



Comhairle Contae Thiobraid Árann
Tipperary County Council

Roscrea

Local Area Plan

2023 - 2029

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September 2023





Comhairle Contae Thiobraid Árann
Tipperary County Council

Roscrea Local Area Plan 2023 - 2029

Appendix 1: Serviced Land Assessment

1.0 Introduction

This Serviced Land Assessment (SLA) (including Settlement Capacity Audit) has been developed having regard to the standardised methodology provided in Appendix 3 of the NPF and the Section 4.5.2 of the Development Plan Guidelines for Planning Authorities (DHLGH, 2022). An assessment of the capacity of existing lands zoned for development has been carried out under a number of pre-set criteria in order to establish suitability for future development. Both **Residential (Section 2)** and **Employment (Section 3)** lands have been assessed.

2.0 Residential Assessment

2.1. Population Growth

Landuse zoning provision must accord with the Core Strategy of the TCDP. The LAP timeline is 2023 – 2029, therefore, the LAP landuse zoning requirement was adjusted by considering the TCDP 2031 framework and applying 1 additional year (2029)¹. This results in a requirement for approximately 26 ha residential lands to accommodate projected population growth. Consideration has also been given to the Guidelines and their provision that zoned housing land, that is serviced and can be developed for housing within the life of the new plan, should not be subject to de-zoning.

Consolidation and infill development underpin the development strategy in this LAP in line with achieving Strategic Objective No. 1 (Compact Growth) of the NPF. National Policy Objective (NPO 3c) of NPF requires that at least 30% of all new housing units (95) must be delivered within the existing built-up footprint/compact growth area of the town.

2.2 Site Identification

The Roscrea LAP 2012 included land zoned for **residential and mixed-use** purposes as follows:

Table 1: Landuse type that supports residential use as set out in the current Roscrea LAP 2012				
New Residential	Serviced sites	Mixed use	Town Centre	Existing Residential
15.27				
9.6				
15.38	6.19			
8.18	1.48			
48.43	7.67	6.01	21.55	165.5ha

¹ 27ha – 17.9 = 9.1/3 = 3ha (1 year) = 3ha plus 17.9ha = 21ha 2023 – 2029. For indicative purposes only an average density of 20/ha applied and 'additional capacity' at 25% was also applied.

This provided for **56.1ha** of land zoned solely for ‘New Residential’ (a combination of ‘New residential’, ‘Serviced Sites’) use, not including mixed use zoning types.

This SLA has examined potential sites in consultation with infrastructure providers across all these zoning types as outlined in the Roscrea LAP 2012, that are **undeveloped and available** for development. All available lands have been assessed by the SLA as part of the determination of what lands shall be zoned as suitable for residential development over the lifetime of the Roscrea LAP 2023 - 2029.

This LAP has revised land use zoning across 9 headings with landuse zoning allocations also revised, the proposed areas dedicated to each landuse zone type is outlined in Table 2:

Table 2: Proposed Landuse Zone Type as set out in the Roscrea LAP	
Landuse Zone Type	Ha
Existing Residential	148.72
New Residential	28.56
Strategic Reserve	20.15
Urban Core	25.03
Regeneration	10.80
Employment	81.43
Community Services and Infrastructure	58.19
Amenity	43.13
Town Environs	190.35

This provides for **28.56ha** lands dedicated for residential use only (not including mixed use zoning types and infill sites within existing residential areas). This is a reduction of 27.54ha from the Roscrea LAP 2012.

2.3 Methodology

Sites for residential development were appraised based on ‘Infrastructural Requirements’ and ‘Sustainable Planning Criteria’. This enabled each site to be allocated a category based on its suitability for development, the allocation system is set out below:

Score	SLA Assessment allocation requirements
Tier 1	Serviced Land - Existing infrastructure can support the development of the site, subject to on-site works, some minor works at access points or linking into available existing systems. At least 3 Sustainable Planning Criteria applicable.
Tier 2	Serviceable Land - Some off-site works are required but could be delivered as part of a planning application to develop the site or capital investment is identified to facilitate development over the course of the plan. At least 3 Sustainable Planning Criteria applicable.
SR	Unserviced - The land could not reasonably be serviced over the course of the plan The land is designated as ‘ Strategic Reserve ’.

Rezone	Where the site did not come under any of the above, it was rezoned to an alternative use
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The availability of the following infrastructure has been considered in relation to the site:

- Roads
- Footpath
- Water
- Cycle Lane
- Public Lighting
- Foul and Surface Water Infrastructure (Uisce Eireann datasets)

In addition, the following ‘Sustainable Planning Criteria’ were considered in relation to each site.

Criteria (Y/N)	Sustainable Planning Criteria applicable to the site
Compact Growth	Is the site located within the Compact Growth area (Roscrea Town Profile Plan)
Walking Analysis	Is the site located within 5 -10-minute walking distance to the town centre
Walking Analysis	Is the site located within 10 –15-minute walking distance to the town centre
Consolidation/ Sequential	That the development of the land will contribute to or complete the strategic development of the wider area by virtue of consolidating an existing built pattern

All lands identified by the SFRA identified to be at risk of flooding were discounted from the assessment and consideration was given to risk arising for localised ground water flooding. The sites subject to this residential SLA are mapped. Please refer to Table A for the corresponding SLA table to accompany SLA Map A.

Sites for employment uses were subject to a very similar SLA approach, however, Strategic Reserve was not applied.

2.4 Residential Development

In line with the Development Management Guidelines for Planning Authorities (DHLGH, 2022), and after a detailed assessment, residential and mixed-use land use zoning for Roscrea has been allocated.

Land zoning	Area (ha)	Description
Tier 1	28.56	Serviced Land
Tier 2		Lands that are serviceable ² within the lifetime of the LAP
Strategic Reserve	20.15	Long-Term Strategic and Sustainable Development Site. Sites that may deliver housing within the subsequent plan period

² Subject to the approval of Uisce Eireann on a case by case basis

		(unless a review of the current plan identifies a need for additional lands) (4.4.4 of the Guidelines).
Regeneration	10.80	Mixed use
Urban Core	25.03	Mixed use

3. Economic Development

3.1 Economic Growth

Section 4.6.2 of the Guidelines applies and it is stated that the development plan should include a specific focus on the spatial components of economic activity. The LECP should be augmented with a spatial analysis of economic activity, which may, in turn, inform employment and enterprise land-use zoning proposals. The SLA for the lands zoned for employment use is set out in Table 2.

3.2 Economic Development

In line with the Development Management Guidelines for Planning Authorities (DHLGH, 2022), and after a detailed assessment, economic landuse zoning for Roscrea has been allocated, the total 'available' land for such uses is set out below and in Table B and is mapped in Map B.

Land zoning	Area (ha)	Description
Employment	44.05ha	To provide, improve and encourage general enterprise, business development and employment activity, including start up enterprises and tourism. Provide for distribution, warehouse, storage and logistics facilities where appropriate access to a major road network is available.

4.0 Maps and SLA Tables

Table A: SLA for lands available for 'New Residential' development

Site Reference		Availability of Infrastructure at the Site						Sustainable Planning Criteria Applicable to the Site				Category Score
Site Reference	Area Ha	Roads	Footpath	Water	Cycle Lane	Public Lighting	Foul Sewer	Compact Growth	Walking analysis 5 - 10 mins	Walking Analysis 10 - 15 mins	Sequential	T1/T2/SR/ Rezone
1	1.386101663	✓	✗	✓	✗	✗	✗	✓	✗	✗	✗	Rezone
2	1.999289738	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	SR
3	1.554995354	✓	✗	✓	✗	✗	✗	✓	✗	✗	✗	SR
4	0.70618562	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	SR
5	0.395220615	✓	✓	✓	✗	✓	✓	✓	✗	✓	✓	SR
6	1.377275443	✓	✓	✓	✗	✓	✓	✓	✗	✓	✓	T1
7	1.695575236	✓	✓	✓	✗	✓	✓	✓	✗	✗	✗	T1
8	2.465742636	✓	✓	✓	✗	✓	✓	✓	✗	✗	✗	SR
9	1.733877968	✓	✗	✓	✗	✗	✓	✓	✗	✓	✗	T1
10	1.568904646	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	SR
11	1.249534839	✓	✗	✓	✗	✗	✓	✓	✗	✓	✗	T2
12	2.034405428	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	T2

13	0.428001788	✓	✓	✓	✗	✗	✓	✓	✗	✓	✓	T2
14	1.927861781	✓	✓	✓	✗	✓	✓	✓	✓	✗	✗	T2
15	1.016201853	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	T2
16	0.11774465	✓	✓	✓	✗	✓	✓	✓	✗	✓	✗	T2
17	0.339486949	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	T2
18	0.986450179	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	T2
19	1.4042956	✓	✓	✓	✗	✗	✓	✓	✗	✓	✗	T2
20	0.808074697	✓	✓	✓	✗	✓	✓	✓	✗	✓	✗	T2
21	1.192217583	✓	✓	✓	✗	✓	✓	✓	✓	✗	✗	T1
22	2.388822174	✓	✓	✓	✗	✓	✓	✓	✓	✗	✗	SR
23	1.830905842	✓	✓	✓	✗	✓	✓	✓	✓	✗	✓	T1
24	2.048789965	✓	✗	✓	✗	✓	✓	✓	✓	✗	✗	Rezone
25	1.467664823	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	SR
26	1.067439501	✓	✓	✓	✗	✓	✓	✓	✗	✓	✗	SR
27	1.843271906	✓	✓	✓	✗	✓	✓	✓	✓	✗	✗	SR
28	3.022104753	✓	✗	✓	✗	✓	✗	✓	✓	✗	✗	T2

29	2.356459716	✓	✓	✓	✗	✓	✓	✓	✓	✗	✗	T2
30	1.587508194	✓	✓	✓	✗	✓	✓	✓	✓	✗	✗	Rezone
31	1.242226774	✓	✓	✓	✗	✓	✓	✓	✓	✗	✗	T2
32	1.931086399	✓	✓	✓	✗	✓	✓	✓	✓	✗	✗	T2
33	2.422112921	✓	✓	✓	✗	✓	✗	✓	✗	✓	✗	Rezone
34	2.620959562	✓	✓	✓	✗	✓	✗	✓	✗	✓	✗	Rezone
35	1.927926366	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	SR
36	1.626082259	✓	✓	✓	✗	✓	✓	✓	✗	✓	✗	SR
37	1.091056478	✓	✓	✓	✗	✓	✓	✓	✗	✓	✓	T1
38	3.188068676	✓	✓	✓	✗	✓	✓	✓	✗	✗	✓	T1
39	7.054081159	✓	✓	✓	✗	✓	✓	✓	✗	✗	✓	T1
40	1.090268483	✓	✓	✓	✗	✓	✓	✓	✗	✗	✓	SR
41	0.92212923	✓	✓	✓	✗	✓	✓	✓	✗	✗	✓	SR
42	2	✓	✓	✓	✗	✓	✓	✓	✗	✓	✗	T1
43	0.84	✓	✓	✓	✗	✓	✓	✓	✗	✓	✓	T1
44	0.84	✓	✗	✓	✗	✗	✓	✓	✗	✗	✓	T2

45	0.62	✓	✓	✓	✗	✓	✓	✓	✗	✓	✓	T1
46	0.72	✓	✓	✓	✗	✓	✓	✓	✗	✗	✓	T1
47	0.5	✓	✗	✓	✗	✓	✓	✓	✓	✓	✓	T2
48	0.56	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	T1
49	0.39	✓	✗	✓	✗	✓	✓	✓	✓	✓	✓	T2
50	0.24	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	T1
51	0.4	✓	✓	✓	✗	✓	✓	✓	✗	✗	✓	T1
52	0.18	✓	✓	✓	✗	✓	✓	✓	✗	✗	✓	T1
53	0.34	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	T1

Note: Sites 42 and 43 are sites designated for residential use and not previously zone for such use in the former LAP.

Map A: SLA for lands available for 'New Residential' development

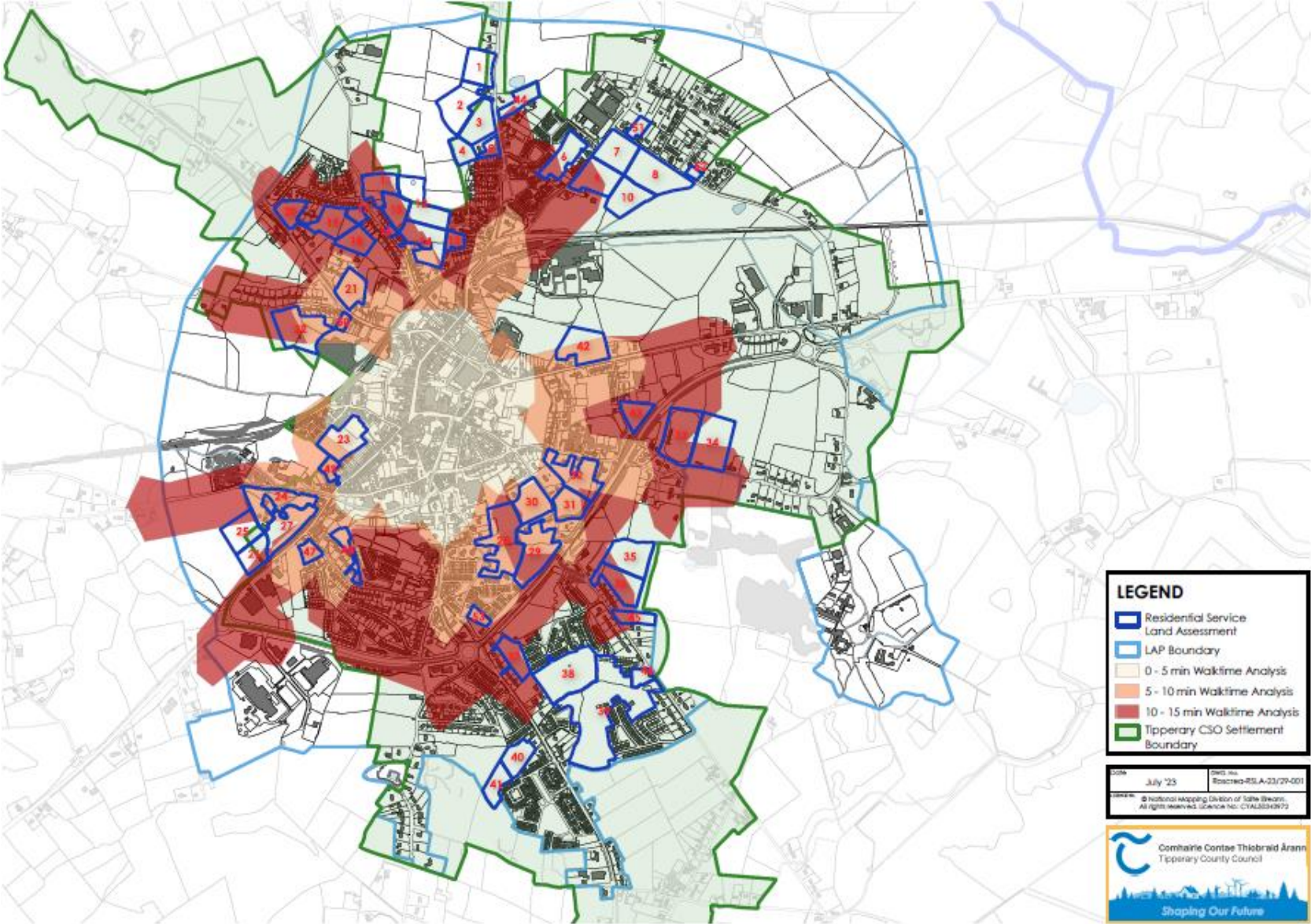
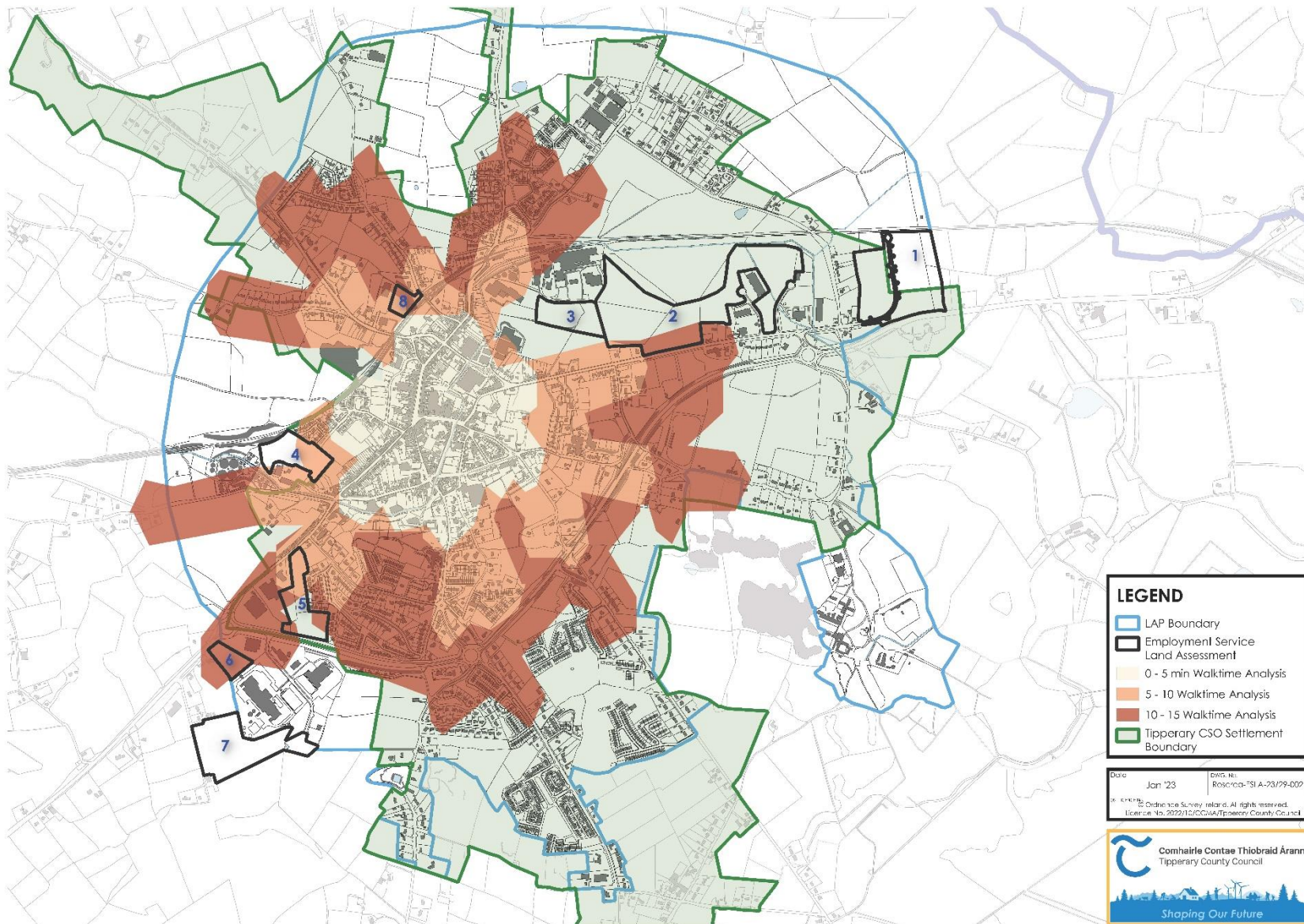


Table B: SLA for lands available (primarily vacant) and zoned for 'Employment' use

Site Reference		Availability of Infrastructure at the Site						Assessment including Consideration of Sustainable Planning Criteria	Recommendation
Site Reference	Area Ha	Roads	Footpath	Water	Cycle Lane	Public Lighting	Foul Sewer	Comment	Tier 1 or Tier 2
1	9.058202558	✓	✓	✓	✗	✓	✓	Benamore Business Park. Fully serviced park managed by Tipperary County Council. Designated 'strategic employment' area.	T1
2	14.70822781	✓	✓	✓	✗	✓	✓	Existing partially developed logistics and industrial area, fully serviced, with access on the Dublin Road. Designated 'Strategic employment area'. Areas at flood risk rezoned to 'amenity'	T1
3	2.59813777	✓	✓	✓	✗	✓	✓	Site located to the rear of existing meat processing facility.	T1
4	2.758303884	✓	✓	✓	✗	✓	✓	Located adjacent to an existing industrial area, this site is well serviced, with access from Monastery Road.	T1
5	3.133797753	✓	✓	✓	✗	✓	✓	Located adjacent to an existing industrial area, this site is well serviced, with access to the N62	T1
6	1.14261765	✓	✓	✓	✗	✓	✓	Located adjacent to an existing industrial area, this site is well serviced, with access to the N62. Adjoining 'strategic employment' area.	T1
7	6.08644877	✓	✓	✓	✗	✓	✓	Located adjacent to an existing industrial area, this site is well serviced, with access to the N62. Adjoining 'strategic employment' area.	T1
8	0.803400981	✗	✗	✓	✗	✗	✗	Located in existing mixed-use area. Consideration required with respect to access and services for this site.	T2

Note: No additional areas have been identified for employment use in Roscrea.

Map B: SLA lands for available for 'Employment' use





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Appendix 2: Sustainable Travel Plan

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1.0 Introduction

This Sustainable Travel Plan (STP) for Roscrea was prepared to support the policies and objectives for transport planning as set out in the Roscrea LAP 2023 – 2029 (LAP), to support integration of landuse and transport planning, a transition to sustainable transport and to set out a framework for investment in active travel and public transport. The LAP has considered existing transport patterns and proposed landuse development in Roscrea, and sets out actions and works to achieve a positive modal shift to greater use of public transport and active travel in the area.

The purpose of the STP is to examine how people get around in Roscrea at present, to inform where new development will go, reduce GHG emissions and to support investment in public transport and active travel measures (i.e. walking and cycling) in the town. Its other key function is to guide investment in initiatives and infrastructure improvements, as funding allows during the lifetime of the plan. A non-exhaustive list of actions that may be delivered subject to receipt of funding through the NTA's Active Travel Investment Programme and other investment programmes, for example, public realm improvement works funded by the Rural Regeneration and Development Fund, Town and Village Renewal Fund etc is set out.

2.0 Policy Context

2.1 Strategic Policy Plans

2.1.1 National Planning Framework

The National Planning Framework 2018 (NPF) sets out Ireland's planning policy up to 2040, outlining a series of national strategic outcomes and key principles which are intended to inform policies at a regional and local level and guide development and investment in the coming years. The NPF transport related outcomes include compact growth, sustainable mobility and support for a transition to a low carbon and climate resilient society.

Transport accounts for 20% of Ireland's overall emissions, with 52% of overall transport emissions coming from private cars, 24% from freight and 4% from public transport. Specific measures for mitigation set out in the NPF include; transitioning to electric vehicles; public transport priority projects; promoting a modal shift to sustainable transport.

2.1.2 Southern Regional Assembly Regional Spatial & Economic Strategy (SRA, 2020)

The Regional Spatial and Economic Strategy 2020 (RSES) sets a target of 55% of movement by sustainable transport modes by transforming transport systems towards well-functioning, sustainable integrated public transport, walking and cycling, and electric vehicles. The RSES objectives for sustainable transport include; reducing the environmental impact of transport;

integrated land-use and transport planning; prioritising sustainable transport to achieve modal shift and reducing demand for private vehicles; improved strategic and local connectivity; enhanced public transport provision and reduced congestion.

2.1.3 Tipperary County Development Plan 2022 – 2028

The Tipperary County Development Plan 2022 – 2028 (TCDP) presents a number of policies and objectives for the implementation of sustainable transport measures and for the achievement of a modal shift away from private vehicle usage. It requires the incorporation of active travel actions for ‘District Towns’. The TCDP seeks to promote the transition to a low carbon transport system both by reducing the demand for travel through smarter travel solutions; and by supporting investment in integrated, safe, efficient and cost-effective alternatives to private vehicles and public transport. All sustainable transport and active travel proposals are in accordance with the overriding policies and objectives of the TCDP and the Development Management Standards for transport as set out in the TCDP (Volume 3 Appendix 6) will apply to new development.

2.1.4 National Sustainable Mobility Policy and Action Plan 2022 – 2025 (DoT)

The National Sustainable Mobility Policy 2022 - 2025 sets out a strategic framework to 2030 for active and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an Action Plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce journeys taken by car.

2.1.5 Climate Action Plan (DECC, 2023)

The Climate Action Plan 2023 (CAP) sets out actions for Ireland to achieve its 2030 targets for carbon emissions and create a pathway towards achieving net zero emissions by 2050. Decarbonising transport is a key tenet of the CAP, with a significant greenhouse gas emissions reduction target of 50% for the transport sector by 2030.

2.1.6 National Disability Inclusion Strategy (NDIS) 2017-2022

The National Disability Inclusion Strategy (NDIS) 2017-2022 is a whole of government approach to improve the lives of people with disabilities and sets out a range of actions across a wide number of areas to achieve this goal. The Strategy includes specific actions assigned to local authorities to facilitate universal access through improved transport infrastructure. The Department of Children, Equality, Disability, Integration and Youth are working with the Disability Inclusion Strategy Steering Group to commence work on the development of a UNCRPD implementation strategy.

2.1.7 United Nations Convention on the Rights of Persons with Disabilities (UNCRPD).

The UNCRPD was ratified by Ireland in 2018 and puts obligations on State Parties to ensure access for persons with disabilities to (inter alia) the physical environment and transportation in both urban and rural areas.

2.2 Local Level Plans

2.2.1 Roscrea Town Centre Enhancement Plan 2013

This ten-year plan seeks to enhance the public realm, including key urban spaces and pedestrian priority linkages. One of the objectives is, 'to promote walking and cycling in and around the town through a series of legible safe routes. A number of town centre priority projects have been set out in the Enhancement Plan on foot of public consultation with the community, including enhanced connections and streetscapes along with wayfinding and accessibility for visitors to the area.

2.2.2 A Signage and Way-Finding Plan for Roscrea 2017

Ten key locations within the town are identified as being most suitable for pedestrian way-finding structures, subject to archaeological appraisal.

2.2.3 Roscrea Traffic and Transportation Plan 2017

An audit of traffic and transportation issues in Roscrea Town in 2017 is set out and a number of sustainable transport and roads-based interventions for the town are suggested.

2.2.4 Roscrea Age Friendly Walkability Audit 2016

35 participants surveyed 11 different routes within the town centre for its 'walkability'. Challenges and recommendations relating to road junctions and crossings, footpaths, traffic and driver behaviour, car-parking, access to some buildings, toilet facilities and resting places are outlined.

2.2.5 Roscrea Town Centre First Plan 2023

A Town Centre First plan for Roscrea has been developed for Roscrea.

2.3 Guidance Documents

2.3.1 Area Based Transport Assessment (ABTA) – How to Guide, Guidance Document (Pilot Methodology) (NTA/TII, 2021)

This Guidance Document has been prepared to enable a consistent approach to the preparation of transport assessments to inform the preparation of Development Plans and Local Area Plans.

2.3.2 Design Manual for Urban Roads and Streets (DoT, 2019)

The Design Manual for Urban Roads and Streets (DMURS) and Advice Notes sets out design standards for urban roads and streets promoting an integrated design approach within urban areas (cities/towns/villages). It balances the place function (i.e. needs of residents and visitors) and the transport function (i.e. needs of pedestrians, cyclists, public transport, cars and goods vehicles).

- **Connected networks** –creating street networks which promote high levels of permeability and legibility for all, with a particular emphasis on more sustainable forms of transport.
- **Multi-functional streets** – promoting multi-functional, place based streets which balance the needs of all users.
- **Pedestrian focus** – the quality of the street is measured by the quality of the pedestrian environment, where pedestrians and cyclists are the preferred users.
- **Multi-disciplinary approach** – greater co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.

The DMURS Interim Advice Note – Covid-19 Pandemic Response was published in 2020 and provides guidance to ensure that design measures align with the principle of universal design and catering for people with disabilities.

2.3.3 Safe Routes to School Design Guide (NTA, 2022)

Technical guidance on design principles and considerations to enable local authorities, in conjunction with the national ‘Green Schools’ programme, to create safer, calmer, more attractive routes to school including front of school environments. There are three aims:

1. To accelerate the delivery of walking/ scooting and cycling infrastructure on key access routes to schools.
2. To provide ‘front of school’ treatment to enhance access to school grounds.
3. To expand the amount of bike parking available at schools.

2.3.4 Common Appraisal Framework for Transport Projects and Programmes (DoT,2021)

The steps to be used for the appraisal of transport projects for which the Department of Transport or its agencies are the sanctioning authorities are outlined. A common framework for the appraisal of transport investments that is consistent with the Public Spending Code (PSC) is set out, and will facilitate scheme promoters in constructing robust business cases for submission to Government.

2.3.5 National Cycle Manual (NTA, 2011)

The National Cycle Manual embraces the principles of ‘Sustainable Safety’ to ensure a safe traffic environment for all road users, including cyclists. It outlines guidance on integrating the bicycle in the design of urban areas to enable planners and engineers to incorporate cycling within transport networks more proactively than before. The Manual is currently being updated by the NTA.

2.4 Guiding Principles

2.4.1 10 Minute Towns

The 10-Minute Town concept (RSES, RPO 176) seeks to have all community facilities and services accessible within a 10 to 15-minute walk or cycle from homes, or accessible by public transport services connecting people to larger scaled settlements.

2.4.2 Avoid-Shift-Improve

This Sustainable Urban Transport concept, as supported by the NTA seeks to;

- **Avoid** the need to improve the transport network through sustainable land use planning and the use of transport demand management techniques to reduce the number of trips required,
- **Shift** from single use private vehicle usage to active and public transport, and
- **Improve** the energy efficiency of transport modes and vehicle technology.

This concept is discussed and advocated in the Joint Committee on Environment and Climate Action’s Report on reducing emissions in the transport sector by 51% by 2030 (June 2021).

2.4.3 Decide and Provide in Transport Planning

‘Decide and Provide’ is a transport planning tool supported by the NTA that is vision-led rather than forecast led, it seeks to set out the desired transport future for a settlement and to provide the means to achieve this vision. This principle involves determining a future transport vision for the town, developing a series of interventions to achieve this, prioritising options for moving towards this vision and putting a strategy in place to realise this future.

3.0 Baseline Assessment

This section considers the existing population profile of Roscrea, along with the transport patterns and sustainable transport infrastructural and service provision.¹

3.1 Settlement Profile

The settlement of Roscrea had a population of 5,446 in 2016. Since the last census the Electoral Division for the area has increased in population from 6305 people in 2016, to 6600 people in 2022 representing a 4.7% increase. The profile of the town is generally compact with the majority of people living within a ten-minute walk (shown below in green) or a fifteen-minute cycle (shown below in red) of the town centre. (See Figure 1).

The town is traversed by the N62 to the south (National route - Clonmel to Birr) and the national rail line (Limerick – Ballybrophy) to the north of the town centre. These offer connections with the regional city of Limerick and with Dublin city. There is an objective in the Traffic and Transport Plan 2017 to develop an outer relief road to the west of the town to connect the Templemore Road with the Birr Road, thus enabling traffic on the N62 to by-pass the town centre.

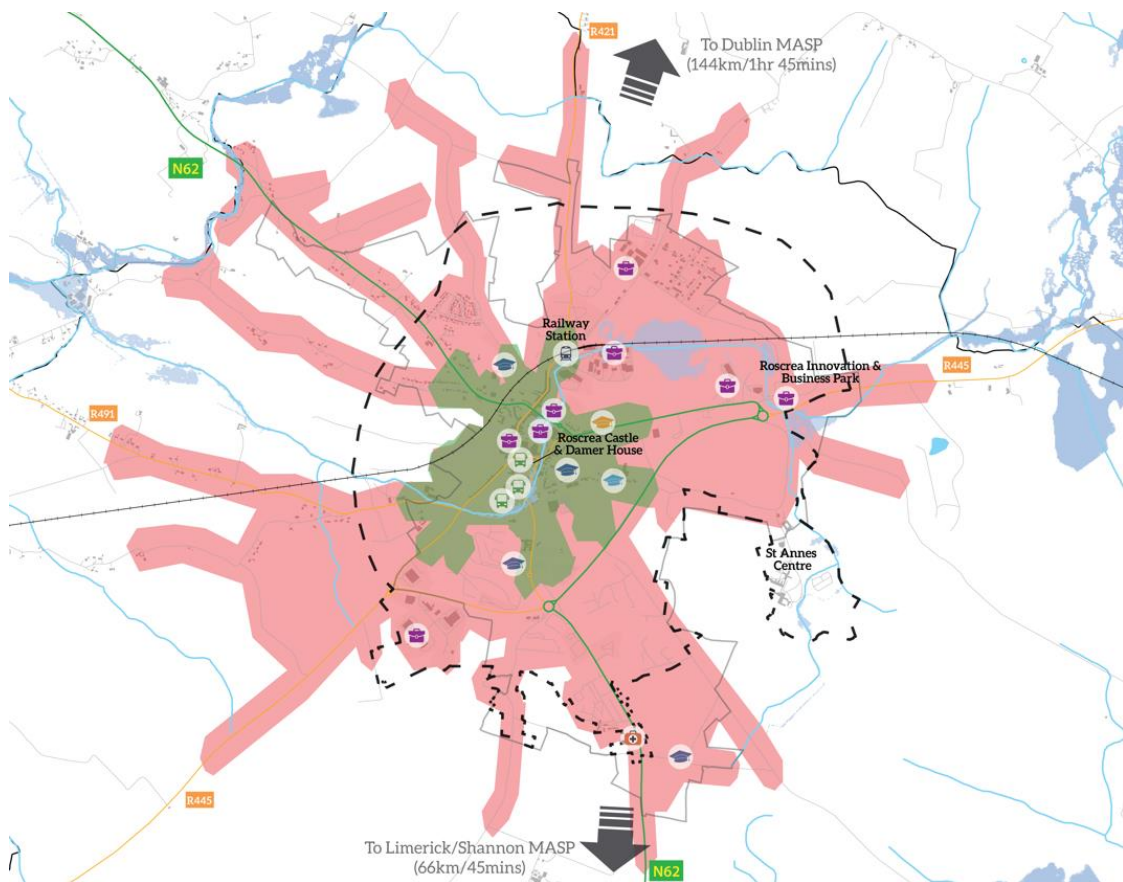


Figure 1: Tipperary County Development Plan 2022 – Town Profile Plan

¹ Using primarily the 2016 Census data. While the 2022 Census was carried out on 3rd April 2022, the detailed results have, at the time of writing, yet to be published. Any preliminarily released data will be referenced accordingly.

The 'Town Profile Plan' clearly demonstrates the compact nature of Roscrea and the opportunity to effect a significant change to active transport. Major trip attractors are predominantly located in the town centre with the majority of residential estates and industrial activity located well within the 15-minute cycling contour. As a heritage town Roscrea benefits from a concentration of important historic monuments and protected structures in a relatively compact area.

3.2 Car Ownership

There are approximately 23% of households who do not own a car in Roscrea, this is significantly above the Tipperary average of 13%, and suggests a need for reliable and safe public transport alternatives and active transport infrastructure. However, car ownership is still generally high, with 74% of households owning at least one car and 26.2% owning two or more.

3.3 Journey Profiles

42% of people leave home for work and education based commuting trips between 08.00am and 09.00am with the majority travelling during the 08.30am to 09.00am period, this suggests that journeys are being tailored to coincide with school starting times. 53.7% of journeys to work and education take fewer than 15 minutes suggesting that there is opportunity for people to consider walking or cycling.

The National Rail Census Report 2019 captures the number of individuals boarding and alighting at each station on a given day. It is a basic measure of rail usage. While national findings represent a general increase in rail usage since 2012 (c. 44%), the same is not reflected in Roscrea where passenger numbers have remained very low.

Route	DART		Rosslare – Belfast Line		Maynooth (Sligo) Line		TOTAL						
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2019	2018	2017	2016	2015	2014	2013
Roscrea					5	2	7	6	30	6	7	4	19

Daily Boardings

Route	Heuston		Cork Commuter		Regional		TOTAL						
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2019	2018	2017	2016	2015	2014	2013
Roscrea					0	3	3	8	10	5	3	5	7

Daily Alightings

Figure 2: Irish Rail Daily Boardings and Alightings - Roscrea

3.4 Modal Share in Transport in Roscrea

3.4.1 Education

- The overall share for active travel (walking and cycling) to school or college is 22.7%, higher than the county average of 17% but lower than the national average of 26.5%.
- Cycling represents just 0.6% of all education journeys in the county, with an even lesser amount, 0.3%, travelling to education by bike in Roscrea this is in contrast to the 2% national average.
- 22.3% of people walk to school in Roscrea. Figure 3 demonstrates that mode share for walking is highest in the Small Areas where schools are located, this seems to be particularly so for secondary schools while national schools such as St. John's NS (Scoil Eoin Naofa) and St. Joseph's NS (outside the plan area) have a lower walking share of 10 – 20%.

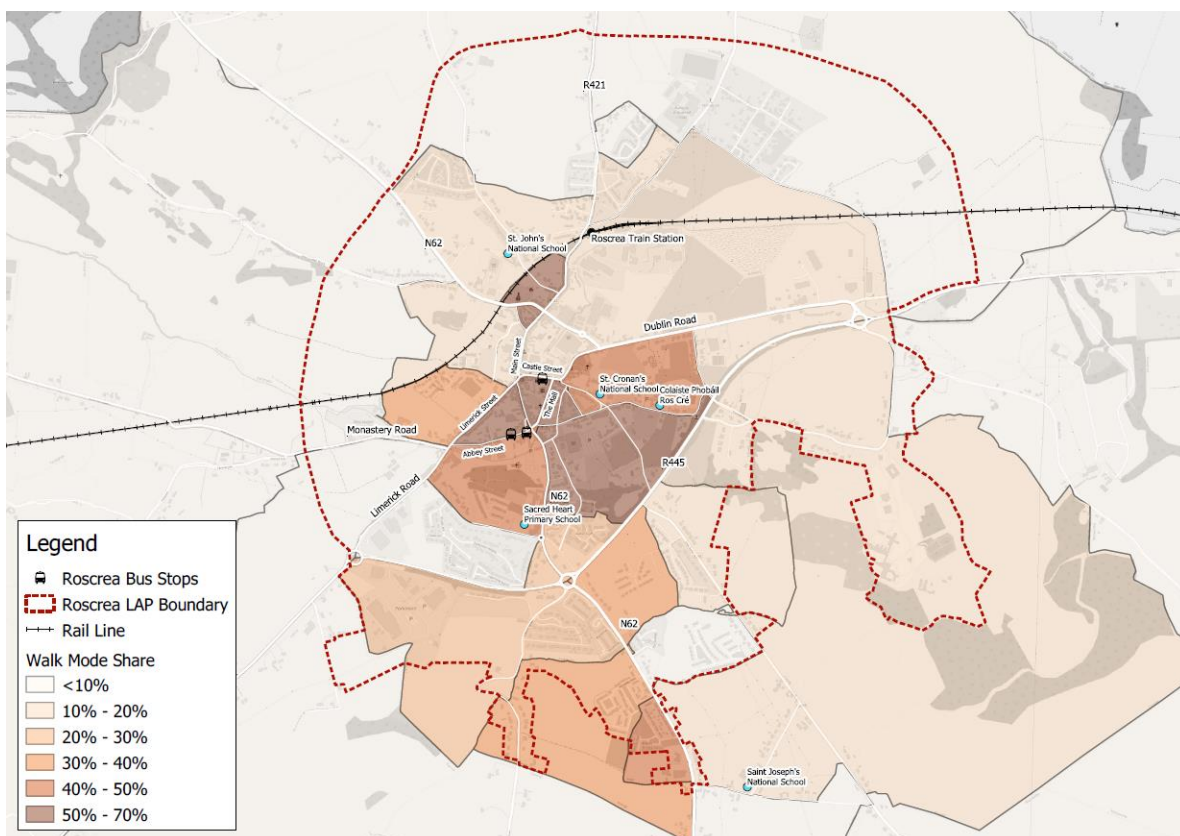


Figure 3: Walking Mode Share to Education

- Public transport mode share is 12.8% and is primarily bus travel.
- Overall, the car is still the dominant mode of transport for education related trips, accounting for 60% of all journeys this is significantly above the national average of 50%.

3.4.2 Work

- Approximately 18.2% of work-related commuter trips are undertaken by active modes. Walking trips form the majority of these, with cycling accounting for just 1.4%.

- Walking trips account for 16.8% of work-related journeys. Figure 4 demonstrates that the density of people who are walking to work is concentrated within the town centre and to the north. There is an area to the south east of the town, Glencarrick housing estate, where the mode share for walking to work is below 5%.

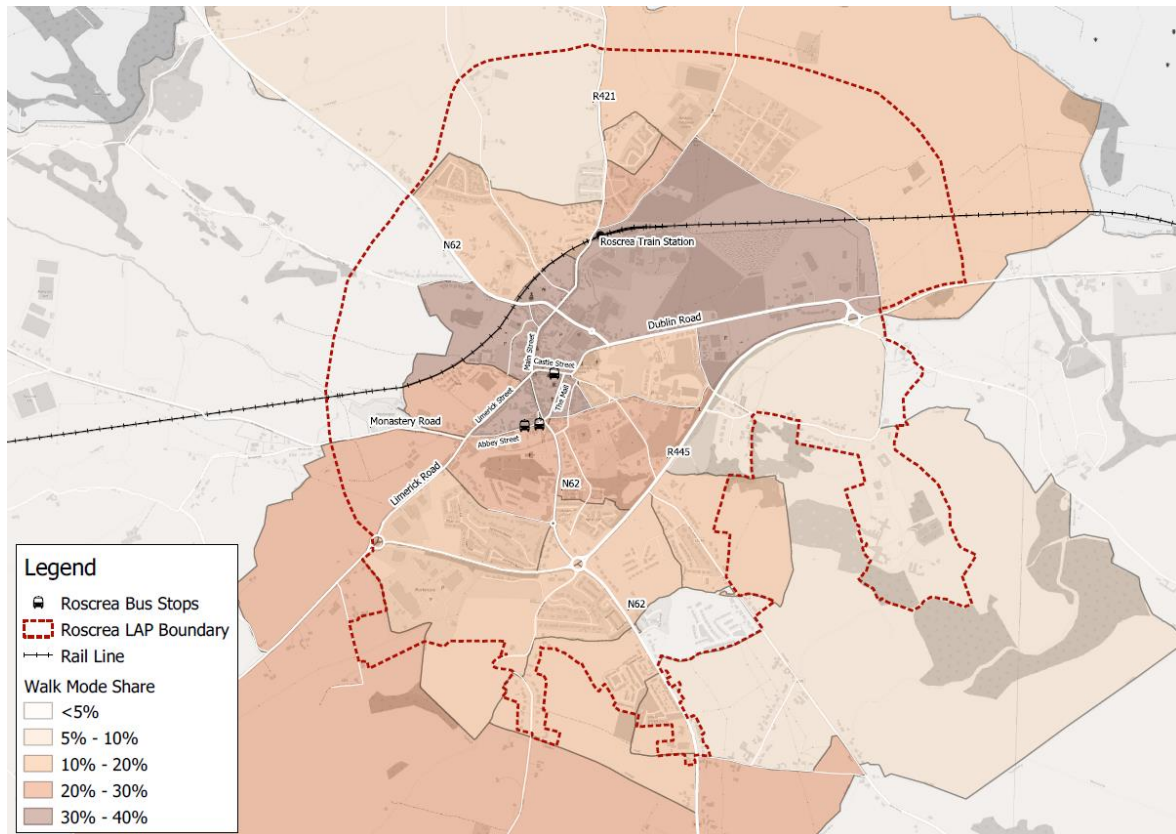


Figure 4: Walking Mode Share to Employment

- Public transport represents less than 1% of the mode share for commuter trips, approx. 8% below the national average.
- The private car is the most dominant mode of transport for work trips at 67.1%. Even within certain small areas abutting the town's central core, the mode share for car travel is high at 70 – 80% of all journeys to work. There is a positive correlation, as demonstrated below, between areas of high employment close to the town centre where footpaths are in place, and a lower mode share for car journeys. This is not replicated in areas further from the urban core.

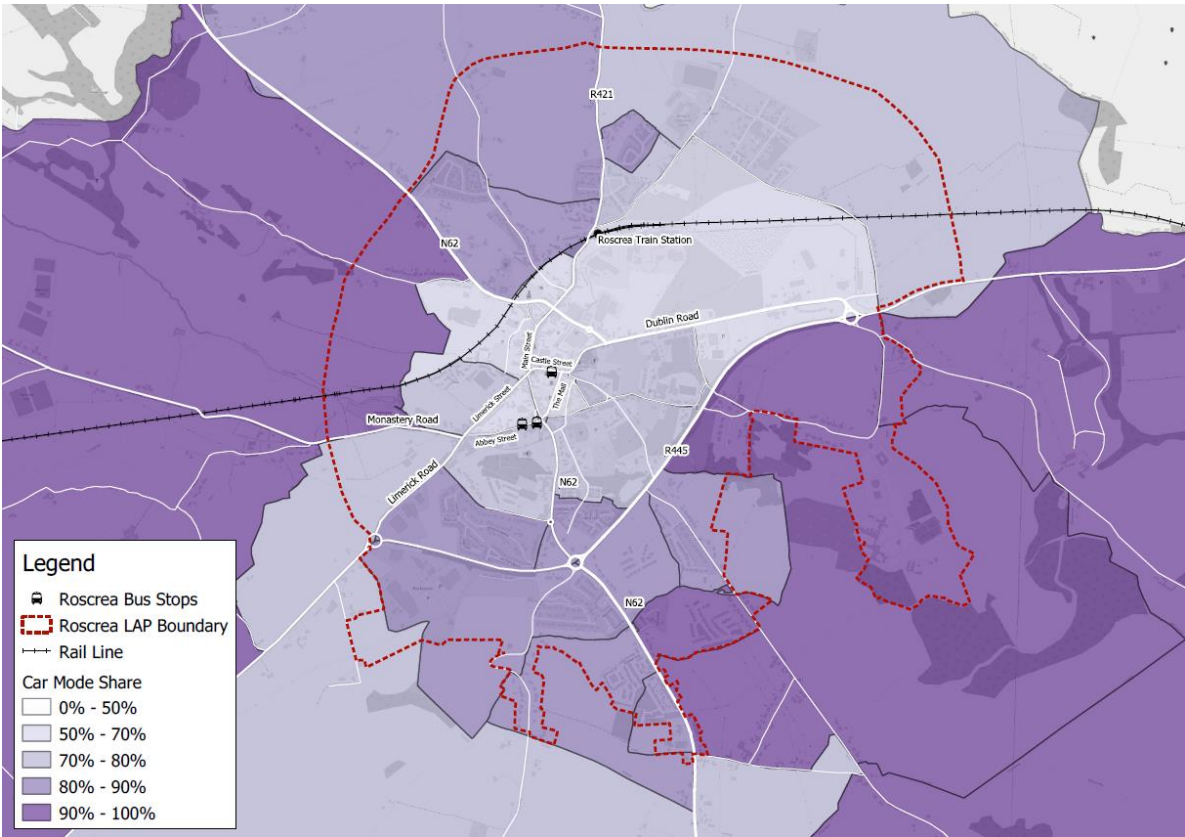


Figure 5: Private Vehicle Mode Share to Employment

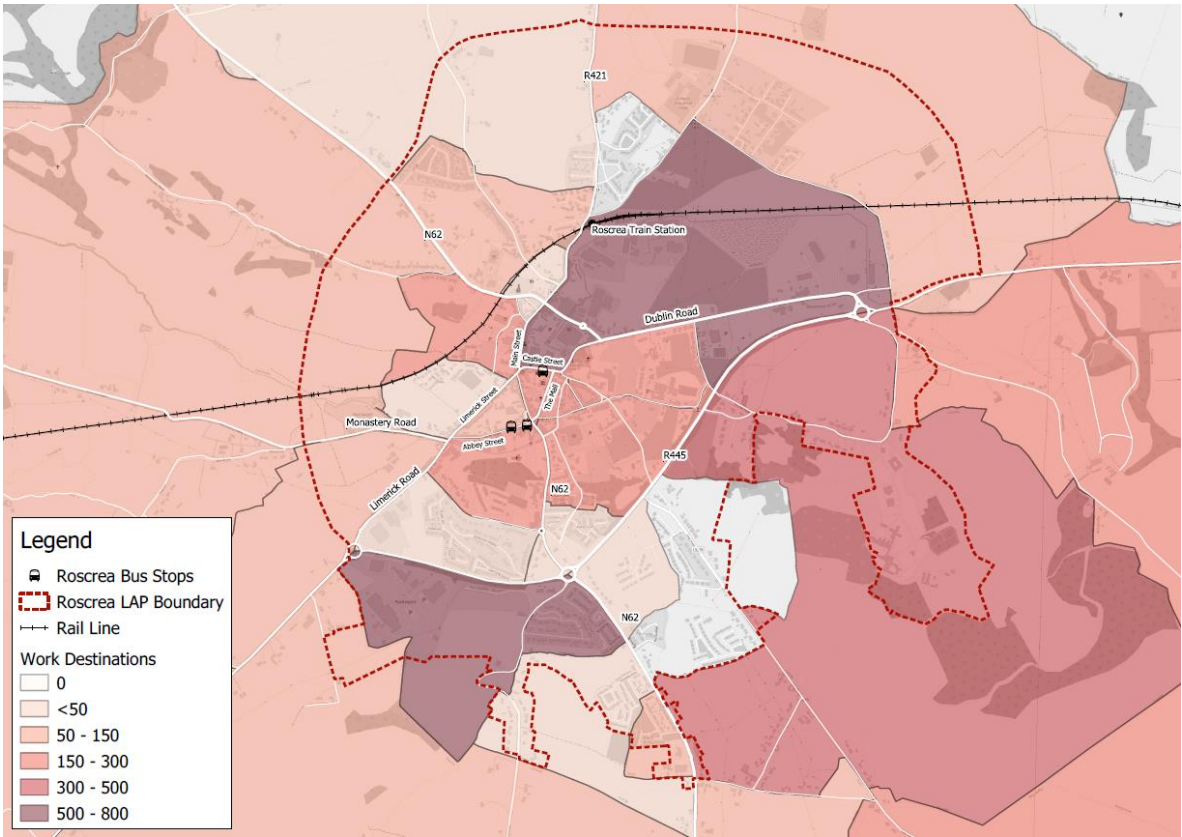


Figure 6: Employment Density

3.5 Accessibility to Opportunity and Services (ATOS)

An 'ATOS analysis'² has been carried out for Roscrea Roscrea against the baseline scenario and against the growth projections and land use zoning proposed under the LAP. ATOS is a transport planning tool, designed by the NTA to measure how easy it is to access key services and employment by walking and cycling. Accessibility analysis within ATOS is a measure of the accessibility of key services and employment by walking and cycling modes. Used by the NTA and referenced in the NTA/TII ABTA Pilot Methodology, it follows a method outlined by TfL in their document "assessing transport connectivity in London" and adjusted to make it more suitable for use outside of large metropolitan areas in Ireland. The ATOS tool calculates accessibility to locations for; Employment, Primary Education, Post-Primary Education, general medical practitioners (GPs), Food Shopping and Open Spaces, using the following data sources:

Service	Data Source
Employment	Census Workplace Zones
Primary Education	Dept. Education School Lists
Post Primary Education	Dept. Education School Lists
Health (GPs)	GeoDirectory (NACE Q.86.21)
Food Shopping	GeoDirectory (NACE G.47.11)
Open Spaces	Development Plans

The user specifies criteria for the assessment including the number of services to look for and an acceptable walk/cycle time (e.g. find two primary schools within 15-minute walk). The tool then generates a score for each location within the specified study area (based on 100m grid squares). The score is calculated based on how travel times to the nearest relevant destinations (for the specific type of service) compare to the average travel time across all locations.

- **Score A:** Travel times to relevant destinations are more than one standard deviation below the average
- **Score B:** Below the average, but not by more than one standard deviation
- **Score C:** Average or above, but not by more than one standard deviation
- **Score D:** Between one and two standard deviations above the average
- **Score E:** More than two standard deviations above the average

The tool is an important factor in determining where future development should be located to support active travel options.

² Systra Consultants 2023 on behalf of Tipperary County Council

3.5.1 Access to Employment

For employment, the ATOS tool calculates the number of jobs available within a specified journey time by walking and cycling. Using ATOS as part of the baseline toolkit allows identification of areas that have good accessibility to key services, with a low score potentially highlighting areas of poor permeability. The baseline ATOS return for Roscrea demonstrates that there is, generally, equal access to jobs, with a slight deficit to the north. The ATOS return for the growth proposals under the LAP demonstrates no changes to the baseline scenario for walking to employment areas.

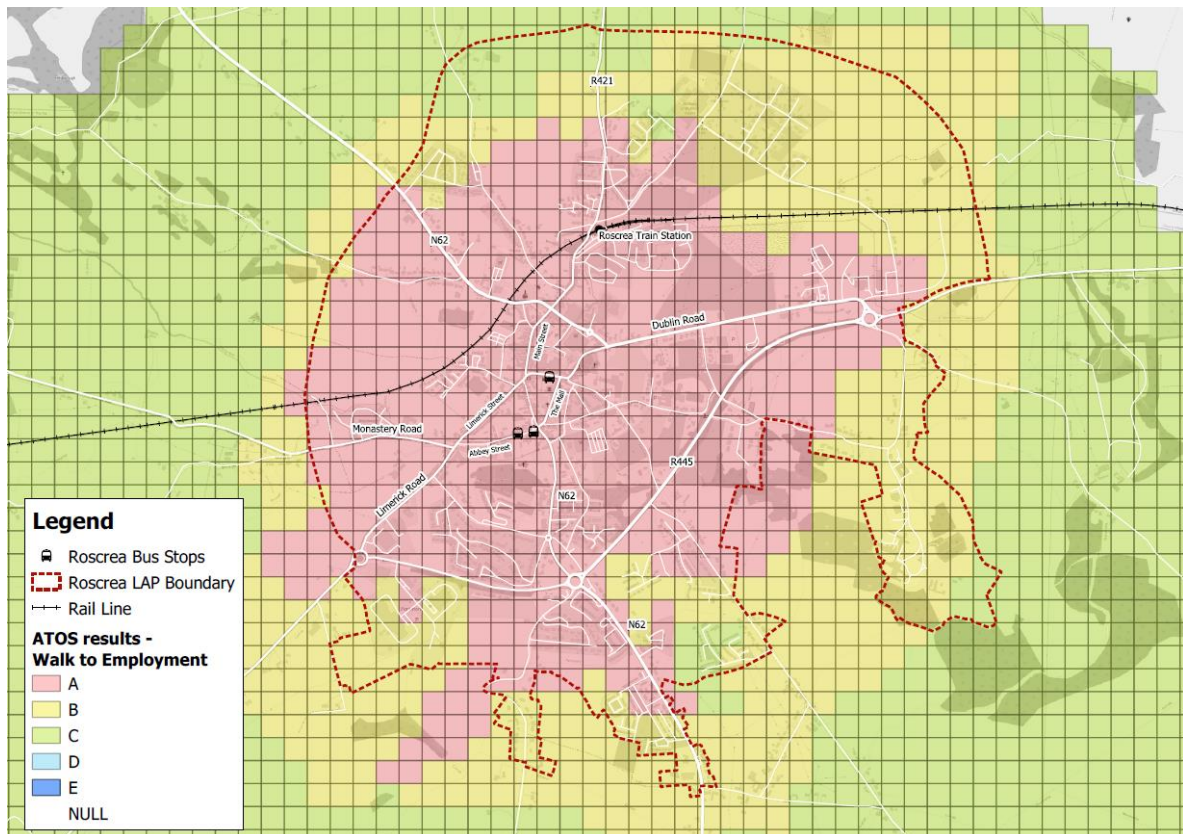
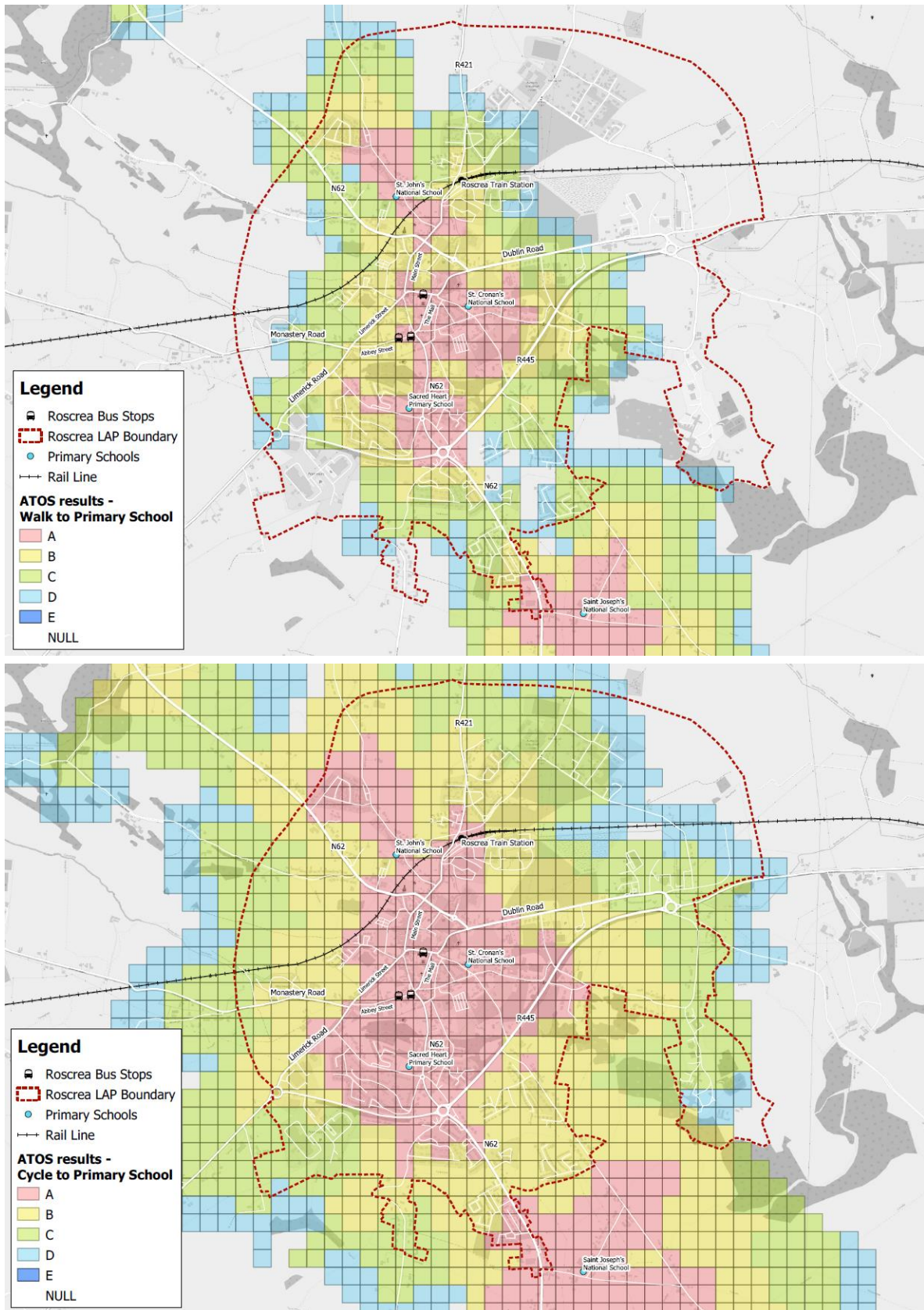


Figure 7: ATOS – Walk to Employment

3.5.2 Access to Schools

The ATOS tool measured access to primary and post-primary schools by walking and cycling. The defined criteria was the ability to access any primary school (at least one) and any post-primary school within a 15 minute walk and 10 minute cycle.

As outlined above, the scoring for each grid is then determined by how the travel time compares to the average travel time for all squares that have access to a primary/post-primary school within the specified timeframes.



Figures 8 and 9: ATOS Results for Roscrea Primary Schools (Top: Walk; Bottom: Cycle)

Roscrea is well served by primary schools with those of the central core scoring well in terms of access to at least one primary school by foot or bike.

In terms of walking accessibility, the areas scoring an A were within a 6-and-a-half-minute walk of a primary school, a B were between 6 and a half minutes and 10 minutes, a C were between 10 and 13 and a half minutes and a D were from 13 and a half minutes to 15 minutes. The areas not included in the ranking were greater than a 15-minute walk from a primary school. There is a large residential estate to the north of the train station, Ashbury, that is constrained in terms of access to a primary school.

All of the large residential developments within the Plan area are accessible within a ten-minute cycle of a primary school. While this may be the case, there is a lack of dedicated cycling infrastructure to provide a safe environment and to support a modal shift to cycling.

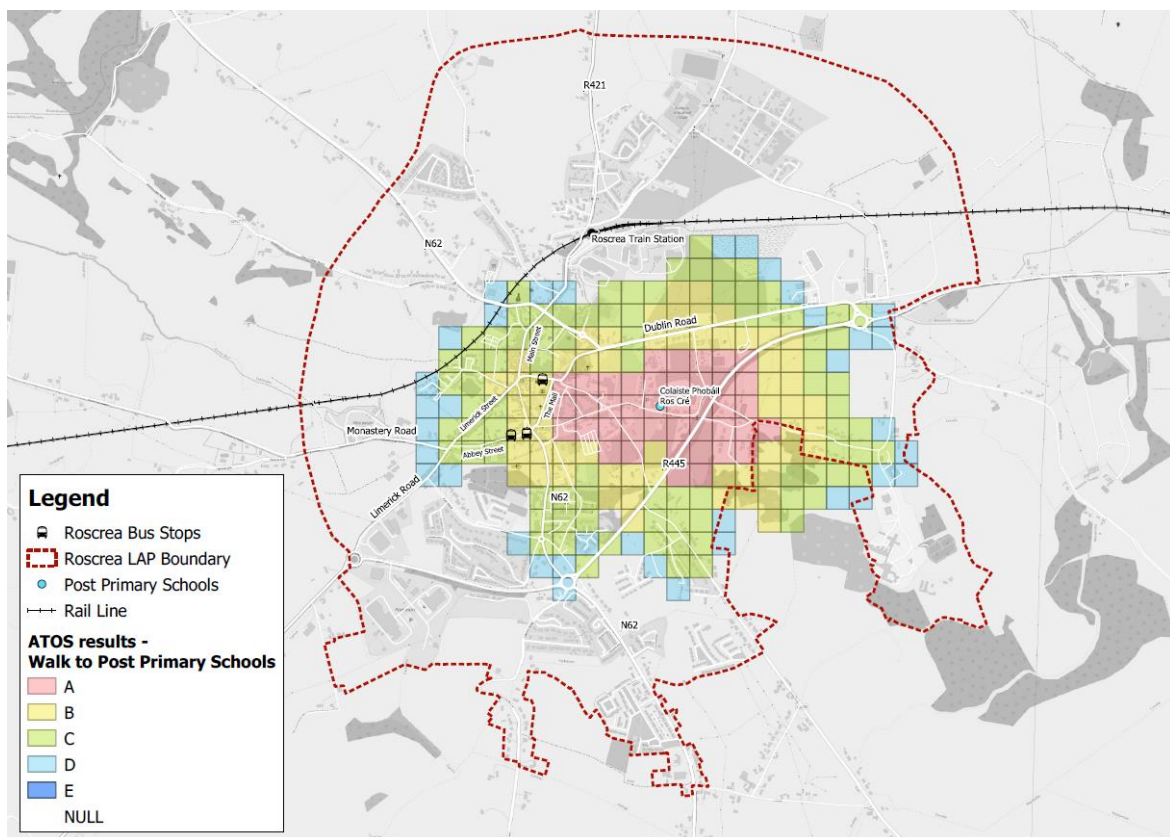


Figure 10: ATOS Walking Results for Roscrea Post Primary Schools

There is only one post-primary school within the Plan area, located to the east of the town centre. The CSO commuting statistics indicate that 29% of those travelling to school have a commuting time of between 15 and 45 minutes, this indicates that a number of students are travelling outside the Plan area to school. There is another school located over 4km from the town serving the catchment which may account for this number. The statistics also show that 60% of students travel to school or college by car. The ATOS for walking shows a large number of areas within the LAP boundary as scoring Null in the walking analysis i.e. outside the 15-minute walking catchment (A=0-7 mins, B=7-10 mins, C=10-14 mins, D=14-15 mins). The ATOS return for the growth proposals under the LAP demonstrates a 3% increase in the numbers

within the 0-7 minutes walking catchment and 2% increase within the 7-10 minute walking catchment of Roscrea's post primary schools.

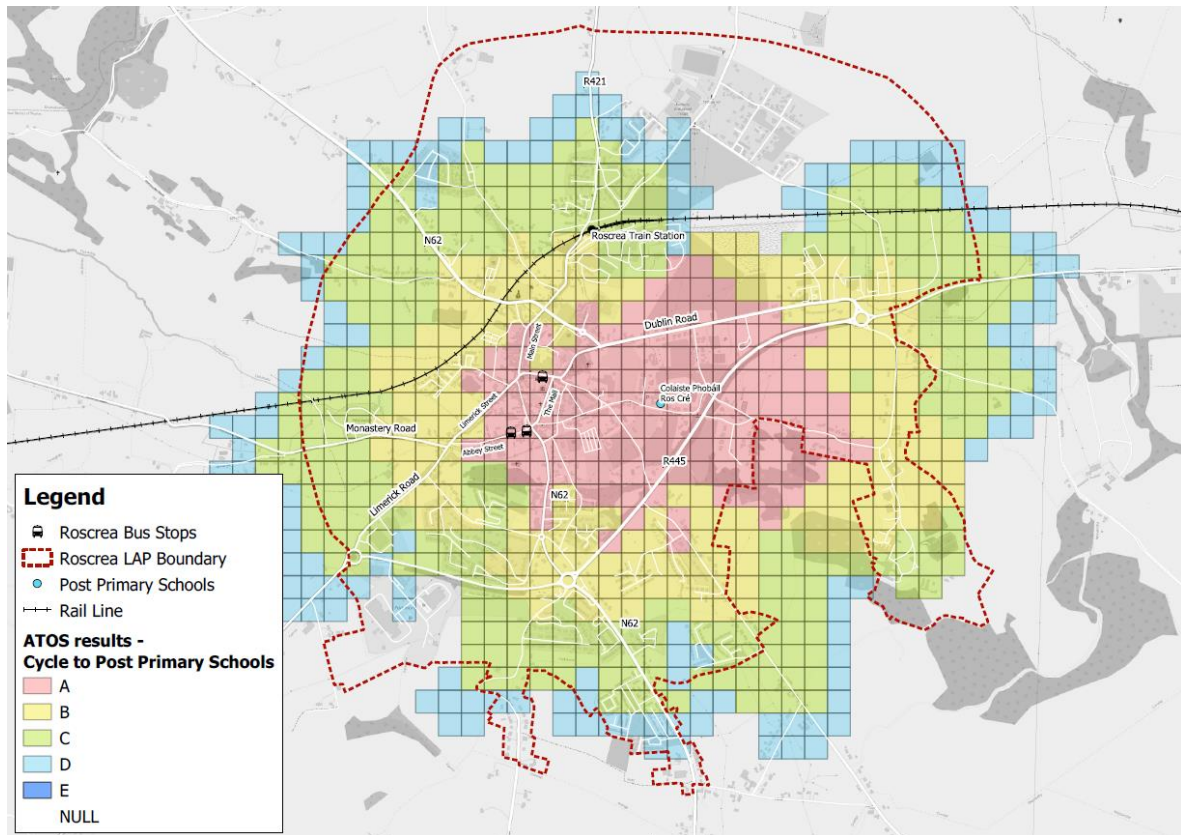


Figure 11: ATOS Cycling Results for Roscrea Post Primary Schools

While the baseline ATOS for cycling accessibility to a post-primary school includes a majority of the Plan area within the 10-minute cycling catchment, the lack of dedicated cycling infrastructure correlates with the very low mode share for cycling to school (0.3% or 4 people). The ATOS return for the growth proposals under the LAP demonstrates a 6% increase in A score travel time for cycling to Roscrea's post primary schools.

3.6 Existing Walking Network

Roscrea is a relatively compact town with the majority of residential areas and major trip attractors located within a 15-minute walking distance of the town centre. The 5, 10 and 15-minute walking time zones for the town illustrate the compact nature of the town (Figure 12).

A walkability audit was carried out in 2013 as part of the Town Centre Enhancement Plan in which deficiencies were recorded in terms of certain junctions and road crossings, footpaths, driver behaviour and unruly car-parking.

The town, while enjoying good permeability within the town centre with many links and laneways connecting to the main streets, could benefit from enhanced pedestrian connections to schools, workplaces and public transport nodes.

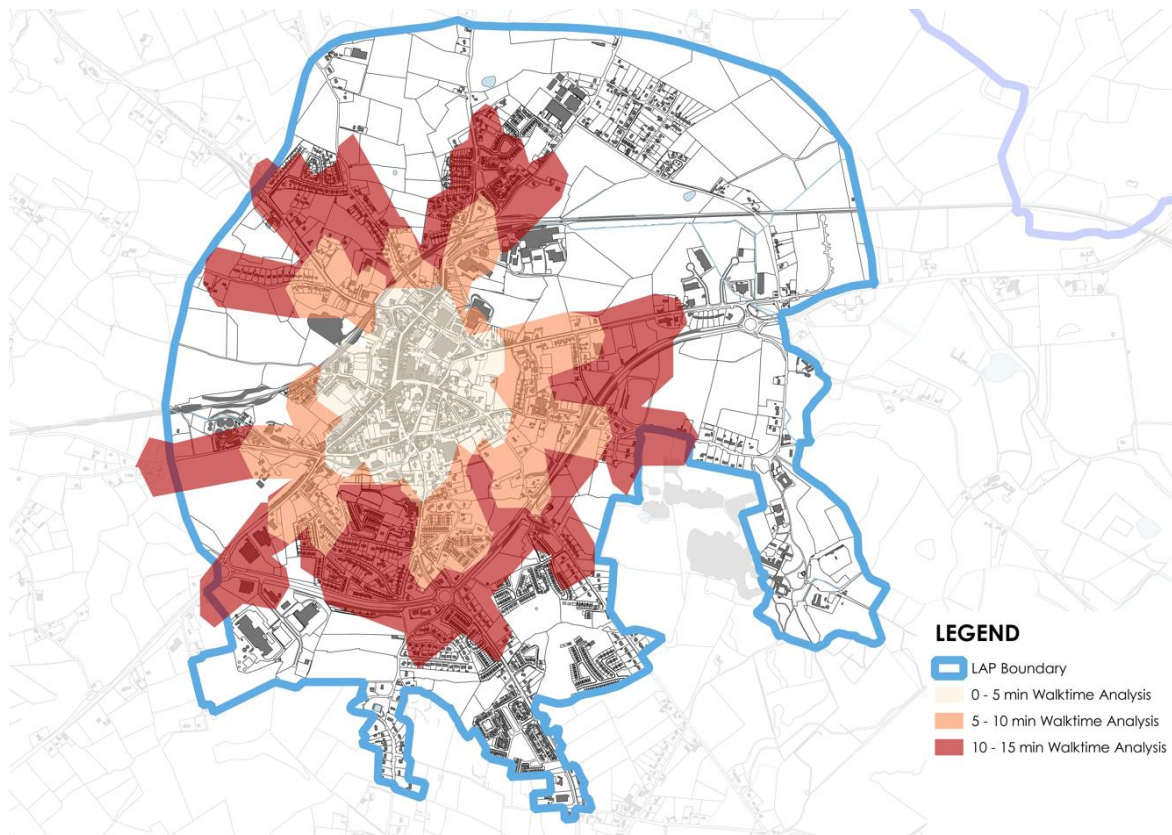


Figure 12: Walk and Cycle Time Analysis

3.7 Existing Cycling Infrastructure

While suited to cycling because of its compactness, Roscrea is deficient in dedicated cycling routes with a need for better connections to schools and workplaces from residentially dense areas.

3.8 Existing Bus Services

Roscrea is served by a frequent intercity route serving Limerick, including the University of Limerick, and Dublin with stops in Nenagh, Portlaoise and Kildare. A number of other bus services connect the town to other towns in and outside the county as set out below. Bus stops are concentrated in the centre of the town, with a possible deficiency to the north and south of the town. The bus stops are not served by covered bus bays and the town would benefit from fully accessible, covered bus stops.

Roscrea Bus Services		
735 Kenneally's	Limerick to Dublin via Roscrea	Two return services Monday to Friday and one return Saturday service.

812 Bernard Kavanagh & Sons	Urlingford to Roscrea	Two return services Monday to Friday and one return Saturday service.
834 Local Link	Roscrea to Portlaoise	Four return services Monday to Saturday and three return services Sundays and Bank Holidays.
854 Local Link	Roscrea to Nenagh	Three daily return services Monday to Sunday
T2 Local Link	Lorrha to Roscrea (door to door)	One daily return service Thursday and Saturday.
T12 Local Link	Roscrea Area Community DRT (Town Centre – St. Conlan’s Church – Town Centre)	One return service Tuesday, Thursday and Friday.

Figures 13 demonstrates that there are residential areas to the north and south of the plan area that are not within the 10 – 15-minute walking catchment of a bus stop.

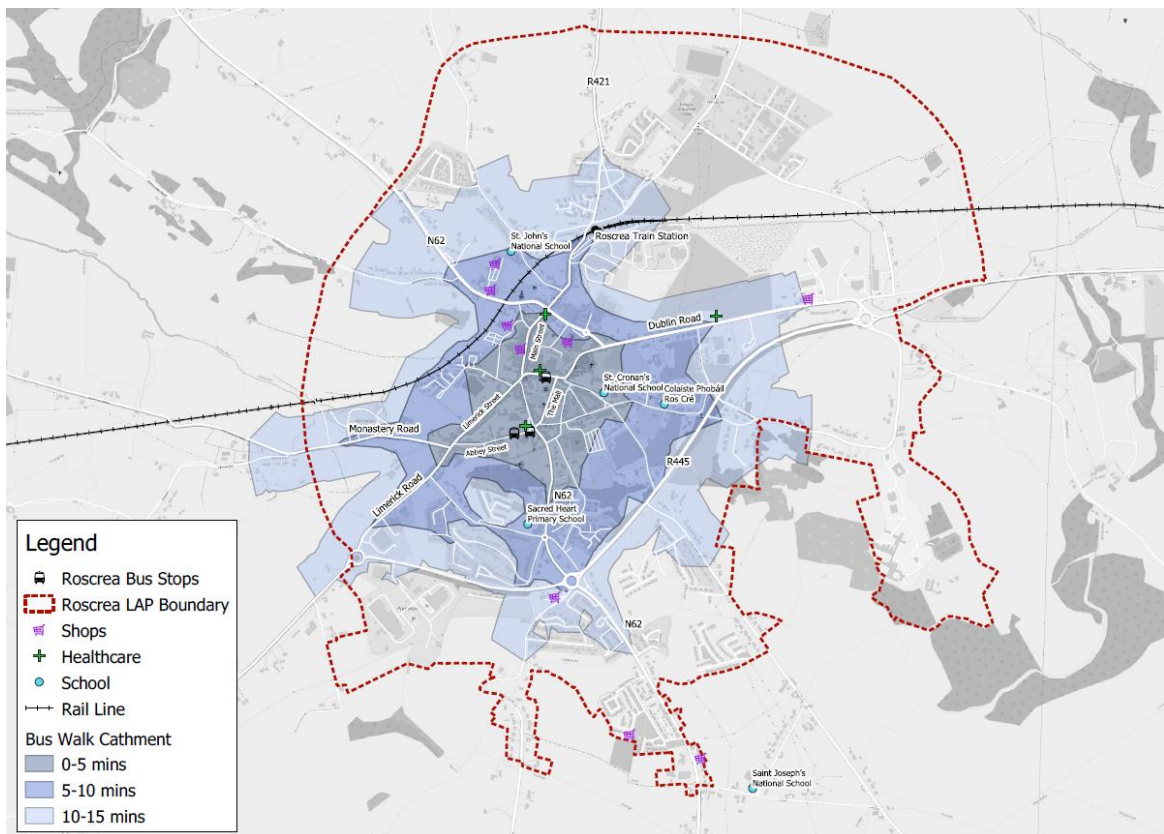
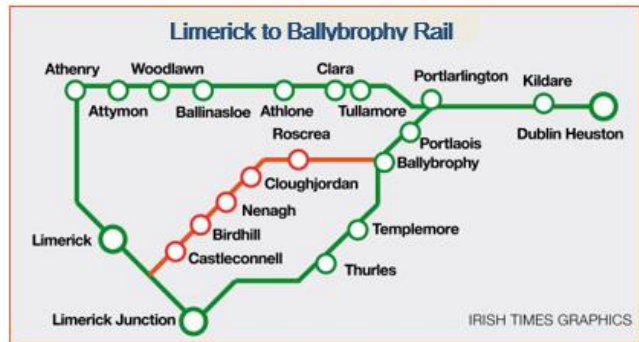


Figure 13: Bus Stop Walking Catchment

3.9 Existing Rail Services

Roscrea is situated on the Ballybrophy rail line to Limerick with two daily services. The train station is located to the north of the town on the R421 with footpath connection to the town centre, within 10 minutes. There are 19 free parking spaces at the station but no bicycle parking. The vehicular access to the station is parallel to the road and on a bend and may pose difficulties for access, particularly for pedestrians and cyclists.



Roscrea Rail Services		
Ballybrophy Line	Limerick to Ballybrophy	Two daily return departures Monday to Saturday and one on Sundays.

The train station is an important asset for the town, with much of the town centre within a 10 – 15 minute walking time and all of the town within a 10 – 15-minute cycling distance of the station. The location of the train station near the town centre, and its social and cultural assets is particularly important for the tourism economy of Roscrea.

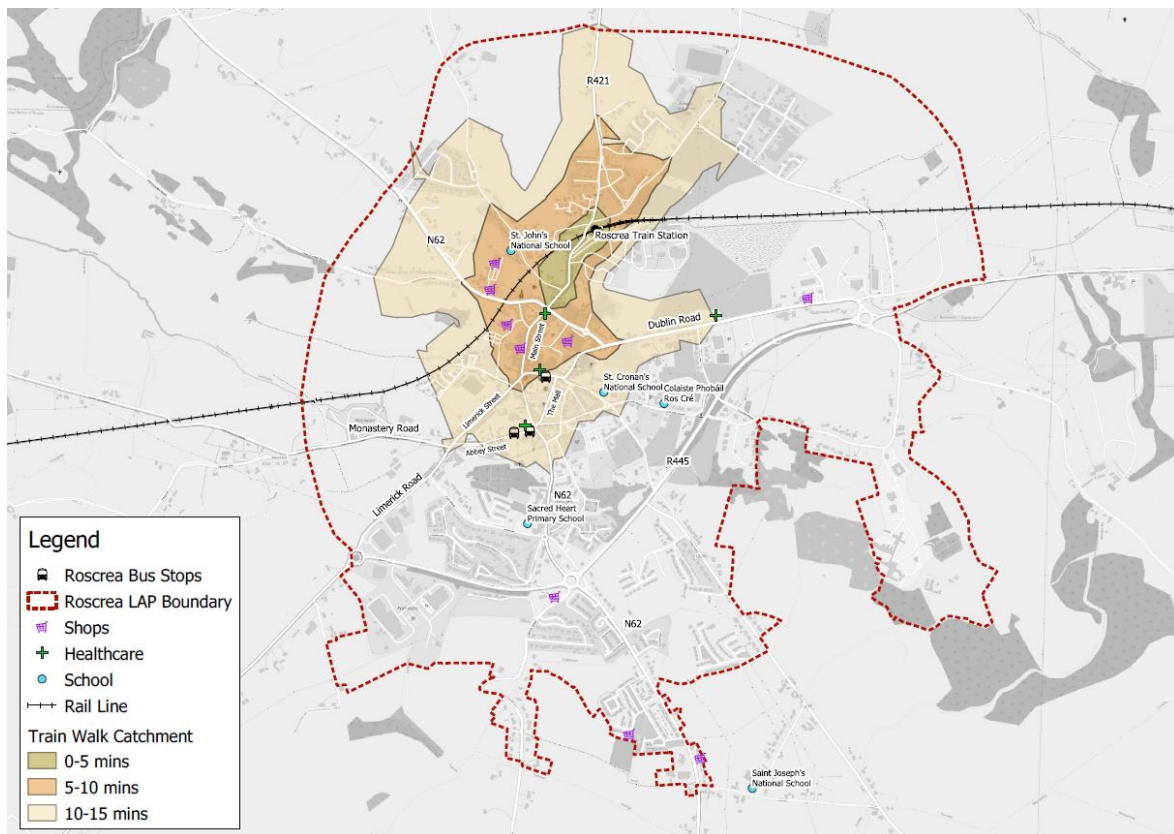


Figure 14: Train Station Stop Walking Catchment

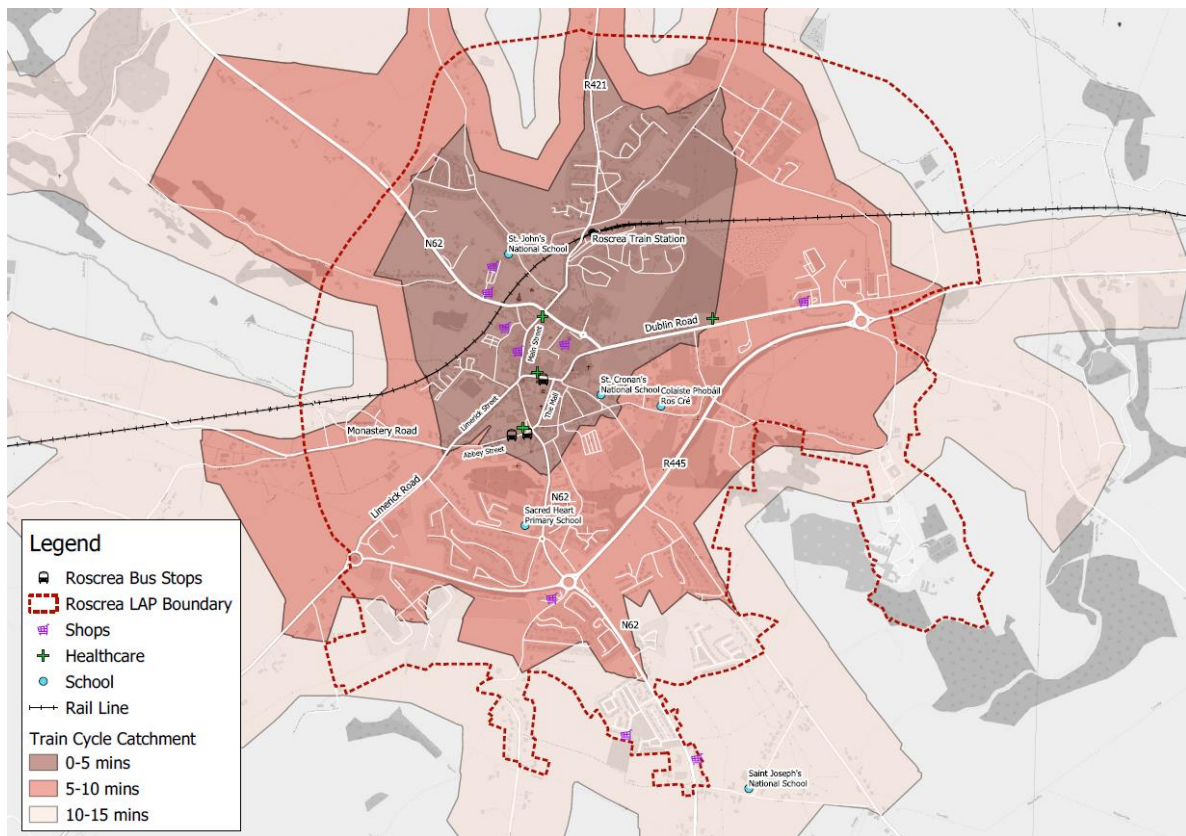


Figure 15: Train Station Cycling Catchment

3.10 Car-Parking

The Roscrea Travel and Transport Plan 2017 included an audit of car-parking, concluding that the off-street car-parks in the town were underused with people favouring on-street parking; it was also considered that the off-street car-parks had ample capacity to meet future demand. The Travel and Transport Plan recommended that on-street parking be reduced and restricted to short stay (one hour) parking with improved signage and access to the off-street parking.

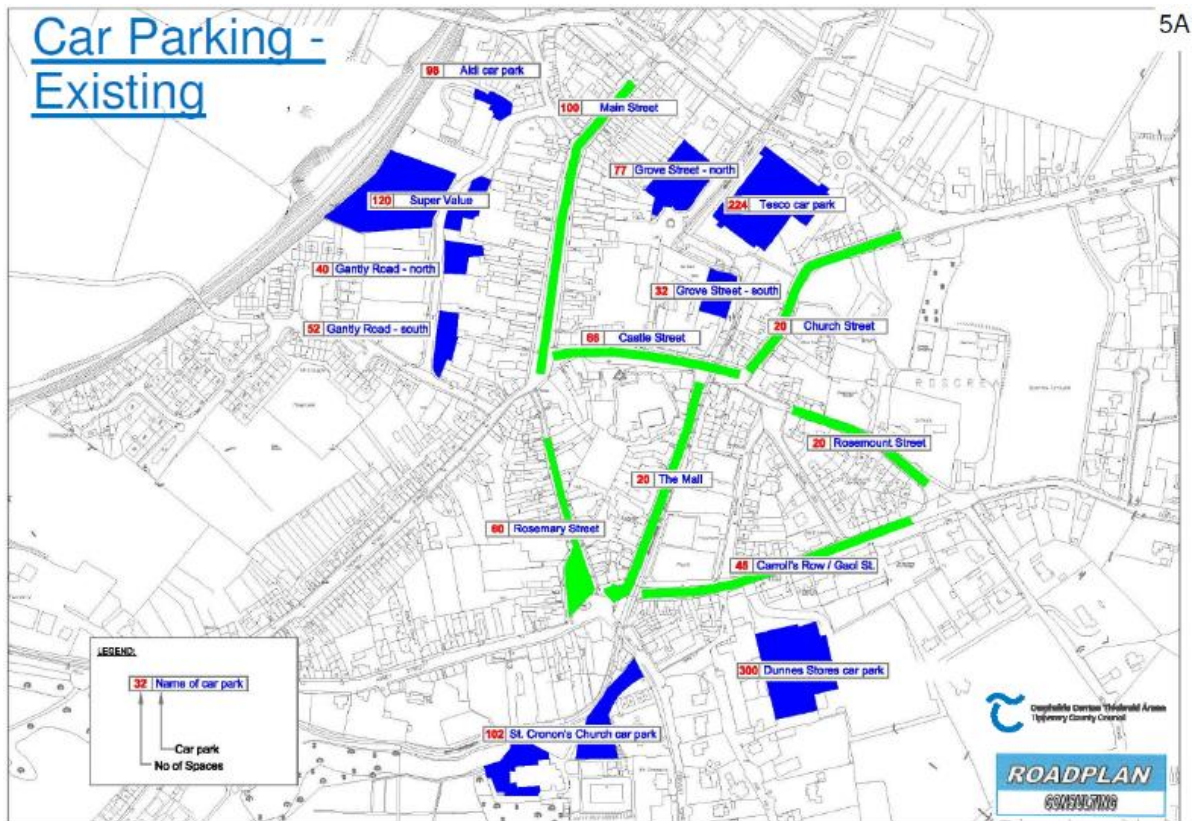


Figure 16: Roscrea Travel and Transport Plan - Car Park Analysis

3.11 Baseline Transport Summary

- 23% of households in Roscrea do not own a car.
- The modal split demonstrates a heavy reliance on the private car while also demonstrating an opportunity for a shift to sustainable transport for the large cohort of people commuting less than 15 minutes each day.
- There is a relatively high number of households with no access to a car, highlighting the need for reliable public transport and safe active transport infrastructure.
- Whilst, most residential areas and high trip generators are within the ten-minute walking or 15-minute cycling contours, there are parts of town where walking/cycling opportunity into the town centre is constrained, for example residential areas south of the N62.
- The ATOS identifies a residential area to the north of the plan area that is constrained in terms of access to education.
- High trip generators including schools, large employers and shops are located in the town core with all located within the 15-minute cycling contours. This emphasises the need for high-quality, safe active transport connections.
- The railway station, while proximate to the town, is constrained by access issues and has no bicycle parking. The service also operates just twice daily. These issues may contribute to the low passenger numbers recorded in the last number of rail censuses.
- Cycle lanes are deficient in the town.

- There is a need for footpath upgrading in areas, particularly around schools, workplaces and public transport nodes.
- Bus stops are concentrated within the town centre.
- Bus stops are kerbside poles and not covered stops.
- There is ample off-street car-parking to allow for a reduced provision of on-street parking in the immediate town centre.

4.0 Modal Share Targets

The National Sustainable Mobility Policy (DoT, 2022) is aligned with the CAP (DECC, 2019) in setting a target of 500,000 additional active travel and public transport journeys per day and a 10% reduction in kilometres driven by fossil fuelled cars by 2030. Modal shift change will occur as a result of a number of factors including; lifestyle change, change in settlement patterns, for example more compact growth in line with Town Centre First principles, and as a result in investment on active travel and public transport.

The total number of trips to work by car in Roscrea is 1,437, it is proposed that this be significantly reduced given the urban character of the LAP area and objectives to achieve compact growth. The mode share targets for work set out below, are based on the mode share targets for Tipperary as a whole, which should be seen as absolute minimum targets for Roscrea given its urban profile and the strong potential for local trips to work and education to be undertaken in large proportion, by walking and cycling.

Work	Walking	Cycling	*Public Transport	*Car/Van
Existing Mode Share in Tipperary	8%	0.8%	1.2%	77%
Mode Share Target Tipperary	20%	10%	20%	45%
Existing Mode Share in Roscrea	17%	1.4%	1%	73%
Mode Share Target Roscrea	25%	10%	20%	45%

The total number of daily trips to education by car in Roscrea is 712, it is targeted that this be reduced over the lifetime of the Plan. The mode share targets for education set out below, are based on the mode share targets for Tipperary as a whole, which should be seen as absolute minimum targets for Roscrea given its urban profile and the strong potential for local trips to education to be undertaken in large proportion, by walking and cycling and through use of public transport

Table 4.1: Modal Shift Targets for education related journeys				
Education	Walking	Cycling	*Public Transport	*Car/Van
Existing Mode Share in Tipperary	16%	0.6%	18%	61%
Mode Share Target Tipperary	20%	10%	20%	45%
Existing Mode Share in Roscrea	22%	0.3%	13%	60%
Mode Share Target Roscrea	25%	10%	20%	45%

**Public Transport includes: Bus, minibus or coach and train*

**Car/Van includes drivers and passengers*

5.0 Sustainable Travel Actions

This section sets out measures that may be achieved (subject to funding) in order to achieve a modal shift away from the private vehicle whilst in some cases, enhancing public realm. These measures go hand in hand with the objectives of the LAP to; integrate land use and transport planning; achieve more balanced, sequential compact growth and; work towards Roscrea as a ten-minute town. The Council will also seek to optimise the existing road infrastructure to achieve a safer, more effective road network for all road users.

It is an objective of the Council to support the relevant national transport and funding authorities in their delivery of enhanced public transport services, and will seek to implement a programme of measures to support active travel within, and to the town, and achieve key outcomes for active and public transport. The proposed local outcomes for sustainable transport in Roscrea, which are informed by the TCDP policies and objectives relating to sustainable transport, are as follows:

Table 5.1: Sustainable Transport Outcomes for Roscrea	
Key Outcomes for Walking	<ul style="list-style-type: none"> Increased mode share for all trips Improved walking infrastructure with a focus on connecting residential area to schools, workplaces, town centre, bus stops and train station Enhanced public realm supporting safer and more efficient pedestrian movement over that of the private car
Key Outcomes for Cycling	<ul style="list-style-type: none"> Increased mode share for all trips Improved cycling infrastructure with a focus on connecting residential areas to schools, workplaces, town centre, bus stops and train station Improved safety for cyclists in Roscrea Provision of secure bicycle parking in all new developments including public realm (see cycle parking standards set out in Tipperary CDP Development Management Standards Volume 3)

Key Outcomes for Public Transport	<ul style="list-style-type: none"> • Increased modal share • Enhanced integrated and accessible bus services and bus stops • Improved connectivity to other settlements and cities through the NTA's Connecting Ireland programme • Maximising the potential of the rail network • Improved access to the train station and upgrading of the facility as an attractive transport hub with an opportunity for people to utilise as a park and ride (car and bicycle) for onward travel to connecting towns and cities.
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5.1 National Sustainable Transport Investment Programme

5.1.1 Cycle Connects Roscrea

The NTA's CycleConnects: Ireland's Cycle Network aims to improve sustainable travel by providing the potential for more trips on a safe, accessible and convenient cycling network, connecting more people to more places. The report sets out proposals for enhanced cycling connections for each town in Ireland with a population over 5,000 people.

A number of primary, secondary and interurban routes within and connecting to the town are identified. The Council will endeavour to work with the NTA to support the rollout of 'Cycle Connects' in Roscrea.

5.1.2 Connecting Ireland Rural Mobility Plan

Connecting Ireland seeks to make public transport for rural communities more attractive by:

- Improving existing services;
- Adding new services; and
- Enhancing the current Demand Responsive Transport network which meets the transport needs of people who live in remote locations.

The NTA has undertaken a comprehensive analysis to better understand where rural bus service improvements are required with a view to introducing new and improved connections between villages and towns; and providing better access to public transport in rural areas.

Public consultation on proposed enhancements to the public transport network were carried out in late 2021. The NTA are currently reviewing the submissions and will issue a report once collated. The rollout of new and improved services will be implemented on a phased basis between 2022 and 2025.

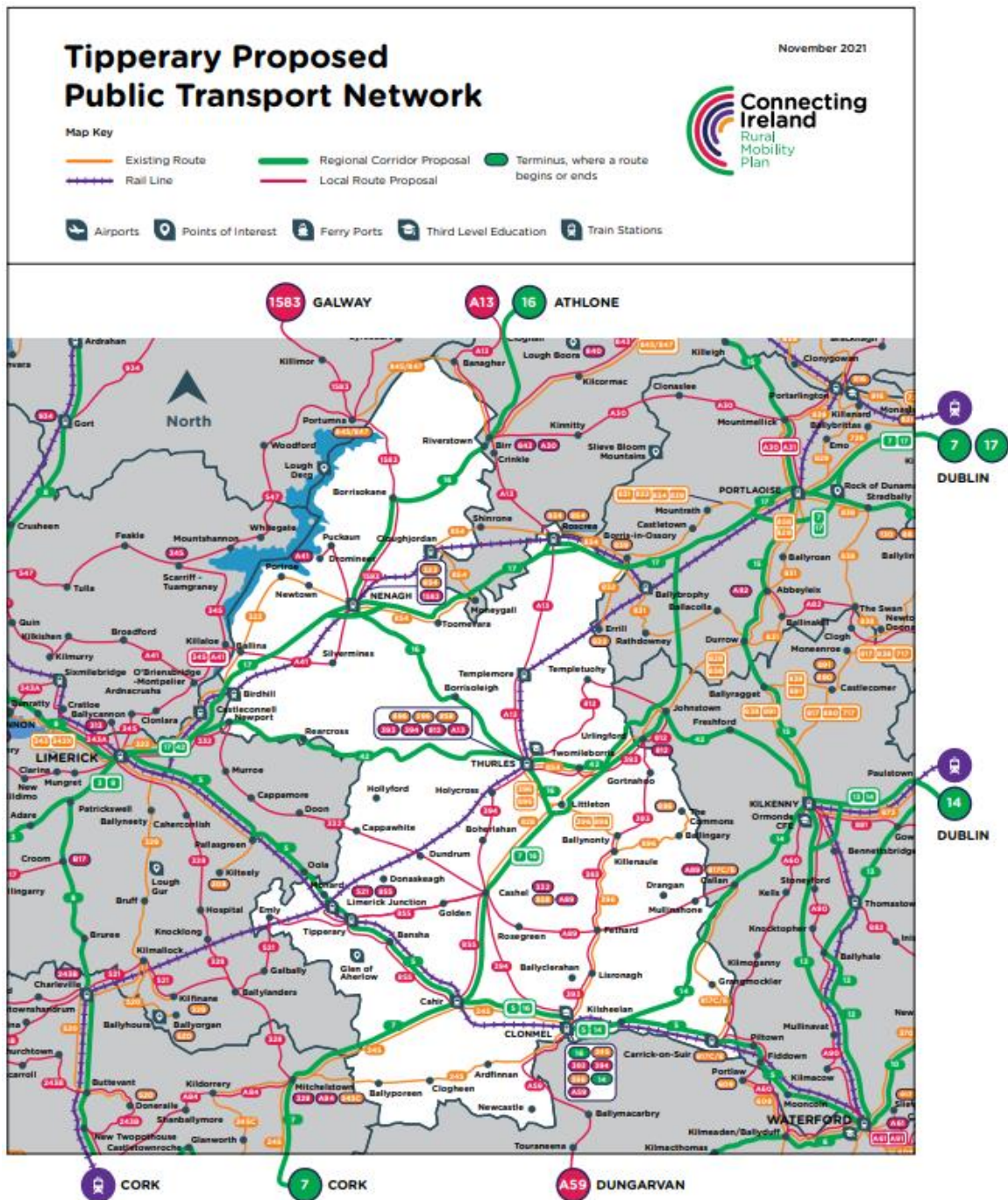


Figure 17: Connecting Ireland

The following bus routes serving Roscrea have been proposed for enhancements:

- Regional Corridor Route 17 – Limerick to Dublin serving Nenagh, Roscrea and Portlaoise: This corridor is currently served by routes 300, 712X and 735, a mix of express and all-stop services. The proposal is for better integration of all existing services and more frequent all-stop services. Minimum service frequency of 2 hours on all-stop services.
- Local Route A13 – Athlone to Thurles serving Roscrea and Templemore: It is proposed to provide a new route from Athlone to Thurles via Shannonbridge, Banagher, Birr, Roscrea and Templemore. Minimum service of 3 return trips a day.

5.1.3 Rail Service Improvements

The 'All Ireland Strategic Rail Review' is currently being prepared by the Department of Transport and the Department for Infrastructure, Northern Ireland. This Review will consider how the rail network on the island of Ireland can improve to promote sustainable connectivity into, and between, the major cities, enhance regional accessibility and support balanced regional development.

The commuter rail line between Limerick and Nenagh and onward intercity line to Ballybrophy is recognised as an important public transportation link to the wider area and the RSES supports its upgrade and enhancement. The Limerick Shannon Metropolitan Area Transport Strategy 2040 includes Measure RL3 seeking to improve the frequency of services on the Nenagh/Ballybrophy line as demand for travel increases.

Iarnród Éireann has recently carried out track renewal works on the Limerick to Ballybrophy via Nenagh line in order to enable journey time improvements to the service and to provide the foundations for further service improvements in the future. To date the improvements have resulted in a 15-minute reduction in journey times between Limerick and Ballybrophy.

5.2 Local Sustainable Transport Investment Programme

This STP comprises a combination of national and local level investment priorities thus informing future investment in sustainable transport within the LAP area. National interventions, The Roscrea Town Centre Enhancement Plan 2013, The Roscrea Traffic and Transportation Plan 2017 and the Roscrea Age Friendly Walkability Audit 2016, formed the basis for the long list of options considered in the preparation of the active travel priorities for the Plan period. In addition to this, an audit of existing transport infrastructure was carried out along with an assessment of existing and planned housing, industrial, commercial and educational infrastructure in the town in order to develop a list of sustainable transport priorities for Roscrea. The proposed zoning for the LAP, was developed to reflect the government's priorities for compact growth and sequential development, provided the basis for the following active travel interventions for the Plan period.

5.2.1 Sustainable Travel Priorities for Roscrea

The following table and map set out a non-exhaustive list of actions that may be delivered subject to receipt of funding through the NTA's Active Travel Investment Programme and other investment programmes, for example the Rural Regeneration and Development Fund and Town and Village Renewal Fund etc.

Table 5.2: Sustainable Travel and Public Realm Projects (non-Exhaustive list)	
Road No./Name	Proposed Intervention
R421 Main Street	Public realm improvements – reallocation of road space and enhanced facilities for vulnerable road users
Cashel Street L-3142	Public realm improvements – reallocation of road space and enhanced facilities for vulnerable road users and improved accessibility
Grove Street Carpark	Enhanced permeability measures to Main Street
Dublin Road	Provision of segregated cycle lanes
N62	Provision of segregated cycle lanes
N62 Knock Junction	Junction upgrades and enhanced facilities for vulnerable road users
New Road	Active travel upgrades
Rosemary Street L-3139	Active travel upgrades
R445	Provision of segregated cycle lanes
Limerick Road R445	Improved walking and cycling facilities from R445 to Link Road
Rosemary Square & The Mall	Public realm and accessibility enhancements
Castle Street, Rosemount and Ballyhall	Junction Improvements
Ashbury Road L-3102	Active travel enhancements to GAA grounds
Golden Grove Road/L3101	Improved footpaths to school
Ayr Hill & Ballyhall	Improvements as feasible subject to survey and planning
Rosemount Street	Improved active travel facilities
R421	Improved pedestrian access and footpaths b/w rail station and Main St.
N62 and L3256	Active travel enhancements to St. Joseph's N.S.
Rail Station	<ul style="list-style-type: none"> - Junction improvements - Secure bicycle lockers for commuters
Bus Stops	Provide accessible, covered bus stops
Schools	<p>School Zones to be delivered outside:</p> <ul style="list-style-type: none"> - Scoil Eoin Naofa/St. John's N.S. - St. Cronan's N.S. - Corville N.S. - Sacred Heart Primary School - Coláiste Phobail Ros Cré
Car-parking	To be considered as part of Town Centre First Programme and Public Realm Upgrade measures
Bicycle Parking	Identify suitable locations for bicycle parking throughout the LAP area.
Cycle Connects	Map includes NTA 'CycleConnects' proposed routes where appropriate

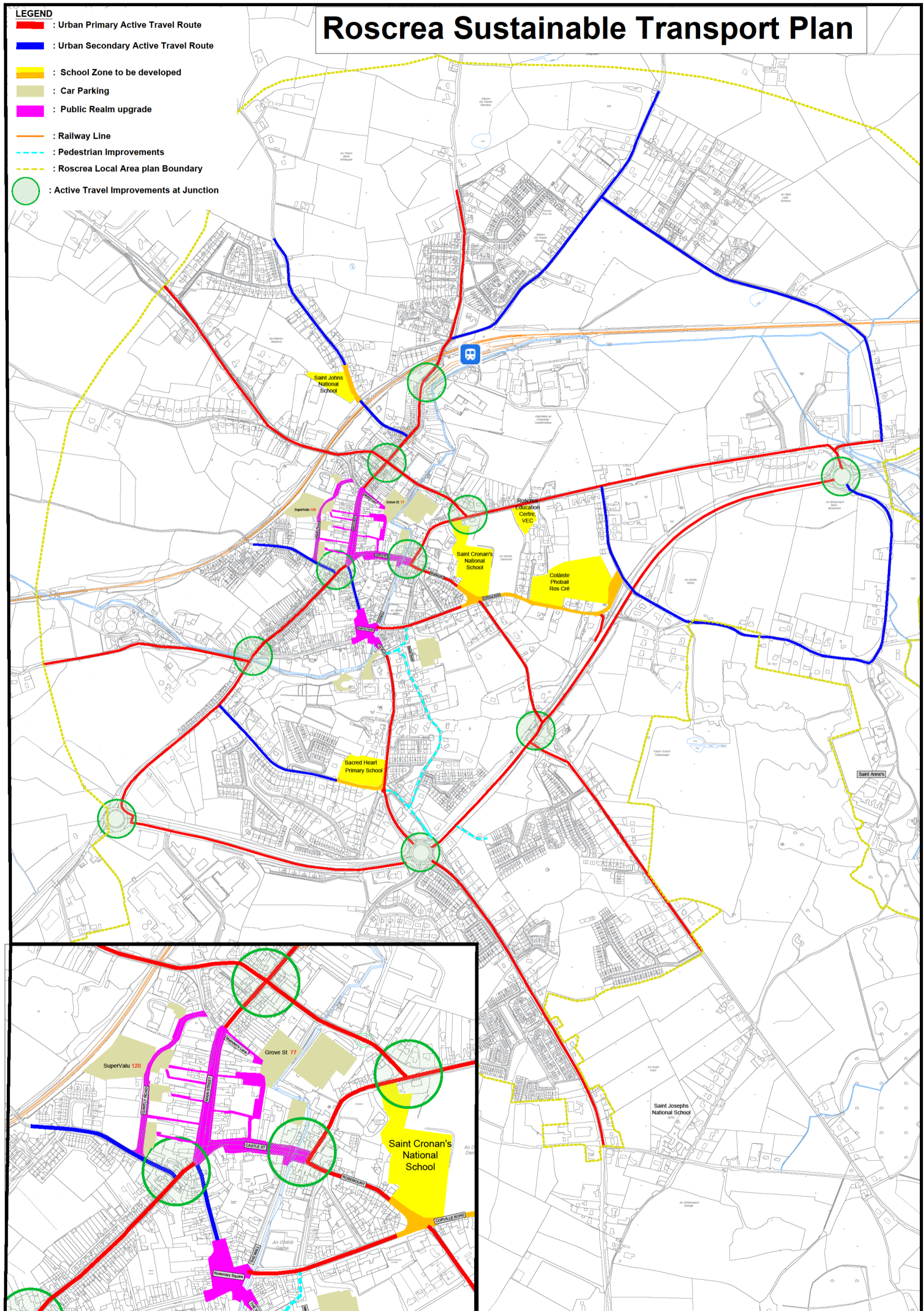


Figure 18: Sustainable Travel Plan Map



Comhairle Contae Thiobraid Árann
Tipperary County Council

Roscrea Local Area Plan 2023 - 2029

Appendix 3: Schedule of Regeneration Sites

1. Convent of the Sacred Heart, Convent Road

Site Location and Description

A brownfield site with an area of 0.76 hectares is located on Convent Road, south of the town centre. The Convent (a protected structure), which fronts onto Convent Road, is an intrinsic part of the history of Roscrea and the restoration of the buildings is desirable. The site comprises several other buildings, all of which are protected structures and which are located to the rear of the main convent building. There is a vehicular access at the northern boundary to service the rear of the site. The site is surrounded by mature trees to the north and northwest. To the south of the convent is a primary school; to the west and east are residential properties.



The site is zoned 'Regeneration' in the Roscrea Local Area Plan.

Key Planning Criteria

- The site would be suitable for a mixed-use development, incorporating uses relating to either the hospitality industry or to educational uses.
- Restoration of buildings on the site to enhance the quality of the existing streetscape whilst preserving the character and design of the protected structure.
- An Architectural Impact Statement should be prepared and should inform development proposals.

2. Grove Street Backlands

Site Location and Description

A brownfield site with an area of 0.11 hectares, with frontage onto Grove Street and benefits from pedestrian access onto Green Street to the southwest and onto a laneway to the northeast.

The site comprises a large galvanised steel shed and is currently in use for solid fuel storage and sales. Apart from the main access onto Grove Street and two pedestrian accesses, the site is bounded on all sides by existing properties, both residential and commercial.



The site is zoned 'Urban Core' in the Roscrea Local Area Plan.

Key Planning Criteria

- Any development should respect the residential amenity of adjoining sites.
- Strong pedestrian linkages and walkability between the development and amenity areas and facilities within the town to ensure that residents have ease of access to public open space.

3. Grove Street

Site Location and Description

The site has an area of 0.12 hectares and is located on the junction of Grove Street (R421) and The Crescent (N62). The site is zoned 'Urban Core' in the Roscrea Local Area Plan.

The site currently comprises a terrace of 3 no. two storey buildings facing onto Grove Street with a large garden area to the rear. These buildings were primarily residential, with one ground floor serving as a commercial unit. The buildings have been disused for a number of years with overgrown gardens.



Key Planning Criteria

- High standard of urban design for this prominent site on the junction of Grove Street (R421) and The Crescent (N62), being the approach roads to the town from Birr and Kinnitty, respectively.
- Any development should respect the residential amenity of adjoining sites.

4. Birr Road

Site Location and Description

A brownfield site (former sand and gravel pit) with an area of approximately 2.9 hectares, predominantly back land, west of the town centre. The site is located on the southern side of the N62 Birr Road with the railway line forming the eastern boundary.

The site is zoned 'Regeneration' in the Roscrea LAP.



Key Planning Criteria

- A masterplan will be required to demonstrate how the entire site has been given consideration in laying out a development proposal.
- A distinct sense of place, as an extension of the town centre to the west and to create synergy with the vision sought for the Gantly Road Age Friendly Masterplan area.
- A Masterplan should consider providing sufficient pedestrian / cycle and vehicular linkages and permeability through the site, to adjoining lands to the southwest, also through to 'Strategic Reserve' lands to the north west, and east to the town centre, with consideration for a pedestrian bridge over the railway line to connect through land on the west side of Gantly Street as indicated in the Gantly Road Age Friendly Masterplan.
- Contemporary and/or modern design.
- Uisce Eireann shall be consulted with respect to the connection of the site to the foul sewer.
- The masterplan shall include requirements for serving of lands and adjoining future development lands

5. Golden Grove Road

Site Location and Description

A greenfield site with an area of 0.2 hectares, located on the southern side of Golden Grove Road, between the fire station site to the east and railway line to the west.

The site is currently vacant and overgrown with vegetation. The topography of the site includes



sloped boundaries to Golden Grove Road and the railway line, possibly engineered as part of the railway bridge construction.

The site is zoned 'Urban Core' in the Roscrea LAP.

Key Planning Criteria

- Due to the nature of the boundary to Golden Grove Road, any development would be accessed from the N62 Birr Road to the south, with potential for a shared access arrangement with the library and fire station. For this reason, the site is possibly more suited to a social or community facility.
- A key deliverable for any development on the site would be the potential for a pedestrian link from Golden Grove Road through to the N62 Birr Road, allowing improved access to the library from neighbourhoods to the north and also improving modal share in favour of walking and cycling.

6. Lourdes Road

Site Location and Description

A greenfield site with an area of 0.1 hectare is located on the northern side of Lourdes Road, east of its junction with Grove Street and immediately west of the former Taro Pharmaceuticals site.

This greenfield infill site is currently vacant and divided in two by a mature evergreen hedge.

The site is zoned 'Urban Core' in the Roscrea LAP.



Key Planning Criteria

- The site has potential for a development with a strong building edge to the street, considering the immediate built environment and characteristics of the site itself.
- Consideration should be given to collaboration with the owners of adjoining Site 4 – Lourdes Road.

7. Lourdes Road / Grove Street

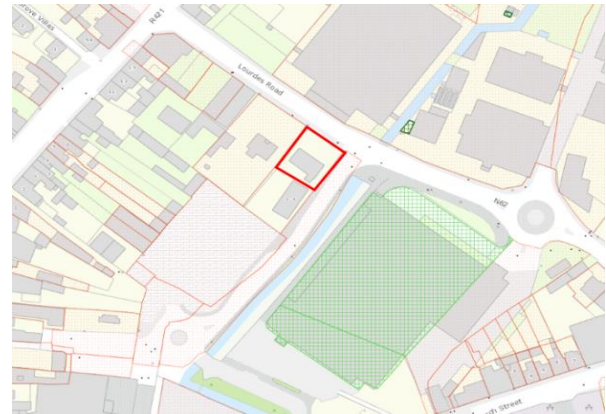
Site Location and Description

A brownfield site with an area of 0.1 hectares, with frontage to Lourdes Road to the north and Grove Street to the east. The site comprises a vacant single storey building.

The site is zoned 'Urban Core' in the Roscrea LAP.

Key Planning Criteria

- A high-quality design required for corner site, including active frontage / interface to Lourdes Road and Grove Street.
- Layout, building height and building lines to have due regard for adjacent built environment.



8. Lourdes Road / Church Street

Site Location and Description

A brownfield site with an area of 0.18 hectares is located to the north-east of Roscrea Town, at a distance of approximately 360m from Market Square.

The site is located on the junction of Lourdes Road and Church Street, and currently accommodates a number of buildings including a garage/service station, 2 no. semi-detached dwellings and a number of outbuildings to the rear. The site is bounded on all sides by dwellings and is in close proximity to the Tesco site.

The site is zoned 'Urban Core' in the Roscrea LAP.

Key Planning Criteria

- A high-quality design, with materials that complement and reflect the surrounding historic buildings and structures.
- Building height to preserve the visual amenity of the area.
- Enhancement of the streetscape.
- Any development should respect the residential amenity of adjoining sites.



9. Ballyhall / Glebe View

Site Location and Description

A brownfield site with an area of 0.18 hectares is located on the corner of Glebe View and Ballyhall. The site currently consists of a number of old buildings that are underutilised. These buildings all vary in height. The site rises along the eastern road and lowers to the south east. The site is adjoined by an existing two storey building to the south east and a residential property to the south.



The site is zoned 'Urban Core' in the Roscrea LAP.

Key Planning Criteria

- A high-quality design, with materials that complement and reflect the surrounding historic buildings and structures.
- Building height to preserve the visual amenity of the area.
- Enhancement of the streetscape.
- Any development should respect the residential amenity of adjoining sites.