



Comhairle Contae Thiobraid Árann
Tipperary County Council



Nenagh & Environs Local Area Plan 2024 - 2030

March 2024



Non-Technical Summary

This is the Nenagh Local Area Plan 2024-2030 (LAP). Its function is to act as a framework for sustainable investment, to enable employment and homes, to protect the environment and heritage and to help deliver a good quality of life for everyone. The LAP was made on 12th February 2024 and takes effect from 25th March 2024.

The LAP sits at the 'local' tier of planning policy and is consistent with the objectives of national and regional level planning policies, as well as the Tipperary County Development Plan 2022-2028. The LAP is comprised of the following documents:

- A Written Statement with specific policies and objectives laid out across ten sections
- Maps including land-use zoning with flood risk areas, and built and natural heritage
- Appendices as follows:
 1. Serviced Land Assessment
 2. Local Transport Plan
 3. Regeneration Sites
 4. Strategic Environmental Assessment Environmental Report and Non-Technical Summary
 5. Appropriate Assessment Natura Impact Report and AA Conclusion Statement
 6. Strategic Flood Risk Assessment
 7. Monitoring and Evaluation of LAP

The LAP is supported and underpinned by a detailed assessment of infrastructure and services available in the town (Appendix 1), a Local Transport Plan (Appendix 2), and a schedule of underused and vacant sites suitable for regeneration (Appendix 3). Appendices 4 to 6 set out the detailed environmental, ecological and flood risk assessments carried out.

The LAP is focused on a renewed and targeted approach to compact growth and regeneration, building on the extensive range of 'town-centre' focused projects already initiated in Nenagh. The town centre will form the heart and focal point of Nenagh, with clear consideration of climate change mitigation and adaptation measures and modal shift change in terms of how we get around. At the centre of this LAP is consideration of quality of life for the community in the form of housing, jobs, education and amenities.

In recent times, the town has benefited from new investment, and commitments for future investment in the form of regeneration funding. The projects for the development of the Historical and Cultural Quarter of Nenagh, the Sustainable Energy Centre of Ireland on Martyr's Road and the development of an enterprise hub at the Rialto Cinema are particularly noteworthy. These

projects could not be realised without the critical contribution of the local communities, businesses, heritage and environmental groups and the direction and guidance of the elected council members, all of whom added significant value to the project concepts which were devised.

The goal and purpose of the Nenagh LAP is to connect and enable such initiatives, and ensure, with the support of the Local Economic and Community Plan, that a framework and funding strategy is set out to enable the delivery of their visions. The LAP will also help enable, inform and activate private sector investment in the town.

Public participation is important to the process of plan preparation, and the Nenagh LAP has been informed by consultation at Pre-Draft, Draft and Material Alteration Stage.

Abbreviations

| | |
|---------|---|
| AA | Appropriate Assessment |
| ACA | Architectural Conservation Area |
| CARO | Climate Action Regional Office |
| CCMA | County and City Management Association |
| DAP | Drainage Area Plan |
| DCEDIY | Department of Children, Equality, Disability, Integration and Youth |
| DECC | Department of Environment Climate and Communications |
| DECLG | Department of the Environment, Community and Local Government |
| DEHLG | Department of Environment Heritage and Local Government |
| DHLGH | Department of Housing Local Government and Heritage |
| DOE | Department of Education |
| DRCD | Department of Rural and Community Development |
| EEC | European Economic Community |
| HSE | Health Services Executive |
| LAP | Local Area Plan |
| LCDC | Local Community Development Committee |
| LDS | Local Development Strategy |
| LECP | Local Community and Economic Plan |
| NIAH | National Inventory of Architectural Heritage |
| NPF | National Planning Framework |
| NTA | National Transport Authority |
| PE | Population Equivalent |
| PPN | Public Participation Network |
| PRA | Primary Retail Area |
| RMP | Record of Monuments and Places |
| RRDF | Rural Regeneration and Development Fund |
| RSES | Regional Spatial and Economic Strategy |
| RZLT | Residential Zoned Land Tax |
| SEA | Strategic Environmental Assessment |
| SEAI | Sustainable Energy Association of Ireland |
| SEC | Sustainable Energy Community |
| SFRA | Strategic Flood Risk Assessment |
| SLA | Serviced Land Assessment |
| SPC | Strategic Policy Committee |
| SUDS | Sustainable Urban Drainage Systems |
| TCC | Tipperary County Council |
| TCDP | Tipperary County Development Plan 2022 – 2028 |
| The Act | The Planning and Development Act 2000, as amended |

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1. Introduction

1.1 Background to this Local Area Plan

This Nenagh Local Area Plan 2024 – 2030 (LAP) has been prepared in accordance with the provisions of the Planning and Development Act 2000, as amended (“the Act”). LAPs are required for towns with a population over 5,000. Therefore, a new LAP is mandatory for Nenagh. This LAP replaces the Nenagh Town Development Plan 2013 (as varied and extended).

This LAP complies with the ‘Core Strategy’, policies and objectives of the Tipperary County Development Plan 2022 -2028 (TCDP), and the provisions of the TCDP will apply to all new development in conjunction with this LAP.



Figure 1: The Tipperary County Development Plan 2022 -2028 sets out the strategic planning framework for Nenagh

This LAP outlines the local spatial planning framework for Nenagh with planning policies and objectives unique to the town set out at the end of each chapter. Planning policies will inform private and public sector local development proposals, and planning objectives represent the key local objectives of the Council to be achieved over the lifetime of the LAP. This LAP has been prepared having consideration to Local Area Plans – Guidelines for Planning Authorities (DECLG, 2013) and their accompanying best-practice manual and the Development Plan Guidelines for Planning Authorities (DHLGH, 2022).

1.2 Environmental Assessments

1.2.1. Strategic Environmental Assessment

Strategic Environmental Assessment (SEA)¹ is the formal systematic evaluation of the likely significant environmental effects of implementing a plan before a decision is made to adopt the plan. It is iterative and informs the plan-making process of the likely environmental impacts of alternative actions and contributes to the integration of environmental considerations into plan-making. The findings of the SEA are set out in the Environmental Report (Appendix 4). This Report provides a clear understanding of the likely environmental consequences of decisions regarding the location of development in the LAP area. The mitigation measures needed to offset potential adverse effects of the LAP and future monitoring proposals are integral to the LAP.

1.2.2. Habitats Directive Assessment

The requirements for Habitats Directive Assessment (also referred to as 'Appropriate Assessment' or 'AA') of plans or projects, are outlined in Article 6(3) and (4) of the European Communities (1992) Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the 'Habitats Directive'). The Local Area Plan has been subject to an AA process, the findings of which are contained in the accompanying AA Natura Impact Report and AA Conclusion Statement (see Appendix 5).

Considering measures already in force through the Tipperary County Development Plan 2022-2028 and having incorporated mitigation measures into the Local Area Plan, the AA Natura Impact Report and AA Conclusion Statement demonstrates that the Plan is not foreseen to give rise to any significant adverse effects to designated European sites, alone or in combination with other plans or projects².

1.2.3. Strategic Flood Risk Assessment (SFRA)

A SFRA carried out to support the preparation of the LAP is attached as Appendix 6. The SFRA is required to be prepared in accordance with the requirements of 'the Planning System and Flood Risk Assessment Guidelines for Planning Authorities' (DEHLG and OPW 2009) and Circular PL02/2014 (DEHLG, August 2014).

¹ Required by European Directive 2001/42/EC ('the SEA Directive'). This Directive is transposed into Irish law by Statutory Instrument (S.I.) No. 436 of 2004 (the Planning and Development (Strategic Environmental Assessment) Regulations 2004), as amended by S.I. No. 201 of 2011 (the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011). The SEA accounts for all measures set out within the LAP boundary. It should be noted that the LTP (Appendix 2) includes measures outside the LAP boundary.

² : Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be:

a) no alternative solution available,
b) imperative reasons of overriding public interest for the plan to proceed; and
c) Adequate compensatory measures in place

1.3 How to read the Policies and Objectives of the Plan

The LAP includes policies and objectives at the end of each Chapter. The policies of the Plan seek to manage and guide new development of the town in a sustainable way. The objectives of the Plan are included to provide clarity on the active role of the Council in managing, supporting, and implementing the vision for the Plan. To aid ease of use of the Plan, where practicable and to avoid repetition of planning policy elsewhere, the policies of the NPF, RSES and TCDP have not been repeated within the Plan.

The LAP has been assessed against its impact on the receiving environment through the SEA and AA processes. The Plan has also been subject to a Strategic Flood Risk Assessment taking account of the most up to date flood risk information available.

The policies and objectives of this LAP have been framed in a manner to ensure consistency with the provisions of the NPF, RSES and TCDP 2022-2028. This provides for a compact approach to growth with the aim of facilitating the delivery of climate resilient and sustainable communities in the town.

To ensure the above provisions have been implemented successfully throughout this plan, specific 'Climate Positive Objectives' have been highlighted with the climate symbol:



1.4 Nenagh Town and Socio-Economic Profile

1.4.1 Location and Character

Nenagh is the largest town in the north of Tipperary and lies within the heartlands of the Mid-West Strategic Planning Area of Ireland. The town is located approximately 35km to the north-east of Limerick City, 12km to the east of Lough Derg and the River Shannon and 10km to the north of the Silvermine Mountain range.

Nenagh is well known nationally as a market town and provides services to the agricultural hinterland. Today, Nenagh is identified as a 'Key Town' within the Southern RSES, with potential as a location for a vibrant and diverse enterprise mix, including major research and development functions, tourism, water-based and outdoor recreation, renewable energy and emerging sectors such as agri-tech, life sciences, financial services and engineering.

1.4.2 Socio-Economics of Nenagh

Demographic Profile

Census 2022 identified that the Built-up Area (BUA³) of Nenagh had a population of 9,895. Though a direct comparison with the settlement area in Census 2016 and the BUA area in Census 2022 cannot be drawn, the geographical areas of the Electoral Districts (EDs) of the town, Nenagh West Urban West and Nenagh East Urban have only marginally changed in the inter-census period. The combined population of these EDs has increased from 8,656 in 2016 to 9,507 in 2022, a 9.8% increase in population. This increase in population exceeds both the state (8.1%) and county (5.2%) over the same period. Population growth in the town is driven by an increase in the density of the urban population, increasing from 1,018 persons per square km in 2016 to 1,118 in 2022, a 9.8% increase in density.

Age Profile and Dependency

The average age of the state population in 2011 was 36.1, 37.4 in 2016 and 38.6 in 2022. In Tipperary, the average age was 38.6, an increase of 1.2 years. In the main EDs comprising Nenagh, average age in 2016 was 36.9. In 2022, it was 38.4, reflecting the national trend of the population ageing by approximately 1.5 years over the inter-census period.

The age profile of Nenagh and age dependency ratios for Nenagh depict a similar picture – Nenagh is a relatively young town, with a high proportion of working age adults and young children. Old age dependency is relatively low and below the national and county average. Young age dependency exceeds the national and county average.

| Age Dependency | 2016 | 2022 |
|----------------------|------|------|
| Young Age Dependency | | |
| State | 32.3 | 30.1 |
| Tipperary | 31.6 | 31.6 |
| Nenagh Settlement | 34.1 | |
| Nenagh Built-Up Area | | 32.5 |
| Old Age Dependency | | |
| State | 20.4 | 23.1 |
| Tipperary | 24.1 | 27.9 |
| Nenagh Settlement | 20.7 | |
| Nenagh Built-Up Area | | 22.3 |

³ In Census 2022, the CSO introduced a new geographic area to replace the 'Settlements' geographic area in previous Censuses. Detail on the methodology of the BUA can be seen on the CSO website at <https://www.cso.ie/en/census/census2022/census2022urbanboundariesandbuiltupareas/>

Table 1: Age Dependency in Nenagh

Employment Profile

Nenagh has relatively diverse employment type profile, with significant numbers of people employed in retail and accommodation, public administration and education and social work. Comparative to the other key towns, Nenagh has high number of persons employed in public administration (the County Council and Tax Office are notable large employers) but a relatively low number of persons employed in manufacturing and similar industry. It is notable that Careys Glass employ a large number of employees but other manufacturing in Nenagh is relatively small in scale.

Nenagh has a relatively good jobs ratio of 1.22 in the county which can be compared with the other towns below. Jobs Ratio is a good indication of community vitality, employment base and an important measure of sustainability. A higher ratio is one indicator of a better choice of jobs and lower need for commuting out of the area for employment.

| Jobs to resident workers in the largest Tipperary Towns (CSO 2016) | |
|--|------------------------------------|
| Town | Number of jobs to resident workers |
| Clonmel | 1.39 |
| Nenagh | 1.22 |
| Thurles | 1.01 |
| Roscrea | 1.13 |
| Carrick on Suir | 0.65 |
| Tipperary | 1.12 |
| Cashel | 0.99 |
| Cahir | 0.99 |
| Templemore | 1.22 |

Table 2: Source – Tipperary Commuting Profile 2018

1.4.3 Transport Profile

There are 4,903 jobs located within the settlement area of Nenagh, an increase from 4,840 in 2011. Nenagh accounts for almost 11% of the jobs in the County. From Census 2011 to Census 2016, Nenagh saw an increase in the number of people resident in Nenagh at work from 3,584 to 4,004. There was a notable change in the profile of the number of residents employed locally, falling from 57% to 50%, albeit the total number of residents employed locally remained largely static, falling slightly from 2,057 to 2,016.

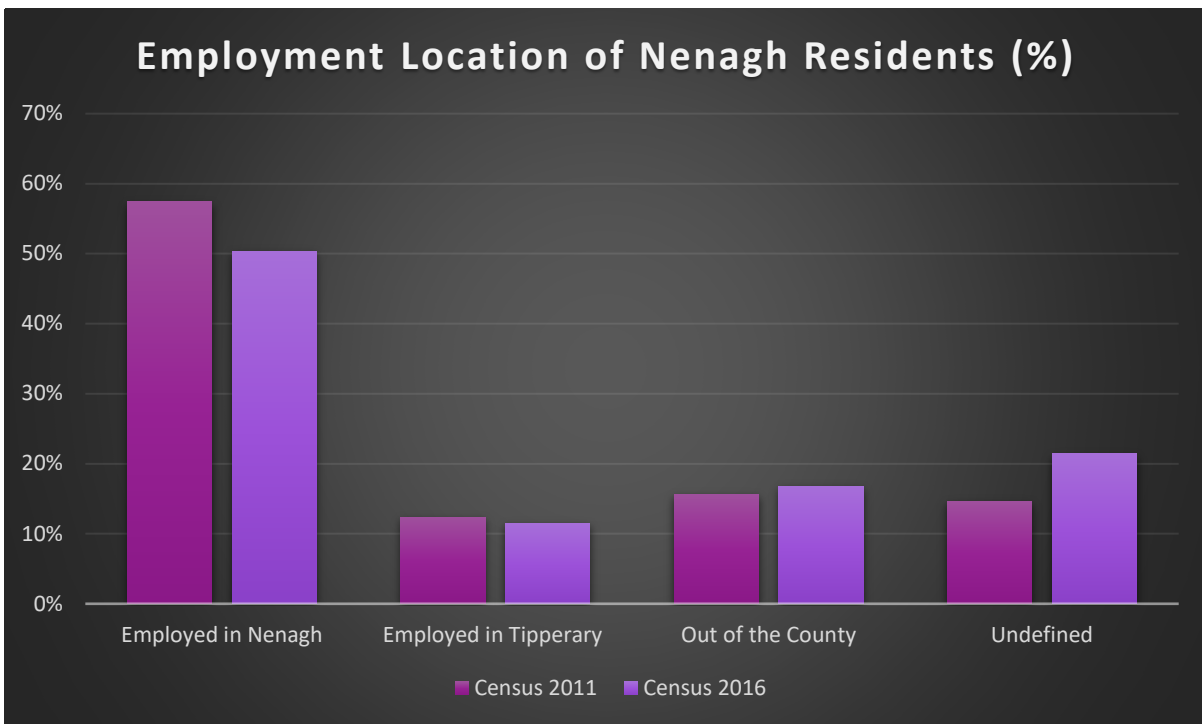


Figure 2: Source - POWSCAR Commuting Profiles 2015 & 2018

Commuters into Nenagh increased from 2,783 to 2,887. A similar share of these commuters (80%) travel from within Tipperary and this share is unchanged from 2011 to 2016.

Nenagh has a relatively high reliance on the motor vehicle, though walking trips exceed the national average. 2016 Census data suggests that approx. 3.5% of commuter trips generated within the study area⁴ are undertaken by public transport (compared to just under 10% nationally), with Bus services representing the vast majority of public transport demand (96%). In total, commuter trips undertaken by bus account for just over 3% of the modal share. This compares to a nation-wide figure of 5.9% for the same period. Commuter trips undertaken by train accounted for just 4% of all public transport generated trips in Nenagh according to the 2016 Census. As a percentage of total modal share this equated to just 0.12%, significantly below the nation-wide figure of 3.4%.

Over 50% of the work trips originating within the study area are internal trips travelling to other parts of Nenagh. Due to the local nature of these trips, there is a good opportunity to support this demand via walking and cycling infrastructure. Within Nenagh, most people are either going to/from the centre or the west of the town, so these links should be strengthened.

⁴ Data is taken from the Systra Nenagh Baseline Transport Study Report which utilises a slightly larger study area than the settlement area of Nenagh.

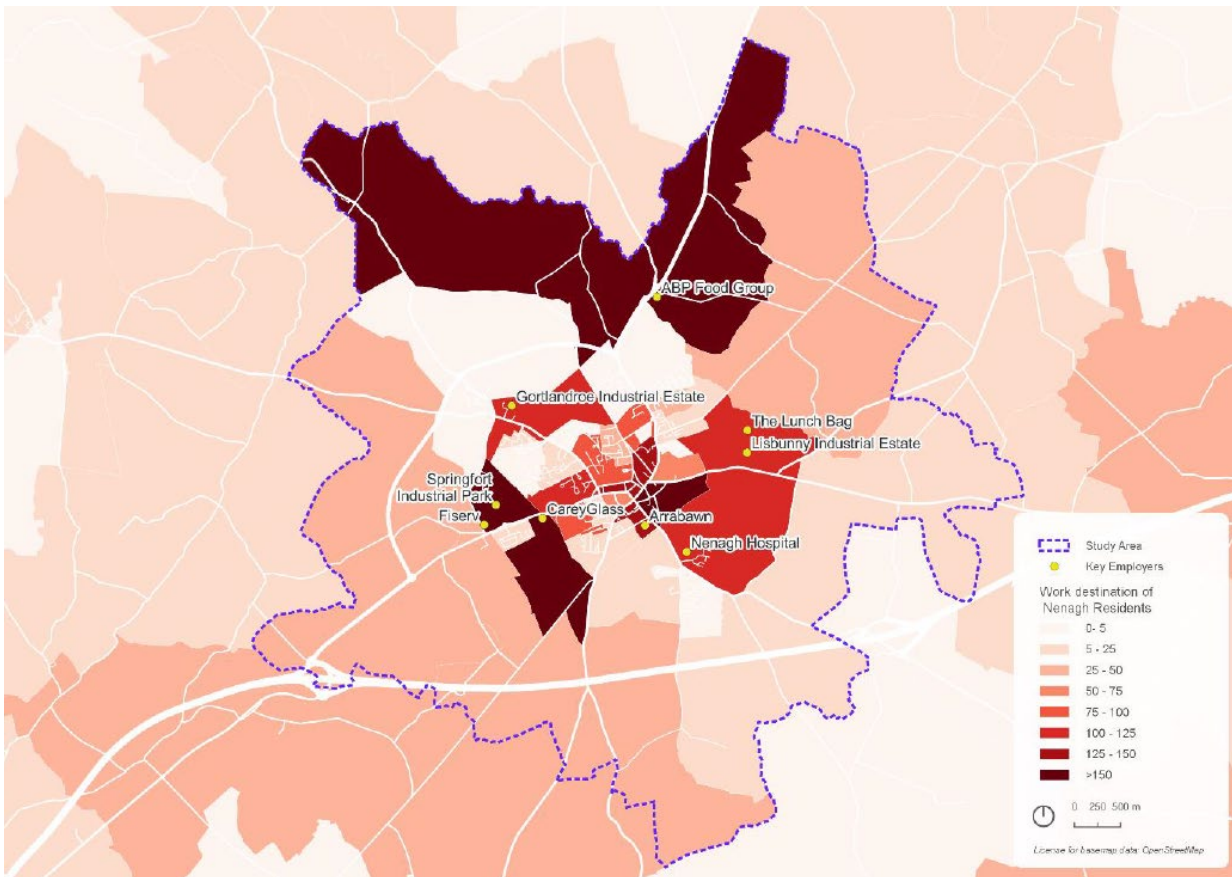


Figure 3: Work destinations of Nenagh residents

Outside of the study area, by far the largest attractor is the area to the west which accounts for 21.4% of trips. The largest destination is the Limerick-Shannon metropolitan area which accounts for 16.8% of trips from Nenagh. Limerick is well connected from Nenagh via the M7 motorway which connects to the N18 towards Shannon via the Limerick Tunnel.

The other significant attractors of trips of note are:

- Thurles (2.4%)
- Tipperary Town (2.2%); and
- Greater Dublin (2.3%)

Outside of these main attractors, the commuting trips are quite dispersed. Approximately 7% go the south of the study area, just under 6% go east, just over 5% go north, and 4% are very long-distance trips.

For commuting trips travelling to the study area, around 35% are local trips which originate within the study area itself. The origin of work trips to Nenagh are noticeably more fragmented than those commuting from Nenagh. For example, the largest origin is the Limerick-Shannon metropolitan area which accounts for only 4.3% of trips. When accounting for trips from both Limerick City and County combined, this number rises to 6.9%. This again demonstrates the important economic links between the two areas.

1.5 Policy

| It is the policy of the Council to: | |
|-------------------------------------|--|
| Policy 1.1 | Assess all new development proposals within the boundary of the Nenagh Local Area Plan 2024-2030 in accordance with the policies, objectives and requirements of the Tipperary County Development Plan 2022-2028 (and any variation thereof), and this Plan. Where conflicts arise, the Tipperary County Development Plan 2022-2028 (and any variation thereof) shall have primacy in decision-making ⁵ . |

⁵ Provisions from the County Development Plan identified as mitigation in the SEA Environmental Report and Natura Impact Report shall apply regardless of whether the County Development Plan is varied and/or reviewed and/or expires.

2. Planning and Development Strategy

In 2030, Nenagh will be a vibrant, sustainable and age-friendly community. The community will benefit from a high quality of life, quality housing choices, improved access to employment options and an improved range of services in the town. The town will benefit from significant investment and regeneration in the central areas of the town, enhanced social, cultural and tourism activities in the town, an increasing town centre residential population, and thriving and vibrant local businesses and services.

2.1 Tipperary County Development Plan 2022 - 2028

The TCDP is the strategic planning framework for the county and sets out a framework for development of the county's towns and villages in line with the National Planning Framework 2018 (NPF) and the Southern Regional Spatial and Economic Strategy 2020 (RSES). In guiding new development and investment in Nenagh, the TCDP should be consulted along with the local planning framework as set out in this LAP.

The TCDP Chapter 2 Core Strategy identifies Nenagh as a 'Key Town' (one of three Key Towns) with a unique strategy for the growth of Nenagh set out in Volume 1, Section 4.3.2. The key socio-economic considerations for the area, and a town profile plan (including walking and cycling proximities to the town centre, compact growth area, key infrastructure and areas at flood risk) are also outlined. This LAP builds on the TDCP town profile plan (Figure 4) in setting out a local spatial development strategy for the town.

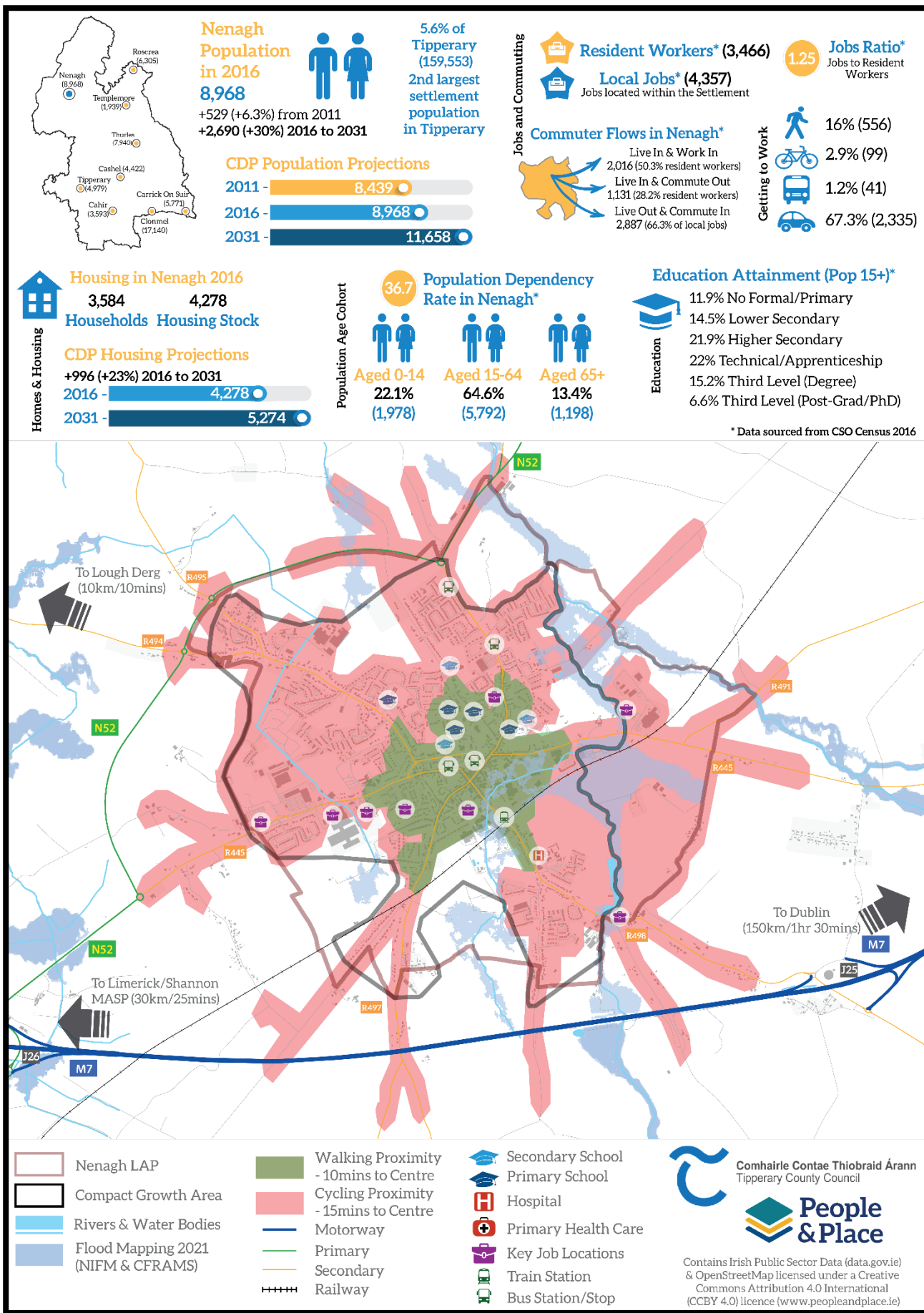


Figure 4: Nenagh Town Profile Plan Section 4.3.2 TCDP

2.2 A Climate Resilient, Sustainable and Low-Carbon Town

The National Climate Action Plan 2023 provides a detailed plan for taking decisive action to achieve a 51% reduction in overall greenhouse gas emissions by 2030 and setting us on a path to reach net-zero emissions by no later than 2050, as committed to in the Programme for Government and set out in the Climate Action Plan (DECC, 2023).

It is a Core Ambition of the TCDP to enable a 'Climate Resilient, Sustainable and Low Carbon County' and to support a 51% reduction in greenhouse gases by 2030 in line with the National Climate Action Plan. The National Climate Action Plan and the TCDP sets out a schedule of actions. This LAP has incorporated those actions as they relate to spatial planning locally in Nenagh including those that influence the following; compact growth and sustainable mobility, sustainable transport measures, town-centre first, nature-based solutions, and flood risk and water management. The Tipperary County Council Climate Action Plan 2024-2029 considers the role of towns and communities in climate adaptation and mitigation targets.

Delivering Climate Action 2030 (CCMA, 2021) is the strategy for local authorities for delivering on the Climate Action Charter. It sets out "*to deliver transformative change and measurable climate action across our cities and counties and within our own organisations, through leadership, example and mobilising action at a local level.*" The Council, in partnership with the SEAI, will work alongside communities and businesses to drive the change needed, create pathways for climate action and ensure the continued development of our cities and counties as sustainable places to live, work, visit and invest in. Tipperary County Council will continue to collaborate with the Tipperary energy Agency (TEA), and other relevant energy agencies, to ensure the Local Authority Climate Action Plan, and this Local Area Plan, reflect the ambitions of the National Climate Action Plan. Existing structures such as the Climate Action Regional Offices (CAROs), Public Participation Networks (PPNs), Local Community Development Committees (LCDCs), Strategic Policy Committees (SPCs) and other statutory and non-statutory consultation and engagement can help enable this.

The construction process can account for a large quantum of the lifecycle carbon of a building or development. Therefore, the most carbon effective method of development is often to refurbish existing buildings and structures to support new development. The redevelopment of existing buildings and structures can also have cultural or social benefits associated with the evolution of function of buildings. The retrofitting of existing structures will therefore be the preferred approach to brownfield development, unless it is demonstrated that retrofitting is unfeasible, or redevelopment would provide positive carbon impact through the re-design, construction and use stages of a new building, compared with retrofitting.

2.3 A Framework for Investment

It is a function of this LAP to provide a framework that will inform proposals/bids for funding and investment, also supported by the Tipperary Local Economic and Development Strategy and the Tipperary LEADER Local Development Strategy. There are many public national investment/funding programmes. A non-exhaustive summary of these is set out below, noting that these many change over the lifetime of the LAP.

| Funding Programmes (noting these may change over the lifetime of the LAP) | |
|---|---|
| Funding Programme | Purpose of Fund |
| Urban Regeneration and Development Fund (URDF) | Supports compact and sustainable development, through the regeneration and rejuvenation of Ireland's five cities and other large towns. The URDF applies to larger towns with a population of more than 10,000 people and to a number of smaller towns with fewer than 10,000 people but with more than 2,500 jobs and which function as significant centres of employment. |
| Rural Regeneration and Development Fund (RRDF) | Supports the regeneration and development of rural towns, villages and outlying areas. The purpose is to support job creation in rural areas, address de-population of rural communities and support improvements in towns and villages with a population less than 10,000. |
| Town Centre First Funding | A co-ordinated whole-of-government policy framework to proactively address the decline in the health of towns across Ireland and support measures to regenerate and revitalise them. |
| Town and Village Renewal Scheme | To support the economic and social recovery of rural towns with a population of less than 10,000 and focusses on projects that have clear positive impacts on the town in terms of placemaking and town centre regeneration. It also provided specific funding for streetscapes enhancements. |
| Croi Conaithe | To attract people to build their own homes and refurbish properties to live in small towns and villages |
| European Regional Development Fund | To support the Town Centre First approach, address dereliction and vacancy – managed by the Regional Assemblies |
| Historic Towns Initiative | To regenerate urban centres through heritage-led regeneration for significant buildings, streetscape conservation and enhancement and public realm works. |
| Historic Structures Fund | To conserve and enhance heritage structures and historic buildings in public and private ownership |
| Built Heritage Capital Grant | To provide smaller grants for works to historic buildings and repair historic structures |
| Destination Towns initiative | To develop the tourism potential of destination towns, and to create a sense of place in towns across Ireland, attracting visitors to the area and helping to provide the necessary infrastructure to support regional growth in the tourism industry. |

| | |
|--|---|
| Serviced Sites Fund | To provide key facilitating infrastructure, on public lands, to support the delivery of affordable homes to purchase or rent. |
| Repair and Lease Scheme | To provide upfront funding for any works necessary to bring privately owned property up to the required standard and in return the property owner agrees to lease the dwelling to the Local Authority to be used as social housing. |
| Buy and Renew Scheme | To support Local Authorities and Approved Housing Bodies in purchasing and renewing housing units in need of repair and makes them available for social housing use. |
| Sustainable Mobility Investment Programme | To support the roll out of new and improved active travel infrastructure in towns and villages. |
| Climate Action Fund | To aid and provide financial support to projects to help Ireland achieve climate and energy targets. At least €500m in government funding up to 2027 will be provided for specific sectors (such as electricity, transport, heat or agriculture) or specific areas (such as capacity building, innovation, or community participation). |

Table 3: Funding Programmes

2.4 Spatial Development Strategy

2.4.1 Strategic Vision and Aims

This LAP sets out a strategic vision for Nenagh town and has been informed by collaboration and consultation with stakeholders and the general public. Nenagh is located in the Southern Region and has close economic, cultural and social links with the Limerick Metropolitan Spatial Plan (MASP) area. In this LAP, particular consideration has been given to funding programmes under Project Ireland 2040 (DPER) as set out in Section 2.3 that support the regeneration and revitalisation of rural towns.

This LAP has been prepared to underpin the Core Strategy of the TDCP and its Core Ambition to deliver ‘Vibrant, Living Towns driving the Regional and Local Economy’. The 10 Strategic Objectives of the TDCP each comply with the United Nations Sustainable Development Goals and are reflected in the local spatial planning framework outlined.

2.4.2 Population Growth and Housing

The population of Nenagh in 2016 was 8,968, a population increase of 12.2% over Census 2011 figures. In line with the NPF and the TCDP, it is planned to deliver a population growth of 30% by 2031. It is projected that by 2030 (the LAP lifespan), it will be necessary to cater for a population of

approximately 11,359⁶ persons an additional 2,391 persons over 2016 population. This projected population growth would result in an estimated requirement for approximately **886**⁷ additional housing units (2.7 persons average occupancy) to 2030.

| Population Growth and Housing Need | | | |
|------------------------------------|---------------------------|------------------------|--------------------------|
| Population 2016 | Projected Population 2031 | Population growth 2030 | Housing requirement 2030 |
| 8,968 | 11,658 | 11,359 | 886 units |

Table 4: Population Growth and Need

Housing Delivery over the lifetime of the previous Town Development Plan

Since 2013 there has been moderate housing growth in the plan area. New development has consisted primarily of infill developments and minor extensions to existing housing estates. However, there has been a number of significant planning permissions granted in recent years, and housing delivery is expected to significantly increase during the Plan period. There are a number of notable planning permissions:

- 159 units at Tyone
- 36 units at Drommin Village
- 57 units at Ciamaltha Meadows
- 37 units at Springfort Meadows

This equates to planning permission in place for **289 units** with a geographic distribution throughout the town.

Social Housing Demand and Delivery

454 applicants for social housing support have identified Nenagh as their first choice, with the following breakdown of housing requirements:

| Social Housing List 2022 | |
|---|---|
| Unit size | Number 1 st Choice Housing Applicant |
| 1-bedroom unit | 139 |
| 2-bedroom unit | 188 |
| 3-bedroom unit | 99 |
| 4 or greater bedroom unit | 28 |
| Total | 454 |
| Total Number currently accommodated through HAP | 231 |

Table 5: Social Housing Requirements in Nenagh

⁶ The Core Strategy of the Tipperary CDP 2022-2028 sets out projected population of 10,761 persons in 2028 for Nenagh. This equates to 1,793 or 299 additional persons per annum i.e. $1,793 / 6 = 299$. As the Nenagh LAP period will cover an additional two years to 2030, the projected population needs to include an additional two years i.e. $10,761 + (299 \times 2) = 11,360$.

⁷ 2,391 persons with a household size of 2.7 = 886

Since 2016, there has been a moderate social housing construction in the town (72 units). There has been a number of purchases and refurbishments by the housing authority as part of its social housing programme. There are construction projects underway, and it is expected that by 2026 an additional **182** new social homes shall be constructed in Nenagh through local authority own development, with additional housing provided through approved housing bodies and delivered by private contractors.

Traveller Accommodation

The Tipperary Traveller Accommodation Programme 2019-2024 sets the following requirements over this period for the county and Nenagh:

| Traveller Housing programme | | | | | |
|-----------------------------|--|---------------|--------------|-----------------------|-------|
| Area | Standard Housing / Including RAS / Leasing | Group Housing | Halting Site | Single Rural Dwelling | Total |
| Tipperary County | 58 | 15 | 8 | 9 | 90 |
| Nenagh | 4 | 5 | 3 | 3 | 15 |

Table 6: Traveller Housing Programme

Tipperary County Housing Strategy

The Tipperary County Housing Strategy (Volume 3 of the TCDP) highlights key local issues:

- At the county level at least 21.2% of new households will experience affordability challenges. For Nenagh, there is a higher affordability constraint with 41% of new households potentially experiencing affordability challenges.
- Smaller units (1 and 2 bedroom) must be delivered to ensure that this specific household demand is met, and that more affordable units are provided. It is estimated that 59% of new units should fulfil this type.
- New housing developments should fulfil the definition of compact, near zero energy rated and well connected with the town centre area in compliance with the Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities (DEHLG, 2009)⁸.

Building Vacancy

According to the Geodirectory data Q4 2022, there were 5,061⁹ properties within the Nenagh LAP. Of these, 93 residential properties and 77 commercial properties were vacant. In total there were 170 vacant properties, which represents a vacancy of 4.5% of the total stock. Surveys undertaken¹⁰ by the Planning Policy team indicate that within the town centre there are 92 vacant

⁸ Replaced by 'The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities' (DHLGH, 2024).

⁹ Comprised of 4,446 residential properties and 615 commercial properties

¹⁰ Surveys undertaken in accordance with the methodology set out in the Heritage Council's Town Centre Health Check

buildings, 37 of which are residential, 41 are commercial and 14 are mixed use i.e. commercial on the ground floor with residential on the upper floors.

New Housing Demand

In summary, it is identified that there is a need for approximately 886 new units in Nenagh. It can be assumed that little of this demand has been met by new construction since 2016. There is a need for 454 social and affordable units (with 231 already accommodated in the town as supported by the Housing Assistance Payment programme). The Council is seeking to deliver an additional 182 units by 2026. Therefore, there is a short fall of 41 new units in projected delivery that will need to be delivered by private development (including for 20% social and affordable units).

2.4.3 Land Use Zoning Framework

The land use zoning framework is set out in Chapter 9. Eleven zoning types are identified and described in detail in Table 13.

Residential land use zoning

Land use zoning provision must accord with the Core Strategy of the TCDP. The LAP timeline is 2024-2030. Therefore, the LAP land use zoning requirement was adjusted by considering the TCDP 2028 framework and applying 2 additional years (2030)¹¹. This results in a requirement for approximately 44.4ha of serviced/serviceable residential lands. New residential use is permitted on lands zoned for ‘Urban Core, ‘Regeneration’ and ‘New Residential’, as set out below:

| Land use zoning that can accommodate new residential growth | | |
|---|-----------|---|
| Land zoning | Area (ha) | Maximum Housing Delivery capacity |
| New Residential | 65.49 | Calculated at 100% Residential = 1,637 Units |
| Regeneration | 10.28 | Calculated at 30% Residential Share = 77 Units |
| Urban Core | 44.7 | Calculated at 30% Residential Share = 335 Units |

Table 7: Land Use Zoning Calculations

After consideration in the SLA (Appendix 1) excess lands that were previously designated for ‘New Residential’ use (as well as other appropriate lands) have been designated as ‘Strategic Reserve’ (20.02ha), and where appropriate, lands previously zoned for new residential use have been rezoned for uses other than ‘New Residential’. Maps 1A and 1B set out the proposed land zoning map for the Town.

Consideration has also been given to the Development Plan Guidelines for Planning Authorities (DHLGH, 2022) 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

¹¹ 40ha – 26.6 = 13.4/3 = 4.67ha (1 year). 2 years = 8.93ha plus 26.6ha = 35.53ha for 2024 – 2030. An average density of 25/ha and ‘additional capacity’ at 25% was applied. Excluding the capacity of town centre sites to accommodate residential development

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 (265) must be delivered within the existing built-up footprint/compact growth area of the town. This aspect is addressed in more detail in Section 5.2.1 - Residential Neighbourhoods.

Serviced Land Assessment (SLA)

The NPF has provided a detailed methodology for local authorities to apply in developing a zoning framework, informed by the population targets and based on an assessment of available serviced land and infrastructure. This process is outlined at Appendix 1. The Council, in the preparation of the zoning framework, has considered the provisions of the SLA, the Development Plan Guidelines (DHLGH, 2022), and the need to support compact growth. Through this process, the Council has sought to ensure that a sufficient choice of land for development is provided to support the sustainable residential, economic and social growth of the town. The quantum of land use zoning by the primary land uses is set out in Table 8.

| Land Use Zoning Areas (Ha) | | |
|----------------------------|-----------|---|
| Land zoning | Area (ha) | Description |
| New Residential | 65.49 | For New Residential use |
| Strategic Reserve | 25.59 | Long-Term Strategic and Sustainable Development Site. Sites that will deliver housing within the subsequent development plan period (i.e. more than 6 years). (Section 4.4.4 of the Development Plan Guidelines) |
| Regeneration | 10.28 | Mixed use, including Residential |
| Urban Core | 44.7 | Mixed use, including Residential |

Table 8: Land Use Zoning Areas

As outlined in the Land Use Zoning Objectives in Chapter 9, the purpose of the Strategic Reserve is to ensure to availability of “long-term strategic and sustainable development sites” for the future growth of Nenagh. The development of these areas is a piecemeal or discordant way would prejudice the sustainable future development of the town. New development in lands zoned strategic reserve will not therefore generally be permitted. Where exceptional circumstances apply that would justify the development of these lands within the lifetime of the Plan, the applicant will be required to demonstrate how the remaining lands within the ‘Strategic Reserve’ land use zoning could be developed sustainably and cohesively.


2.4.4 Non-Conforming uses




The Council will support the continued operation and expansion of authorised long-established activities that are in operation at locations that are not compatible with current planning objectives,

provided that it does not result in loss of amenity to adjoining properties, adverse impact on the environment, visual detriment to the area or creation of a traffic hazard.

2.5 Policy and Objectives

| It is the policy of the Council to: | |
|-------------------------------------|--|
| Policy 2.1 | Require the retrofitting of existing structures on brownfield sites, unless it is demonstrated that retrofitting is unfeasible, or redevelopment of the site would provide positive carbon impact through the re-design, construction and use stages of a new building, compared with retrofitting. |
| Policy 2.2 | Support new development that will enable sustainable housing growth, employment, community development and prosperity for Nenagh as a Key Town in line with the Strategic Objectives of the TCDP. |
| Policy 2.3 | Require new development to incorporate best practice in low-carbon and energy efficient planning and techniques as reflected by the policies and objectives of the TCDP and this LAP and in accordance with the Tipperary County Council Climate Action Plan 2024-2029 (and any review thereof). |
| Policy 2.4 | Support compact residential growth in Nenagh through the sustainable intensification and consolidation of the town centre and established residential areas to meet identified housing targets and requirements in line with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (DHLGH, 2024) and any review thereof. |
| Policy 2.5 | Facilitate development of existing but non-conforming and long-established uses, to support their continued operation and expansion, provided such does not result in loss of amenity to adjoining properties, adverse impact on the environment, visual detriment to the character of the area or creation of a traffic hazard. |

| Local Planning and Development Objectives | |
|--|---|
| It is an objective of the Council to: | |
| Objective 2A  | Support the local community to identify and implement measures and actions to reduce energy consumption, produce renewable energy from local resources and to adapt to a changing climate, in accordance with the Tipperary County Council Climate Action Plan 2024-2029. |
| Objective 2B | Work in partnership with community groups in the regeneration and revitalisation of Nenagh and to actively seek and secure funding and investment under available national and regional investment and funding programmes in line with the development strategy as set out. |

| | |
|--|---|
| Objective 2C | Support and facilitate the development of lands in collaboration with landowners and service providers for residential and employment development over the lifetime of the LAP. |
| Objective 2D  | Actively respond to the specific need in Nenagh for affordable housing and housing units for one and two-bedroom units, through the delivery of local authority social and affordable housing programmes and through the implementation of funds and programmes available from central government to support the delivery of new homes. |
| Objective 2E | Monitor the scale, type, tenure and location of constructed and permitted developments in Nenagh to ensure compliance with the Core Strategy and to achieve the delivery of strategic plan-led and coordinated balanced development within the town. |
| Objective 2F | Undertake Town Centre Health Checks periodically, in accordance with the methodology set out in the Heritage Council's guidance, in order to ascertain the quantum of vacant building stock in the town centre. |
| Objective 2G  | Continue to engage with the Tipperary Energy Agency, and other relevant energy agencies, to develop targeted energy and climate action measures within the geographic area of the local area plan, including measures such as the electrification of heating under the National Residential Retrofit Plan. |
| Objective 2H  | Provide support, data and information where available to developers seeking to develop or be part of district heating and centralised biomass / biogas boiler / heat pump systems, whether private/public or mixture of both. |

3. Town Centre Strategy

The Town Centre Strategy for Nenagh will seek to ensure that the vibrancy and vitality of the town is maintained and enhanced. This will be achieved by increasing the residential population of the town centre, regenerating town centre brownfield lands, implementing and delivering the local town centre focused strategies for the town, and providing a high-quality, pleasant and enjoyable town centre environment focussed on active modes of travel.

The Council and its partners have already successfully attracted funding to the town from sources including the URDF and RRDF and will seek ensure that the spatial planning frameworks are in place to continue to enable this approach.

3.1 Town Centre First

It is the vision of this LAP to support the town centre as a place to work, live, visit and do business, by delivering a co-ordinated regeneration strategy, promoting the re-development of underused sites, enhancing town centre services, enabling residential development and protecting and showcasing the historic core of the town. Significant work has already been progressed in developing the Martyr's Road Masterplan. Funding has been secured for the Sustainable Energy Centre of Ireland (SECOE) and public realm works, as well as a heritage and tourism-led Historical and Cultural Quarter project for the town and redevelopment of the Rialto Cinema site (formerly Sheahan's Hardware) as an employment hub and housing.

Under the National Town Centre First Policy (DRCD, 2022), it is intended that a Town Centre First Plan will be developed for Nenagh, when resources become available. Together with this LAP, and the various projects and strategies already being progressed for Nenagh, the Town Centre First Plan will aid the delivery of the town centre vision outlined above, as well as creating a pipeline of key projects. These projects / actions will be targeted for investment through appropriate funding streams, maximising state investment and opportunities for the delivery of a co-ordinated programme of investment.

3.2 Consolidation, Regeneration and Compact Growth

Underused and poorly consolidated sites and areas are important to provide opportunities for residential and town centre development, and to ensure that people can live, work and socialise in the town thereby reducing the need for reliance on the private car for short journeys. This LAP has set out appropriate land use zoning for the town, identified underused sites suitable for

regeneration (Appendix 3) and has identified the compact growth area (see Town Profile Map – Figure 4). The Nenagh Town Development Plan 2013 (as varied and extended) identified the Martyr’s Road area as a potential site for regeneration, and the Martyr’s Road Masterplan was subsequently developed by the Council. New development proposals within this area will be required to have regard to this masterplan. This site is zoned as ‘Regeneration’ and identified as a Consolidation Site in this LAP. Consolidation Sites are sites located within the existing built-up area with significant housing/mixed-use potential that have a critical role in achieving policy objectives for consolidation and compact growth. It will be a key focus of the Council to collaborate with the owners of these sites to enable their redevelopment and use for enterprise and/or residential-led regeneration. A future Nenagh Town Centre First Plan will identify further key regeneration and consolidation opportunities in the central area and describe and animate key projects, their potential benefits, and pathways and actions for their immediate development.

Regeneration Sites and Regeneration Areas

A number of sites located in the town centre area (zoned ‘Urban Core’) and adjacent to the Urban Core that are suitable for residential/mixed use development have been identified. These are described in Appendix 3, along with key planning considerations for the development of these sites. The Council will seek to work with, and support the landowners of sites with potential for regeneration and development to enable their planning and delivery as part of a Town Centre First programme.

3.3 Land Activation and Strategy for Vacancy and Regeneration

3.3.1 Enabling and Supporting Regeneration

It is a first principle of the Council to collaborate with, and support landowners in using their vacant property thereby reducing vacancy and dereliction. There are a number of statutory provisions designed to activate the development of underused or vacant sites. The Council will continue to offer support to landowners through its planning, housing and local enterprise services and offer regeneration schemes such as the Commercial Vacancy Incentive Scheme, the Croí Cónaithe Scheme, the Repair and Lease Scheme, Buy and Renew Scheme, RRDF etc.

The Council and the local community have already engaged with the URDF and RRDF, and have received funding for projects in Nenagh town centre. SECOE has been awarded significant design and capital grant funding to deliver a new sustainable energy centre and public realm works to drive regeneration and investment at Martyr’s Road. The Historical and Cultural Quarter and the Rialto Cinema site have both received grant funding through the RRDF to develop detailed proposals for these sites. The LAP will support the delivery of these important projects, which will provide a catalyst or investment, regeneration and sustainable development in the town centre.

The LAP will also support appropriate new development proposals, particularly on lands zoned 'Regeneration' or lands identified in Appendix 3.

3.3.2 Statutory Land Activation Provisions

The Residential Zoned Land Tax

The Finance Act 2021 introduced the Residential Zoned Land Tax (RZLT). The RZLT is applicable to lands zoned and serviced for residential development and for mixed-use including residential development. The key principles of the Urban Regeneration and Housing Act, 2015, such as the need to include the regeneration of areas as a key part of the development plan process and the inclusion of objectives for areas in need of regeneration are outlined in this LAP and will be supported by the Town Centre First approach. The Council will seek to support and assist landowners, subject to the RZLT in development of their lands for residential use.

Derelict Site Levy

The Council maintains a register of derelict sites and dangerous structures in line with the Derelict Sites Act 1990 and the Local Government Sanitary Services Act 1964.

The Council will engage with landowners of derelict sites and seek to utilise active land management measures in order to incentivise development of these sites.

3.3.3 Upper floor and Commercial Vacancy

There is scope in the town centre to better use existing vacant space, particularly at upper floors of buildings. However, there are a number of costly and time-consuming barriers to the refurbishment of existing town centre premises. One such barrier is the uncertainty, cost, and delays associated with the multiple, separate statutory permissions needed to bring a building back into use. The Council will, in conjunction with its Town Centre First programme, work with owners to support the occupation of upper floors and commercial vacancy.

3.4 Public Realm and Wayfaring

The local community of Nenagh recognise that high-quality public realm, that is easy and safe to navigate is important to the character of the town. To support active travel and places where people can dwell and enjoy in the town, TCC is initiating the Nenagh Traffic Management Plan, as well as 'giving-back' road space in the town to the public through the development of the Historical and Cultural Quarter and the SECOE development at Martyr's Road. Private developments, such as the redevelopment of Lidl on the Well Road, have also contributed to provide public space in the town. The LAP will support and require public and privately funded development to ensure public space is provided for residents, visitors and employees in the town, and is appropriately designed.

3.4.1 Historical and Cultural Quarter

The Historical and Cultural Quarter of Nenagh comprises the area around Banba Square and includes a rich and varied collection of cultural and heritage buildings and spaces. The purpose of the project is to develop an over-arching tourism proposition for Nenagh's Historic and Cultural Quarter, and a new and vibrant place built around the cultural and social heritage of Nenagh. The project is supported by Failte Ireland amongst others, and incorporates:

- A Visitor Experience Plan for Nenagh Historical & Cultural Quarter;
- A new and bespoke visitor experience for Nenagh Gaol;
- High quality new public realm for Banba Square, O'Rahilly Street, and the areas around the Courthouse, the Castle and the Castle Field;
- Sympathetic interventions to the Castle and Gaol to enhance the appreciation, use and quality of these heritage assets.

The Council has secured grant funding through the RRDF to develop detailed design concepts and the LAP will support the implementation of the project and the strategic objectives of the Historical and Cultural Quarter.

3.4.2 Rialto Cinema

The Rialto Cinema sites incorporates the former Sheahan's hardware building and the yard fronting Emmett Place. The site wraps around Nenagh Garda Station. The purpose of the project is to repurpose the Art-Deco Rialto Cinema building to be used as an employment space. The building will be a landmark for heritage and employment-led regeneration, providing new life to this iconic building and showcasing the ambition for the town. The project incorporates:

- The provision of open plan and flexible work spaces for up to 100 people;
- Sympathetic extension and refurbishment of the Rialto building;
- Complimentary town-centre living to the rear of the cinema, to ensure the site provides for town centre living;
- New high-quality public realm for the town, connecting Emmett Place and Ashe Road.

The Council has secured grant funding through the RRDF to develop detailed designs for the project and the LAP will support the implementation of the project and its strategic objectives.

3.4.3 Sustainable Energy Centre of Ireland (SECOE) and Martyr's Road Regeneration

The SECOE will be a pilot centre for innovation in active and smart grid technology, the centrepiece and catalyst for the integrated regeneration of the 'Martyr's Road Regeneration Quarter', 10ha of underutilised and brownfield town centre land. This purpose of the project will be to achieve transformative place-making through innovative integration of spatial and energy

planning and provide the catalyst for the development of a 'Low-Carbon Neighbourhood.' The project incorporates:

- A new carbon sustainable energy centre, which will be carbon-positive within its lifetime, a centre of learning, climate education and employment;
- New high-quality public realm, focused on active travel, biodiversity, and addressing climate change, integrated with the new SECOE building and connecting the Martyr's Road Quarter to the town centre;

The Council has secured grant funding through the URDF to develop and deliver this ambitious project and the LAP will support the implementation of the project and its strategic objectives.

3.5 Retail and the Town Centre

Nenagh town centre is underpinned by a strong convenience retail offer with many of the large retail multiples located within a short distance of the town centre area, thus conferring variety and choice and helping to support comparison retailing in the town. Nenagh is notable for the strength and variety of independent traders located in the town centre, particularly in comparison retailing. Nenagh has also organically evolved to respond to the changing profile of town centres, with a good provision of leisure, social and dining facilities in the town centre.

The Council, in accordance with the Retail Planning Guidelines for Local Authorities (DECLG, 2012) will continue to support the viability of the town centre, including applying a 'town centre first approach' and 'sequential test' for development. This LAP has defined the Town Centre area and within that the 'Primary Retail Area' (PRA). The PRA of Nenagh is primarily defined by the following streets:

- Kenyon Street
- Pearse Street
- Pound Street
- Mitchell Street

Nenagh is a Key Town and in line with the county retail hierarchy, the Council will seek to support an appropriate range of retail choice to serve the needs of the rural catchment, protect the vitality of the town centre and support an appropriate mix of daytime and night-time uses. Within the PRA, the Council will seek to ensure that ground floor uses promote a high level of daytime footfall, activity and animation and avoid and over-proliferation of inappropriate uses, in accordance with Policy 7-2 of the TCDP. New convenience retailing will be only acceptable where there is a demonstrated need, and where it will support the town centre. New retail warehousing may be

facilitated, but only where it is demonstrated that there is a need for additional floor space, and where it will support the town centre, in accordance with policy 7-4 of the TCDP.

3.6 Protecting and Enhancing the Historic Core


Nenagh is rich in architectural and historical heritage. Nenagh is an old rural market town and is recognised for the quality of historical assets. Nenagh Castle, Castle Gardens, Nenagh Gaol, Nenagh Courthouse, and the Franciscan Abbey are striking and outstanding historical assets in the town centre and key assets to be managed to promote tourism and tourist related businesses.

As part of the replacement of the Nenagh Town and Environs Development Plan 2013, the Record of Protected Structures for Nenagh will be updated and provisions and objectives for their protection will be incorporated into the TCDP. This process will be undertaken in accordance with Section 55 of the Act, in parallel with the adoption of this LAP. The historic core of the town and Architectural Conservation Areas are further addressed in Chapter 7.

Traditional shopfronts are an important built fabric of the urban core and proposals for new development where existing shopfronts are present will be required to retain and refurbish shopfronts, in accordance with the requirements of Policy 13-2 of the TCDP and Chapter 12 of the Architectural Heritage Protection – Guidelines for Planning Authorities (2011).

3.7 Policy and Objectives

| Planning and Development Policy | |
|-------------------------------------|--|
| It is the policy of the Council to: | |
| Policy 3.1 | Support compact growth through: <ul style="list-style-type: none"> (a) the collaborative redevelopment and reuse of vacant and underused sites and areas in the ‘Urban Core’ and ‘Compact Growth’ area, (b) the development of sites identified through the URDF and RRDF; and (c) the redevelopment of Town Centre ‘Regeneration Sites’, ‘Consolidation Sites’ and areas zoned for ‘Regeneration’. |
| Policy 3.2 | Support new development proposals for regeneration sites which accord with the Key Planning Criteria for these sites set out in Appendix 3: Regeneration Sites. |
| Policy 3.3 | Support new development proposals that accord with the county retail hierarchy and policy and to support and underpin the vibrancy and vitality of the town centre area and the PRA, in line with the Retail Planning Guidelines for Planning Authorities (DEHLG, 2012). |
| Policy 3.4 | Require new development proposals within the Primary Retail Area to provide active uses on the ground floor and resist the proliferation of takeaways and betting shops with the Primary Retail Area. |
| Policy 3.5 | Support new development proposals which accord with policies and objectives set out in the Martyr’s Road Masterplan, and any review thereof. |
| Policy 3.6 | Support new development which enhances the setting of Nenagh town centre, including its architectural and historical heritage and character, and facilitates compact growth, connectivity and active travel as opportunities arise. |
| Policy 3.7 | Require traditional shopfronts to be retained or refurbished, in accordance with the requirements of Policy 13-2 of the TCDP and Chapter 12 of the Architectural Heritage Protection – Guidelines for Planning Authorities (2011). |

| Planning and Development Objectives | |
|--|---|
| It is an objective of the Council to: | |
| Objective 3A  | Support the Town Regeneration Officer and any future Town Team in the preparation and implementation of a collaborative Town Centre First Plan for Nenagh that will build on collaborate work and successful funding applications to date, and to provide a framework for which further funding will be sought. |

| | |
|--|--|
| <p>Objective 3B</p>  | <p>Support landowners with potential sites for regeneration and development through the Council's planning, housing and local enterprise services and offer regeneration schemes such as the Commercial Vacancy Incentive Scheme, the Croí Cónaithe Scheme, the Repair and Lease Scheme, Buy and Renew Scheme etc. as part of a Town Centre First programme.</p> |
| <p>Objective 3C</p>  | <p>Offer support to landowners and planning agents, to help overcome planning obstacles to the occupation and reuse of vacant upper floors and commercial units in the town centre; and develop best practice guidance in the re-use of upper floors.</p> |
| <p>Objective 3D</p>  | <p>Develop and improve areas in need of regeneration, renewal and redevelopment and to apply, where appropriate, the provisions of the Finance Act, Urban Regeneration and Housing Act, Derelict Sites Act, and use Compulsory Purchase Orders to enable regeneration, reduce vacancy, increase housing supply, employment opportunities and provide community facilities.</p> |
| <p>Objective 3E</p>  | <p>Actively develop the Historical and Cultural Quarter, Rialto Cinema and Sustainable Energy Centre of Ireland (SECOE) projects, in consultation with the community and relevant stakeholders.</p> |

4. Economic Development Strategy

By 2030, Nenagh will have consolidated its existing employment base with enhanced employment opportunities for local residents. This will be achieved by supporting existing businesses to diversify and expand, supporting the development of existing business parks in the town, promoting and enabling tourism development and by improving the town centre experience through the delivery of new infrastructure and a Town Centre First approach.

The TCDP has designated Nenagh as 'Key Town' with strong capacity for enterprise and employment growth building on its strengths and specialties. The town has strengths in its strong local administrative and services base, providing high-quality employment in the town. The town is also notable as a heritage town with a rich historical character that can benefit from recent investment in national tourism offerings including Fáilte Ireland's - Ireland's Hidden Heartlands. There are a number of serviced business parks in the Plan area including the Stereame Business and Innovation Park, Lisbunny Industrial Estate and Gortlandroe Industrial Park. Employment is also provided in a wide range of services in the town including, retail, agriculture, sports, nursing homes, education, tourism etc.

4.1 Employment and Enterprise Strategy

4.1.1 Local Employment and Economic Framework

This LAP sets out a local spatial planning framework to enable enterprise and employment. This will be further supported by a Local Economic and Community Strategy (LECP)¹², prepared for the county under the Local Government Reform Act 2014. The LECP will set out objectives and actions to be provided, for example, through the work of the Local Enterprise Office and through available funding supports, to promote and support the economic and local and community development of the county, both by itself directly, and in partnership with other economic and community development stakeholders.

4.1.2 Land Use Zoning and Development Management

This LAP has considered the location of existing employment sites in the town centre and elsewhere in the town and supporting infrastructure such as water services and roads in setting out a land use zoning framework for employment and enterprise. The town centre is a key employment location with very good levels of physical, transport and social infrastructure. New employment in the urban core will help support existing business in town and high-density employment should therefore be directed to the town centre in the first instance, as well as areas zoned 'Mixed Use'

¹² The LECP 2015-2020 is currently being reviewed. The new LECP will be dated 2024 - 2029

and 'Regeneration' . In addition, lands have also been zoned for 'Employment' use. The land use zoning designation will enable diverse land-uses associated with enterprise and employment in Nenagh and is supplemented by the designation of 'Strategic Employment Areas' (See Section 4.2). In considering new employment proposals on lands zoned for 'Employment', the Council will consider the nature of the proposed use and the following principles:

- New office-based development with a high density of employees shall be located on sites with easy employee access i.e. the urban core or where public transport/active travel between home and work is available.
- New office, research and development and high technology / manufacturing type employment shall be located in an existing high quality built and landscaped environment, unless it is demonstrated that there is no availability of such sites.

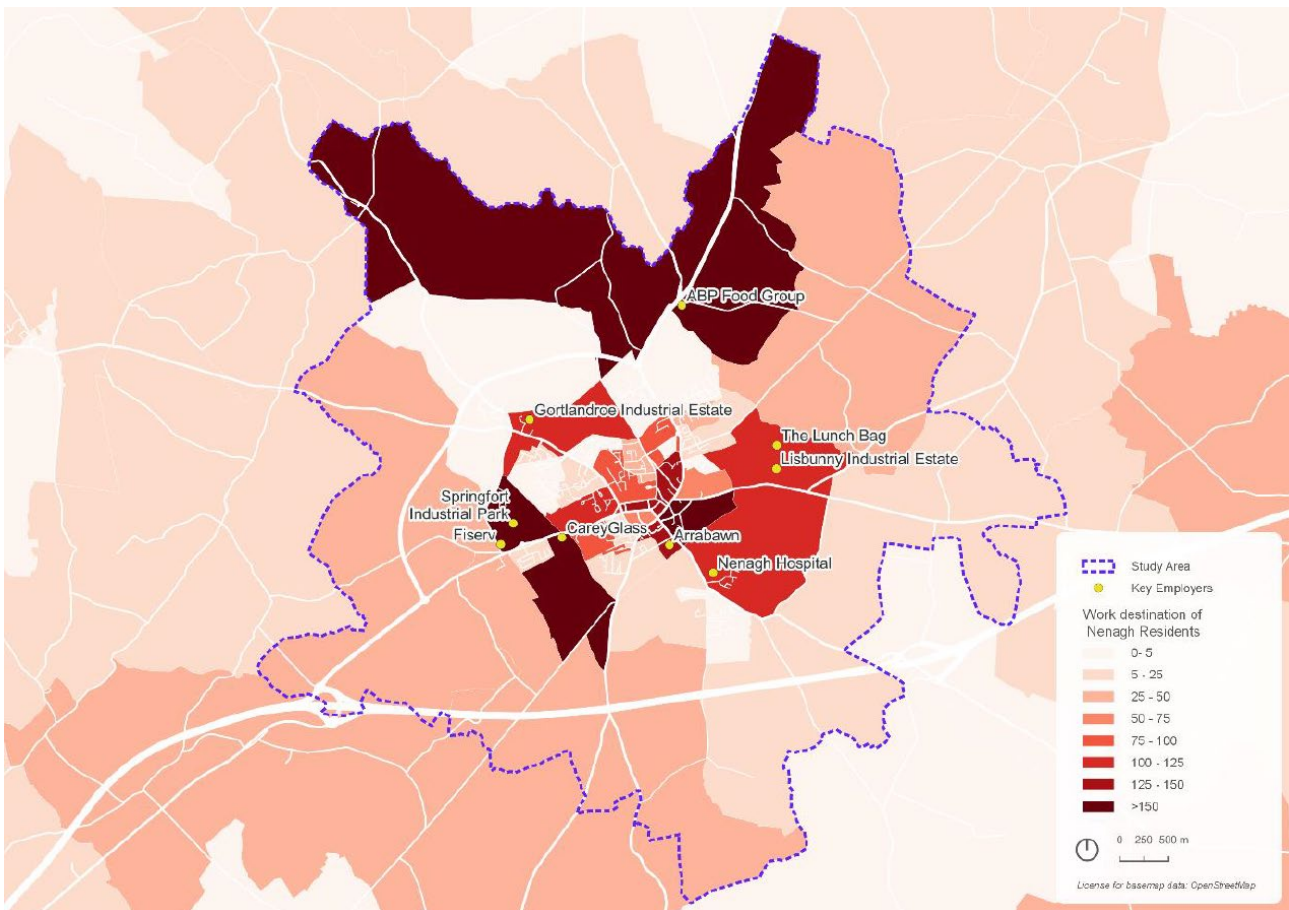


Figure 5: Employment Destinations

4.2 Nenagh Strategic Employment Areas

The TDCP recognises that the 'Key Towns' and 'District Towns' of the county are the primary locations for strategic employment at the county or regional scale. Section 8.3.1 of the TDCP sets out the requirement to identify 'Strategic Employment Locations' for towns within the County.

Nenagh already supports strategic employment areas zoned for employment uses, and the Council will seek to consolidate and strengthen these existing strategic areas, including the strategic employment function of the town centre. Three strategic employment areas are identified.

4.2.1 Lisbunny Industrial Estate

The Lisbunny Industrial Estate is strategically located to the east of the urban core. The area has a diverse mix of uses from social, hospitality, leisure and amenity, educational, industrial and employment uses. There is a limited quantum of residential uses in the immediate vicinity. The R445 (old Dublin Road) provides a well serviced and high-quality link to the motorway network further to the east, thus largely avoiding the need for HGVs servicing the estate to navigate the urban core. This, coupled with the absence of a significant quantum of residential uses in the immediate vicinity makes the site ideal for a wide range of employment uses, including large format uses, and some general industry. Notwithstanding the absence of residential uses immediately adjacent, the site is within walking and cycling distance of a number of residential areas and the urban core. Active travel measures identified in the LTP will improve accessibility by active modes to this area.

Though Site 6 (referenced in Appendix 1 – Employment Lands SLA) does not have access to waste water services (as it is on the southern / eastern side of the railway), this site is located just beyond the 10-15 min walk time distance of the town centre, with proximate access to water, water run-off to the nearby rivers (subject to environmental assessment), power (critical sub-station infrastructure is located nearby) and broadband – all infrastructure attractive to industry. These lands could not be developed without access to the municipal waste water system and therefore waste water infrastructure will be required to be put in place before development of these lands would be supported.

| Key Attributes | Description and Guidance |
|--------------------------------------|---|
| Access | Accessed from the Dublin Road, which provides direct access on the M7 motorway, approximately 4km to the east |
| Services | Fully Serviced |
| Existing uses | Quigleys Bakery (food manufacturer); The Lunch Bag (food manufacturer); NCT Centre (motor testing); DFDS Warehousing (logistics); Cleo Bridal (Specialist Retail) |
| Consolidation & Expansion | Additional lands zoned for Employment within the estate, existing consolidation opportunities |
| Development Guidance | Zoned for 'Employment'. Due to its location detached from areas of high-density residential development, and excellent direct access to the motorway network, the site is most suited to manufacturing, heavy industry, and large-format employment uses. |

Table 9: Lisbunny Industrial Estate

4.2.2 Stereame Business and Innovation Park

Like the Lisbunny Industrial Estate to the east of the town, the Stereame Business and Innovation Park is strategically located to the west of the town. The area has a wide range of employment uses in the area, and the baseline assessments undertaken for employment locations in the town identified this area as a key employment location in the town. The R445 (old Limerick Road) provides a well serviced and high-quality link to the motorway network further to the west, thus avoiding the need for HGVs servicing the estate to navigate the urban core. This site is ideal for a wide range of employment uses, though given the proximity of residential uses and range of employment uses already in the area, noisy or heavy industry would not be supported in this location. The surrounding area is earmarked for further residential development, and in line with the 10-minute town concept, the further development of the Stereame area for employment uses can serve the wider existing and future community of this area. The site is within walking and cycling distance of a number of residential areas and the urban core.

| Key Attributes | Description and Guidance |
|--------------------------------------|---|
| Access | Access from the Limerick Road, which provides direct access on the M7 motorway, approximately 2.5km to the south |
| Services | Fully Serviced |
| Existing uses | FiServ (Technology company - office space); Mack Engineering; Mackey Plant Construction; Premier Stationary; Tipperary Plant and Tool Hire; Youghal Glass; Cleverkids; Turbo Centre Ireland; Advanced Chiropractice; The Smart Group; Nenagh Taewondo; Equistyle Equestrian Warehousing; Euro Part; Expert Electrical; World of Wonder; Slattery's Tiles; Woodies; Iceland; Aldi; Jump n' Gyms |
| Consolidation & Expansion | Substantial additional lands available for consolidation; some space also available in retail park |
| Development Guidance | Zoned for 'Employment' and 'Mixed Use'. This location is close to a number of amenities and within walking distance of the town centre. Given the scale of the park, existing uses and potential for new neighbourhoods adjacent, a wide range of employment uses can be supported, including office types uses. Heavy industry, noisy uses should be located in other strategic employment locations |

Table 10: Stereame Business and Innovation Park

4.2.3 Gortlandroe Industrial Park

The Gortlandroe Industrial Park is long established in Nenagh as key manufacturing location, with Proctor and Gamble and Coty formerly located within the park. Today the park is home to a new generation of engineering manufacturing companies, Apex Aviation who provide aircraft maintenance and servicing and LMC Group who provide electrical, mechanical and other engineering manufacturing services. Direct access to the motorway and the midlands is provided via the Portroe Road and the N52, thus largely avoiding the need for HGVs servicing the estate to

navigate the urban core. Given the scale of land that may be required for manufacturing uses, the site is identified as an appropriate location for the expansion of manufacturing employment uses in Nenagh, given the site has significant opportunity for expansion to the north, subject to the improvement of existing junctions onto the wider road network. The site is within walking and cycling distance of a number of residential areas and the urban core. Active travel measures identified in the LTP will improve accessibility by active modes to this area.

This land bank is significant in scale and should be developed in a cohesive, phased and integrated manner to ensure the sustainable development of this area of the town. Prior to the development of the lands, a masterplan will be required to be developed for the undeveloped lands, in collaboration with relevant stakeholders. The development of a masterplan will be required to address: the phasing of the lands; infrastructure availability and access; land uses and employment types; active travel and transport and connections to the town centre in accordance with the provision of the LTP; provision of amenities and relationships with neighbouring land uses etc.

| Key Attributes | Description and Guidance |
|--------------------------------------|---|
| Access | Accessed from Portroe Road |
| Services | Fully Serviced |
| Existing uses | HSE The Derg Centre; Apex Aviation; Ger Gavin Warehouse; LMC Group |
| Consolidation & Expansion | Substantial areas of land available for expansion and lands available for consolidation within the existing park |
| Development Guidance | Zoned for 'Employment'. Due to its location detached from the town centre, the site is suitable for lower density employment and manufacturing uses. Some heavy industry employment uses may be appropriate where these are peripheral to residential uses and these locations can be adequately serviced without undue impact on residential uses. |

Table 11: Gortlandroe Industrial Park

4.3 Tourism Strategy

The Tipperary 'Marketing, Experience & Destination Development Plan', 2016 - 2021 sets out a development strategy for tourism in County Tipperary. This is supported by 'Tipperary Transforming – Tourism Product Development Plan 2020 – 2030' (Tipperary Tourism and Tipperary County Council), a 10-year vision statement for tourism development. These promote Tipperary as national leader in 'Responsible Tourism'.

Since the adoption of the Nenagh TDP in 2013, the potential value of the tourism industry for Nenagh has been extensively developed. Nenagh is an important gateway town within the Fáihte


Ireland tourism programme 'Ireland's Hidden Heartlands', and a critical part of the infrastructure for the 'Lough Derg Visitor Experience Development Plan 2020-2024' (VEDP). The VEDP recognises the existing tourism assets in Nenagh and sets out a number of opportunities, most notably:


- development of the Historical and Cultural Quarter;
- development of quieter and off-road cycling facilities and extending general facilities for 'slow travel';
- creation of pedestrian friendly environment in Nenagh town centre; and
- utilising the principles of a 'Destination Town' as set out in the Fáilte Ireland guidelines.

These objectives are largely complimentary to the 'Town Centre First' and 'active travel' agendas and, there are cross-cutting objectives within the Plan. The Council recognises the economic, social and environmental value of developing tourism initiatives in Nenagh and will support new tourism development proposals that accord with the strategic vision for tourism development in the town outlined in the documents detailed above.

4.4 Policy and Objectives

| Planning and Development Policy | |
|-------------------------------------|--|
| It is the policy of the Council to: | |
| Policy 4.1 | Support and direct new development proposals that generate high densities of employment towards lands zoned ‘Urban Core’, ‘Mixed Use’ and ‘Regeneration’. |
| Policy 4.2 | Support new employment proposals on lands zoned for ‘Employment’, having regard to the nature of the proposed use, the availability of space within existing serviced employment areas, and the following: <ul style="list-style-type: none"> a) New office-based development with a high number and density of employees shall be located on sites with easy employee access i.e. supporting public transport/active travel accessibility between home and work. b) New office, research and development and high technology / manufacturing type employment shall include provision for high quality built and landscaped environment. |
| Policy 4.3 | Support sustainable development of strategic enterprise, in accordance with the principles for each ‘Strategic Employment Area’ as set out in Section 4.2, ensuring the provision of appropriate scale and form of employment uses. |
| Policy 4.4 | Support new visitor accommodation, arts and cultural development, orientation and signage to support the tourism industry and the development of tourism linkages/clusters with neighbouring areas and towns in line with current national and local tourism programmes including ‘Tipperary Transforming – Tourism Product Development Plan 2020 – 2030’. |
| Policy 4.5 | Support new tourism-based development which enhances employment opportunities, the quality of the environment and contributes to the visitor experience of Nenagh in accordance with the principles of the ‘Lough Derg Visitor Experience Development Plan 2020-2024’. |

| Planning and Development Objectives | |
|--|--|
| It is an objective of the Council to: | |
| Objective 4A  | Enable enterprise and employment development in Nenagh, through the spatial planning framework of this LAP and the economic support frameworks of the LECP, Leader LDS and provided by the Local Enterprise Office of the Council. |
| Objective 4B | Promote and support the development and use of the Stereame Business and Innovation Park, Lisbunny Industrial Estate and Gortlandroe Industrial Park, |

| | |
|--|---|
| | through the work of the Local Enterprise Office, and to maintain these Strategic Employment locations as high-quality settings for employment uses with active travel linkages with the central area. |
| Objective 4C  | Redevelop the Rialto Cinema (formerly Sheahan’s hardware) as a high-quality facility for new employment and enterprise. |
| Objective 4D | Work with project partners, including Fáilte Ireland and the OPW to develop the Nenagh Historical and Cultural Quarter of the arts and cultural activities, new visitor accommodation and activity-based leisure activities to support the tourism industry in the town; and promote and expand physical and cultural tourism linkages with neighbouring areas and towns. |
| Objective 4E | Engage with the local community and other relevant stakeholders to develop tourism-based projects relevant to Nenagh town identified in ‘Lough Derg Visitor Experience Development Plan 2020-2024’. |

5. Sustainable Communities

Over its lifetime, this Nenagh LAP, as part of a larger multi-stakeholder social and economic framework, will help facilitate the development of sustainable and socially inclusive communities, where high-quality and age friendly housing is provided consistently, and integrated with the delivery of community and social infrastructure to support a high quality of life for the residents of the town.

Nenagh has exceptional assets including: built heritage; a number of exceptional sporting clubs; a strong sense of community as a market town with agricultural heritage; and a strong base of independent and local commercial operators.

Nenagh continues to perform strongly economically and offers an attractive location for young working families within the hinterlands of Limerick City. However, Nenagh also has some challenges in terms of: unemployment; which exceeds the national average; very low modal shares of active travel modes; and the availability of all tenures of housing. This LAP, as a local land use strategy will support quality of life, including issues such as strong inclusive community, quality and affordable housing, physical infrastructure, pride of place, recreation and open space, sustainable travel, public realm etc. This will work hand-in-hand with the social and economic framework as set out in the Tipperary LECP.

5.1 Nenagh Low-Carbon and Sustainable Energy Community

The feasibility of 'district heating' and 'combined heat and power' systems is dependent on spatial and urban planning related factors such as heat demand density and zoning of building uses, which reinforces the need to consider spatial planning and energy planning together. It is envisaged that such local renewable energy systems will become a feature of towns such as Nenagh with support under the national Climate Action Plan. The Sustainable Energy Authority of Ireland provides supports/funding to communities in mapping their energy demands and potential energy resources in a 'Energy Master Plan'.

At the local level in Nenagh, through the provisions of the current Climate Action Plan and Delivering Climate Action 2030 (CCMA, 2021), the Council will seek to support the local community and relevant sectors in engaging in programmes such as 'the SEAI Sustainable Energy Community' (SEC) programme¹³, sectoral adaptation plans and sustainable energy and climate

¹³ Of the 24 SECS registered with the SEAI in Tipperary, 2 are Nenagh based: North Tipperary Development Company and Energy Communities Tipperary Co-operative Ltd.

action initiatives. The North Tipperary Development Company and Energy Communities Tipperary Co-operative are Nenagh based organisations and both are active in facilitating and supporting local communities in development sustainable energy, home retrofits and supporting district heating feasibility studies.

5.2 Residential Development

The ‘Development Strategy’ for the town has established a framework to facilitate compact residential development on lands zoned within the town centre area and areas close to existing services. The Council will also seek to promote compact growth through the re-use and re-development of vacant properties, regeneration and consolidation sites, brownfield and infill sites. In particular, the Council will seek to incentivise the creation of the town centre as a living neighbourhood, encourage and direct new development to the town centre and adjoining areas and support compact growth and the revitalisation of town centre neighbourhoods.

5.2.1 Residential Neighbourhoods

A population density map for Nenagh is set out in Figure 6. Having consideration to this, to the accessibility of the population to the town centre and policy direction for compact development and town centre growth; it is possible to plan for neighbourhood development in the town.

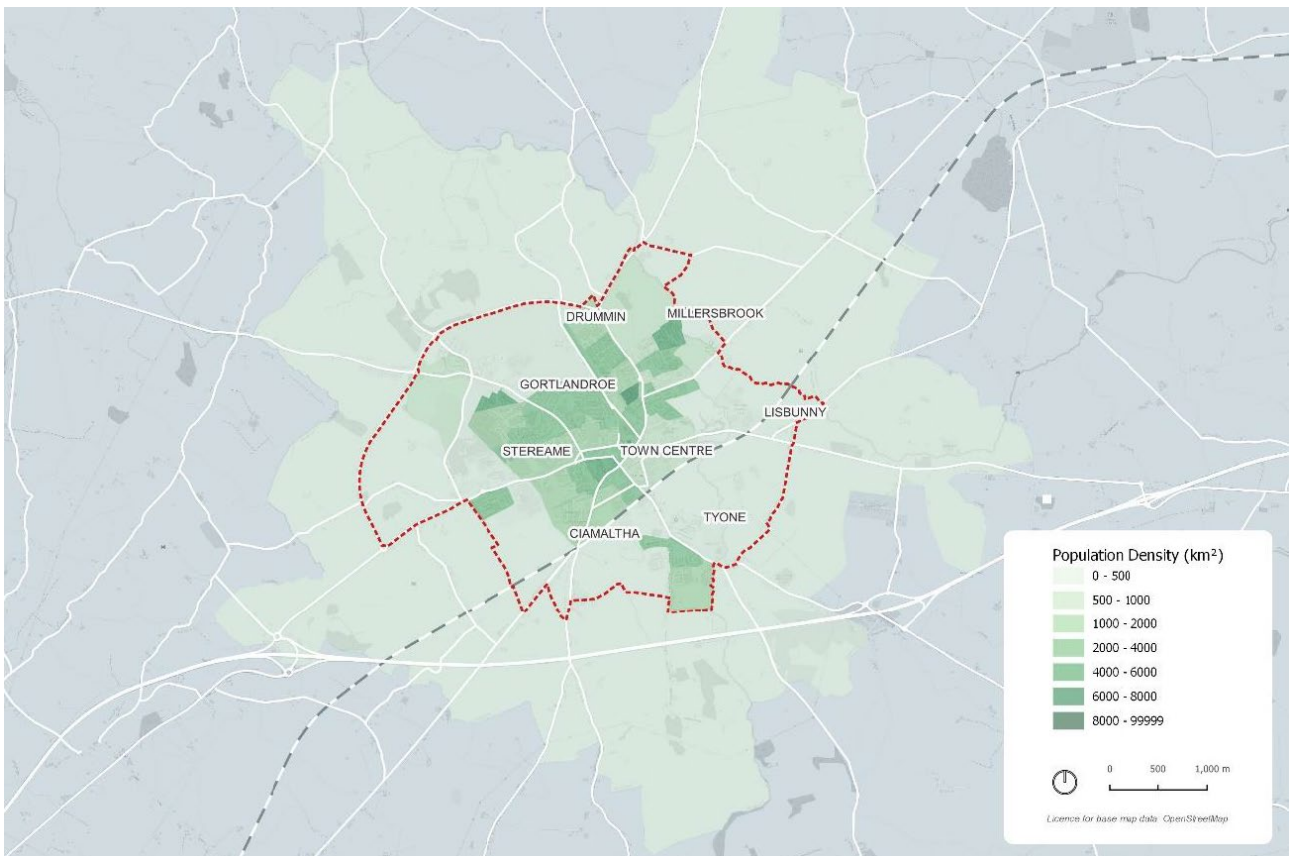


Figure 6: Population Density (popn/Km2)

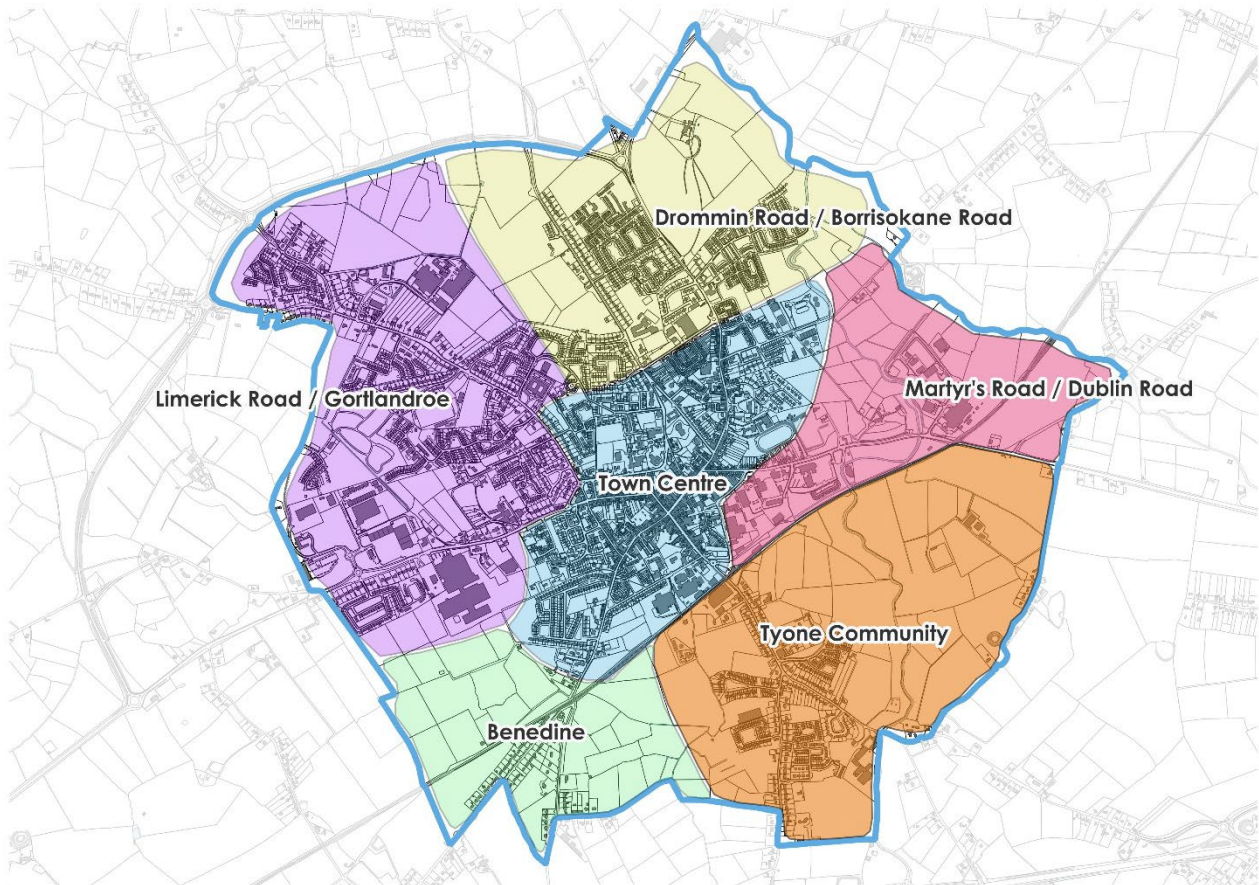


Figure 7: Neighbourhoods in Nenagh

The location of the train line (to the south of the town centre) and the development of the N52 (running in an orbital route from the south-west to the north of the town) have influenced residential development in the town, and consequently, there are six distinct neighbourhoods within Nenagh town in terms of location and accessibility (Figure 7).

1. The Town Centre

The historical town centre is zoned as 'Urban Core' and 'Regeneration' and is vital to the character and quality of life for people of Nenagh. The town centre will be targeted for future investment and this LAP seeks to encourage compact development and will actively seek the regeneration and reuse of all vacant areas, within and proximate to the town centre area. It is expected that more than 30% of new population growth will occur in this area (and the neighbourhoods adjoining the town centre) with a focus on higher density, well connected and high-quality urban housing.

2. Limerick Road / Gortlandroe

To the west of the town centre, the development of the Stereame Retail and Innovation Park has added to the vibrancy of this part of town. This area has a number of large-scale employers, and access to a number of day-to-day services for local residents. The primary routes towards the town centre for these areas are heavily trafficked and there are opportunities to improve active travel

along these routes to support modal shift. In addition, there are opportunities to connect St Conlon's Road to the Limerick Road and encourage the use of active travel modes to employment destinations on the Limerick Road. The Council will actively seek to enhance the potential for connectivity in these areas in terms of active travel modes and in particular, will seek the consolidation of existing vacant or underused areas in this part of town, where feasible. It is expected that a significant proportion of new population growth will occur in this area with a focus on higher density, well connected and high-quality urban housing.

3. Drommin Road / Borrisokane Road

This area of the town has seen significantly levels of growth in the last 20 years, due to the availability of physical infrastructure in this part of town. The primary routes in this part of town provide good access to town centre and local schools particularly along the Drommin Road, with opportunities to increase active travel along this route. As such, this area of the town is targeted for accommodating a proportion of future residential development. A neighbourhood centre has developed around the large Tesco store within this community, which provides a number of local services, including a convenience shop and petrol station. In terms of active travel, the N52 forms a barrier to walking and cycling, and the planning authority will work with the Active Travel team in putting in place walking, cycling and public transport options from this area to the town centre. In particular, the Council will seek interconnectivity and linkages along the Drommin Road towards local schools and the town centre, and will require new developments in this area of town to be designed for active travel and connection into the wider transport network.

4. Martyr's Road / Dublin Road

The Martyr's Road area represents a significant opportunity for regeneration of a town centre location, and part of the area is supported by the Martyr's Road Masterplan. This area is immediately adjacent to the principal streets of the town centre and traditionally provided commercial, light industrial and other employment uses. Today, employment in this location is relatively low density, and the development of the Sustainable Energy Centre of Ireland provides a catalyst for a mixed-use regeneration of the area and the creation of new low-carbon sustainable residential communities. The Martyr's Road / Dublin Road area is adjacent to the town centre and is well served by other local amenities, including a supermarket (Lidl). The Nenagh swimming pool centre and leisure centre is located in the area as well as the town park. The development of the Lisbunny Industrial Estate for employment uses offers opportunities for employment locally. Taken together, the availability of services, employment, and amenities makes this area a very attractive area for residential development. This area should be targeted for high density development and should accommodate a significant proportion of the residential development in the town.

5. Tyone

Tyone has extensive social and physical infrastructure available, and large areas of Tyone are within a short walking distance of the town centre and public transport hubs at the train station. The location of the hospital has attracted other social and care uses to this area. Tyone Health Centre is located adjacent to the hospital, a HSE residential care home is currently under construction and a HSE funded primary care centre has been granted planning on the former grounds of Nenagh Ormond Rugby Club. The provision of improved active travel links from this area into the town centre, and orbital links westwards towards the Limerick Road and northwards along the Nenagh River will be critical in providing an attractive environment for new residential development in this area. The development of this area is targeted for significant residential development, particularly adjacent to and north of the hospital to help balance the development of the town to the north and provide new neighbourhoods within walkable distance of the town centre.

6. Benedine

This area of the town has developed in a linear form, with a number of one-off homes built along the Dolla Road and Capparoe Road. There is limited commercial activity or social infrastructure located in this area of the town. Although the northern parts of this community are within a reasonable walking distance of the town centre, the railway line together with the topography and relatively narrow carriageways provide a significant barrier to the provision of physical infrastructure and active travel to residential or commercial development in this area of the town. The Council will seek to consolidate development in this area, and further expansion of the town on greenfield lands will not be facilitated over the lifetime of this LAP.

5.2.2 One-off Housing in the Town and Town Environs

Single housing units will be facilitated throughout the town on serviced and infill sites and assessed on a case-by-case basis. However, lands zoned 'Town Environs' are under urban pressure and have an important role in the long-term growth of Nenagh. Whilst they are not required for town growth and expansion at present, in due course the town may grow, and additional lands may be required, and haphazard development of one-off housing will impact negatively on future use of lands. The primary use of these lands shall be agriculture in line with the land use zoning matrix as set out in Chapter 9. With consideration on a case-by-case basis, a single house may be permitted in limited circumstances outlined under Policy 5.2.

5.3 Open Space and Amenities

The town has a number of well-established sporting clubs including a tennis club, athletics club, rugby club, soccer club, and GAA club as well as a swimming pool and leisure centre. Nenagh

town park was opened in 2015 adjacent to the swimming pool and leisure centre and offers a tranquil and high-quality amenity space close to the town centre. There are a number of informal walking and cycle routes around the town which provide facilities for the health and well-being of the residents of Nenagh. Nonetheless, there is scope for the provision for additional public open spaces within the town, particularly the provision of dwell and rest space within the town centre. The redevelopment of public spaces and opportunity sites will be required to provide well-designed public spaces accessible to all, as well as providing play spaces for children that are safe. The expansion of existing public amenity space and the provision of dedicated playground spaces will be supported as well as the provision of allotment space.

If the lands adjacent to existing sporting facilities are to be developed for residential use, it is important that such proposed residential developments take due account, at planning / design stage, of the potential residential amenity impacts associated with the existing / permitted operation of such sporting facilities, including issues such as noise, floodlight spill, general disturbance etc.

5.4 Education and Learning in Nenagh

The LAP identifies the key education and training locations and services in Nenagh as part of its land use strategy. The locations of these facilities are zoned primarily for ‘Community Services and Infrastructure’ and the consideration of such premises is a key aspect of sustainable transport planning.

5.4.1 Primary and Secondary schools

Nenagh Town is served by primary schools (5) and post-primary schools (3). It is projected that by 2031 the population of Nenagh will have grown to 11,658, an increase of 2,690 persons. This equates to a need to accommodate at least an additional 309 primary students and 202 post primary students¹⁴ in the town (this figure does not include additional student demand that will arise in the hinterlands).

| Existing Schools within the Plan area | |
|---|--------------------------|
| Primary Schools | |
| St Marys Junior Boys School / Nenagh Community School | O’Rahilly Street, Nenagh |
| St Marys Primary School | O’Rahilly Street, Nenagh |

¹⁴ According to the Department of Education school place requirements are calculated as follows: Primary level equates to 10.25% of population and 23 students per classroom, and Post-primary are assessed at 7.5% of population numbers. These figures are subject to further future changes.

| | |
|-----------------------------|---------------------------|
| Gaelscoil an Aonaigh | Coill Fuinseoige, Nenagh |
| St. Marys National School | St Flannan Street, Nenagh |
| CBS Primary | Summerhill, Nenagh |
| | |
| Post-Primary Schools | |
| St Joseph's CBS | Summerhill, Nenagh |
| St Marys Secondary School | Ashe Road, Nenagh |
| Nenagh College | Drommin Road, Nenagh |

Table 12: Schools in Nenagh

Adequacy of existing school places

The Department of Education has set out the following considerations in relation to Nenagh:

- At both primary and post primary level, the maintenance of buffers around existing school sites to enable expansion is critical and land zoning should enable schools to expand.
- At primary level, the projected scale of population increases to 2031 should be possible to meet through the expansion of existing schools¹⁵.
- At post primary level the level of additional potential requirements arising from the projected population increase could be met at existing schools¹⁶.

This LAP has identified the existing schools in the LAP area and has applied land use zonings to enable expansion. The Provision of Schools and the Planning System Code of Practice (DoE, 2008) was applied in considering land zoning requirements for the existing schools.

5.4.2 Community, Health and Educational Facilities

Nenagh has community and social facilities and has many active community groups, and public and social enterprises located in the town. Nenagh public library is located on O’Rahilly Street, within a short walking distance of a number of primary and secondary schools in the town. Nenagh is served by a Citizens Advice Bureau located on Pearse Street. The Genealogy and Heritage office, Tourism Office and Nenagh Arts Centre are all located within the Historical and Cultural Quarter of Nenagh and each provides an important service to residents and visitors to Nenagh. The Council will support the expansion and development of new community services in Nenagh.

Nenagh is served by a number of HSE funded facilities, including UL Hospital Nenagh, which provides a number of in-patient and out-patients services. The hospital is located in Tyone, Nenagh, where a number of social and health related services are currently provided, and further services will be provided in the future in this part of town, including the HSE funded community

¹⁵ It is anticipated that between 1 and 6 additional classroom spaces will be required up to 2035 at primary level

¹⁶ It is anticipated that up to 100 additional school spaces may be required in each secondary school up to an anticipated peak requirement in 2026/2027, after which pressure on school place requirements will fall

nursing unit and the primary care centre to be constructed on the former grounds of Nenagh Ormond Rugby Club. The Council will support the expansion of existing health services and support the provision of new services on appropriately zoned lands.

The Tipperary ETB offers a number of adult and adolescent training courses through the ETB located on Church Road in the town, whilst there are there 8 Early Years Tusla registered Childcare facilities located within the settlement boundary. Other childcare facilities in neighbouring settlements in Kilruane, Ballycommon, Newtown, Burgess are also utilised by residents in Nenagh.

Policies 6-1, 6-2, 6-3 and 6-5 of the TCDP support and facilitates the provision of community, health and childcare facilities.

5.5 Nenagh as an Age Friendly and Inclusive Town

Developing Age Friendly¹⁷ Towns revolves around the ethos that if you design for the young, you exclude the old, but if you design for the old, you include everyone. Age Friendly Towns plan for the older person's needs, supports active ageing, and facilitates older adults to remain living in their own homes and communities. In a similar fashion, ensuring development is designed to 'Universal Design'¹⁸ principles and standards will support people to remain living in their communities throughout their lifetimes, even where special needs are required to be met.

New development within Nenagh, and particularly with regard to development of the public realm, amenities, housing and commercial development will be required to be designed in accordance with the principles of 'Universal Design' and 'Age Friendly' development, and the development of Nenagh as an Autism Friendly Town.

The Council will support actions, measures and funding for the development of Age Friendly and Universal Design measures in Nenagh. The Council will also seek to ensure that homes in new residential developments are universally designed to the Lifetime Homes standard set out in Quality Housing for Sustainable Communities (DEHLG, 2007).

¹⁷ Age Friendly Ireland champion the development of Age Friendly places in Ireland and have produced a number of guidelines and toolkits to aid design practitioners in developing Age Friendly places.

¹⁸ The 7 principles of 'Universal Design' are internationally recognised, and guidance and information on 'Universal Design' in Ireland is administered by the National Disability Authority. The critical principle of Universal Design is that design accommodates a wide range of preferences and abilities

5.6 Community Action and Support

The focus of the LAP period will be to enhance public amenities and services in consultation and collaboration with the many community groups, services and stakeholders in the area.

The Tipperary Public Participation Network (PPN) is a collective of all the community, voluntary, social inclusion, and

environmental groups in Tipperary and provides an opportunity for the community voice to be represented on Council Committees and various other boards and committees. The PPN also runs training courses for member groups and shares information about funding, grants, consultations, and other relevant activities.



5.7 Digital Connectivity & Telecommunications

The roll-out of highspeed broadband services in Nenagh is ongoing under National Broadband Ireland (NBI)¹⁹. Most of the town has access to high speed broadband services, whilst there are some areas where the service will be provided through state-led intervention under NBI. Nenagh also has public access Wi-Fi available free of charge in a number of public places in the town, funded through the Wifi4EU Scheme.





In line with policy 6-6 of the TCDP, the Council will facilitate the development of telecommunications and digital connectivity infrastructure, where it can be demonstrated that there will be no significant adverse impact on the surrounding areas, the receiving environment, the character and built heritage of the town.

¹⁹ <https://www.gov.ie/en/publication/c1b0c9-national-broadband-plan/>

5.8 Policy and Objectives

| Planning and Development Policy | |
|-------------------------------------|---|
| It is the policy of the Council to: | |
| Policy 5.1 | Support new development and growth in the town and within the identified 'Neighbourhoods', in accordance with the principles for each 'Neighbourhood' as set out in Section 5.2.1, ensuring appropriate residential densities on central areas in accordance with the relevant s28 planning guidelines. |
| Policy 5.2 | Support new dwellings on lands zoned for 'Town Environs' where the applicant meets (i) an 'Economic Need' (see TCDP Table 5.3 and Planning Policy 5 - 11), and there is no availability of alternative sites <u>OR</u> (ii) a 'Social Need' (see TCDP Table 5.3 and Planning Policy 5 - 11), where the proposed site has been in the ownership of immediate family members for a minimum of 10 years, and there is no availability of alternative sites. An existing and/or shared domestic dwelling entrance of the applicant's family dwelling should be used, where practicable, and it will meet sightline requirements set out in TCDP Volume 3, Appendix 6, Section 6.1 Road Design and Visibility at a Direct Access. ²⁰ |
| Policy 5.3 | Require new development proposals relating to housing, public realm, amenity, accessibility and public transport etc. to be designed in accordance with 'Universal Design' and 'Age Friendly' and 'Autism Friendly Town' principles, in particular in relation to the provision of rest and dwell spaces in the town centre. |
| Policy 5.4 | Support the development of new educational facilities, or the expansion, refurbishment or redevelopment of existing facilities where there is a demonstrable and identified need for such facilities. |
| Policy 5.5 | Support educational, community-led, postal infrastructure and cultural projects which enhance the social and economic well-being of residents of the town and improve the quality of the environment in the town. |
| Policy 5.6 | Require new residential development proposals adjacent to existing sporting facilities to be designed so as to minimise the potential residential amenity impacts associated with the existing / permitted operation of these sporting facilities, including issues such as noise, floodlight spill, general disturbance etc. |

²⁰ 'Town Environs' are a 'rural area' for the purposes of Policy 5.4 of this Plan and in the context of Table 5.3 and Policy 5-11 of the TCDP. Policies 5-12 (Ribbon Development), 5-13 (Strategic Regional Roads), 12 – 4 (Road Networks) and all relevant policies of the TCDP will apply to all lands zoned 'Town Environs'. Applicants with exceptional medical circumstances will be considered on a case-by-case basis in accordance with Table 5.3 of the TCDP.

| Planning and Development Objectives | |
|--|--|
| It is an objective of the Council to: | |
| Objective 5A  | Support the local community and relevant sectors in engaging in programmes such as ‘the SEAI Sustainable Energy Community’ through the provisions of the Tipperary Climate Action Plan and Delivering Climate Action 2030 (CCMA, 2021). In preparing sectoral adaptation plans and sustainable energy and climate action initiatives, including in the preparation of an Energy Master Plan and in the identification and use of local renewable energy sources. |
| Objective 5B  | Develop, in conjunction with the Council’s Active Travel Team, interconnectivity and linkages within, and between the neighbourhoods as identified in Section 5.2.1 and the town centre, the train station, employment areas and local schools. |
| Objective 5C | Ensure the continued operation and expansion of schools in Nenagh, in line with the Provision of Schools and the Planning System Code of Practice (DoE, 2008). |
| Objective 5D | Work with Age-Friendly Ireland and AS-I-AM in implementing the strategies and objectives of Tipperary Age-Friendly Strategy, and the Autism Innovation Strategy. |
| Objective 5E  | Consult with local community groups, including the PPN and broad-based organisations such as Comhairle na nOg, as part of the development of local policies and strategies. |
| Objective 5F  | Secure high-quality digital connectivity in Nenagh in line with the National Broad Band Plan. |

6. Transport and Connectivity

By 2030, Nenagh will have initiated a modal shift change in transport modes, with greater numbers of residents, workers and visitors utilising active and public travel modes, providing more sustainable transport patterns. This will be achieved by investing in sustainable transport infrastructure, provide a high-quality public realm and facilitating new development close to the core services provided in the town.

Nenagh is a well-connected town in terms of physical access to local, regional and national road networks and to national rail services. However, the over reliance on the private car for both short local journeys, and longer journeys in the region is apparent. A Local Transport Plan (LTP) for Nenagh has been developed, and is appended to the Plan²¹ to facilitate a modal shift away from private vehicles, to give back public space in the town to the citizens and visitors to the town, and to provide a sustainable and safe transport environment. The Local Transport Plan sets out four key areas for intervention areas to improve sustainable transport and mobility around the town:

1. Active Travel
2. Public Transport
3. Demand Management
4. Roads

The identification of transport infrastructure proposals in this Plan, including locations and any associated mapping, that is not already permitted or provided for by existing plans/programmes/etc. is non-binding and indicative.

New transport infrastructure will be considered subject to environmental constraints, including those related to habitats and potential impacts (e.g. disturbance from lighting). This will include minimising river crossings, avoiding sensitive habitats, not increasing barriers to flood waters and sustainable design and construction techniques.

As per Chapter 12 of the County Plan (under '12.5.1 Investment in Strategic Road Infrastructure'), new transport infrastructure projects contained within this Plan, including greenways and blueways, that are not already provided for by existing plans/programmes or are not already permitted, will be subject to feasibility assessment, considering need, environmental sensitivities and objectives relating to sustainable mobility. Where feasibility is established, a Corridor and Route Selection Process will be undertaken, where appropriate, in two stages: Stage 1 – Route

²¹ RPO 157 of the Southern RSES sets out a requirement for Key Towns to have Local Transport Plans.

Corridor Identification, Evaluation and Selection; and Stage 2 – Route Identification, Evaluation and Selection.

By contributing towards a reduction in the use of the private car for trips, the Local Transport Plan provides for an overall reduction in the numbers of people exposed to pollution from emissions to air, including unacceptable noise levels from traffic, in particular within the town centre. The Area Based Transport Assessment has considered the potential for displacement of traffic to lead to localised potential impacts in terms of increased population exposure to air pollutants and/or elevated noise levels and identified that such impacts are unlikely to be significant. Proposed interventions shall ensure that they are consistent with all relevant legislative requirements.

6.1 Future Demand for Travel

The development of the Local Transport Plan has followed the Area Based Transport Assessment (ABTA) methodology and iterative processes in developing interventions with regard to future land use and demand within the town. Access to existing, and planned, development sites was taken into consideration when determining the transport options for the LTP. Any new residential or employment developments (including expansion of existing) in Nenagh will also need to provide active travel infrastructure throughout the proposed developments and allow for connections into any future adjacent developments, which will connect to the proposed set of measures outlined in this LTP. This will ensure that connectivity across the network is maintained as Nenagh is developed into the future.

6.2 Options Development

The LTP outlines the options developed to overcome some of the weaknesses and constraints identified in the baseline assessment and achieve the defined objectives for the LTP. The options list was developed in collaboration with the diverse project working group. The options development process followed the Department of Transport's National Investment Framework for Transport in Ireland (NIFTI) modal and intervention hierarchies. As such, options for applicable measures were first considered in relation to active modes (walking and cycling), followed by public transport and finally vehicular traffic. Options were also initially focused on maintaining, optimising and improving existing facilities before considering the construction of new infrastructure.

6.3 Active Travel, Movement and Accessibility

Nenagh has a well-defined central area generally supported by easily accessible retail facilities. The town is compact, and the urban core is accessible by walking and cycling for a significant proportionate of the town (see Figure 4: Nenagh Town Profile Plan). However, though large areas of the town are within walking or cycling distance of the urban core, the private motor vehicle is the dominate mode of transport, with cycle trips (2.9%) within the Nenagh Local Transport Plan study area notably low. It is evident that transport infrastructure in the town does not facilitate cycle trips in particular, and that in many instances the quality and width and footpaths fall below the required or expected standard. The LTP has undertaken an extensive assessment of active travel measures, including traffic calming, improving footpaths, new cycle and segregated cycleways, improved permeability links and new greenways and quiet ways. The implementation of the LTP measures will provide for a comprehensive, enhanced and integrated active travel network for the town that will significantly increase modal share for active travel modes. The Council will support the implementation of the active travel measures included in the LTP and require new development to have regard to, and provide new infrastructure to link into, the active travel network and provide for new permeability links where appropriate.

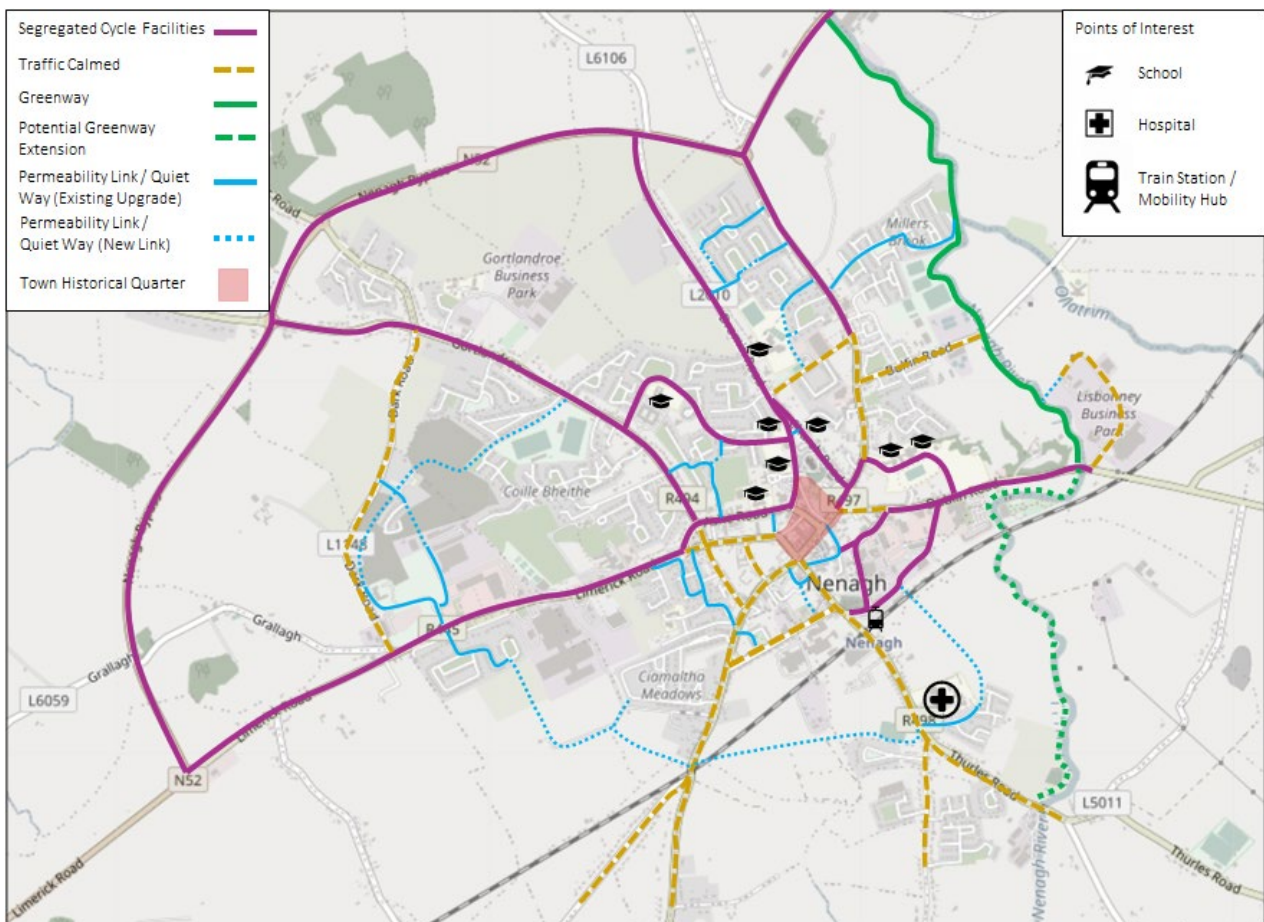


Figure 8: Proposed Active Travel Network for Nenagh

New development, in accordance the TCDP, will be required at design stage, to consider pedestrian movement and the provision of cycleways and associated facilities. There is also a need to consider sequential accessibility and connectivity as lands come forward for new residential and employment development in Nenagh over time.

6.4 Public Transport

Nenagh is located on the main rail line (Ballybrophy to Limerick) with a rail station within walking distance of the town centre, at the south of Kenyon Street. However, train services are poor with limited services, and requiring connections to Dublin and Cork. The poor quality of services is highlighted by the very small mode share that train services provides, just 0.12% of the total mode share. The need for infrastructural improvements to the rail line to increase the commuter rail service on the Nenagh to Limerick line is recognised with the Southern RSES.

Bus services are provided in the town by Bus Éireann, and private operators, Bernard Kavanagh & Sons and JJ Kavanagh. Nenagh has inter-urban links with Limerick, Dublin and Athlone, as well as more local services to surrounding towns and villages, as well as Thurles, Roscrea, Templemore and Birr.

The Council has granted permission for works to re-align the roundabout at Arrabawn Co-op to improve the pedestrian environment and access to the rail station in this location. In addition, and in accordance with the recommendations outlined in the LTP, it is intended to utilise the extensive space currently used in part for car parking space to create a transport hub at the rail station with inter-urban bus services and cycle storage facilities available in this location. The creation of a transport hub where interlinked public transport journeys can take place will facilitate an increase in public transport mode share. To ensure the provision of a multi-modal transport hub to increase the modal share of active travel modes and the use of public transport, it is an objective of the Council to work with the NTA and Irish Rail to secure the provision of a transport hub and provide an improved rail service to meet the needs of the community. The Council will seek to apply a 'whole journey approach' to make public transport fully accessible to people with disabilities. This refers to all elements that constitute a journey from the starting point to destination including footpaths, tactile paving, cycle paths, roads, pedestrian crossing points, town greenways and bus stops/shelters in line with relevant Guidance from the Department of Transport (refer to Policy 12-1 in the Tipperary County Development Plan 2022-2028).

The LTP identifies a number of key public transport options to be delivered as follows:

| Option | Location | Intervention |
|--------|--|---|
| PT1 | Railway Line | Support upgrade of the railway line (more services, better speeds) |
| PT2 | Bus Route to Dromineer/Ballina/Ennis | Connecting Ireland Route A41 |
| PT3 | Bus Route Dublin/Portlaoise/Limerick | Connecting Ireland Route 17 |
| PT4 | Bus Route to Portumna/Galway | Connecting Ireland Route 1583 |
| PT5 | Bus Route to Thurles / Clonmel/Athlone | Connecting Ireland Route 16 |
| PT6 | Radial Routes in Nenagh | New & upgraded bus stops |
| PT7 | Nenagh Railway Station | Locate bus stops at Railway Station to create multi modal interchange hub |

Figure 9: Public Transport Interventions contained in the Nenagh LTP

6.5 Demand Management

In addition to the physical measures proposed to support an increase in active travel, the LTP includes a number of demand management measures to improve the pedestrian and cycle environment. These include the implementation of a weight restriction area within the core streets of the town to limit the quantum of HGVs using the town centre and the inclusion of a 30kph speed limit zone within the central areas of the town. The LTP and demand management measures also takes into account the implementation of the Nenagh Traffic Management Plan, to be implemented in Summer 2023. The Nenagh Traffic Management Plan will improve the cycle and pedestrian environment in the town centre with new and redesigned street crossing points and the removal of the signalised junction at Market Cross.

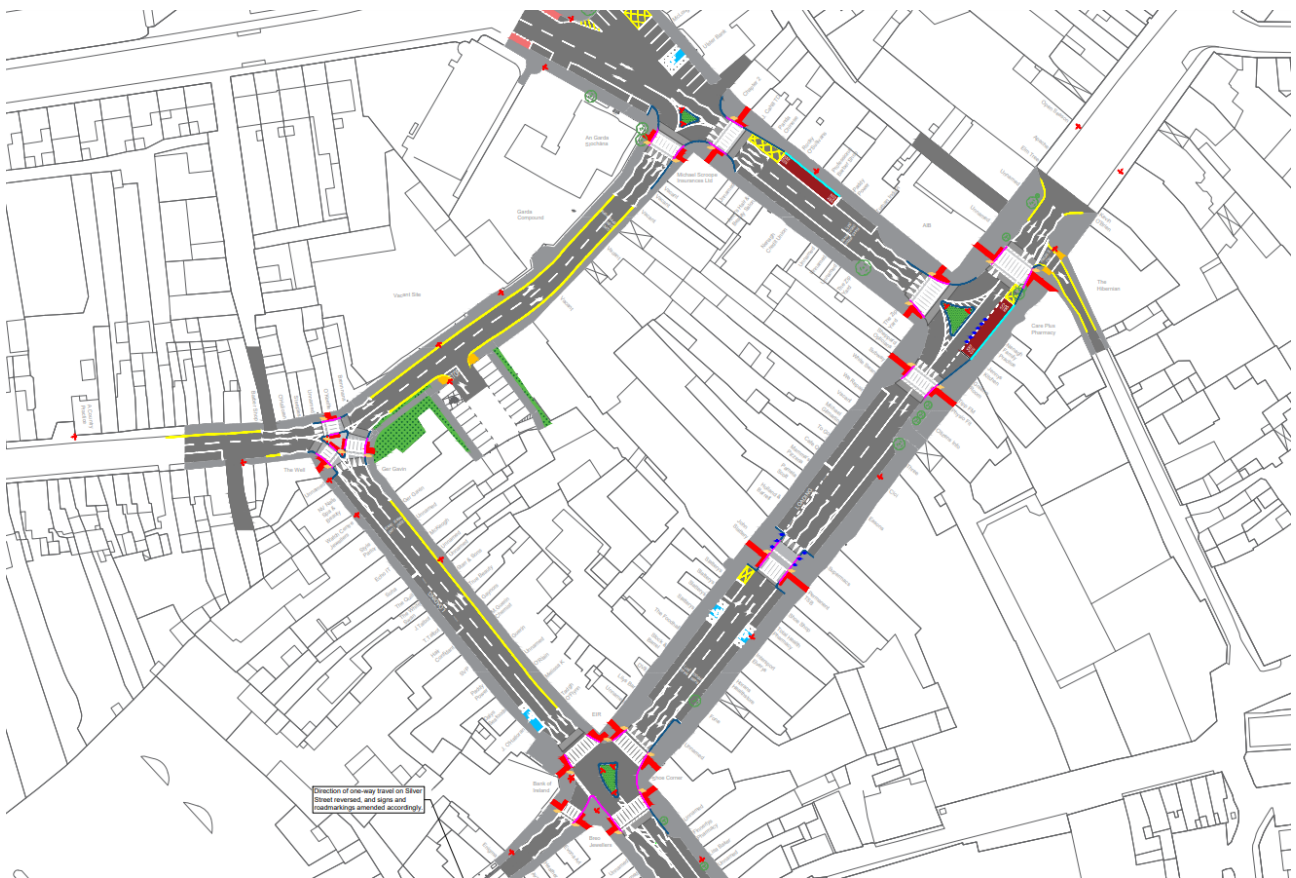


Figure 10: Nenagh Traffic Management Plan

The LTP identifies a number of demand management measures to complement the active travel and public transport proposals to encourage a mode shift towards sustainable modes to be delivered as follows:

| Option | Intervention | Description |
|--------|---|---|
| DM1 | Town Car Club / Car Sharing Scheme | A car sharing service should be facilitated for residents of the study area. Car sharing schemes work by allowing those who sign up to book cars online or via an app for short periods of time. The car can be unlocked with a smart phone or card; the keys are in the car, with fuel, insurance and town parking charges all included. |
| DM2 | Dockless Town Bicycle Sharing Scheme | Bicycle sharing schemes are key in the multi-modal transport environment, providing for everyday urban trips as well as 'last mile' journeys from public transport stops to urban destinations. Bicycles can be located and unlocked with a smart phone app. Dockless schemes use existing 'sheffield stands' and don't require dedicated infrastructure. |
| DM3 | Safer Routes to School & School Streets | As the active travel measures illustrated in Figure 6.1 and Figure 6.11 are delivered, they will provide safe access for children choosing to walk and cycle to school. Outside schools should include engineering details to encourage safe driver behaviour and ensure a calmed traffic environment. Exact details on proposed school street works will be defined at the individual project level. |

| Option | Intervention | Description |
|--------|--|--|
| DM4 | School Mobility Management Plans (MMPs) | The town has several schools. Travel Plans can be developed to encourage more sustainable trip making. |
| DM5 | Workplace Mobility Management Plans (MMPs) | The town has a number of significant employment centres: Carey glass, Revenue Commissioners, Arrabawn Co-Op, Tipperary County Council. Travel Plans can be developed for these employment centres to encourage more sustainable trip making. |
| DM7 | Park & Stride initiatives | Supports the use of existing and potentially new car parks on the periphery of the town centre for Park & Stride, to further enhance and safeguard the economic viability of the town and its sustainable development. |
| DM8 | Weight Limit in Town Centre | Heavy vehicles will need to use M7/N52 - Or use an inner diversion route around the town centre using Stafford St, William St, Joe Daly Rd, Church Rd, McDonagh St, & Martyr's Road. Phased in line with the delivery of key roads in any implementation plan |
| DM9 | 30KPH Speed Limit | Reduced speed limit in town centre and in residential areas. Guidance is expected to be published on a national level which will help inform a reduction to 30kph speed limit in town centres, the LTP proposal should be refined to match national guidance. |
| DM10 | Parking Standards | It is recommendation of the LTP that parking requirements for new developments will be in line with the standards set out within the County Development Plan with reduced levels of parking sought in highly accessible locations with good access to services and public transport opportunities. Any proposal for reduced level of parking shall be accompanied by robust justification. |

Figure 11: Supporting Demand Management Measures contained in the Nenagh LTP

6.5.1 Active Travel Grants Programme

The national Active Travel Grants Programme (NTA) funds projects supporting strategic pedestrian and cyclist routes, access to schools, permeability links, urban greenways and some minor public transport improvement projects. The Nenagh LTP will enable the Council, through its active travel team, to seek funding for investment in the town under the annual Active Travel Grants Programme for projects identified through the LTP.

6.6 Roads Strategy

6.6.1 Urban Vehicular Connectivity

The Design Manual for Urban Roads and Streets (DoT, 2019) and supplementary Advice Notes supports the creation of place-based/sustainable street networks, which balance pedestrian and vehicle movement, as a normal part of greenfield urban development. An integrated approach to street design can enhance the value of place whilst calming traffic and improving pedestrian and

cyclist comfort and improving universal access. Designers should consider the multifunctional role of the street and apply ‘self-regulating’ design measures.

In order to provide for future connectivity and remove vehicles from the town centre, the LTP has modelled new connections from the Thurles Road (R498) to the Dublin Road (R445) and from the Dublin Road (R445) to the Borrisokane Road (N52). These link routes are identified and supported within the Southern RSES, and the Council will support the development of these routes and seek funding for them. In addition, an urban link street is identified within the Martyr’s Road Masterplan to support the regeneration of this quarter of the town and help alleviate HGV traffic away from the Arrabawn factory in particular. An inner relief road link from the Thurles Road (R498) and the high employment and services area on the Limerick Road (R445) is modelled and identified within the LTP as significantly alleviating private mode journeys within the urban core. These routes would significantly enhance the quality of the urban core areas, aiding footfall and cycle movements in the urban core, and will be supported by the Council.

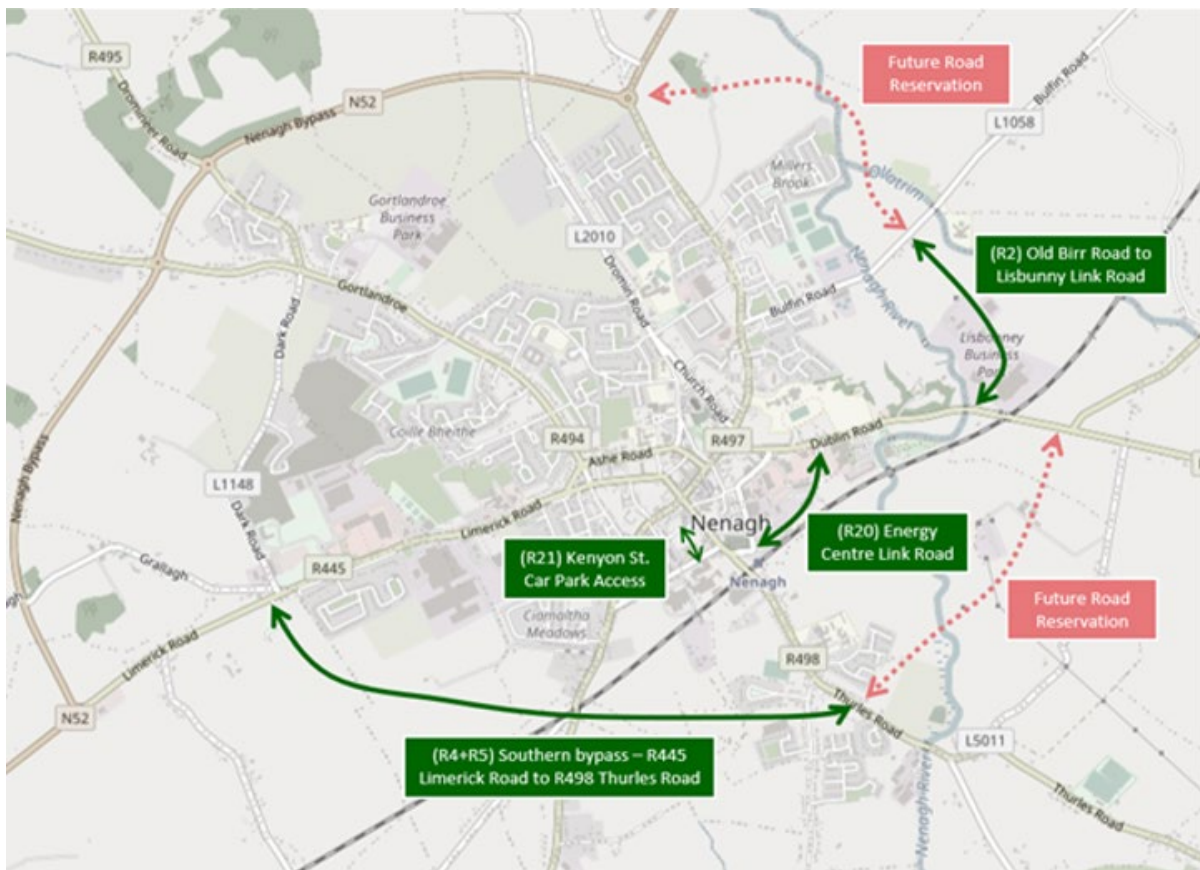


Figure 12 : Envisaged New Road Schemes (Green) Protected Road Corridors (Red), as outlined in the Nenagh LTP

The Council will seek to facilitate the sequential development of lands zoned for development, and to ensure that provision is made for orderly expansion into areas that, though they may not be zoned at present, may be zoned in the future. In assessing new planning applications, and on a

case-by-case basis, the Council may require the maintenance of a corridor to provide for future connectivity with adjoining un-zoned lands. Such future interconnecting routes should be integrated within the urban fabric in line with DMURS so that a sense of place is maintained and to prevent severance between adjoining areas.

6.7 Implementation

The LTP contains a range of transport solutions to support the sustainable compact growth of Nenagh as set out in the LAP. The sequencing of measures within the LTP seeks to provide existing and future residents of Nenagh with a range of sustainable travel choices. The LTP provides a strong emphasis on the upfront delivery of active travel and public transport measures, supported by a range of demand management measures encouraging sustainable travel behaviours.

Included within the LTP is an overview of the mechanism for delivery for the identified transport projects, followed by the proposed phasing of the Nenagh transport measures providing commentary on impacts and dependencies. The LTP presents the mode share ambitions for Nenagh aligned with regional policy as well as a strategy for monitoring the implementation of the LTP measures.







6.8 Safeguarding the Strategic Road Network

It is a key aim of the Council to maintain and protect the safety, capacity and efficiency of national roads and associated junctions. Proposals for new development on or affecting national roads within the LAP area, including the implementation of specific objectives in the LAP and Sustainable Travel Plan, shall take account of the requirements of TII and the following publications:

- DoECLG Spatial Planning and National Roads Guidelines 2012.
- The Treatment of Transition Zones to Towns and Villages on National Roads' (TII Publications DN-GEO-03084).
- Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes (TII Publications DN-GEO-03030).
- TII Traffic & Transport Assessment Guidelines (2014).
- Publications GE-STY-01024 Road Safety Audit.

6.9 Policy and Objectives

| Planning and Development Policy | |
|-------------------------------------|---|
| It is the policy of the Council to: | |
| Policy 6.1 | Support new development that will improve accessibility and movement within Nenagh, reduce dependency on private car transport, increase permeability in the town, and encourage the use of energy efficient forms of transport through the promotion of walking, cycling and public transport. |
| Policy 6.2 | Support the implementation of the active travel measures identified in Figure 6.11 in the Local Transport Plan (Appendix 2) and require proposals for new development to compliment and demonstrate how they will integrate with the provisions of the Local Transport Plan. |
| Policy 6.3 | Support the implementation of public transport measures identified in Table 6.4 of the Local Transport Plan (Appendix 2) |
| Policy 6.4 | Support the implementation of demand management measures identified in Table 6.6 of the Local Transport Plan (Appendix 2) |
| Policy 6.5 | Require that new developments are designed to comply with Design Manual for Urban Roads and Streets (DoT, 2019) and supplementary Advice Notes including making provision for pedestrian and cycle infrastructure, enhancing connectivity and accessibility to the town and providing universal access (in particular for persons with disabilities, reduced mobility and older people) where a whole journey approach is considered. |
| Policy 6.6 | Support the sequential development of lands zoned for development, and to ensure that provision is made for the orderly expansion into areas that may be zoned in the future. In assessing new planning applications, and on a case-by-case basis, the Council may require the maintenance of a corridor to provide for future connectivity with adjoining un-zoned lands. |
| Policy 6.7 | Support the development of the following new inner relief roads: <ul style="list-style-type: none"> • the Thurles Road (R498) to the Dublin Road (R445); • the Dublin Road (R445) to the Borrisokane Road (N52); and • the Thurles Road (R445) to the Limerick Road (R445) |
| Policy 6.8 | Support the development of a multi-modal public transport hub at Nenagh Rail Station. |
| Policy 6.9 | Require new development proposals on or affecting national roads within the Plan area to have regard to national, regional and local policies and guidelines as set out in Section 6.8. |

| Planning and Development Objectives | |
|--|---|
| It is an objective of the Council to: | |
| Objective 6A  | Actively seek funding for investment in active travel and public transport in the town in line with the provisions of the LTP as outlined in Appendix 2 (and any review thereof). |
| Objective 6B  | Seek to secure funding for the development of the following new inner relief roads: <ul style="list-style-type: none"> • the Thurles Road (R498) to the Dublin Road (R445); • the Dublin Road (R445) to the Borrisokane Road (N52); and • the Thurles Road (R445) to the Limerick Road (R445) |
| Objective 6C  | Collaborate with the NTA and Irish Rail to consider how the rail service, infrastructure and facilities can be better tailored to the needs of the community. |
| Objective 6D  | Collaborate with the NTA, national and local bus service providers to consider how the bus service, infrastructure and facilities can be better tailored to the needs of the community, including for a consideration of the nature and location of public bus stops, and the provision of a centrally located transport hub at the Rail Station. |
| Objective 6E  | Achieve the modal shift target as set out in the LTP (Appendix 2) through collaboration with the community and transport sectors over the life time of this LAP. |
| Objective 6F | Control the proliferation of non-road traffic signage on and adjacent to national roads within the LAP area in accordance with TII Policy on Provision of Tourist & Leisure Signage on National Roads (March 2011) and Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012). |
| Objective 6G  | Seek opportunities to improve permeability in existing developed areas in accordance with NTA's Permeability Best Practice Guide, and where the opportunity exists, including those identified in the Local Transport Plan (Appendix 2), require that new development incorporates pedestrian and cycle routes to increase permeability for walking and cycling within the neighbourhoods identified in Figure 7 and the wider area. An evidence-based justification, to the satisfaction of the planning authority, must be provided with a planning application where the opportunity for increased permeability for the wider area exists but is not being delivered through the application site. |

7. Recognising Our Local Heritage

In 2030, Nenagh will have an enhanced built heritage amenity offer, and green and blue infrastructure, which showcases the best of the natural and built heritage of the town; enhancing amenity and providing a high-quality environment for locals, visitors and future generations. This will be achieved by ensuring that new development contributes to urban greening and local ecology, and by sensitive investment in the built heritage in the town.

The natural and built heritage of Nenagh is a key element of its character and enriches our lives on a daily basis. This LAP (and its Strategic Environmental Assessment) and the provisions and objectives of the TCDP seeks to identify these assets, recognise their roles and sensitivities, and ensure that adequate protection and support is incorporated in the spatial planning framework.

7.1 Natural Heritage

7.1.1 Watercourses and Riparian Zones

Surface water at and around Nenagh is channelled by several rivers and streams, forming part of the Lower Shannon River Catchment. The confluence of the Ollatrim and Nenagh rivers is located within the LAP boundary to the east of the Millers Brook estate. Smaller partly-culverted watercourses run through the town centre, into the Nenagh River and beyond into the Shannon water system at Dromineer. A number of other watercourses to the west of the LAP boundary drain into the Shannon at Youghalarra.

The Nenagh River in Nenagh is a wonderful natural asset, and most evident in the town adjacent to the leisure centre and town park. In order to protect the riparian zone, an undisturbed edge or buffer zone shall be required between new developments and watercourses to maintain the natural function of existing ecosystems and to enable sustainable public access.

7.1.2 Nature Based Solutions, Biodiversity and Urban Greening

The Council will seek to encourage nature-based surface water management solutions, biodiversity and urban greening measures as a natural part of new development and as a measure to support a low-carbon society and build resilience to climate change. These techniques will be required to be detailed at planning application stage by both public and private sector development and as part of public realm enhancement.

7.1.3 Blue and Greenways

The Council will continue to support investment and collaboration, feasibility studies, and the design and planning process in the investigation of opportunities for new green and blueways in

Tipperary. A Green and Blue Infrastructure Masterplan Roadmap for Tipperary Waterways (TCC, 2018) is in place and it is proposed to prepare a 'Greenway and Trail Strategy' for Tipperary. These provide a framework for opportunities across the county and the Council will consider local opportunities over the lifetime of the LAP. The Nenagh River already has pathways alongside it. However, the development of a greenway along the Nenagh River to Dromineer is identified as a key leisure and amenity objective for the town, as well as linking in active travel objectives for the town. The Council will support the development of new greenway along the river and seek funding to develop and implement this project.

7.1.4 Trees

Trees form a valuable part of the environment by enhancing visual amenity, improving air quality, adding to the diversity of the landscape and wider environment, and providing habitats for a wide variety of wildlife. The LAP will seek to protect existing trees where possible and to promote urban greening in town centre developments.

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 important mature trees.

7.2 Our Built, Social and Cultural Heritage

7.2.1 Built Heritage and Record of Protected Structures

There are a number of iconic structures in Nenagh that define the character of the town including:

- Nenagh Castle Complex (dated to approx. 1200 – 1220) including the castle field and gardens;
- Nenagh Gaol (circa 1840);
- Nenagh Courthouse (circa 1840);
- Franciscan Friary (circa 1250);
- St Mary's Catholic Church (circa 1895)

Much of the town's central streets, and urban morphology was well-established from the early 19th century, at which point the town was recognised as a market town. The layouts of Kenyon Street, Pearse Street, Summerhill, Dublin Road, Mitchell Street and Pound Street are evident in maps from the early 19th century. A review of the Record of Protected Structures (RPS) for Nenagh will be carried out in accordance with Section 55 of the Act and thereafter the TCDP, Volume 4, will set out an RPS for Nenagh including provisions and objectives for their protection.

7.2.2 Architectural Conservation Areas

In order to preserve the character and identity of Nenagh, a large part of the core area of Nenagh is designated as an Architectural Conservation Area (ACA) around the town centre.

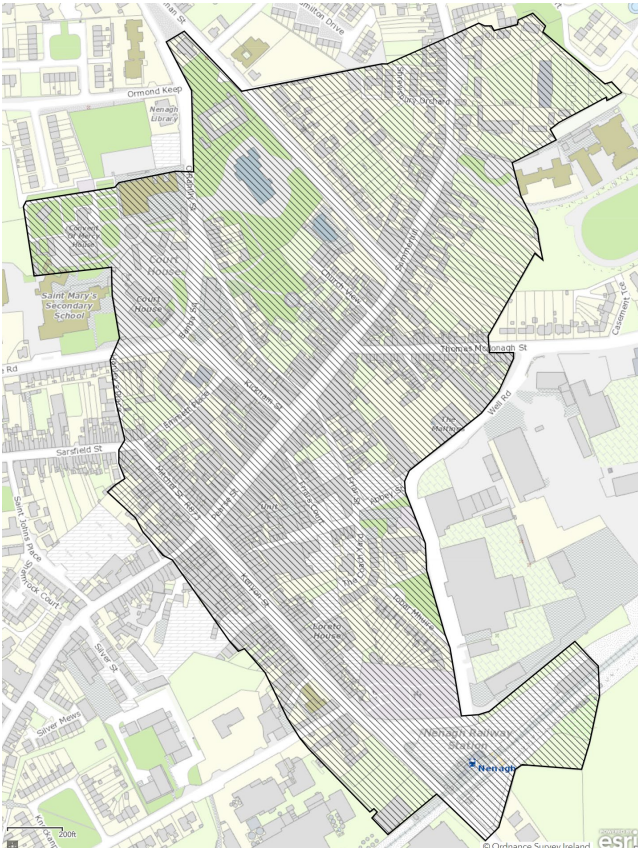


Figure 13: Nenagh Architectural Conservation Area

Normal planning exemptions for works do not apply in an ACA as set out in Section 82(1) of the Act. This means that development to the exterior of a building in an architectural conservation area may require planning permission. The owner of a protected structure or structure/feature located within an ACA should seek advice before making any alteration to the interior or exterior. The Council will support new development that is sensitive to the special character and amenity of the relevant ACAs.

7.2.3 Archaeology

There are various entries to the Record of Monuments and Places (RMP) established under Section 12 of the National Monuments (Amendment) Act 1994 within and around Nenagh (Sheet No. 20/21 Archaeology RMP Tipperary NR), including:

| | |
|-----------------|------------------------------|
| TN020-037001 | Nenagh Castle |
| TN020-037002/13 | Franciscan Abbey |
| TN020-037007 | Nenagh Church (at graveyard) |
| TN020-037012 | Nenagh Gaol |

The National Monuments Service applies different levels of protection to a monument depending on its significance. Universal protection is afforded to all monuments listed in the RMP. All entries

on the list are known as ‘Recorded Monuments’. In addition, certain monuments are accorded a higher level of protection, and are recorded on the ‘Register of Historic Monuments’. The highest level of protection is afforded to ‘National Monuments’, i.e. monuments deemed to be of national significance. There are numerous sites and monuments found within the town’s Zones of Archaeological Potential ²². Policy 13-4 of the TCDP sets out the requirements for new development in relation to the RMPs and ZAPs.

7.2.4 Respecting Views/Streetscapes/ Landscapes as part of new development



The consolidation and revitalisation of the compact growth area is a key focus of this LAP. However, new development should have consideration to how it can integrate with the built fabric of the town. The following views and streetscapes are particularly important and should be given due consideration as part of the design process for new development:

- 1) Views into and out of the ACAs.
- 2) Views from Emmett Place, Dublin Road, O’Rahilly Street, Drommin Road, Ashe Road and Summerhill towards Nenagh Castle
- 3) Views towards the steeple of St Mary’s Church
- 4) View from O’Rahilly Street towards Rialto Cinema and Garda Station
- 5) Views from Ashe Road, Emmett Place, O’Rahilly Street and Kickham Street towards Nenagh Courthouse
- 6) View from Tyone towards Kenyon Street
- 7) View from Kenyon Street southwards towards Silvermine / Keeper Mountain range
- 8) Views of Friar Street, Abbey Street, Well Road and Martyr’s Road towards the Franciscan Friary
- 9) Views from Mitchell Street, Kenyon Street, Pound Street and Pearse Street towards Market Square

²² Archaeological Survey Database, National Monuments Service

7.3 Policy and Objectives

| Planning and Development Policy | |
|-------------------------------------|---|
| It is the policy of the Council to: | |
| Policy 7.1 | Protect and conserve the integrity, ecological and biodiversity value of the Nenagh and Ollatrim Rivers as they run through the town. Ensure that any development proposals within or adjacent to the river are appropriately assessed to ensure the protection of water quality and river access. |
| Policy 7.2 | Support the development of a greenway along the Nenagh river, subject to planning, design and environment criteria and assessment |
| Policy 7.3 | <ul style="list-style-type: none"> a) Support the retention of trees of significant amenity value and require public realm proposals to include for urban greening that is appropriate to the character of the area, provides for urban shading, supports biodiversity and provides an appropriate visual setting. b) Support the removal of mature trees, or trees of significant amenity value, only where it can be demonstrated that the loss of the tree(s) is outweighed by the wider public benefits of the proposal. c) Require development proposals which affect trees of significant amenity value to identify trees to be retained, and methods for the protection of those trees to be retained during and post-construction to be set out within development proposals. d) Require new development proposals to incorporate the provision of trees, in accordance with the requirements of Section 3.7 of the Development Management standards of the TCDP. |
| Policy 7.4 | Safeguard the setting and character of Nenagh Castle, including the castle field and gardens. |
| Policy 7.5 | Require new development proposals to have regard to the architectural character and special value of the Nenagh ACA, in accordance with the Architectural Heritage Protection, Guidelines for Planning Authorities (DEHLG, 2011). |
| Policy 7.6 | Require that the views and streetscapes as listed in Section 7.2.4 shall be given due consideration as part of the design process for new development to the satisfaction of the Council. A Heritage Impact Assessment (HIA) or Landscape Value and Impact Assessment (LVIA) may be required to demonstrate development proposals accord with this policy. |

| Planning and Development Objectives | |
|--|--|
| It is an objective of the Council to: | |
| Objective 7A  | Support and work with the local community, and other stakeholders in the development of blue and green infrastructure in the town, including the development of the Nenagh River Greenway, and in the enhancement of the biodiversity and conservation value of the river corridor. |
| Objective 7B  | Work in partnership with stakeholders and the local community in the delivery of projects for Nenagh Town in the Green and Blue Infrastructure Masterplan Roadmap for Tipperary Waterways (TCC, 2018) and the proposed Tipperary Greenway and Trail Strategy and seek funding opportunities as they arise. |

8. Infrastructure, Energy and Utilities

Over the lifetime of this Plan, there will be continued investment in a sustainable network of physical strategic infrastructure and utilities to support sustainable socio-economic growth and protect the quality of the environment of Nenagh. This will be achieved through the identification of required infrastructure in collaboration with infrastructure providers, and continued investment in the right locations, and at the right time.

8.1 Energy Demand and Renewable Energy

As a town of almost 9,000 persons, Nenagh has significant energy demands for heating, electricity and transport. In line with the objectives of the national Climate Action Plan (DECC, 2023), the Council and its stakeholders will support the transition to renewable energy for heating and transport, and will encourage and support the transition to renewable energy generated locally in tandem with the energy efficiency upgrading of built fabric throughout the town.

The Council recognises the role of domestic scale renewables and appropriately scaled renewable energy development in meeting local demand and supports the principle of on-site energy generation for self-consumption.

8.2 Water and Wastewater

Water services in towns are maintained and provided by Uisce Éireann and the Council will require new developments to be served by existing waste water treatment facilities and public water supplies, where possible.

In considering new development proposals and in developing masterplans for specific sites and lands as required under the LAP consideration shall be given to:

- The servicing of adjoining sites/ development lands (where feasible); and
- The protection / diversion of existing Uisce Éireann infrastructure and maintenance of services.

8.2.1 Nenagh Public Water Supply

Nenagh is served by the Nenagh Regional Public Water Supply (PWS). This PWS serves a population of 14,483 and produces 6,488 m³/day. Raw water is abstracted from Lough Derg and undergoes treatment at the Coolbawn Water Treatment Plant. Uisce Éireann have indicated that there is capacity to cater for projected population growth up to 2031 from the Nenagh Water

Resource zone. Monitoring is carried out by the EPA and the water supply currently meets all relevant water quality standards.

8.2.2 Nenagh Public Wastewater System

Uisce Éireann is responsible for the collection, treatment and disposal of public wastewater. A planned upgrade of the Nenagh Wastewater Treatment Plant is currently underway by Uisce Éireann to increase the capacity of the plant. An application for planning permission for the upgrade works is due to be submitted in the first half of 2024. Project delivery timeframes for the project will be available when the investment planning process, which is currently underway for the next Capital Investment Plan (2025-2029), has concluded. Project timelines are subject to planning approvals and statutory consents being obtained. The upgraded plant will have sufficient capacity to cater for the projected growth to 2030 and beyond. In the interim, while the planned upgrade project is progressing, the existing WWTP has available capacity for 927 Population²³. Developers will be expected to engage with Uisce Éireann in developing proposals and the provision of a Connection Agreement with Uisce Éireann shall be a condition to the grant of planning permission for new developments prior to commencement of development.

Ongoing improvement works are required the town to ensure adequate separation of foul and surface water, and to service of lands identified for development over the lifetime of this LAP. Local network upgrades may be required some areas to provide capacity to individual sites. These will be customer driven/funded in accordance with the requirements of the Uisce Éireann Connections Charging Policy.

8.2.3 Water Framework Directive

The Water Framework Directive 2000/6/EC (WFD) addresses the protection of water quality in a holistic way, addressing all waters – rivers, streams, lakes, wetlands and groundwater, and the immediate area adjoining them or ‘Riparian Zones’. Applications for development under this Plan must demonstrate that the proposal for development would not adversely affect a water body’s ability to meet its objectives under the Water Framework Directive, individually, as a result of the proposed development, or cumulatively, in combination with other developments.

8.3 Sustainable Surface Water Management

The Council and Uisce Éireann are responsible for the on-going maintenance and monitoring of sustainable drainage systems and will seek to maintain drainage having consideration to Water

²³ Uisce Eireann maintain a capacity register for all waste water treatment system and water supply systems which are updated periodically and can be viewed at <https://www.water.ie/connections/developer-services/capacity-registers/>.

Sensitive Urban Design and application of a nature-based Sustainable Urban Drainage Systems (SUDS) approach. It is the policy of Uisce Éireann to maximise the capacity of existing collection systems for foul water. Therefore, the discharge of additional surface water to combined (foul and surface water) sewers is not permitted. The removal of stormwater from combined sewers as part of roads, public realm, residential or other developments must be incorporated in new developments where feasible.

The Council will require new development in Nenagh to provide separate foul and surface water drainage systems and to incorporate water sensitive urban design and nature-based SUDS. The provisions of 'Nature-Based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas' (water sensitive urban design) Best Practice Interim Guidance Document (DHLGH, 2001) and any review thereof, will apply.

8.4 Circular Economy and Waste Management

The closest municipal landfill site to Nenagh is Ballaghveny, Tipperary. There is a municipal Recycling Centre/Civic Amenity Site located on the Limerick Road and the AES (Bord na Mona) facility located just outside the settlement boundary on the Grealla / Dark Road. There are approximately 135 Bring Banks in Tipperary with three of these located in Nenagh at Kenyon Street car park, Tesco car park and the MD recycling facility. Private waste collectors in the town provide a three-bin collection service, to enable householders to recycle as much as possible.

It is a key objective of the Council to support the sustainable management of waste and the reduction in the production of waste in Nenagh in line with the National Waste Management Plan for a Circular Economy (Government of Ireland, 2022) and associated guidance across the delivery of its services and in the management of new development.

8.5 Flood Risk Management

A Strategic Flood Risk Assessment (SFRA), as required by 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (Department of the Environment, Heritage and Local Government and Office of Public Works, 2009) and Circular PL 2/2014 (Department of Environment, Community and Local Government), has been undertaken alongside the preparation of the SEA and the preparation of the LAP. Flood risk from fluvial sources informed the land use zoning provided for by the Plan.

Parts of the town benefit from Arterial Drainage Schemes and to ensure these arterial schemes remain effective into the future, new development will be required to have regard to these schemes

and benefitting areas in line with Policy 11-11 of the TCDP. Details of schemes can be found on www.floodinfo.ie

The SFRA focused on land use zoning as well as flood risk management policy and has considered available, and emerging information on flood risk indicators, including the OPW's Flood Hazard and Risk Mapping and any flood defences. In line with the Guidelines, this demonstrates that Tipperary County Council have considered such climate change impacts in the preparation of this Plan, by avoiding development in areas potentially prone to flooding in the future. Overlays Land Use Zoning and National CFRAM potential future scenario mapping have been included in the SFRA. Various flood risk management provisions from the County Development Plan and the Local Area Plan explicitly integrate climate change considerations. This includes Policy 8.5(d) outlined below. In line with the requirements of the Flood Risk Guidelines, Flood Zones A and B have been identified for Nenagh and are outlined below (also shown on Maps 1A and 1B):

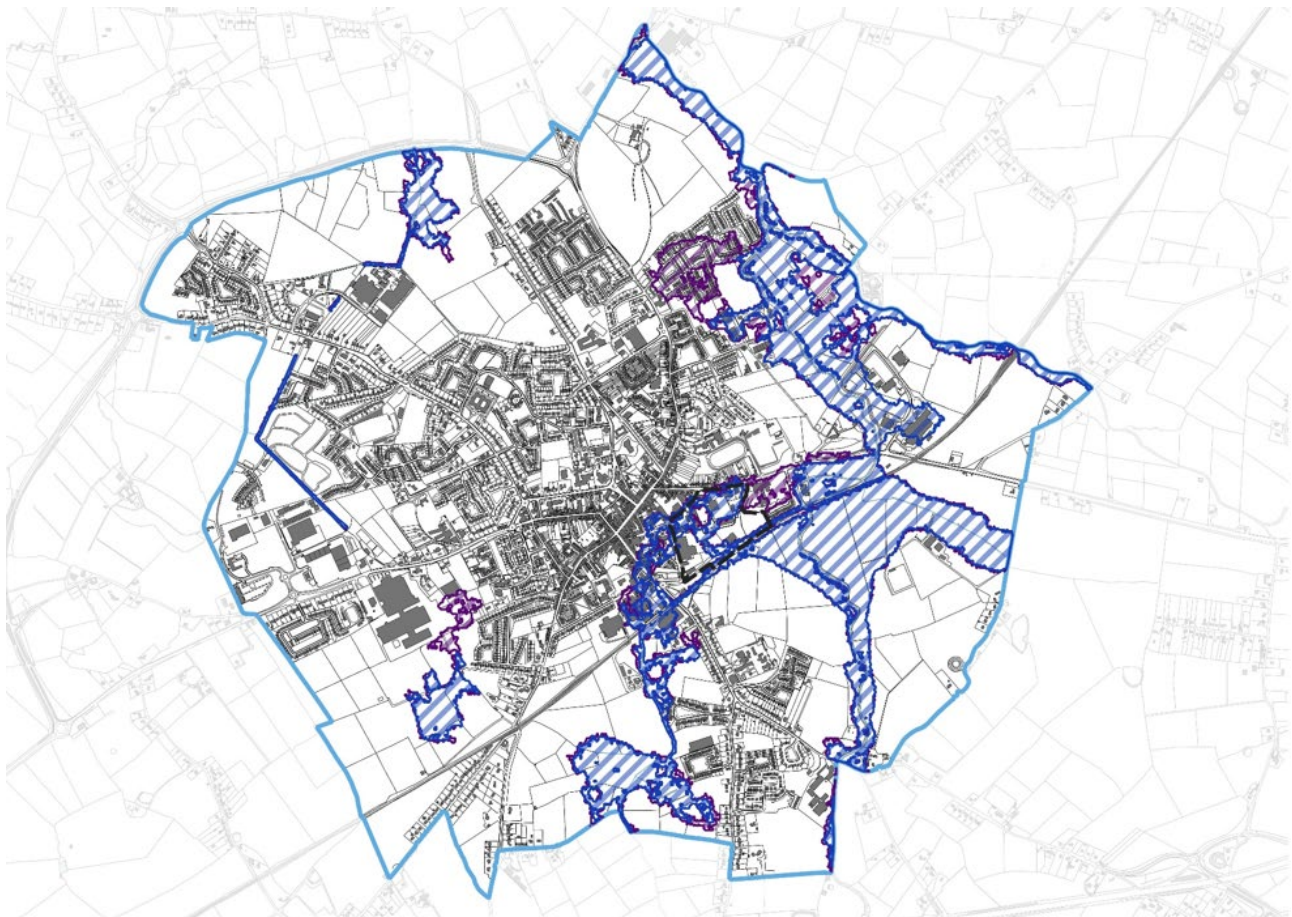


Figure 14: Flood Zones in Nenagh

Some lands zoned for 'New Residential' development within the plan fall within a flood zone but benefit from an extant planning permission. If amendments are required to this planning permission or a new planning permission is sought on these lands, the applicant will be required to

re-examine the flood risk on the lands, and ensure best practices are provided for and a precautionary approach is taken, including re-designing elements of the proposal to provide open space where flood risk occurs on the lands.

Areas that are located in flood risk zoned are generally not zoned for uses that are vulnerable to flooding. In cases where a site is zoned for use in an area at flood risk, a detailed 'Justification' test was carried out as part of the SFRA (see Appendix 6).





In addition to the Flood Zones A and B as identified, there are areas in Nenagh, due to its underlying geology, that may be subject to intermittent ground water and pluvial flooding. Therefore, the Council will require that groundwater and pluvial risks are considered by any site-specific flood risk assessment undertaken at project level, in compliance with the Flood Risk Management Guidelines.

New proposals for minor flood relief works are also being progressed in Nenagh to alleviate flood risk in the town. In consultation with the OPW, the Council will support the development of flood relief schemes in the town and will also contribute towards the protection of key flood risk infrastructure, including the Nenagh Flood Defence Scheme, from interference or removal.

8.6 Policy and Objectives

| Planning and Development Policy | |
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| It is the policy of the Council to: | |
| Policy 8.1 | Support the use of renewable energy technologies at appropriate scales in residential, commercial and community developments and support the principle of on-site energy generation for self-consumption. |
| Policy 8.2 | Support the sustainable and efficient use of existing capacity in water services, permit new connections to the Nenagh public and waste water supply and safeguard the integrity of the waste water network. Where local network upgrades are required, to ensure that capacity is provided to individual sites in accordance with the Uisce Éireann Connections Charging Policy and Uisce Éireann’s Connections and Developer Service. |
| Policy 8.3 | Require new development to ensure it would not adversely affect a water body’s ability to meet its objectives under the Water Framework Directive, individually, as a result of the proposed development, or cumulatively, in combination with other developments. |
| Policy 8.4 | Require that all development proposals in Nenagh integrate SUDS and nature-based solutions to SUDS as part of an overall sustainable urban drainage and urban greening approach (refer also to Section 3.5 of the accompanying SFRA, “Sustainable Urban Drainage Systems and Surface Water Guidance and Strategy”), unless they are demonstrated to be operationally unfeasible to the satisfaction of the Council. |
| Policy 8.5 | Require proposals for development to comply with requirements of the Planning System and Flood Risk Assessment Guidelines (DEHLG, 2009) (and any updated thereof) including providing detailed design specifications as may be required to facilitate the impact of development. The following provisions apply: <ul style="list-style-type: none"> a) Extensions of existing uses or minor development within flood risk areas will be supported, provided they do not: obstruct important flow paths; introduce a number of people into flood risk areas; entail the storage of hazardous substances; have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities; or increase the risk of flooding elsewhere. b) Applications for development on previously developed lands within Flood Zones A or B, shall be subject to site specific flood risk assessment and shall provide details of structural and non-structural flood risk management measures, such as those relating to floor levels, internal |

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| | <p>layout, flood-resistant construction, flood-resilient construction, emergency response planning and access and egress during flood events.</p> <p>c) Where a Justification Test applies, it must be demonstrated to the satisfaction of the planning authority that the flood risk can be adequately managed, and that the use and the development of the lands will not cause unacceptable impacts elsewhere.</p> <p>d) Require the submission of site-specific Flood Risk Assessments for developments undertaken within Flood Zones A & B and on lands subject to the mid-range future scenario floods extents, as published by the Office of Public Works. These Flood Risk Assessments shall consider climate change impacts and adaptation measures including details of structural and non-structural flood risk management measures, such as those relating to floor levels, internal layout, flood-resistant construction, flood-resilient construction, emergency response planning and access and egress during flood events. Flood Risk Assessments shall apply the precautionary approach recommended in the Guidelines and shall be informed by the advice on the expected impacts of climate change and the allowances to be provided for future flood risk management provided in the OPW's (2019) Flood Risk Management Climate Change Sectoral Adaptation Plan and the guidance on potential future scenarios contained therein.</p> <p>e) Groundwater and pluvial flood risks shall be considered by any site-specific flood risk assessment undertaken at project level, in compliance with the Flood Risk Management Guidelines. For the avoidance of doubt, the Office of Public Works' Preliminary Flood Risk Assessment indicative pluvial maps (2012) are not considered to be reliable for assessing pluvial risk.</p> <p>f) Any planning application within Defended Areas (refer to SFRA for more details) shall demonstrate that residual risks have been considered and include measures for their management as appropriate.</p> |
| <p>Policy 8.6</p> | <p>Support the upgrade of the Nenagh Waste Water Treatment Plant and require new development proposals to safeguard the strategic function of the plant.</p> |

| Planning and Development Objectives | |
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| It is an objective of the Council to: | |
| Objective 8A  | Continually progress, in conjunction with Uisce Éireann, water supply and sewer rehabilitation activities, extension of the municipal waste water network, capital maintenance activities, and to continue to monitor the performance of the networks to ensure that the most urgent works are prioritised as required. |
| Objective 8B  | Integrate a Nature Based Approach to SUDS, with a focus on biodiversity as part of new public realm and public sector development in the town. |
| Objective 8C  | Support the sustainable management of waste and enable a significant reduction in the production of waste in Nenagh, in line with the principles of the Waste Action Plan for a Circular Economy (DECC, 2021). |
| Objective 8D  | Support and work in co-operation with the Office of Public Works in the design, development and implementation of the Nenagh Flood Relief Scheme. To also contribute towards the protection of key flood risk infrastructure, such as the embankment at Lisbunney Industrial Estate, from interference or removal. |

9 Land use Zoning Framework

The purpose of the land use zoning framework is to guide development to the right location and ensure that development takes places in a co-ordinated and coherent way, while protecting the built and natural environment of the town. The land use framework is underpinned by the SLA with a tiered approach to zoning in accordance with the NPF requirements and is informed by the Development Plan Guidelines for Planning Authorities (DHLGH, 2022).

Whilst the land use zoning framework will give an indication of the acceptability or otherwise of a particular use in particular areas, proposed development will also be assessed in terms of compliance with the policies set out in the TCDP and Development Management Standards²⁴ set out therein, Section 28 Ministerial Guidelines and local planning objectives of this LAP.

A general guideline of acceptability or otherwise of new development is provided, although the listed uses are not exhaustive. Factors such as density, height, massing, traffic generation, public health, design, visual amenity, potential nuisance by way of noise, odour and pollution etc. are also significant and relevant to the proper planning and development of the area and will be considered by the planning authority at planning application stage.

Table: Land-Use Objectives

| Zoning | Objective | Description |
|--------|---|---|
| UC | Urban Core: Provide for the development and enhancement of urban core uses including retail, residential, commercial, civic and other uses | Consolidate the existing fabric of the core/central areas of settlements by densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses and urban streets, while delivering a quality urban environment. The zoning emphasises compact growth objectives and priority for public transport, pedestrians and cyclists. |
| RE | Regeneration Zone: Provide for targeted enterprise and/or residential-led regeneration within the consolidation area on underused sites. | Specific underused areas of the town centre-built fabric with close physical links with the centre and targeted for significant redevelopment, consolidation and regeneration activity. New development shall be broadly in line with 'Urban Core' in nature with a focus on connectivity and linkages with the Urban Core. |
| MU | Mixed Use: To support the role of the town centre and | Provide for mixed uses and services, that may include retail, civic and commercial development. Policy 7-4 of |

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| | enable primarily; retail, commercial, civic and other uses. | the Tipperary County Development Plan 2022-2028 will apply to planning applications for retail development. |
| RS | Existing Residential: Provide for residential development and protect and improve residential amenity. | Existing predominately residential areas allowing for the protection of existing residential amenity balanced with new infill development. |
| R1 | New Residential: To provide for new residential development. | New residential areas/town extensions to ensure the provision of high quality and connected new residential environments. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities. |
| SR | Strategic Reserve: Long-term strategic and sustainable development sites. | Sites that may deliver housing within the subsequent plan period (unless a review of the current plan identifies a need for additional lands). (Section 4.4.4 of the Development Plan Guidelines). |
| E | Employment: 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. | <p>Facilitate opportunities for compatible industry and general employment uses. General employment areas should be highly accessible, well designed, permeable and legible with a modest density of employees. Inappropriate intensive office uses at locations poorly served by public transport, and the proliferation of retail or commercial uses requiring public access that are best located in mixed-use or town core areas will not be acceptable.</p> <p>Facilitate logistics and warehouse type activity including storage, distribution and associated re-packaging of goods and products with a low density of employees. These uses have specific transportation requirements as they can generate considerable traffic volumes and should be located within a purpose built, well designated environment connected to the strategic road network. Proposals for the sale of bulky goods/goods in bulk within high quality settings and highly accessible locations shall be subject to the requirements of the Retail Planning Guidelines.</p> |

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| CSI | Community Services and Infrastructure: To provide and improve social and public facilities and infrastructure. | Provide for and protect: <ul style="list-style-type: none"> • civic, religious, community, health care and social infrastructure • educational and associated services/facilities such as leisure and sports facilities, start-up and incubations enterprises etc. • transport and utilities infrastructure. |
| A | Amenity: To provide, preserve and enhance open space, biodiversity and amenity uses. | Protect sensitive, biodiverse, riverine and scenic locations from development that would adversely affect the environmental quality/sensitivity of these areas. |
| OSR | Open Space and Recreation: Preserve and provide for open space, sports and recreational amenities. | Preserve and provide for general open space and open space associated with sporting and recreational amenities and services. Commercial services e.g. food and retail services shall be directly associated with and directly related to on-site sports and recreation facilities. |
| TE | Town Environs: To provide for agricultural needs and to protect and enhance the rural environment and setting of the settlement. | Prioritise the protection of rural amenity and avoid harmful impacts of urban sprawl. Provide for and protect agricultural activities and rural-related business activities which have a demonstrated need for a rural location and will not conflict with the future growth of the town. |

Table 13: Land Use Zoning Objectives

The Zoning Matrix below lists examples of key land-use activities under each zoning objective. It acts as a guide to indicate the acceptability or otherwise (in principle) of the specified land-uses in each zone.

| Zoning Matrix | | | | | | | | | | | |
|--|---------------------------|----|----|---------------------------|----|----|---------------------------|-----|---|-----|----|
| | √: Permitted in Principle | | | O: Open for Consideration | | | X: Not Normally Permitted | | | | |
| Use Types | UC | RE | MU | RS | R1 | SR | E | CSI | A | OSR | TE |
| Abattoir | X | X | X | X | X | X | O | X | X | X | O |
| Agricultural Buildings/Structures | X | X | X | X | X | O | X | X | X | O | √ |
| Betting Office/Amusement Centre | O | O | O | X | X | X | X | X | X | X | X |
| Caravan Park/Camping | X | O | O | X | X | O | O | X | O | O | O |
| Cash and Carry Wholesale | O | X | O | X | X | X | O | X | X | X | X |
| Community Facility | √ | √ | O | O | O | O | √ | √ | O | O | O |
| Childcare | √ | √ | O | O | √ | X | O | √ | X | X | X |
| Night Club | √ | O | O | X | X | X | O | X | X | X | X |
| Cinema | √ | O | O | X | X | X | O | X | X | X | X |
| Doctor/Dentist/Healthcare practitioner | √ | O | O | O | O | X | O | O | X | X | X |
| Educational/School | √ | O | O | O | O | X | X | √ | X | O | X |
| Funeral Home | O | O | O | X | X | X | O | X | X | X | X |
| Crematorium | X | X | X | X | X | X | O | X | X | X | X |
| Garden Centre | X | O | O | X | X | X | O | X | X | X | O |
| Halting Site / Traveller Group Housing | X | O | O | O | O | X | X | O | X | X | X |
| Haulage/Bus/Truck Park | X | X | X | X | X | X | √ | X | X | X | X |
| Health Centre (public) | √ | O | O | O | O | X | O | √ | X | X | X |
| Hotel | √ | O | O | O | O | X | O | X | X | X | X |
| Industrial – General | X | X | X | X | X | X | O | X | X | X | X |
| Industrial - Light | X | X | X | X | X | X | √ | X | X | X | X |
| Motor Sales Outlet | X | X | O | X | X | X | O | X | X | X | X |
| Office | √ | √ | O | X | X | X | O | X | X | X | X |
| Parks/Playgrounds | √ | √ | O | √ | √ | O | O | √ | √ | √ | O |
| Petrol Station | X | X | O | X | X | X | O | X | X | X | X |
| Places of Worship | √ | √ | O | O | O | X | X | √ | X | X | X |
| Public House | √ | √ | O | X | X | X | X | X | X | X | X |
| Sports/Leisure Facilities | √ | √ | O | O | O | O | O | O | O | √ | O |
| Student Accommodation | √ | √ | O | O | O | X | X | O | X | X | X |
| Refuse Transfer Station | X | X | X | X | X | X | O | X | X | X | X |
| Residential | √ | √ | O | √ | √ | X | X | X | X | X | O |
| Restaurant | √ | √ | O | O | O | X | O | X | X | O | X |
| Retail Warehouse | X | O | O | X | X | X | O | X | X | X | X |
| Retirement/Nursing Home | √ | √ | O | O | √ | X | X | O | X | X | X |
| Shop – Neighbourhood | √ | √ | O | O | O | X | O | X | X | O | X |
| Supermarket (circa 1500sqm) | √ | O | O | X | X | X | X | X | X | X | X |
| Take-Away | O | O | O | X | X | X | X | X | X | O | X |

| | | | | | | | | | | | |
|---------------------------|---|---|---|---|---|---|---|---|---|---|---|
| Veterinary Surgery | ○ | ○ | ○ | ○ | ○ | × | ○ | × | × | × | ○ |
| Warehousing and Logistics | × | × | × | × | × | × | √ | × | × | × | × |

Table 144: Zoning Matrix

Note on Land Use Zoning Objectives and Matrix:

The limitation described in this note applies to a relatively small number of instances where Flood Risk Zones A and B overlap with certain Land Use Zoning objectives. Uses under all Land Use Zoning Objectives (apart from where the Justification Test outlined in the Flood Risk Management Plan has been passed) shall be limited to water-compatible uses in Flood Zone A, and less vulnerable or water compatible uses in Flood Zone B (as per the Flood Risk Management Guidelines), and detailed site-specific Flood Risk Assessment will be required in these areas. This limitation shall take primacy over any other provision relating to these land use zoning objectives.

The Justification Test has been passed for the following Land Use Zonings:

- Various parts of the Town Centre; mixed uses (zoned Urban Core and Regeneration)
- Existing Waste Water Treatment Plant (zoned Employment)
- Existing Nenagh Leisure Centre (zoned Community and Services Infrastructure)
- Areas associated with St. Joseph’s CBS (zoned Community and Services Infrastructure)
- Residential Development (zoned Residential)

10 Monitoring and Evaluation

10.1 Introduction

The implementation and delivery of the LAP is a key objective of the Council. This monitoring programme will be supported by procedural, information technology and operational supports that will enable ease of measurement. The Council places an emphasis on monitoring, and it is a key objective of this Plan to carry out effective, cross-sectional monitoring and evaluation of the policies and objectives contained in this LAP.

10.2 Monitoring and Evaluation

Monitoring of the LAP objectives will be carried out in accordance with the Local Planning and Development Implementation Plan contained in Appendix 7 to the LAP.

10.3 Objective

| Planning and Development Objectives | |
|---------------------------------------|---|
| It is an objective of the Council to: | |
| Objective 10A | Undertake a programme of monitoring and evaluation of the LAP over its lifetime in accordance with the monitoring framework, set out in Appendix 7 and in accordance with the methodology prepared for the TCDP 2022. |