.

The Minutes of a Meeting attended by representatives of South Tipperary County Council and the OPW on the 31<sup>st</sup> January 2006 are on file and the above locations are listed as having been subject to flooding. In relation to Abbey Street it is stated that historically the River Ara overflowed onto the road. A number of houses were vulnerable and sandbags were provided. Remedial works were carried out and there has been no flooding in the six years to 2006. There is limited information available on the other flood events with the most recent of the newspaper notices being published in 2000.

### ***Predictive flood maps produced under the CFRAM.***

The Suir Catchment CFRAM is ongoing and will produce predictive flood risk mapping by the end of 2013, and a Flood Risk Management Plan by the end of 2013. Tipperary Town is identified as a priority study area under the Suir CFRAM.

### ***River Suir Flood Risk Management Plans***

The River Suir Flood Risk Management Plan is being prepared concurrently with the Suir Catchment CFRAM. The SEA Scoping Report for the River Suir Flood Risk Management Plan was consulted. Section 3.3.5 deals with the Ara River Catchment and states;

*“The Ara River joins the Aherlow River before they enter the main channel of the Suir, it is a major tributary and, as such, is considered a sub-catchment itself. The dominant geology is Lower Carboniferous limestone. Long sections of this system were drained in the past. The river bed level was lowered significantly along many parts, such that the banks now fall steeply into the river, and some of the unfenced banks remain treeless and sparsely vegetated”.*

### ***Flood Mapping produced for South Tipperary***

South Tipperary County Council commissioned JBA, to produce an indicative flood zone map for the County in 2010. The flood zones are indicative of river and coastal flooding only and should be used as an information source when matching appropriate land use with the level of flood risk. The indicative flood risk zones should not be used to suggest that any areas are free from flood risk, since they do not include the effects of other forms of flooding such as from groundwater or artificial drainage systems and because of the methodology used.

There are three indicative flood risk zones based on international standards. The Flood Mapping for the County is available for download at the link below;

<http://www.southtippcoco.ie/newplanninghome/en/floodmapping/>

Using the JBA data the Flood Zone A within Tipperary Town includes areas at Scalaheen, Abbey Street, Carrowclough and Longford.



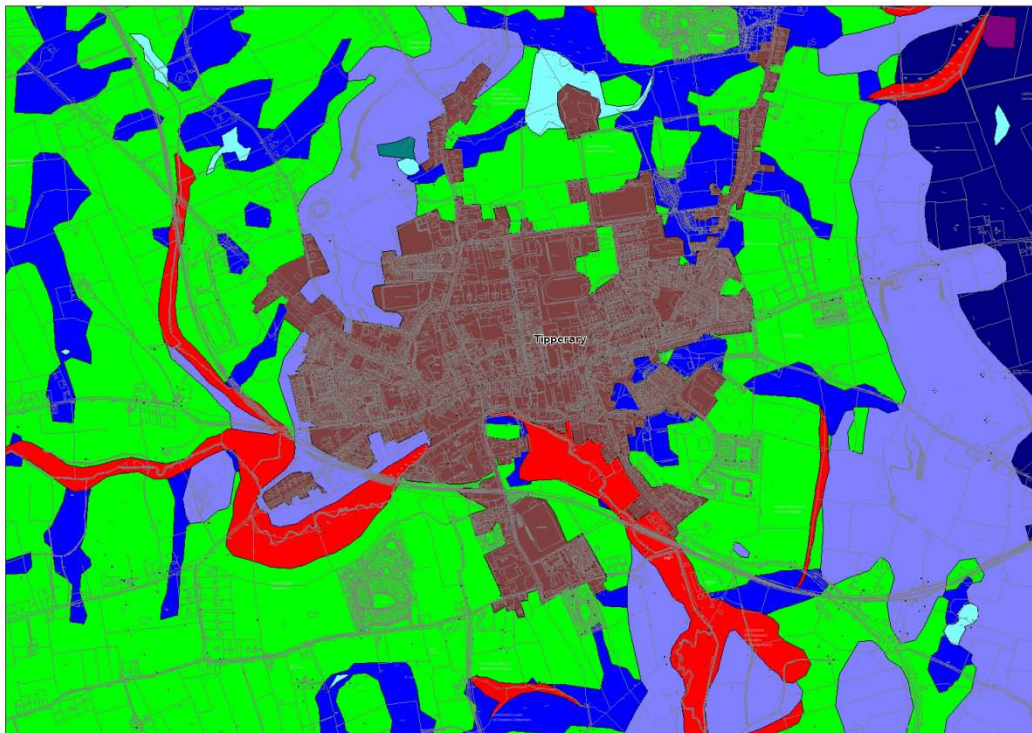
### ***Consultation with local authority***

The Town Engineer (Mr. Aidan Finn) was consulted regarding Flood Risk in the area and the author was advised that there was an artificial lake at the Old Municipal Landfill Site and this was drained by way of a drainage pipe traversing the residential estate at Rosemount and this resulted in historic flooding which is likely to be why this area is now shown to be subject to Flood Zone A and B.

### ***Topographical maps***

County Topographical maps do not adequately address the local Tipperary area as they are based on the topography of the county.

### ***GSI Alluvial deposit map***



**Map SFRA 3: GSI Soils for Tipperary Town**

The GSI Soils map (2006) is set out above for Tipperary Town (Map SFRA 3). The red area represents that area where alluvial soils have been historically deposited. Alluvial soil mapping alone is not a definitive gauge of areas at flood risk, however, it a useful indicator of areas where flood events have occurred historically. The GSI Soils Map will inform the Draft TT & EDP Zoning Map.

### ***Liable to flood markings on the old 6 inch maps***

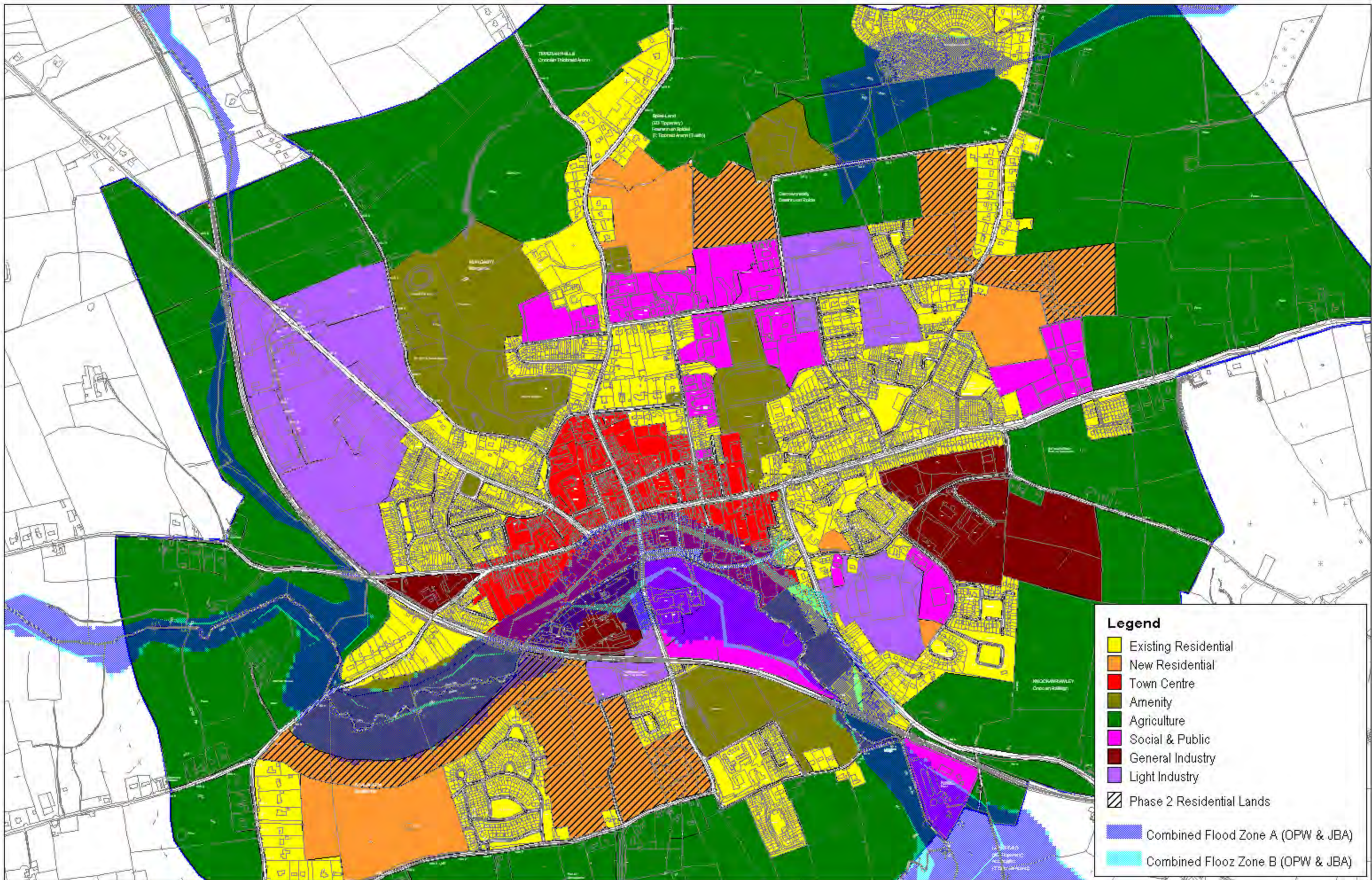
6" Ordnance Survey maps include areas which are marked as being "Liable to Floods". The exact areas are not delineated but give an indicative location of areas which have undergone flooding in the past. In addition, the maps indicate areas of wet or hummocky ground, bog, marsh, springs, rises and wells as well as surface water features including rivers, streams, bridges, weirs and dams. Lands in the vicinity of Scalaheen and Knockanrawley are identified as being liable to flooding on the historic 6-inch maps.

### ***Newspaper reports***

The Newspaper Reports available at [www.floodmaps.ie](http://www.floodmaps.ie) were consulted as part of this Stage 1 Flood Risk Identification. As referred to above the most recent newspaper articles were published in 2000 and there is limited information in the articles relating to the actual causes and sources of the flooding.

### ***Implications of Data for Draft Land Use Proposals***

Arising from the above assessment of data sources various areas were identified which may be at risk of flooding but which are being considered for types of development which are not generally compatible with flood risk areas (i.e. developments which are classed as vulnerable in accordance with the criteria set out in the Planning System and Flood Risk Management Guidelines). The land-use proposals of the Development Plan together with the location and extent of those areas for which additional assessment was recommended (i.e. Flood Zone A and Flood Zone B) are indicated on Map SFRA 4 & Map SFRA 5 below. Map SFRA 4 is for the purposes of indicating where lands zoned for agricultural land use are within Flood Zone A and B. Map SFRA 5 should be consulted for town centre sites



**Legend**

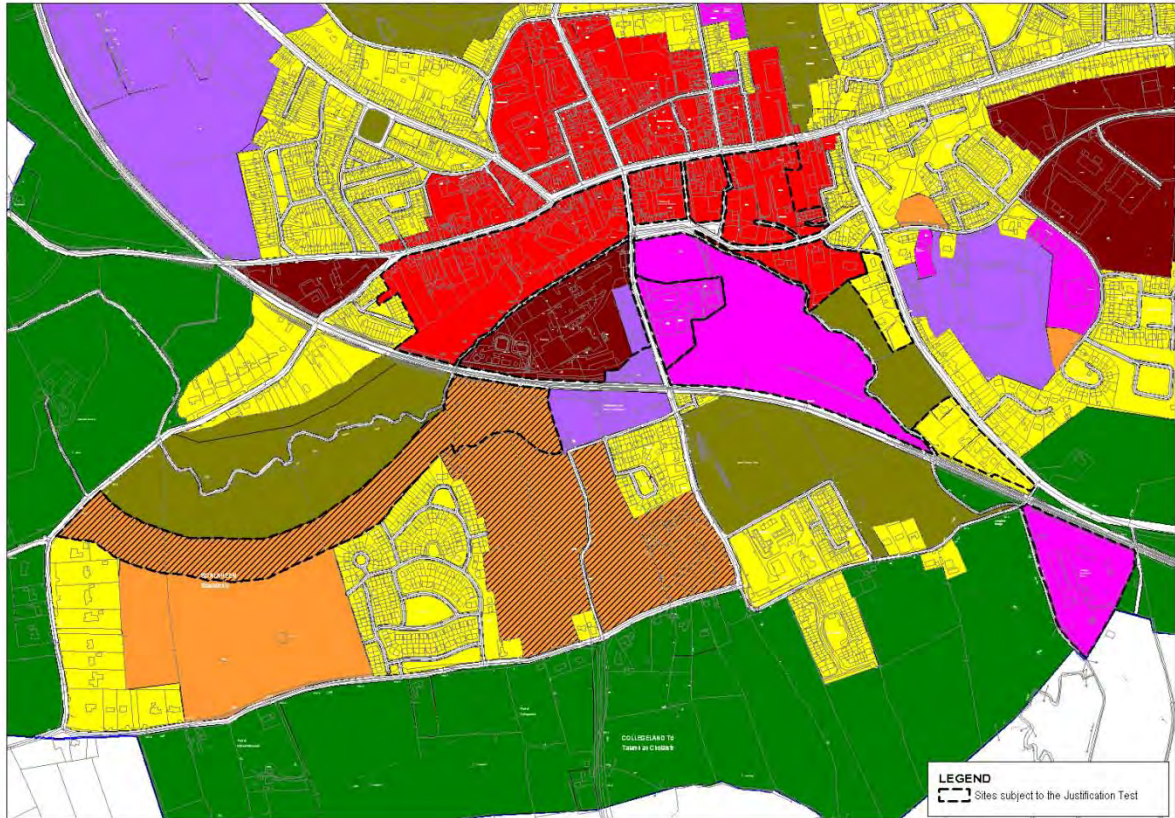
- Existing Residential
- New Residential
- Town Centre
- Amenity
- Agriculture
- Social & Public
- General Industry
- Light Industry
- Phase 2 Residential Lands
- Combined Flood Zone A (OPW & JBA)
- Combined Flood Zone B (OPW & JBA)

**TIPPERARY TOWN & ENVIRONS  
DEVELOPMENT PLAN 2013 - 2019**

**LAND USE ZONING MAP & FLOOD MAPPING**

**TIPPERARY TOWN COUNCIL &  
SOUTH TIPPERARY COUNTY COUNCIL  
APRIL 2013**





**Map SFRA 5: Sites subject to the Justification Test**

Land parcels being considered for types of development which are not generally compatible with flood risk were found to be located within Flood Zones A and B. In accordance with the Guidelines, the Justification Test was carried out for each land parcel where there was a degree of encroachment on Flood Zones A and B. These Justifications Tests are reproduced in Section 5.3 below.

## 5.0 Flood Risk on Zoned Lands





### 5.1 Land Use Zoning Objectives

The vulnerability of the uses which are generally permitted or open to consideration on the various land use zonings (as per Land Use Zoning Matrix) considered in conjunction with the Flood Zone in which the particular area of land is located guides the need for the application of the Justification Test.

Table A2.2 set out the various land use zoning objectives and the respective vulnerabilities of each zone having regard to the land uses which are generally permitted and open for consideration as per the Land Use Zoning Matrix.

There are a number of areas which are located within Flood Zone A and Flood Zone B which have been zoned at the Draft Stage to accommodate highly vulnerable and less vulnerable land uses.

These areas must now be subjected to the Justification Test, where development does not pass the Justification Test responses which have been considered include;

-  Removal of the zoning objective
-  Rezoning to a less venerable or water compatible uses
-  Development of specific objectives to address the issues
-  Phasing of development within zoned areas

### 5.2 Justification Test

Where as part of the preparation and adoption of a Development Plan, a planning authority is considering the future development of areas in an urban settlement that are at moderate or high risk of flooding, for uses or development vulnerable to flooding that would generally be inappropriate as set out in the Guidelines, the “Justification Test for Development Plans” must be satisfied.

<b>Table A2.3 SITE SUBJECT TO THIS ASSESSMENT: Lands zoned for Town Centre use to the north of the Railway Line and to the south of Main Street (See Map SFRA 5)</b>		
Justification Test Criteria	Is Criteria Satisfied	Comments
1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined above or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Acts 2000 – 2010	✓	Under the provisions of the NSS Tipperary Town is located on a National Transport Corridor and it is stated that Tipperary Town and similar towns offer strong attractions for residential, small and medium enterprise development. Under the Regional Planning Guidelines it is stated that the strategic role of Tipperary Town, which is identified as a large town needs to be developed. The town has been targeted for growth having regard to its strategic location, capacity for growth and potential to deliver on the core objectives of critical mass and balanced regional development. Tipperary Town is identified as a Secondary Service Centre under the Settlement Strategy included in the County Development Plan 2009 – 2015 and is to accommodate a population of 7,042 by 2019.
2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper and sustainable planning of the urban settlement and in particular:		It is proposed to zone the lands subject to this assessment for Town Centre Land Use. The lands are located within the administrative area of TTC to the south of and immediately adjoining the Main Street and to the north of the Waterford – Limerick Railway Line. Much of the lands are currently occupied by town centre uses with a small area of previously undeveloped lands allowing for the expansion of the town centre. Whilst there are other alternative lands available these are located at a remove from the town centre and would therefore be unsuitable for the proposed land use zoning. Consideration was also given to the need to accommodate town centre development in a sequential manner avoiding town centre gap sites etc.
(i) Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement;	✓	
(ii) Comprises significant previously developed and/or under-utilised lands;	✓	
(iii) Is within or adjoining the core of an established or designated urban settlement;	✓	
(iv) Will be essential in achieving compact or sustainable urban growth;	✓	
(v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	✓	
3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere.		In addition to this Flood Risk Assessment any development proposals which provide for new buildings etc on the subject lands will be required to be supported by a Site Specific Flood Risk Assessment.
<b>Note:</b> The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment.		

<b>SITE SUBJECT TO THIS ASSESSMENT:</b> Lands to be zoned for Existing Residential Development at Rossmore and lands to the west of the N24 Waterford Limerick National Primary Route at Longford (See Map SFRA 3 & 4)		
Justification Test Criteria	Is Criteria Satisfied	Comments
1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined above or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Acts 2000 – 2010	✓	Under the provisions of the NSS Tipperary Town is located on a National Transport Corridor and it is stated that Tipperary Town and similar towns offer strong attractions for residential, small and medium enterprise development. Under the Regional Planning Guidelines it is stated that the strategic role of Tipperary Town, which is identified as a large town needs to be developed. The town has been targeted for growth having regard to its strategic location, capacity for growth and potential to deliver on the core objectives of critical mass and balanced regional development. Tipperary Town is identified as a Secondary Service Centre under the Settlement Strategy included in the County Development Plan 2009 – 2015 and is to accommodate a population of 7,042 by 2019.
2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper and sustainable planning of the urban settlement and in particular:		It is proposed to zone the lands subject to this assessment for Existing Residential Land Use. The lands are currently occupied by existing residential communities and it is considered reasonable that the Plan provide for the extension of residential properties and the provision of necessary neighbourhood facilities etc within these areas. It is acknowledged that the zoning of these lands is not essential to facilitate regeneration and/or expansion of the centre of the urban settlement nor is the land within or adjoining the core of an established or designated urban settlement and it is proposed to further address this issue through the use of site specific development objectives including the prohibiting the development of highly vulnerable uses which are generally permitted or open for consideration under the Land Use Zoning Matrix within these areas.
(i) Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement;	X	
(ii) Comprises significant previously developed and/or under-utilised lands;	✓	
(iii) Is within or adjoining the core of an established or designated urban settlement;	X	
(iv) Will be essential in achieving compact or sustainable urban growth;	✓	
(v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	✓	
3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere.	✓	In addition to this Flood Risk Assessment any development proposals which provide for new buildings etc on the subject lands will be required to be supported by a Site Specific Flood Risk Assessment.
<b>Note:</b> The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment.		

<b>SITE SUBJECT TO THIS ASSESSMENT:</b> Lands to be zoned for new Residential Development at Scalaheen & Collegeland (See Map SFRA 5)		
Justification Test Criteria	Is Criteria Satisfied	Comments
1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined above or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Acts 2000 – 2010	✓	Under the provisions of the NSS Tipperary Town is located on a National Transport Corridor and it is stated that Tipperary Town and similar towns offer strong attractions for residential, small and medium enterprise development. Under the Regional Planning Guidelines it is stated that the strategic role of Tipperary Town, which is identified as a large town needs to be developed. The town has been targeted for growth having regard to its strategic location, capacity for growth and potential to deliver on the core objectives of critical mass and balanced regional development. Tipperary Town is identified as a Secondary Service Centre under the Settlement Strategy included in the County Development Plan 2009 – 2015 and is to accommodate a population of 7,042 by 2019.
2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper and sustainable planning of the urban settlement and in particular:		It is proposed to zone the lands subject to this assessment for new Residential Land Use. One of the most pertinent issues highlighted at the Pre-Draft Consultation Stage and therefore one of the core issues reflected in the vision of this Draft Plan is the need for executive style housing in Tipperary Town. Owing to its location and setting Scalaheen has been identified to provide for such executive style housing. The majority of the site is located outside of Flood Zone A and Flood Zone B however the residentially zoned lands do skirt and marginally encroach the Flood Zone A and B which are very closely aligned. It is considered that owing to their location immediately adjoining the core of the settlement that the lands constitute underutilised lands, furthermore it is considered that there are no other lands which can cater to the section of the market which it is envisaged that these lands will cater to. The development of these lands for executive style housing will encourage employees at the decentralisation site to reside in Tipperary Town and will therefore contribute to sustainable development.
(i) Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement;	✓	
(ii) Comprises significant previously developed and/or under-utilised lands;	✓	
(iii) Is within or adjoining the core of an established or designated urban settlement;	✓	
(iv) Will be essential in achieving compact or sustainable urban growth;	✓	
(v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	✓	
3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere.	✓	In addition to this Flood Risk Assessment any development proposals which provide for new buildings etc on any sections of subject lands located within or adjoining Flood Zone A or Flood Zone B will be required to be supported by a Site Specific Flood Risk Assessment.
<b>Note:</b> The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment.		



<b>SITE SUBJECT TO THIS ASSESSMENT:</b> Lands to be zoned for Social and Public Land Uses at Longford i.e. WWTP Site (See Map SFRA 5)		
Justification Test Criteria	Is Criteria Satisfied	Comments
1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined above or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Acts 2000 – 2010	✓	Under the provisions of the NSS Tipperary Town is located on a National Transport Corridor and it is stated that Tipperary Town and similar towns offer strong attractions for residential, small and medium enterprise development. Under the Regional Planning Guidelines it is stated that the strategic role of Tipperary Town, which is identified as a large town needs to be developed. The town has been targeted for growth having regard to its strategic location, capacity for growth and potential to deliver on the core objectives of critical mass and balanced regional development. Tipperary Town is identified as a Secondary Service Centre under the Settlement Strategy included in the County Development Plan 2009 – 2015 and is to accommodate a population of 7,042 by 2019.
2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper and sustainable planning of the urban settlement and in particular:		It is proposed to zone the lands subject to this assessment for Social and Public Land Use. The lands currently accommodate the Tipperary Town Waste Water Treatment Plant.
(i) Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement;	✓	
(ii) Comprises significant previously developed and/or under-utilised lands;	✓	
(iii) Is within or adjoining the core of an established or designated urban settlement;	✓	
(iv) Will be essential in achieving compact or sustainable urban growth;	✓	
(v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	✓	
3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere.	✓	In addition to this Flood Risk Assessment any development proposals which provide for new buildings etc on the subject lands will be required to be supported by a Site Specific Flood Risk Assessment.
<b>Note:</b> The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment.		

<b>SITE SUBJECT TO THIS ASSESSMENT:</b> Lands to be zoned agricultural land use within the Plan Boundary as per Map (See Map SFRA 3)		
Justification Test Criteria	Is Criteria Satisfied	Comments
1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined above or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Acts 2000 – 2010	✓	Under the provisions of the NSS Tipperary Town is located on a National Transport Corridor and it is stated that Tipperary Town and similar towns offer strong attractions for residential, small and medium enterprise development. Under the Regional Planning Guidelines it is stated that the strategic role of Tipperary Town, which is identified as a large town needs to be developed. The town has been targeted for growth having regard to its strategic location, capacity for growth and potential to deliver on the core objectives of critical mass and balanced regional development. Tipperary Town is identified as a Secondary Service Centre under the Settlement Strategy included in the County Development Plan 2009 – 2015 and is to accommodate a population of 7,042 by 2019.
2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper and sustainable planning of the urban settlement and in particular:		It is proposed to zone the lands subject to this assessment for Agricultural Land Use. Under the land use zoning matrix agricultural buildings and structures and garden centres are generally permitted on this land use whilst abattoirs, bed and breakfasts, caravan parks, car parks, community facilities, veterinary surgery and residential are among the list of uses which are open for consideration.
(i) Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement;	✗	
(ii) Comprises significant previously developed and/or under-utilised lands;	✗	
(iii) Is within or adjoining the core of an established or designated urban settlement;	✗	
(iv) Will be essential in achieving compact or sustainable urban growth;	✗	
(v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	✗	
3. A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere.	✓	In addition to this Flood Risk Assessment any development proposals which provide for new buildings etc on lands located within Flood Zone A or Flood Zone B will be required to be supported by a Site Specific Flood Risk Assessment.
<b>Note:</b> The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment.		

### 5.3 Policy/Objective Response to Justification Test

Zoning/Area	Recommendations
<p>Lands zoned for Town Centre uses to the north of the Railway Line and to the south of Main Street</p>	<p>The flood risk assessment identifies parts of the existing and undeveloped town centre zoned lands as being at moderate or high risk of flooding. In most instances, existing development in the town centre meets the Justification Test. In assessing planning applications the Planning Authority will seek to address flood risk through substitution or replacement of uses (for example non-residential uses at ground floor) and design for residual flood risk as applications for replacement development are received. Proposals for new development will be subject to the development management Justification Test.</p> <p>As the range of development normally permitted under this zoning objective includes both highly vulnerable and less vulnerable development, it is assumed that the Justification Test applies to Flood Zones A and B (Note: The Justification Test would not be required in the case of less vulnerable uses located in Flood Zone B. However, the flood risk assessment generally shows a strong correlation between both Flood Zones).</p> <p>These lands passed the Justification Test and thus modification of the land-use classification is not a recommendation of the SFRA. However, it is recommended that development of these lands which is located within the 100year and 1000year Flood Zones be accompanied by a Site Specific Flood Risk Assessment appropriate to the nature and scale of development being proposed. Such Development Proposals shall also:</p> <ul style="list-style-type: none"> <li>(i) Indicate and quantify loss of floodplain storage arising from the development proposal;</li> <li>(ii) Provide compensatory storage located within or adjacent to the proposed development;</li> <li>(iii) Indicate measures to ensure that water-vulnerable elements of the Development would not be flooded during the 1000year flood;</li> <li>(iv) Ensure that existing flow paths for flood waters will not be compromised.</li> </ul>
<p>Lands zoned for existing residential land use at Rossmore and to the west of the N24 Waterford Limerick National Primary Route at Longford</p>	<p>The flood risk assessment identifies existing residential developments, or parts of developments, as being in areas at moderate or high risk of flooding. As residential use is considered highly vulnerable to flooding it is recommended that only minor development, such as small extensions and most changes of use, be considered in these areas. Where the replacement or reconstruction of an existing dwelling is considered appropriate having regard to the other relevant policies, objectives and standards in the Plan, the Planning Authority should require that:</p> <p>Proposals for further development of these lands shall be the subject of a Site Specific Flood Risk Assessment appropriate to the type and scale of the development being proposed. It is recommended that further development of these lands be required to incorporate mitigation measures that:</p> <ul style="list-style-type: none"> <li>(i) Indicate and quantify loss of floodplain storage arising from the development proposal;</li> <li>(ii) Provide compensatory storage located within or adjacent to the proposed development;</li> </ul>

	<p>(iii) Indicate measures to ensure that water-vulnerable elements of the Development would not be flooded during the 1,000 year flood event;</p> <p>(iv) Ensure that existing flow paths for flood waters will not be compromised.</p> <p>(v) A development management Justification Test is carried out</p> <p>(vi) Residual risk is addressed and reduced where possible, for example, through relocation of buildings, and/or flood resilience/resistance measures applied to the site and the building/s.</p>
Lands zoned for New Residential Land Use at Scalaheen and Collegeland	While a proportion of lands located at Scalaheen and Collegeland and zoned for new Residential Land Use are located in Flood Zone A and Flood Zone B in each case the proportion is not sufficient to prevent appropriate development within the overall parcel. Development proposals for these lands shall be the subject of a Site-Specific Flood Risk Assessment appropriate to the type and scale of the development being proposed and shall satisfy the Development Management Justification Test. Development proposals will be required to develop lands at risk of flooding as open space/amenity areas. This requirement will be in addition to the standard open space requirements for residential development set out under the Plan.
Lands zoned for Social and Public Use at Longford on the N24	Development proposals for these lands shall be the subject of a Site-Specific Flood Risk Assessment appropriate to the type and scale of the development being proposed in addition a Development Management Justification Test shall be required.
Lands Zoned for Agricultural Land Use within Flood Zone A and B	Development proposals seeking permission for high vulnerable land uses on these lands shall be the subject of a Site-Specific Flood Risk Assessment appropriate to the type and scale of the development being proposed and shall satisfy the Development Management Justification Test.

Note: Applications will also be required to be accompanied by a comprehensive Stage 3 Flood Risk Assessment for proposals in an area at risk of flooding, adjoining same or where cumulative impacts may result in a flood risk elsewhere, in low lying areas and in areas adjacent to streams.

## **6.0 Conclusion**

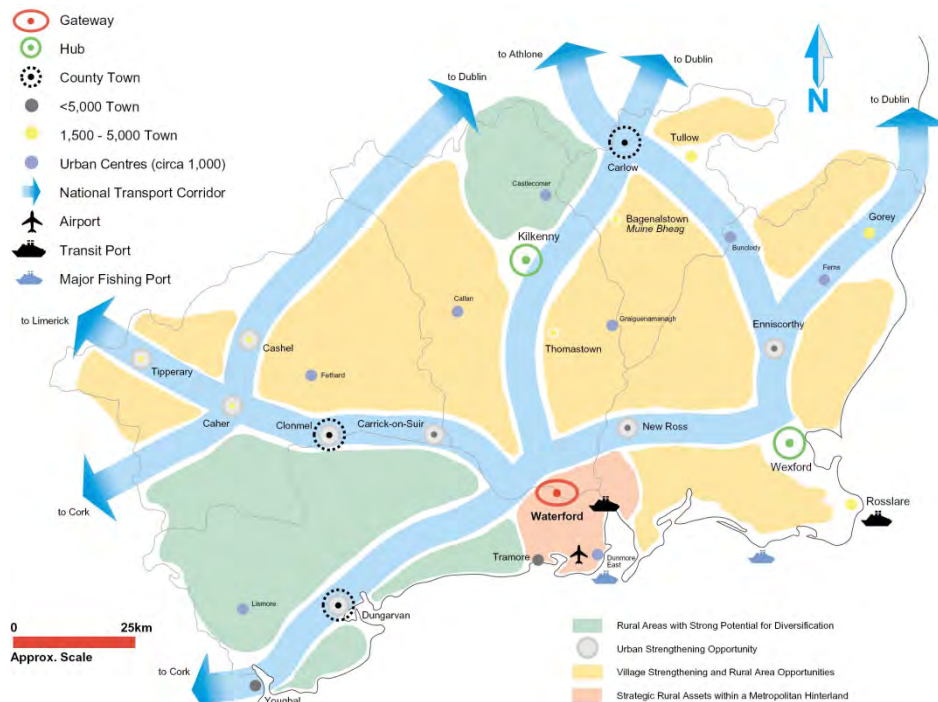
This SFRA has been carried out in accordance with the Planning System and Flood Risk Management Guidelines and the recommendations of this SFRA shall now be incorporated into the Draft TT & EDP 2013.

## Appendix 3 – Policy Context

### National Spatial Strategy 2002

The National Spatial Strategy (NSS) is a twenty year planning framework that aims to achieve a better balance of social, economic and physical development across the country supported by more effective planning. The strategy is based on a hierarchy of settlements, Gateways, Hubs and county towns along with the need to support the role of smaller towns, villages and diverse rural economies. Tipperary Town is located on a National Transport Corridor and it is stated that Tipperary Town and similar towns;

*“...traditionally served a prosperous agricultural hinterland that generally endowed them with townscapes of high visual quality, compact form and a rich built heritage. Today, although farm-based employment is falling, the quality of life attractions and scale of these towns form strong attractions for residential, small and medium enterprise development. These strengths should be capitalised on by local authorities through local planning and development promotion activities, with the support of urban renewal and other improvement initiatives, improvements to water services and improved capacity for development through, for example, better access to back-land areas. In this way these smaller towns can offer a distinctive alternative for people attracted to the quality of life such towns can offer”.*



**FIGURE A3.1: ROLE OF TIPPERARY TOWN IN CONTEXT OF NSS**

### **National Development Plan 2007 – 2013**

The National Development Plan (NDP) identifies investment funding for significant projects in sectors such as health services, social housing, education, roads, public transport, rural development, industry, and water and waste services. The NDP is designed to strengthen and improve the international competitiveness of the County so as to support continued, but more balanced, economic and social development in line with the NSS.

### **Smarter Travel A Sustainable Transport Future**

Smarter Travel A Sustainable Transport Future, was published in February 2009, and represents a new transport policy for Ireland for the period 2009-2020. The policy recognises the vital importance of continued investment in transport to ensure an efficient economy and continued social development, but it also sets out the necessary steps to ensure that people choose more sustainable transport modes such as walking, cycling and public transport.

The policy is a response to the fact that continued growth in demand for road transport is not sustainable from a number of angles it will lead to further congestion, further local air pollution, contribute to global warming, and result in negative impacts to health through promoting increasingly sedentary lifestyles.

The policy aims to:

- ✚ Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport
- ✚ Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks.
- ✚ Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions.
- ✚ Reduce overall travel demand and commuting distances travelled by the private car
- ✚ Improve security of energy supply by reducing dependency on imported fossil fuels.

### **South East Regional Planning Guidelines 2010**

The South East Regional Planning Guidelines 2010 were made on the 26<sup>th</sup> July 2010. Under the Regional Planning Guidelines it is stated that the strategic role of Tipperary Town needs to be developed. The town has been targeted for growth having regard to its strategic location, capacity for growth and potential to deliver on the core objectives of critical mass and balanced regional development. Furthermore it is stated that;

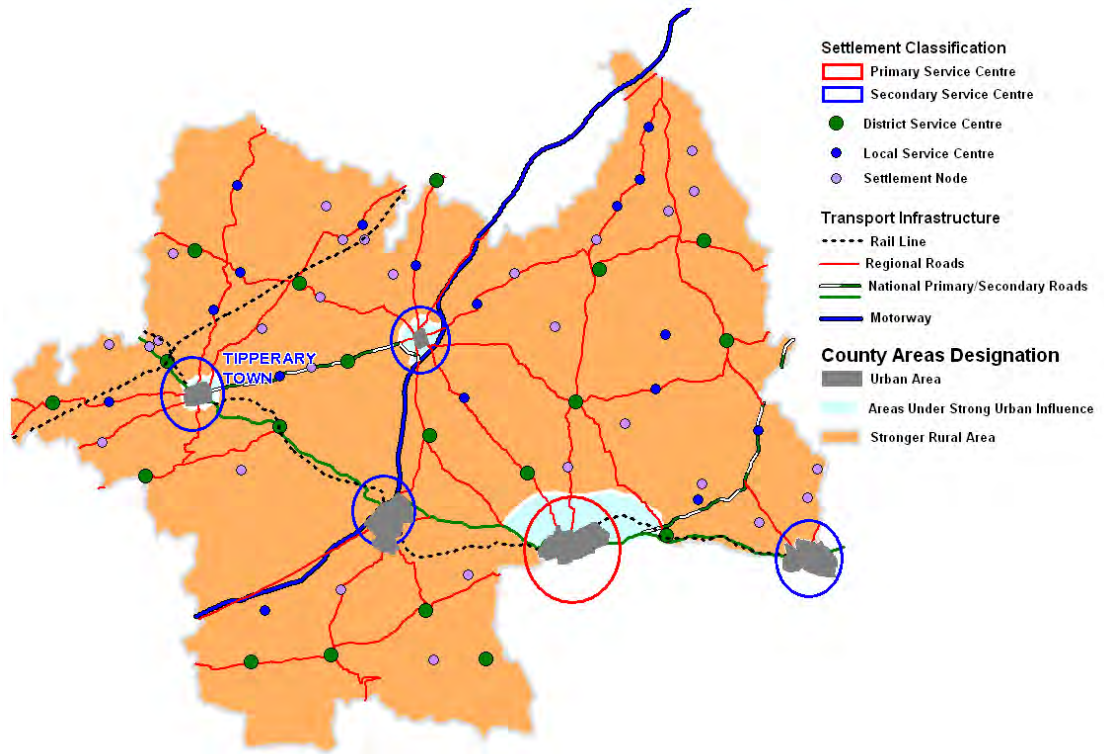
*“Tipperary Town is located at the western extremity of the South-East Region. It is less than 40 km from Limerick City and provides a direct link between the South-East and Mid-West Regions. There are extensive rural areas in close proximity to the town that have experienced population decline or stagnation and a strong Tipperary Town would help to secure the future of this transitional rural area within the region. Good road and rail connections and the potential for development around Limerick Junction further reinforce the importance of this location”.*

<b>Table A3.1: Settlement Hierarchy for the South East Region</b>	
Gateway	Waterford City
Hubs & County Towns	Kilkenny City Wexford Town Clonmel Carlow Dungarvan
Large Towns	Carrick on Suir <b>TIPPERARY TOWN</b> Tramore Enniscorthy New Ross Gorey
District Towns	Cashel Cahir Tullow Bagenalstown Bunclody/ Carrickduff Thomastown Callan Castlebridge Dunmore East Castlecomer



**FIGURE A3.2: GEOGRAPHICAL LOCATION OF THE SOUTH EAST REGION**





**FIGURE A3.3: CORE STRATEGY MAP FOR SOUTH TIPPERARY**

***Sustainable Development: A Strategy for Ireland 1997***

In 1997, the Government published Sustainable Development: A Strategy for Ireland. The Strategy provides the framework for the achievement of sustainability at the local level. It calls on Planning Authorities to incorporate the principles of sustainable development into their development plans and to ensure that planning policies support its achievement. The strategy highlights the need for Planning Authorities to take a strategic view of settlement patterns; avoiding development that results in the inefficient use of land.

***National Climate Change Strategy 2007-2012***

The strategy seeks to reduce dependence on the use of fossil fuels for energy production, increase use of low and zero carbon fuels and improve building efficiency. The Council is committed to ensuring that the measures and commitments identified in the Strategy will be implemented throughout the life of the Development Plan.

***The Water Framework Directive 2000***

The Water Framework Directive (WFD) sets out a framework for comprehensive management of water resources in the European Community. It addresses inland surface waters, estuarine and coastal waters and groundwater. The fundamental objective of the WFD aims at maintaining “high status” of waters where it exists, preventing any deterioration in the existing status of waters and achieving at least “good status” in relation to all waters by 2015. Member States will have to ensure that a co-ordinated approach is adopted for the achievement of the objectives of the WFD and for the implementation of programmes of measures for this purpose. Irrespective of political boundaries, the river basin is the natural unit for water management; Ireland is divided into 8 River Basin Districts (RBD).

Tipperary Town lies within the South Eastern RBD. The River Basin Management Plan for the South Eastern River Basin District 2009 – 2015 produced in accordance with the Water Framework Directive was published in 2010. The River Basin Management Plan identifies the key water issues facing the region and classifies the status of our waters. In addition the Management Plan expands and applies the core objectives set out under the WFD. Lastly the River Basin Management Plan sets out the measures to be pursued in order to restore good water status. Any relevant policies and objectives contained in the Draft Implementation Plan for the River Basin Management Plan currently being produced by the Environment Section of STCC are reflected in the TT & EDP 2013.

### ***Spatial Planning & National Roads – Guidelines for Planning Authorities January 2012***

These guidelines set out planning policy considerations relating to development affecting national roads outside the 50-kph speed limit zones for cities, towns and villages, including motorways, national primary and national secondary roads. The guidelines identify that the planning system has a key role to play in directing development towards locations where infrastructure capacity has been or will be provided to cater to long term development requirements and so harnessing and protecting the states investment for long term strategic benefit. Regard has been had to these Guidelines in preparing the TTEDP 2013.

### ***The Planning System and Flood Risk Management Guidelines 2009***

These guidelines, published by the Department of Environment, Heritage and Local Government (DoEHLG) in November 2009 introduce comprehensive mechanisms for the incorporation of flood risk identification, assessment and management into the planning process, building upon the longstanding acknowledgement in the planning system of the importance of addressing the issue. Implementation of the guidelines is to be achieved through specific actions at the national, regional, local authority and site specific levels. These guidelines, introduce a more consistent, systematic and stringent approach to both Forward Planning and to the assessment of planning applications seeking permission for development on floodplains. The operation of the Guidelines has implications for landuse zoning within the plan area. In addition, all planning applications submitted within the development plan boundary will have to include a Flood Risk Management Assessment as provided for in the Flood Risk Management Guidelines.

### ***Sustainable Residential Development in Urban Areas 2009***

These statutory Guidelines and accompanying Urban Design Manual set out and illustrate essential criteria for sustainable urban residential development and demonstrate how new development can be integrated and facilitated across a range of locations. Specific guidance is also provided on residential development for smaller towns acknowledging that different solutions are required to meet different scales and patterns of urban development.

### ***Sustainable Rural Housing Guidelines for Planning Authorities 2005***

These guidelines set out in detail how the Government's policies on rural housing are to be implemented by planning authorities in making their development plans. Planning authorities should seek to manage pressure for overspill development from urban areas in the rural areas closest to the main cities and towns such as the gateways, hubs, and other large towns.

Local authorities have a variety of measures available to them to secure the ongoing development, renewal and improvement of towns and villages. These measures include the incorporation of appropriate policies in the development plan, derelict sites legislation and serviced land initiatives relating to water service and roads related infrastructure. Development of individual serviced sites or housing schemes of appropriate scale and character, within, or in the vicinity of small rural towns and villages can be encouraged using these mechanisms. Using the development plan and local plan processes, planning authorities should therefore make every effort to harness all of these measures to ensure that sufficient high quality, well located and affordable development can take place.

The development of the rural environs of major urban areas, including the gateways and hubs identified in the NSS and county and other larger towns over 5,000 in population needs to be carefully managed in order to assure their orderly development and successful functioning into the future.

Planning authorities need to ensure that cities, towns and villages offer attractive and affordable housing options to meet the housing needs of urban communities and persons wishing to live in urban areas. This will assist in mitigating excessive levels of pressure for urban generated development in rural areas, especially those closest to the environs of cities and towns.

### ***Delivering Homes, Sustaining Communities 2007***

This national policy statement sets out a range of actions geared at:

- Building sustainable communities
- Responding to housing need in a way that improves choice and encourages individual responsibility within communities, There is a clear emphasis on a services approach – one that tailors supports to households taking account of their position in the life cycle, and,
- Effectively delivering housing programmes, to get better outcomes for the households' supported and better value for money for the tax-prayer

### ***South Tipperary County Development Plan 2009 – 2015***

The CDP 2009-2015 was adopted on the 9<sup>th</sup> February 2009 and came into effect on the 9<sup>th</sup> March 2009. Tipperary Town is identified as a Secondary Service Centre in the County Settlement Strategy included in the CDP. The identified role of the Secondary Service Centres is to act as service centres for their hinterlands and to drive development within their catchment areas. Furthermore it is stated in section 3.5.1.2 of the Plan that;

*“The residential function of these service centres will be strengthened, retail/employment/heritage functions improved and their overall perception as desirable places to live and work will be promoted and enhanced”.*

Lands for Strategic Employment Use, defined as lands which have characteristics which make them important for employment uses, have been identified in Chapter 5 of the CDP including lands at new interchanges on the proposed N24 at Tipperary Town. Ultimately the policies and objectives contained in the CDP underpin and reinforce the strategic aims of the TT & EDP 2007.

### ***South Tipperary County Strategy for Economic, Social and Cultural Development***

Four Programmes form the core of this Strategy namely the Economic, Social, Cultural and Local Agenda 21 Programmes. For the purposes of this Strategy Tipperary Town is located within the West Tipperary and Slieve Ardagh region. The economic aims of the County Strategy specifically for this area are:

- To develop indigenous businesses
- To attract larger industries by improving the infrastructure
- To maximise the region's proximity to economic centres outside the county

The Social and Local Agenda 21 Programme for the County aim to achieve the following objectives (in summary):

- Social Inclusion
- Meeting the needs of minority groups
- To facilitate the development and implementation of county strategies for projects in childcare, children's play, etc.
- Create a co-ordinated cultural environment that includes minority and ethnic cultures.
- Community development
- Protection of the environment
- Provision of services
- Improvement of facilities

#### ***Tipperary Town Social Research Report 2009***

The purpose of the Tipperary Town Social Research Report provides an up-to-date profile of Tipperary Town that will inform the future plans stakeholders and other interested parties such as the Planning Authority. The Report found that the continued re-engagement and involvement of local people has to be at the heart of any actions carried out in the town – bringing back pride in the town, raising self-esteem, involving people in the town's economic and social life, establishing clear communication channels should also be central objectives of any future programmes and projects. In preparing this Plan the Planning Authority (as set out under Section 1.4) engaged widely with stakeholders and the Local Community.

#### ***Tipperary Town Building Façade Improvement Scheme & Approach Roads Improvement Scheme***

This study was produced in June 2005 and examined all properties on the primary and secondary streets of the town centre, inclusive of roads and footpaths, as well as the five main approach roads to the town. The study includes strategy proposals for the town centre, general streetscape proposals, proposed phasing of the public realm strategy, opportunity sites and approach roads strategy and a building facades appraisal. Many of the proposals arising from the study are still relevant and have been integrated into this Plan. It is also considered appropriate that the Plan will require development proposals to integrate the proposals of this study where relevant.

Guidelines Name (in alphabetical order)	Manner in which the Planning Authority has implemented the policies and objectives contained in the Guidelines	Where the policies and objectives of the Minister have not been implemented give reasons as to why this is the case.
Architectural Heritage Protection for Places of Public Worship (November 2003)	Stated under Section 7.1.1 "Protected Structures" that When considering proposals for works to a protected structure or proposed protected structure, the Council will have regard to the Architectural Heritage Protection Guidelines for Planning Authorities 2004 (DoEHLG) and the Architectural Heritage Protection for Places of Public Worship Guidelines for Planning Authorities 2003 (DoEHLG) which set out best practise conservation principles.	
Best Practice Urban Design Manual (May 09)	Referenced under Section 1.3 (Relationships with other Plans & Guidelines), Section 6.4 (New Housing Development), Section 9.6 (Multi-Unit Residential Development).	
Childcare Facilities Guidelines (June 2001)	Incorporated into Section 6.9.	
Design Standards for New Apartments (September 2007)	Section 9.8.1 (Minimum Apartment Sizes) & Section 6.4 (New Housing Development).	
Development Management Guidelines (June 2007)	See Section 9.1, the Development Management Chapter has been prepared in accordance with these Guidelines.	
Development Plan Guidelines (June 2007)	This Plan has been prepared in accordance with the objectives of the Development Plan Guidelines (See Section 1.3). Regard was had to the manner in which the Plan was presented, its strategic context, the manner in which public consultation was undertaken and the use of IT and the website in the Public Participation process.	
Spatial Planning & National Roads Guidelines for Planning Authorities 2012	See Section 1.3.	
Funfair Guidance (2003)		
Implementing Regional Planning Guidelines-Best Practice Guidelines (December 2010)	See Section 1.3 (Relationships with other Plans & Guidelines) and Section 2.1 (Core Strategy, Population and Demographics), Section 5.8 (Access to Broadband) and Appendix 3 (Policy Context).	
Landscape and Landscape Assessment (June 2000)	The County Development Plan 2009 – 2015 includes for the Landscape Character Assessment which was carried out for the upland areas of the County and indicates primary and secondary amenity areas. Tipperary Town is located within a lowland area and the Plan relates to a primarily urban area. However the Plan does include Policy AH 4 (Tipperary Hills), Policy AH 7 which relates to Views and Prospects,	

	Policy AH 5 (River Ara Walk).	
<a href="#">Quarries and Ancillary Activities</a>	There is a redundant quarry located to the north of the Tipperary Hills within the Plan area. There is an active quarry located to the east of and outside the Development Plan Boundary. Section 4.7 and Policy ECON 9 relate to Quarries.	
<a href="#">Redevelopment of Certain Lands in the Dublin area</a>	Not applicable to Tipperary Town	Not applicable to Tipperary Town
<a href="#">Retail Planning Guidelines for Planning Authorities – Retail Planning (2012)</a>	See Section 3.0 (Town Centre Strategy) and Policy TC 2 Retail Strategy for Tipperary Town.	
<a href="#">The Provision of Schools and the Planning System - Code of Practice for Planning Authorities (July 2008)</a>	Future educational requirements are assessed under Section 2.3 in line with the Department of Education and Skills Guidelines.	
<a href="#">Sustainable Residential Developments in Urban Areas-Guidelines for Planning Authorities (May 09)</a>	Referenced under Section 1.3 (Relationships with other Plans & Guidelines), Section 6.4 (New Housing Development), Section 9.6 (Multi-Unit Residential Development).	
<a href="#">Implementation of SEA Directive (2001/42/EC): Assessment of the Effects of Certain Plans and Programmes on the Environment (November 2004)</a>	The preparation of a new Development Plan for the area was subject to appropriate SEA Screening and it was determined in consultation with the Environmental Authorities that a SEA was required. The Plan was Scoped and an Environmental Report has been prepared in conjunction with this Plan.	
<a href="#">Sustainable Rural Housing Development Guidelines</a>	The TT & EDP 2013 relates to a primarily urban area with an agricultural hinterland. Having regard to the provisions of these Guidelines the Plan contains policies and objectives relating to Individual Houses on lands zoned for agriculture (Section 6.11).	
<a href="#">Telecommunications Antennae and Support Structures (July 1996)</a>	Section 5.9 and Policy INF 10 relate to Telecommunications.	
<a href="#">The Planning System and Flood Risk Management - Guidelines for Planning Authorities (Nov 09)</a>	The TT & EDP 2013 has been carried out in accordance with the Planning System and Flood Risk Management Guidelines for Planning Authorities 2009. The Plan is supported by a Stage 1 and Stage 2 Strategic Flood Risk Assessment and the recommendations and findings of same have been incorporated into the Plan.	
<a href="#">Tree Preservation Guidelines</a>	Section 7.2.7 and Policy AH 8 relate to Tree Preservation.	
<a href="#">Wind Energy Development Guidelines 2005</a>		

## **Appendix 4 – Public Notice**



## **PLANNING AND DEVELOPMENT ACTS 2000 – 2011 PLANNING AND DEVELOPMENT REGULATIONS 2001 – 2011**

### **NOTICE OF THE PREPARATION OF THE DRAFT TIPPERARY TOWN & ENVIRONS DEVELOPMENT PLAN 2013 - 2019**

Notice is hereby given pursuant to Section 12 of the Planning and Development Acts 2000 – 2011 that Tipperary Town Council and South Tipperary County Council, being the Planning Authorities for the area have prepared a Draft Tipperary Town and Environs Development Plan 2013 - 2019.

A copy of the Draft Tipperary Town and Environs Development Plan 2013 – 2019 and the Draft Environmental Report will be available for public inspection at the offices of Tipperary Town Council, Dan Breen House, Davis Street, Tipperary Town and at the Planning Section, South Tipperary County Council, County Hall, Emmet Street, Clonmel, Monday to Friday (excepting Bank Holidays) between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 5 p.m. **from Friday 4th May to Monday 16th July** (both dates inclusive).

Written submissions or observations with respect to the Draft Plan and the Draft Environmental Report made to the Planning Authority within the stated period will be taken into consideration before the making of the Plan.

The Draft Plan and Draft Environmental Report will also be available for viewing on [www.tipperarytc.ie](http://www.tipperarytc.ie) and [www.southtippcoco.ie](http://www.southtippcoco.ie) and these links will also provide a facility for the making of submissions and observations by e-mail during the dates set out above. Emailed submissions/observations will be accepted until 12 midnight on the 16th July.

Submissions or observations should be marked "Draft TT & EDP" and should be addressed to;

Mr. Paul Murray,  
Town Clerk,  
Tipperary Town Council,  
Dan Breen House,  
Davis Street,  
Tipperary Town,  
Co. Tipperary.

#### **Public Meeting**

A Public Meeting on the Draft Development Plan will take place on the 23rd May at 6.30pm in the Tipperary Excel Heritage Centre, Mitchell Street, Tipperary Town.

**ALL ARE WELCOME TO ATTEND.**

**[www.tipperarytc.ie](http://www.tipperarytc.ie)  
[www.southtippcoco.ie](http://www.southtippcoco.ie)**



## **Appendix 5 – Findings of SWOT Analysis undertaken at Pre-Draft Public Meeting**

# APPENDIX 5

## THE DRAFT TIPPERARY TOWN & ENVIRONS DEVELOPMENT PLAN 2013 - 2019

### RESULTS OF SWOT WORKSHOP held on 29th June 2011

#### Strengths

- Strategic Location on N24, close to Dublin – Cork Railway Line & Town has a Railway Station
- Educational, sports and recreational facilities
- Name “Tipperary” & Song
- Community Spirit
- Convenience Shopping on outskirts, good retail mix and selection of shops is reasonable considering size of the Town
- Large catchment
- Creamery
- Tipperary Hills
- Riparian Location
- Location in Golden Vale and Views to the Galtees
- Garrison Town
- Heritage Map/Website and Genealogy potential

#### Weaknesses

- Signage on Approach Roads
- Marketing & Promotion – not featured strongly enough on South Tipperary DVD
- Lack of drive and interest from outside agencies
- Youth Facilities – bowling referred to specifically
- Lack of Hotel Accommodation
- N24 Traffic Volumes
- Imbalance between social and private housing
- Lack of private housing
- Market town dependant on agricultural hinterland which is now in decline
- Peripheral location in terms of planning – South Eastern Tourism & Shannon Development etc
- Lack of park benches & seating
- No obvious town centre

#### Opportunities

- N24 Bypass – zoning of adjacent land appropriately and development of southern & northern relief roads
- Promotion & development of Tipperary Hills
- Tourism – linkages to Cashel & Cahir
- Tie branding in with the song “It’s a long way to Tipperary”
- 2 acre town centre site with permission for development should be purchased and developed
- Industrial floorspace available
- Capitalise on consumers shopping in out of centre shops and bring encourage them to visit the town
- Include Tipperary Town in the South Tipperary Promotional DVD
- Civic Space i.e. at Kickham Square
- Heritage Town & Tipperary Clans
- Kickham Street movement
- **Enhance Approach Roads in general & Blank Stone on Emly Road needs to be engraved**
- Additional bus parking for tourism/motor homes
- Bus and Rail links to Waterford and Limerick
- Galtees walking tourism

#### Threats

- Unemployment
- First impressions not attractive
- Postponement of N24 Re-alignment
- Business in Town Centre needs to be competitive
- Lack of Hotels
- Located on periphery of the ST administrative area
- Parking charge in Town Centre
- Traffic congestion – tour buses unable to park
- Lack of tourism packages
- Lack of new population
- Lack of industry
- Brain Drain – outflow of young people
- Car parking charges at Limerick Junction & clamping
- Train Times
- Tipperary Town is not signposted on M8

## Appendix 6 – Strategic Development Sites

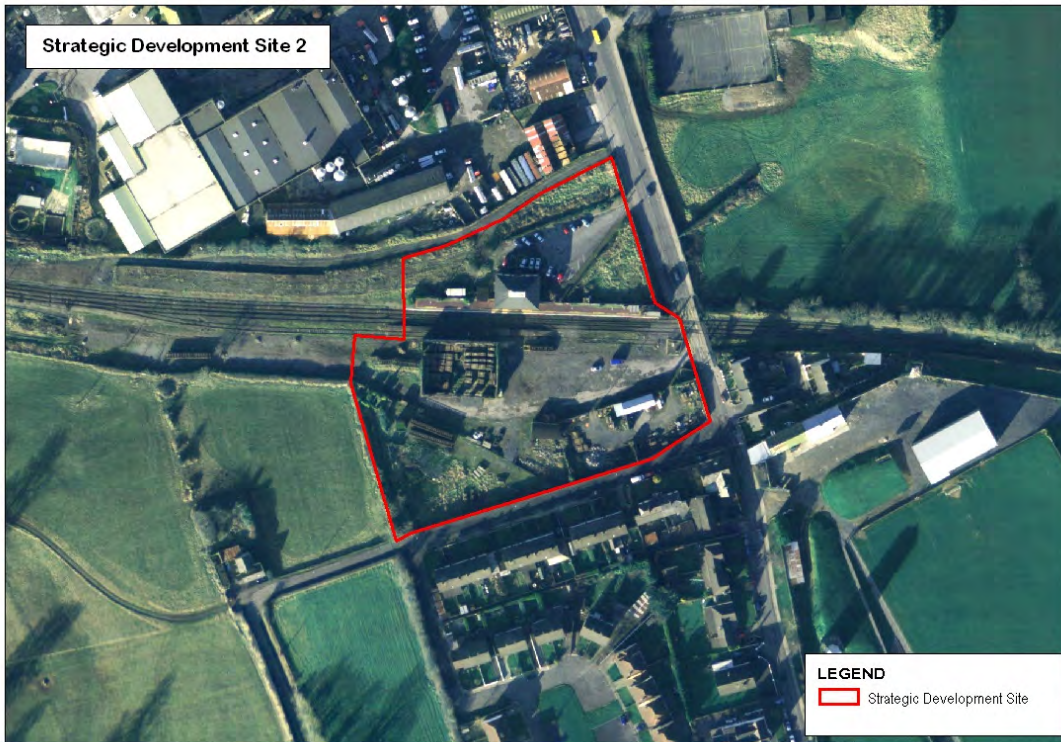
### *Strategic Development Site 1*

This site is immediately adjacent to the historic town centre and has an area of 1.35 ha. The clock tower and associated lands are situated at the eastern side of the site with an existing access onto Mitchell Street to the south. O'Donovan's Cattle Mart is situated at the western side of the site, with existing access onto Davis Street to the west. The site is considered suitable for a mixed use residential/ commercial scheme. Vehicular access is to be provided from Davis Street and/or Mitchell Street. Any development proposal shall ensure the protection of the visual amenities of these streets and shall provide pedestrian permeability and legibility through the site with linkages to the town centre. The Clock Tower should also be retained as part of any development proposal on the site. It is considered appropriate that an open space area be provided around the Clock Tower ensuring that it is integrated into the public realm and functions as a landmark. Adequate parking should be provided within the development and boundary treatment shall protect adjacent properties.



### *Strategic Development Site 2*

This site comprises 1.43 ha and is traversed by the Waterford – Limerick Railway Line therefore offering direct and convenient access to this important transportation corridor. The lands are suited to employment uses which would complement the adjacent enterprise centre and capitalise on the location of the site in close proximity to the railway line. Any future proposals will be required to protect the residential amenities of the adjacent residential properties and shall not encroach on the operation of the Railway Line.



### **Strategic Development Site 3**

Strategic Development Site 3 comprises 0.75 ha and is located in the town centre to the east of and has access onto Gas House Lane. The site is currently occupied by Curry Hanley Tyres and an Auto Electrical Company. The site is considered to be suitable for a mixed use development which would also provide for the upgrade of Gas House Lane. The Planning Authority will require development proposals on the site which is within Flood Zone A to comply with Policy INF 17 and with the recommendations of Section 5.3 of the Strategic Flood Risk Assessment. Applications will be required to be accompanied by a comprehensive Stage 3 Flood Risk Assessment.



**Strategic Development Site 4**

Strategic Development Site 4 comprises 0.83 ha and boasts a town centre location with access onto Bank Place and the Link Road. This site is considered to be suitable for a mixed use development. Furthermore any application on these lands shall provide for improved pedestrian access between Bank Place and the Link Road. Part of the site is located within Flood Zone A and therefore any planning application will be required to comply with Policy INF 17 and with the recommendations of Section 5.3 of the Strategic Flood Risk Assessment. Applications will be required to be accompanied by a comprehensive Stage 3 Flood Risk Assessment.



## Appendix 7: Record of Protected Structures

RPSRef	Location	Description
1	Mount Sion Murgasty Road	Detached nine-bay two-storey former C.B.S. school, built c.1900 with pediment entrance breakfront in middle of slightly advanced middle three bays slightly lower two-bay two-storey returns and single-storey chapel to rear.
2	Murgasty Road	Detached three-bay single-storey tennis pavilion, built c.1880 with veranda to front elevation, and two lean-to projections to rear.
3	Mercy Convent Rosanna Road	Detached school building to west of Convent
4	Mercy Convent Rosanna Road	Detached three-storey convent, built 1844-6, having ten-bay front elevation with gable over centre.
5	Mercy Convent Rosanna Road	Church to convent complex
6	Rosanna Road/Murgasty Road	Detached square plan three bay single storey house, built c.1910, with three-bay side elevations and having gables and bay-windows to end bays of front elevation.
7	Archdeacon House, St. Michael's Street	End-of-terrace two-storey over half-basement house built c.1900 with entrance porch to front.
8	3, Upper St. Michaels Street	Detached three-bay two storey house, built c. 1800, with three-bay south elevation, bay-window to front and south elevations.
9	Saint Michael's Road Murgasty	Detached square-plan three-bay single-storey with attic house built c. 1900 with wide veranda to front and side elevations and having mid-twentieth century lean-to extension along north elevation.
10	Parochial House, St. Michaels Road	Semi-detached two-bay two-storey house built c. 1920 with half-timbered gables to front and west elevation and to shared lean-to porch.
11	Parochial House, S. Michaels Road	Semi-detached two-bay two-storey house, built c. 1920 with half-timbered gables to front and west elevation and to shared lean-to porch.
12	"Ardnacree" St. Michael's Road	Detached House, built c. 1860 comprising four-bay two-storey front block with advanced east bay and having additional two-storey blocks to rear.
13	"Sunnyside", St. Michael's Road	Semi-detached two-bay two-storey house built c. 1920 with three-bay west elevation, having gables to west elevation and to west end front bay, latter having canted-bay window, recent porch to west elevation and recent conservatory and two-storey extension
14	St. Michaels Road	Semi-detached two-bay two-storey house, built c. 1920 with three-bay east elevation, having gables to west elevation and to east and front bay, latter having canted-bay window, flat-roofed porch to east elevation, and two storey return.
15	St. Michaels Street	Semi-detached two-bay two-storey house, built c. 1900 with box bay double window. Shares central front gable with its pair and also shares lean-to slate canopy to ground floor incorporating box bay.

16	Saint Michael's Street	Semi-detached two-bay two-storey house, built c. 1900 with box bay double window. Shares central front gable with its pair and also shares lean-to slate canopy to ground floor incorporating box bay.
17	Saint Michael's Street	Detached T-plan five-bay two-storey courthouse, built 1839, with slightly-advanced central bays to facade. Two-storey lean-to extension to east end of rear, single-storey lean-to flanking each side of return.
18	Bridewell, St. Michaels Street	Group of three bridewell buildings, built c. 1845
19	Saint Michael's Roman Catholic Church	Freestanding cruciform-plan gable-fronted Roman Catholic Church, built 1859. Comprises five-bay nave with side aisles, three-bay transepts, two-bay chancel, three-bay projecting porch and mortuary chapel added c.1915, three-stage bell tower with spire
20	Davis Street Saint Michael's Road	Detached purpose-built H-plan seven-bay three-storey over basement RIC barracks, built c.1875 now in use as Garda Station.
21	MABS 19 Davis Street	Terraced two-bay two-storey house built c.1860 with arcaded ground floor and recent gable-fronted attic addition. Pitched roof.
22	T. Furlong 18 Davis Street	Terraced two-bay three-storey house built c.1850 with shopfront to ground floor.
23	6 Boston Villas Mitchell Street	End of terrace two-storey house, one of a similar terrace of six built c.1905 with two-bay ground floor and one-bay first floor under half-timbered gable, bowed bay-window to front, canopy to front over bay-window and porch shared with neighbouring house.
24	5 Boston Villas Mitchell Street	Terraced two-storey house, one of a similar terrace of six, built c. 1905, with two-bay ground floor and one-bay first floor, bowed bay-window to front, canopy to front over bay-window and porch shared with neighbouring house.
25	4 Boston Villas Mitchell Street	Terraced two-storey house, one of a similar terrace of six, built c. 1905 with two-bay ground floor and one-bay first floor under half-timbered gable, bowed bay-window to front, canopy to front over bay-window and porch shared with neighbouring house.
26	3 Boston Villas Mitchell Street	Terraced two-storey house, one of a similar terrace of six, built c.1905, with two-bay ground floor and one-bay first floor under half-timbered gable, bowed bay-window to front, canopy to front over bay-window and porch shared with neighbouring house.
27	2 Boston Villas Mitchell Street	Terraced two-storey house, one of a similar terrace of six, built c.1905, with two-bay ground floor and one-bay first floor, bowed bay-window to front, canopy to front over bay-window and porch shared with neighbouring house.
28	1 Boston Villas Mitchell Street	End-of-terrace two-storey house one of a similar terrace of six, built c.1905, with two-bay ground floor and one-bay first floor under half-timbered gable, canopy to front over bay-window and porch shared with neighbouring house.
29	Former Town Hall Clock Tower Mitchell Street	Detached L-plan two-storey former town hall, built 1876, comprising multiple-bay east block, four-stage clock tower and projecting multiple-bay block to west with three-bay gable-front.
30	"Timoney's", St. Michaels Street	Terraced five-bay two-storey house, built c. 1840 with integral carriage arch. Pitched slate roof with rendered chimneystack and cast-iron and uPVC rainwater goods.

31	St. Michael's Street	End-of-terrace four-bay two-storey house, built c. 1840 with multiple -bay two-storey return. Hipped artificial slate roof with rendered chimneystack.
32	Kennedy Frewen, St. Michael's Street.	Former pair of three-bay two-storey houses, built c. 1880 with arcading effect to each floor and having vehicular access to side, now in use as offices.
33	Martin Accountants, St. Michaels Street	Terraced two-bay two-storey house, forming pair with house and shop to south, built c. 1880. Pitched slate roof with terracotta cresting to ridge, red brick chimneystack, red brick eaves course and cast-iron rainwater goods.
34	"Suncroft", St. Michael's Street	Terraced three-bay two-storey over basement house, one of a terrace of three, built c. 1840. Pitched roof covering not visible with rendered parapet with coping and ball finial, moulded string course, rendered chimneystack and cast-iron rainwater goods.
35	Nelson House, St. Michael's Street	Terraced two-bay two-storey over basement house, one of a terrace of three, built c. 1840. Pitched roof, covering not visible. Rendered chimneystack and parapet with coping, moulded string course, vase finial and cast-iron rainwater goods.
36	21, St. Michaels Street	Terraced four-bay two-storey over basement house built c.1840 with integral carriage arch to north end of facade at basement level. Pitched roof, covering not visible.
37	Community Centre Saint Michael's Street	Detached U-plan two-storey former school, built 1842 with projecting two-bay ends flanking three central bays and three-bay side elevations, now in use as community centre.
38	6 Redmond Square	Terraced two-bay three-storey house built c.1880 ground floor formerly in use as shop, shopfront intact. Pitched slate roof with red brick chimneystack and cast iron rainwater goods.
39	4 Redmond Square	Terraced two-bay three-storey house, built c. 1880 ground floor formerly in use as shop, shopfront intact.
40	"M. Murphy" Limerick Road	Terraced single-bay two-storey house, built c. 1800 ground floor formerly in use as shop, shopfront intact.
41	Saint Mary's Church Church Street	Freestanding cruciform-plan church, built c. 1830 with three-bay nave, three-stage tower to front elevation flanked by lower annexes, chancel to east elevation and crypt.
42	11, James Street	End-of-terrace two-bay three-storey house, built c. 1860 with return to rear and canted oriel window. Pitched slate roof with red brick chimneystack and cast-iron rainwater goods.
43	8, James Street	Terraced two-bay three-storey house, built c. 1860 with shopfront. Pitched slate roof with coursed limestone and rendered chimneystack with moulded coping and cast-iron rainwater goods.
45	Fitzpatrick Printers 7 Davis Street	Terraced two-bay three-storey house built c.1860 with shopfront. Pitched slate roof with red brick chimneystack and cast-iron rainwater goods.
46	Kickham Band Hall Davis Street	Detached gable-fronted multiple-bay two-storey hall built c.1840 remodelled in early twentieth century with Dutch style gable to front having oriel window. In former use as dysentery hospital and Temperance Hall.



47	Corner James Street/John Street	Corner-sited three-storey building, built c. 1860 having three-bay and five-bay elevations. Hipped slate roof, with red brick chimneystacks, cast-iron rainwater goods and stone eaves course.
48	Paddy McEniry Davis Street	Detached gable-fronted four-storey with attic building, built c.1820 with two-bay front elevation and five-bay side elevations and having pubfront to ground floor. Formerly in use as grain store and workhouse hospital.
49	Webster Insurances James Street	Detached temple-style single-storey structure built 1844 with four-bay side elevations and having single-storey twentieth-century extension to rear. Formerly church and parish hall, now in use as offices.
50	Maid of Erin Church Street	Freestanding monument erected in 1907 commemorating the execution of three political activists in 1867. Relocated to this corner site in 2003. Composed of carved limestone female figure on base depicting portraits of three executed men.
51	Central House 45 Main Street	Terraced three-storey house, built c.1880 with two-bay upper floors and four-bay arcaded ground floor, having shop to ground floor and separate access to B&B on upper floors.
52	Ó Donnabháin Paddy Power Main Street	Corner-sited building erected c.1880 with thirteen-bay wrap-around shopfront to two streets, presenting five bays to Main Street and eight bays to west, James St, elevation. Four storeys to five northmost bays of west elevation, three storeys elsewhere.
53	W.G. Evans 52-53 Main Street	Terraced four-bay three-storey building erected c.1880 with shopfront to ground floor and separate access to upper floors. Roof has balustrade parapet with moulded panelled piers. Roof covering not visible.
54	J.A. Godfrey Accountants Davis Street	Corner-sited purpose-built former bank, built 1877 comprising three-storey L-plan main block, southern three bays set back from streetscape, with five-bay long and three-bay short, northern, elevations.
55	Avondale O'Keeffe & Mooney Veterinary Surgeons Mitchell Street	Detached two-storey house, built c. 1890 with three-bay first floor and four-bay ground floor, having oriel window to front with gable over having finial.
56	Discount World 63-64 Main Street	Terraced seven-bay three-storey building built c. 1890 with slightly advanced end bays, shopfront to middle bays and separate access at each end to upper floors. Roof not visible.
57	Permanent TSB 74 Main Street	Terraced two-bay three-storey house, built c.1900 now in use as bank with arcaded shopfront with end doorway and integral carriage arch and oriel windows to first floor.
58	Spar Main Street	Terraced four-bay three-storey building erected c.1900 with shopfront and separate entrance to upper floors. Pitched roof covering not visible.
59	AIB. Main Street	Corner-sited three-storey bank, built c.1860 with three-bay front facade having paired windows to end bays, having single-storey addition to west and two-storey return to rear. Hipped slate roof, hipped and half-hipped to return with rendered chimneystack

60	Bank Of Ireland Bank Place	Corner-sited L-plan four-bay three-storey bank, built c.1870 with three-storey return and seven-bay single-storey extension to rear. Hipped slate roofs with rendered chimneystacks, moulded eaves course and cast-iron rainwater goods.
61	Ronan 4 Bank Place Upper	Terraced two-bay three-storey house built c.1880 with shopfront and separate access to upper floors. Pitched artificial slate roof with red brick chimneystack, moulded eaves course and cast-iron rainwater goods.
62	First Editions 5 Bank Place	Terraced two-bay three-storey house built c.1880 with shopfront and separate access to upper floors. Pitched artificial slate roof with moulded eaves course, red brick chimneystack and cast-iron rainwater goods.
63	The Arch Saint Michael's Street	Terraced three-bay three-storey house, built c. 1860 with shopfront and integral carriage arch. Pitched slate roof with partly rendered red brick chimneystack, moulded eaves course and cast-iron rainwater goods.
64	English Leahy Donovan Solicitors 8 Saint Michael's Street	Terraced three-bay three-storey house built c.1860 with shopfront. Roof not visible, rendered chimneystack. uPVC rainwater goods and bracketed eaves course.
65	Taste of Asia 7 Saint Michael's Street	Terraced three-bay three-storey house built c.1860 with arcaded shopfront and integral carriage arch. Roof not visible, red brick chimneystack, cast-iron rainwater goods and bracketed eaves course.
66	R. Lewis 18 Bank Place	Corner-sited end-of-terrace three-storey house, built c. 1860 with one-bay elevation to Bank Place, three-bay elevation to Blind Street and chamfered corner with wraparound arcaded shopfront, and having separate access on side street to upper floors.
67	Church Well, Emmett Street	Freestanding well, built 1833 with boundary wall and steps to main elevation. Coursed limestone wall to main elevation with pediment, moulded cornice, dentils, and panelled pilasters. Series of animal heads spouting water into stone trough.
68	T. Dalton 20 Church Street	Terraced two-bay two-storey house, built c.1800 with shopfront. Pitched slate roof with red brick chimneystack, rendered eaves course and cast-iron rainwater goods.
69	Loughman's 11 Church Street	Terraced two-bay three-storey house built c.1880 with shopfront and access to upper floors. Pitched slate roof with red brick chimneystacks, cresting to ridge tiles, and cast-iron rainwater goods.
70	The Maid of Erin 9 Church Street	Terraced three-bay three-storey house, built c.1880 with shopfront and access to upper floors. Pitched slate roof with red brick chimneystacks, cast-iron rainwater goods and render brackets to eaves.
71	O'Brien Street	End-of-terrace double-pile three-bay three-storey house built c.1800 with carriage arch to side. Pitched slate roofs with rendered chimneystacks having square profile pots, cast-iron rainwater goods and moulded eaves course.
72	St. Jude's O'Brien Street	Terraced three-bay two-storey house, built c.1820. Pitched slate roof with red brick chimneystacks and cast-iron rainwater goods.

73	T. Blackburn O'Brien Street	Terraced three-bay three-storey house, built c. 1800 with shopfront. Pitched slate roof with red brick chimneystacks and cast-iron rainwater goods.
74	34, O'Brien Street	Detached three-bay three-storey house, built c. 1780 with single-storey extension to rear and vehicular access to side. Pitched slate roof with rendered chimneystacks, rendered eaves course and cast-iron rainwater goods.
75	Julie's 38 Main Street	Terraced three-bay three-storey house, built c. 1840 with shopfront and separate access to upper floors. Pitched slate roof with red brick chimneystack and cast-iron rainwater goods.
76	Hourigan's 37 Main Street	Terraced three-bay three-storey house built c. 1840 with shopfront and separate access to upper floors. Pitched slate roof with rendered red brick chimneystack, cast-iron rainwater goods and moulded rendered eaves course.
77	Main Street	Freestanding cast-iron pillar post box, erected c. 1905. Moulded neck, fluted cap and having royal insignia of Edward VII insignia.
78	O'Connor Bros 35-36 Main Street	Terraced three-bay three-storey house, built c. 1800 with shopfront and separate access to upper floors. Pitched slate roof with red brick chimneystack, cast-iron rainwater goods and dentillated eaves course.
79	Irish Nationwide Main Street	Corner-sited terraced building comprising two formerly separate buildings, being two-bay and three-storey to Main Street and five-bays and three-storey over basement to southern part on Bridge Street, built c. 1860 with shopfront to both elevations.
80	16 Bridge Street	Corner-sited end-of-terrace three-bay three-storey house built c. 1870 with shopfront and having two-bay three-storey return to rear.
81	Nellie O'Briens 11 Main Street	Terraced four-bay three-storey house, built c. 1870 with arcaded pubfront and integral carriage arch to ground floor. Pitched slate roof with red brick chimneystack and cast-iron rainwater goods.
82	The Auld Murphy Inn 7 Main Street	Terraced two-bay three-storey house built c. 1870 with arcaded pubfront. Pitched slate roof with red brick chimneystacks and cast-iron rainwater goods.
83	Hair FX 2 Bridge Street	Terraced three-bay three-storey house, built c. 1860 with shopfront and separate access to upper floors. Pitched slate roof with red brick chimneystack and cast-iron rainwater goods.
84	Ladbros 4 Bridge Street	Terraced three-bay three-storey house built c. 1860 with shopfront and separate access to upper floors. Pitched slate roof with red brick chimneystack, cast-iron rainwater goods and moulded brackets to eaves.
85	O'Briens Bridge Street	Pair of terraced three-bay three-storey houses built c. 1860 with pubfronts to both, and separate entrance to upper floors of one house.
86	Kickham Street	Freestanding monument to Charles Kickham, republican, poet and novelist, unveiled 1898. Composed of bronze figure of Kickham in seated pose on coursed cut limestone stepped pedestal, moulded between steps and with moulded cornice.

87	Kickham House, Bank Place	Terraced three-bay three-storey house, built c. 1870 with two shopfronts to ground floor, both with separate entrances to upper floors.
88	Hacknetts, Bank Place	Terrace three-bay three-storey house, built c. 1870 with shopfront and separate entrance to upper floors. Pitched slate roof with rendered and red brick chimneystacks, and cast-iron rainwater goods.
89	Carews, Bank Place/Gas House Lane	End-of-terrace four-bay three-storey with attic house. built c. 1840, with slightly-projecting pubfront and having multiple-bay two-storey return to rear.
90	O'Dwyer Bros Bank Place	Corner-sited end-of-terrace five-bay three-storey with attic floor gable-fronted building, erected c. 1890, with shopfront, having four-bay three-storey side elevation with entrance to upper floors.
91	Super Valu 43 Bank Place	Terraced six-bay three-storey over basement former bank building, built c. 1860 end bays recessed, having later entrance porch to east bay, and single-storey late-twentieth century supermarket extension to rear.
92	39-40, Bank Place	End-of-terrace three-bay four-storey house, built c. 1840 with shopfronts and separate access to upper floors at centre of facade.
93	39, Bank Place	Corner-sited end-of-terrace one-bay three-storey house built c. 1880 with shopfront and having three-storey return to rear.
94	Angel Archtct, Bank Place	End-of-terrace five-bay four-storey house, built c. 1780 with four-storey central return to rear having three-storey addition and late-twentieth single-storey extension to west elevation.
95	Times Hotel, Bank Place	Terraced Hotel, comprising four-bay three-storey house built c. 1800 with recessed one-bay three-storey addition to west, and two-bay three-storey former house with late twentieth-century pubfront to east.
96	The Porter House 10 Bank Place	End of terrace four-bay three-storey house, built c. 1870 with arcaded pubfront to ground floor, three-storey return to rear, lean-to full height extension c. 1950 to east elevation and late twentieth-century extensions to rear.
97	Coopers, Bank Place	End-of-terrace three-bay three-storey house, built c. 1880 with pubfront to ground floor, separate entrance to upper floors and three-storey return to rear.
98	7, Bank Place	End-of-terrace two-bay two-storey with attic house built c. 1875 with shopfront, integral carriage arch, separate access to upper floors and single storey-return to rear.
99	Road Bridge, Galbally Road	Single-arch road bridge over Dublin-Cork railway line built c. 1850. Snecked limestone walls with full-height buttresses flanking arch, having rock-faced string course and coping to parapet walls, dressed to carriageway elevations.
100	Tipperary Co-op, Station Road	Barn-style twelve-bay double-height creamery building built c. 1900 with single-storey entrance block having seven-bay front elevation and single-bay sides, having gable-fronted porch. Lower square-plan one-bay addition to south elevation.

101	Abbey School, Station Road	Detached school, built c. 1955 on site of earlier school and of medieval Augustinian priory. Comprises central three-bay two-storey block with recessed central towered bay and recessed five-bay single-storey wings having advanced porches to each end.
102	Enterprise Centre Station Road	Detached five-bay two-storey over basement former railway station, built c. 1845 now in use as offices. Screen walls to platform and canted bay windows to trackside elevation. Skirt slate roof with rendered chimneystack and cast-iron rainwater goods.
103	Railway Station, Station Road	Freestanding single-arch painted wrought-iron footbridge, built 1848. Pseudo three-centered arch structure with wrought-iron lattice decking and wrought-iron lattice parapets.
104	Airmount House, Station Road	Corner-sited detached two-storey house, built c. 1900 having three-bay first floor and two-and three-bay elevations. Gable to east elevation, wraparound shopfront to corner and separate access to residence.
105	Seán Tracy Park Station Road	Detached octagonal-profile water tower on square-plan base, built c. 1880 to serve barracks. Conical roof covering not distinguishable, with central spike finial.
106	Seán Tracy Park Station Road	Random rubble limestone walls, built c. 1875 enclosing barracks area with several entrance points. Square-plan bastion at north-west corner.
107	Station Road	Detached workhouse complex built 1841 with late nineteenth-century additions and ruins of many additions and outbuildings to rear. Currently under renovation for range of new uses. Comprises two main blocks.
108	St Vincent's Health Centre Station Road	Detached H-plan two-storey over basement former military hospital built c. 1890 having five-bay centre block, north wing with three-bay elevations, gable-fronted to east and west, north elevation having full height entrance projection.
109	Fitzpatrick Printers, Davis Street	End-of-terrace three-bay single storey building built c. 1900 with high parapet. Roof covering not visible, cast-iron rainwater goods.
110	Station Road	Wall-mounted cast-iron letter box, erected c. 1885 bearing crown and royal insignia of Victoria. Mounted in boundary wall of railway station
111	Glenview Square	Two blocks of eight two-bay two-storey terraced houses, built c. 1900 with lean-to porches. Pitched artificial chisel slate roofs with coursed dressed limestone chimneystacks and cast-iron rainwater goods.
112	Carew & Martin Accountants, St. Michaels Street/Mitchell Street	Corner-sited two-bay two-storey house forming pair with house to north, built c. 1880 having three-bay side elevation and with shopfront to front ground floor. Pitched slate roof with terracotta cresting and finials to ridge.
113	Cnoc Sion Rosanna Road	Former Christian Brothers Residence now Nursing Home, 2 storey rendered building with limestone coins, window architraves and door pediment.
114	Redmond Square	Edwardian letterbox built into park railings, provided during the reign of Edward VII (1901-1910)
115	10 Upper Bank Place	3 storey corner building with Wyatt facing Bank Place

116	Toberbreda North Father Matthew Street	Well not including roof structure.
117	Father Matthew Street	Victorian Letterbox built into cut stone wall provided during reign of Queen Victoria (1837-1901)
118	Dan Breen House Murgasty	Tipperary Town Council Office, 2-storey rendered building with slate roof, two rendered chimneys with bay window on southern facade and set within landscaped grounds
119	Formally Daltons Shop Emmet Street	Two-storey building with single storey projection to the front. Last remaining shop in new Tipperary.
120	O'Rahelly's 68-72 Main Street	3-storey 19th Century shopfront with window moulds and ornate plaster at first floor. Elaborate consoles and amusing figurative plasterwork. Simple cornice with Corinthian capitals on rectangular moulded columns. Sash windows on 71-72.
121	Munster Bar Lower Bank Place	Arched ground floor facade with marbleised granite columns, typical of Tipperary Town but in poor repair.
122	Mart Stores 9 Davis Street	3-storey 2-bay building with sash windows and architraves. Arcaded late 19th Century building similar to other examples on Main Street. Simple plaster columns and pilasters, moulded arches on Corinthian columns.
123	Moloney Brothers Davis Street	Public House with applied decoration of tiles. Original internal layout.
124	Hair Style 90 O'Brien Street	Simple plaster columns with gothic consoles and cornice shopfront.
125	91 O'Brien Street	Simple plaster columns with gothic consoles and cornice shopfront. Double sash windows at ground floor level.
126	C Ryan Davitt Street	Public House with good example of Traditional sign writing. One of oldest licenced premises in Tipperary Town.

**Appendix 8 – Extract from Tipperary Town Building Façade Improvement Scheme**

# 4

## APPROACH ROADS IMPROVEMENT SCHEME

Approach Roads Strategy	4.1
N24 from Limerick	4.2
R515 from Emly	4.3
R662 from Galbally	4.4
N74 from Cashel	4.5
N24 from Clonmel	4.6



## 4.1 Approach Roads Strategy

### 4.1 Approach Roads Strategy

The Council recognises the importance of improving the visual amenity of all approach roads to the town so as to reinforce a sense of anticipation and arrival appropriate for a designated Heritage Town. Visual improvements would largely be sought as part of new developments, including new/repaired stone walls, tree planting and improved signage along all such routes. The Development Plan stresses that no development will be permitted other than that which enhances the visual approach to the town.

The five main approach roads are shown on the adjacent plan, and each present different characteristics although made up of essentially similar elements. The conditions vary along the approaches as well as either side of the roads, as shown by Edge Combinations A-E.

It is proposed that the improvements should comprise a simple treatment of replacement, repair and renewal based on these typical elements, combined with removal of unsightly objects where possible together with new tree planting of a distinctive species where space allows. In addition, each approach road should be provided with an improved welcome sign that reflects the town's heritage status.

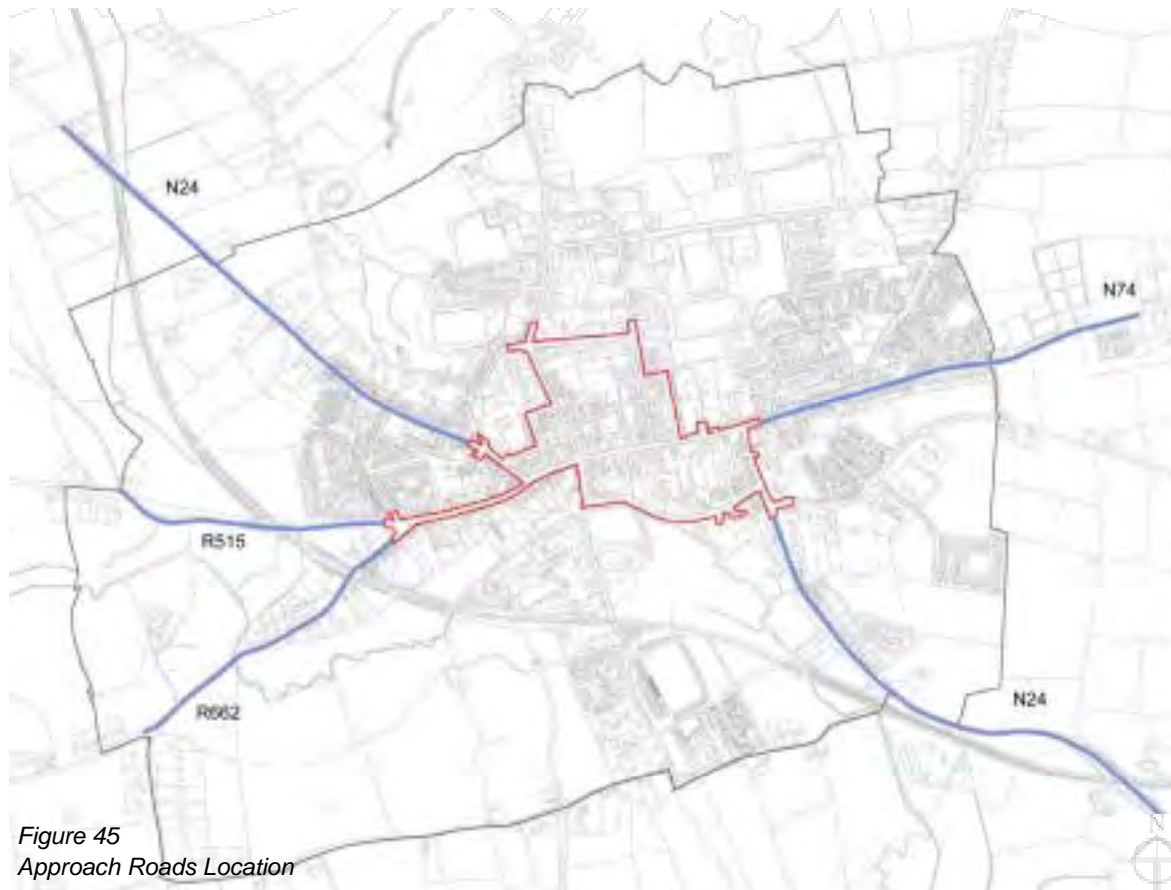


Figure 45  
Approach Roads Location



Existing Edge Conditions

#### Typical Existing Edge Combinations:

- A. Wall/fence, narrow grass verge with concrete pavement and hard edge to roadside
- B. Stone wall, concrete pavement with hard edge to roadside
- C. Wide grass verge only with tree planting and soft edge to roadside
- D. Stone wall, narrow grass verge only with soft edge to roadside
- E. Concrete pavement, mixed forecourts with poor definition

## 4. Approach Roads Improvements Scheme

## 4.2 N24 from Limerick



### 4.2 N24 from Limerick

The National Primary Route from Limerick carries large volumes of traffic towards Clonmel/Waterford and Cashel. The outer section of the road, in the vicinity of the railway bridge, is distinctly rural in character with open views to the surrounding countryside. Closer to the town, the approach becomes strongly influenced by commercial ribbon development of mixed quality. The road enters the north-west edge of Tipperary along Upper Church Street, comprising continuous 2-storey residential terraced properties in average condition to the north side, and more intermittent residential dwellings interspersed with some commercial uses and a public open space to the south side. The N24 continues through the town centre and exits at the south-east edge at the Bank Place junction with the N74.

Presently there is no clear distinction between the built-up area edge and the countryside and improvements should aim to reinforce this change in character. In the longer term, the urban sprawl that detracts from the quality of the approach will be absorbed into new development that will effectively extend the town edge as far as the railway line. Other characteristics of the approach include:

- Concrete pavement along most of northern side, with narrow grass verge to south;
- Low dry stone walls, neglected in parts and with intermittent hedges behind, defining both sides of road until reaching the ribbon development;
- Some large tree groups to north side;
- Road signage located in grass verges, modest visitor welcome sign;
- Closer to town, petrol stations, garages and commercial units set back from the road behind untidy forecourts, with bold signage, advertising hoardings and overhead cables further detracting from the quality of the approach.

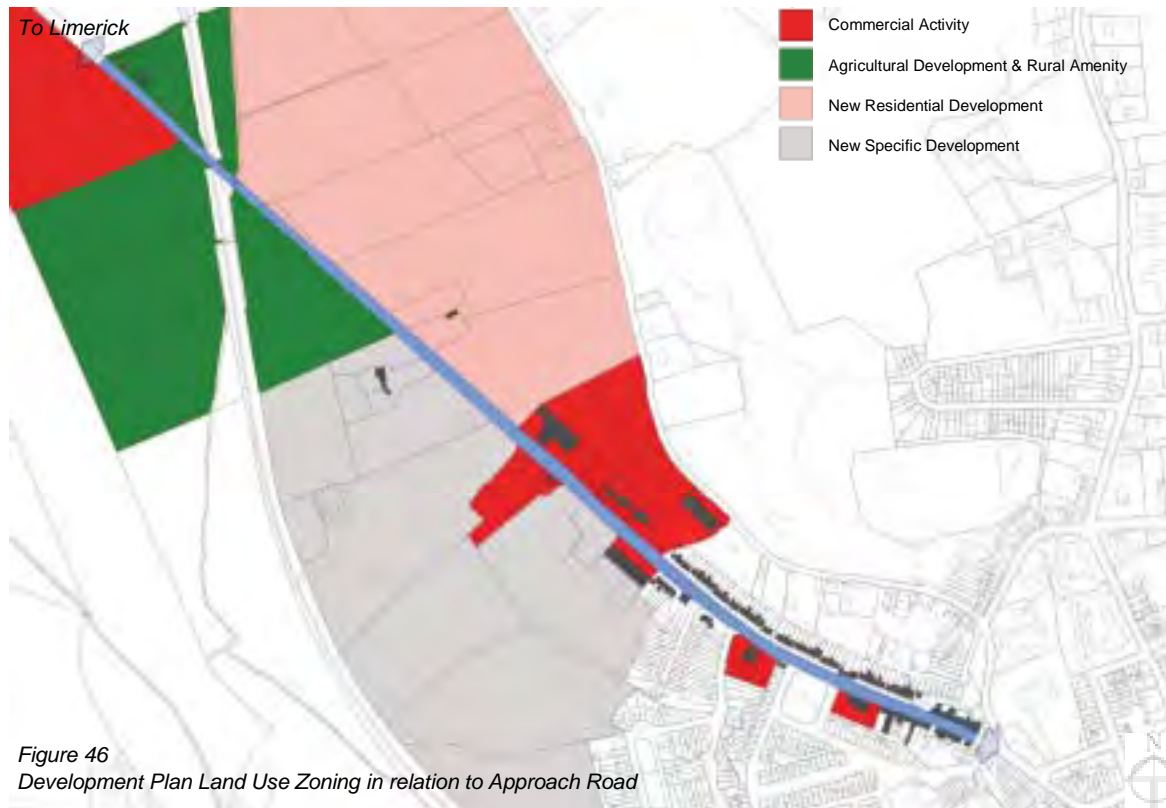
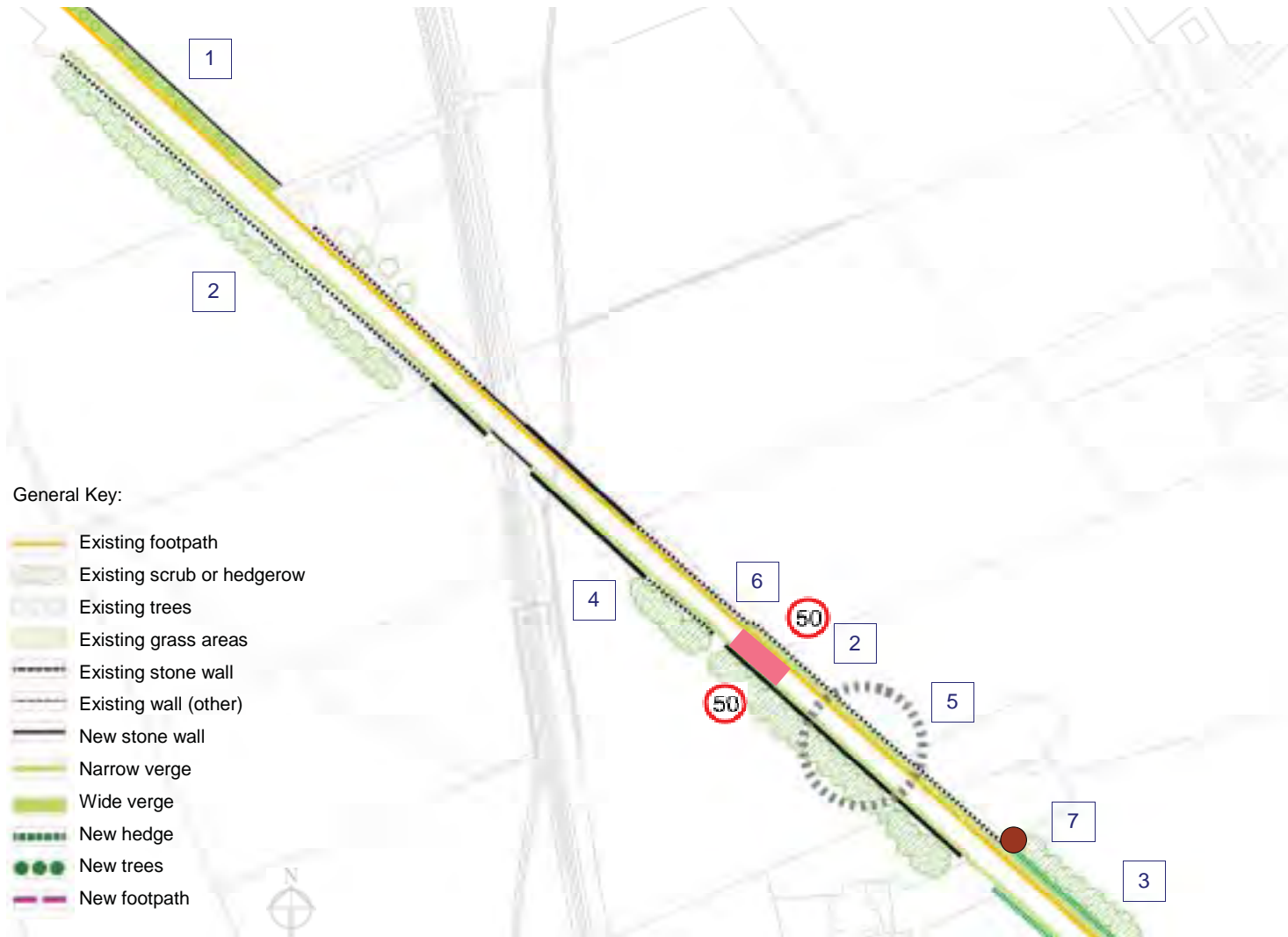


Figure 46  
Development Plan Land Use Zoning in relation to Approach Road

To Limerick



**Improvement Proposals (outer section)**

1. Maintain existing planting and trees, supplement shrubs where needed;
2. Repair stone wall as needed, maintain/supplement hedgerow (to north-west), maintain narrow verge;
3. Plant new hedgerow, maintain existing scrub, repair footpath;
4. Replace concrete fence to bridge approaches with stone walls;
5. Possible location of access roundabout to new adjacent development - repair/reconstruct stone walls around outer edge, create grass verges, add feature trees to centre;
6. 50kph gateway;
7. New visitor welcome sign.

Figure 47  
N24 from Limerick (outer section): Strategy Proposals

To Tipperary

To Limerick



**Improvement Proposals (Inner Section)**

- Restore narrow verge, plant new hedgerow;
- Create consistent forecourt set-backs to new commercial developments, and where possible to existing uses, with wide grass verge (average 5m), tree planting and hedge to rear;
- Interesting building frontage (PJ Burns) would benefit from refurbishment and painting (colours as per Secondary Streets - Section 5.2);
- Promote co-ordinated boundary improvements to terraced properties, such as stained timber picket fences or vertical railings and gates;
- Reconstruct and extend raised planters with stone cladding, replant with decorative shrubs and street trees.
- Interesting building frontage (Murphy's) would benefit from refurbishment and painting (colours as per Secondary Streets - Section 5.2).

Figure 48  
N24 from Limerick (inner section): Strategy Proposals

To Tipperary

## 4.3 R515 from Emly



### 4.3 R515 from Emly

The Regional Road from Emly is a relatively narrow, well-trafficked route that enters the south-west edge of the town at the junction with O'Brien Street and the road to Galbally. The approach is signified by an abrupt distinction between urban and rural character in the vicinity of the railway bridge. To the west of the bridge the road is predominantly rural in character with views across open countryside and towards the outer edge of the town to the south. On crossing the bridge the character becomes distinctly suburban, with short terraced properties set back from the road to the north, and a wide grass verge with occasional detached properties beyond to the south of the road. The narrowness of the road and its winding approach effectively provides its own traffic calming and no further measures are considered necessary.

Unrelieved views of the urban edge appear on the skyline to the detriment of the approach. Occasional strips of land to the northern side of the road, previously acquired for road widening, are neglected and have been recently occupied by travellers. In the longer term, the southern edge of the road (east of the railway line) is zoned for commercial uses.













Other features include:

- Low stone boundary walls to west of bridge, neglected in parts and with intermittent hedges behind;
- Substantial mature tree groups;
- Properties set-back from the road behind well-maintained walls, hedges and grass verges;
- No visitor welcome sign;
- Footpaths limited to eastern end.



Figure 50  
R515 from Emlý: Strategy Proposals

General Key:

-  Existing footpath
-  Existing scrub or hedgerow
-  Existing trees
-  Existing grass areas
-  Existing stone wall
-  Existing wall (other)
-  New stone wall
-  Narrow verge
-  Wide verge
-  New hedge
-  New trees
-  New footpath



View towards existing urban edge requiring tree screening

Improvement Proposals:

1. Maintain existing grass areas (with trees and wall to east area);
2. Maintain/supplement hedgerow (with trees to east), repair stone wall as needed, maintain narrow verge;
3. Maintain existing gorse vegetation;
4. Remove travellers, create wide verge demarcated by stout timber bollards, extend gorse vegetation interspersed with informal clumps of silver birch trees;
5. Explore opportunities for introducing screen planting along outer urban edge (Canon Hayes Park);
6. Extend stone wall;
7. Prominent building frontages would benefit from painting (colours as per Secondary Streets - Section 5.2) and with consistent boundary treatment of stained timber picket fences or vertical railings and gates;
8. New Welcome signage.

## 4.4 R662 from Galbally



### 4.4 R662 from Galbally

The Regional Road from Galbally meanders into the south-west edge of the town to the junction of O'Brien Street and the road to Emly. Ribbon development in the form of detached properties occurs for a short distance to the west of the railway bridge, extending a suburban influence into the countryside. Along this section, properties to the north are set well back from the road behind neat garden vegetation, low boundary walls and a wide grass verge with vehicle turning areas. Properties to the south almost abut the road or are slightly set back behind boundary walls. Beyond the ribbon development the road becomes more rural in character with grass banks, stone walling in good condition and no footpaths. The 50kph signs are located approximately 1km to the west of the railway bridge.













To the east of the railway bridge the approach becomes urban in character, with a large commercial unit dominating the north side of the road and terraced properties set at back of pavement to the south side.

There is no clear distinction between the built up area boundary and the countryside. The area to the north is zoned for agricultural and amenity purposes, while land to the south is zoned for specific new development.

Other features include:

- Footpaths, mostly asphalt, to both sides of road within urban section, reducing to north side of road along suburban ribbon development, and intermittently to south side;
- Informal 'pull-over' area on outer approach;
- Low stone retaining walls along north side of road along much of rural section, with stone boundary walls to south side;
- Utility poles and street lights present unnecessary clutter;
- Poor visitor welcome sign with fussy stone setting.

General Key:

-  Existing footpath
-  Existing scrub or hedgerow
-  Existing trees
-  Existing grass areas
-  Existing stone wall
-  Existing wall (other)
-  New stone wall
-  Narrow verge
-  Wide verge
-  New hedge
-  New trees
-  New footpath

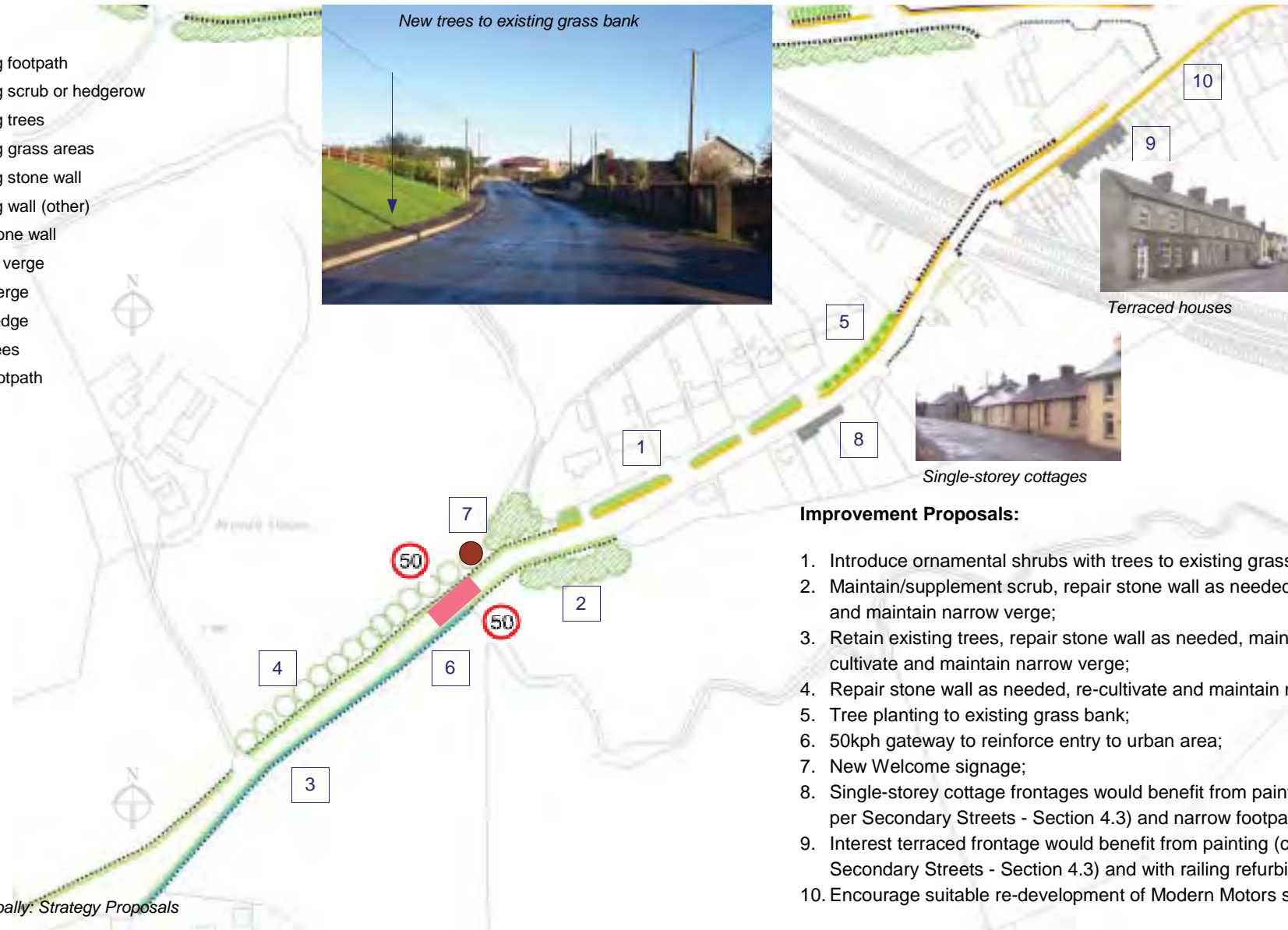


Figure 52  
R662 from Galbally: Strategy Proposals

**Improvement Proposals:**

1. Introduce ornamental shrubs with trees to existing grass areas;
2. Maintain/supplement scrub, repair stone wall as needed, re-cultivate and maintain narrow verge;
3. Retain existing trees, repair stone wall as needed, maintain ditch, re-cultivate and maintain narrow verge;
4. Repair stone wall as needed, re-cultivate and maintain narrow verge;
5. Tree planting to existing grass bank;
6. 50kph gateway to reinforce entry to urban area;
7. New Welcome signage;
8. Single-storey cottage frontages would benefit from painting (colours as per Secondary Streets - Section 4.3) and narrow footpath added;
9. Interest terraced frontage would benefit from painting (colours as per Secondary Streets - Section 4.3) and with railing refurbished;
10. Encourage suitable re-development of Modern Motors site.



## 4.5 N74 from Cashel

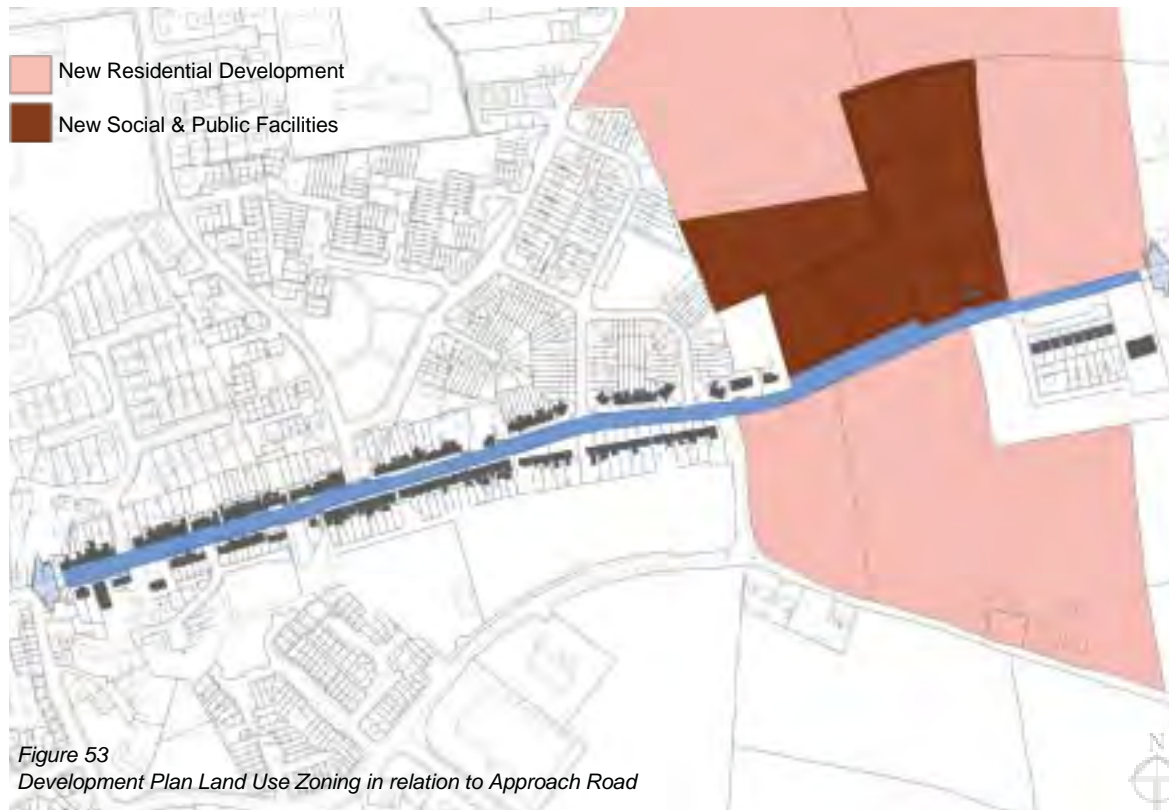


Figure 53  
Development Plan Land Use Zoning in relation to Approach Road

### 4.5 N74 from Cashel

The National Primary Route from Cashel enters the eastern edge of the town and extends to the junction with the N24 Clonmel Road at Mountain View/Bank Place. The eastern end of the approach is strongly influenced by ribbon development along most of both sides of the road, including new housing development and associated unsightly advertising boards, which blurs the distinction between town and country. The walls and railings of the cemetery are a distinctive feature on the north side of the road. The western section is distinctly urban, with established terraced properties set behind low boundary walls or hedges/fences. The size of front gardens decreases towards the town centre, eventually becoming non-existent to the immediate east of the Mountain View junction where traditional stone terraces are set at back of pavement line.

Due to the sporadic and unfinished character of the eastern section of the road, this is currently the most unsatisfactory approach to the town in visual terms, especially given the high quality countryside extending eastwards to Cashel. There is also no clear distinction between town edge and countryside. All of the land along both sides of the eastern section of the road is zoned for new residential development or social/public facilities, which should present an opportunity to improve the approach in the longer term.

Other features include:

- Wide vehicle set-down strip to cemetery on north side of road;
- Stone wall/bank to south side of eastern section, with remnant hedgerows;
- Some neat boundary walls with hedges and garden vegetation on approaching urban section of the road;
- Continuous footpaths on both sides, generally in reasonable condition.

## 4.5 N74 from Cashel



Figure 54  
N74 from Cashel: Strategy Proposals

### Improvement Proposals:

1. Construct new stone boundary walls;
2. Add trees and ornamental shrubs to existing wide verge;
3. Repair stone wall as needed, maintain existing hedgerow;
4. Remove existing bollards, construct stone-faced planters with ornamental shrubs and trees;
5. 50kph gateway to reinforce entry to urban area;
6. New welcome signage;
7. Remove all existing advertising hoardings;
8. Single-storey cottage frontages (Sean Allen Terrace) would benefit from painting (colours as per Secondary Streets - Section 5.2) and consistent boundary treatment.



Sean Allen Terrace



Existing hoardings and speed signs

## 4.6 N24 from Clonmel

### 4.6 N24 from Clonmel



Figure 55  
Development Plan Land Use Zoning in relation to Approach Road

The National Primary Route from Clonmel enters the south-eastern edge of the town and extends to the junction with the N74 Cashel Road at Mountain View/Bank Place. Much of the eastern section of the approach is through pleasant open countryside, with the road defined by low stone walls in variable condition and occasional groups of trees and scrub.

Along the western section of the approach, the northern side of the road is characterised by established ribbon development of detached properties, set behind short front gardens with low boundary walls and mature vegetation, becoming short terraced single-storey properties set at back of pavement, together with small scale commercial units, closest to the town centre. In contrast, the southern side of the road comprises a wide grass verge with recent tree planting, beyond which is a large commercial unit and thereafter undeveloped land.

There is a clear distinction between the built-up area boundary and the rural area. Land to the north of the road, as far as the existing urban edge, is zoned for agricultural and rural amenity purposes, while part of the land to the south (extending from the railway line) is zoned for new social and public facilities. The remaining land is either agricultural or open.

Other features include:

- No footpath along most of the southern road edge, and intermittent footpath only to northern edge until closer to the town centre;
- Three welcome signs, including one brown tourist sign, located in wide grass verge in quick succession;
- Numerous utility poles present an intrusive element.



**Improvement Proposals:**

1. Repair stone walls as needed;
2. Construct new footpath adjacent to boundary walls along inner edge of existing verge;
3. Remove flower beds, create free-flowing planting beds with new ornamental shrubs and additional trees, and grass verge to roadside;
4. Trim conifers, maintain existing verge;
5. Remove existing visitor signage;
6. 50kph gateway to reinforce entry to urban area;
7. New welcome signage;
8. Single-storey cottage frontages (Sean Allen Terrace) would benefit from painting (colours as per Secondary Streets - Section 4.3) and consistent boundary treatment.

Figure 56  
N24 from Clonmel: Strategy Proposals

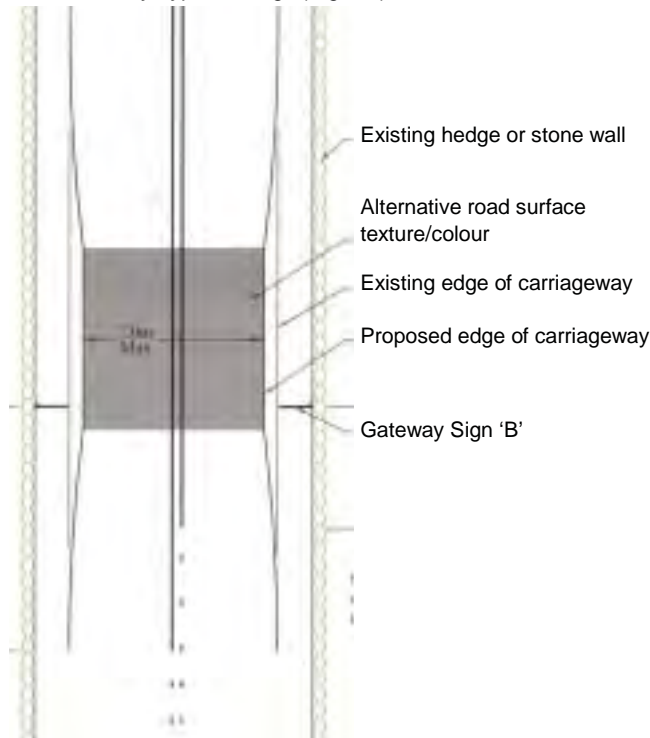


General view of approach

## 4.7 Approach Roads Elements

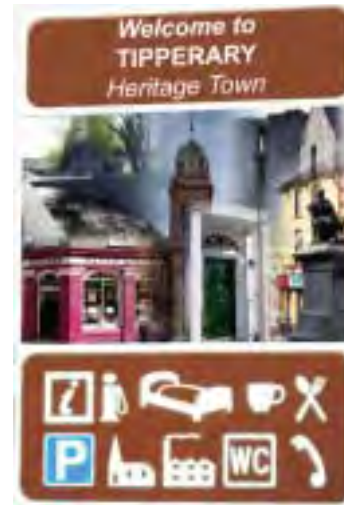


NRA Gateway Type 1 Design (Sign 'B')



Typical Plan of Proposed Gateway

Possible 'Tipperary Tree'



Possible new visitor signage



***Pyrus calleryana 'Chanticleer'***  
Narrow upright crown. Medium size (up to 8m high). Glossy green disease-free leaves with brilliant autumn colour persisting well into winter. Very hardy and drought tolerant. Deep rooting.

### Typical Planting Types:

#### Formal Street Trees:

<i>Pyrus calleryana 'Chanticleer'</i>	Pear
<i>Liquidamber styraciflua</i>	Liquidamber

#### Informal Tree Groups:

<i>Alnus glutinosa</i>	Alder
<i>Betula pendula</i>	Silver Birch
<i>Betula pubescens</i>	Downy Birch
<i>Populus tremula</i>	Aspen
<i>Prunus padus</i>	Wild Cherry

#### Informal Hedges:

<i>Crataegus monogyna</i>	Hawthorn
<i>Corylus avellana</i>	Hazel
<i>Ilex aquifolium</i>	Holly
<i>Prunus spinosa</i>	Blackthorn
<i>Rosa canina</i>	Dog Rose
<i>Ulex europaeus</i>	Gorse

#### Formal Hedges:

<i>Griselinia littoralis</i>
<i>Lonicera nitida</i>
<i>Prunus laurocerasus</i>
<i>Cotoneaster simonsii</i>
<i>Rosmarinus officinale</i>

#### Ornamental Shrubs:

<i>Stephanandra incisa</i>
<i>Spiraea 'Arguta'</i>
<i>Viburnum tinus</i>
<i>Pyracantha x watereri</i>

Figure 77  
Approach Road Elements

**Appendix 9 – Listed Trees & Views**

Ref No	Location
1	Dan Breen House
2	Roadside Trees, St Michaels Street
3	Roadside Trees, St Michaels Road
4	Garden Trees, St Michaels Road
5	Trees in St Vincent's Health Centre
6	Trees in grounds of Cnoc Sion & The Vale, Murgasty
7	Trees in grounds of Muintir na Tire, Rosanna Road
8	Roadside Trees on Murgasty Road
9	Trees in Grounds of St Marys Church
10	Trees in grounds of Department of Agriculture, Food and the Marine, Murgasty
11	Trees in grounds of the Old Workhouse

Listed Views	
Location	Description
Clonmel Road	View on the approach from Clonmel from Longford looking north west with low hill in the foreground and church steeple in the background.
Main Street	Views south from Main Street with Abbey Street in the foreground and Slievenamuck in the background.
Main Street	Views from Main Street south along Kickham Place with Abbey School and grounds in the foreground and Slievenamuck in the background.
Murgasty	View from roundabout on Murgasty Road along St. Michael's Road

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## TIPPERARY TOWN COUNCIL



CIVIC OFFICES,  
ROSANNA ROAD,  
TIPPERARY

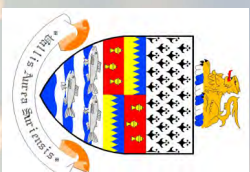
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## SOUTH TIPPERARY COUNTY COUNCIL



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