

# Chapter 6:

## *Infrastructure and Services*



### *Main Sections in this Chapter*

1. TRANSPORTATION
2. ROADS AND TRAFFIC
3. WATER SERVICE PROVISION
4. TELECOMMUNICATIONS
5. SPECIFIC WATER SERVICES OBJECTIVES
6. DEVELOPMENT CONTRIBUTIONS

## 6.0 Introduction

With the growing concern about the negative impact increased car use has on the environment, Local Authorities are looking towards varied solutions to transport problems. Thus, the Council is aware of the need for increased public transport serving the whole county. There is currently a rail line that serves Nenagh as well as inter city bus services. The existing rail service is sporadic at present, but the *Nenagh Rail Study* has identified a need for an improved service to Limerick. The bus service to Limerick and Dublin is very good. The key to the sustainable growth of Nenagh is through improved transport and linkages. In this regard, the Council will examine ways to improve the level of public transport serving Nenagh.

## 6.1 Transportation

### 6.1.1 Pedestrian Accessibility

The Council will implement the *European Charter of Pedestrian Rights* adopted in 1988 by the European Parliament which states that:

The pedestrian has the right to live in a healthy environment and to freely enjoy the amenities offered by public areas under conditions that adequately safeguard both physical and psychological well-being.

The pedestrian has the right to live in urban and village centres tailored to the needs of human beings and not to the needs of the car and to have amenities within walking or cycling distance.

Children, the elderly and the disabled have the right to expect towns to be places of easy social contact and not places that aggravate their inherent weakness.

The disabled have the right to specify measures to maximise mobility, such as the elimination of architectural obstacles and the adequate equipping of public transport.

The Council will, therefore, seek to improve access to buildings and public spaces through the statutory development control process. This will include ensuring all non-domestic developments, including where possible, change of use, alterations, and extensions to existing buildings, are accessible to people with mobility needs, incorporating level access into the building.



Pearse Street. Dominated by roundabout and safety railings.

The Council will also encourage the development of an enhanced network of pedestrian routes throughout the town, linking shops, amenity areas and tourist attractions.

Currently, pedestrian and cyclist facilities are in need of upgrading in Nenagh. The main pedestrian crossings are located at traffic junctions yet there is demand for a number of pedestrian crossings throughout the town. In some areas of the town the footpaths are narrow, (e.g. St Conlons Road, Drummin Road) and there are very few facilities for cyclists throughout the town. In order to achieve sustainability, walking and cycling must be encouraged. The compact nature of the central core makes it easy to travel around, improvements to the footpaths in the town would inevitably increase the numbers of people who walk rather than drive.



Pedestrian priority in town centres provides safe high quality shopping.

### 6.1.2 Access for the disabled

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

#### **Policy TRANS 1: Access to new developments**

*It is the policy of the Council to require all new development to comply with the required standards for access for people with special mobility needs, in accordance with the requirements of the Part M of the Building Regulations, 2000 and the advice set out in Buildings for Everyone (1998) as issued by the National Rehabilitation Board. The Disability Bill, which is currently before the Oireachtas, places particular obligations on Local Authorities. Accessibility audits of Local Authority buildings, facilities, services, and information provision, and an accessibility implementation plan for the same must be completed within six months of the statutory approval of the Sectoral Plan.*

## 6.2 Roads and traffic

### 6.2.1 Introduction

Nenagh is served by road, bus and rail networks. The N7, which links Dublin to Limerick, bypasses the town while Nenagh is linked to Dublin and Limerick by rail, this service is infrequent. There is also an intercity bus service which links Nenagh to Dublin and Limerick. There is, however, a lack of local transport, linking Nenagh with the hinterland.

It is a proposal of the Council that the N7/N52 bypass be extended around the east of the town. Due to the expense and time scale for such a project, the Council indicates on the zoning map a route, much of which will be achieved as part of new development. The funding of the remaining parts of the road could be attained from development contributions on the lands zoned adjacent to the proposed ring road and any other zoned lands in Nenagh which are developed. It must also be stated that the Council will not purchase land to facilitate the construction of the ring road, instead, development contributions will pay for the full project

#### **Policy TRANS 2: Strategic Route Corridors**

*It is the policy of the Council to reserve lands free from development that would undermine the future development of strategic route corridors designated on Map 2. These new roads shall be completed as part of new development or secured through future funding programmes*

#### **Policy TRANS 3: Land-use along Route Corridors**

*It is the policy of the Council to resist development along strategic route corridors, except for development on zoned land and in accordance with the policy objectives of the Plan. Development proposals on zoned land shall be designed to protect and improve where necessary, the carrying capacity of the roads, and contain significant improvements in amenities in accordance with the requirements of policies contained in the Economy Section of the Plan. The Council will resist development of land outside the town boundary or land zoned for development in the county area, particularly adjacent to strategic route corridors identified in the North Tipperary County Development Plan.*

#### **Policy TRANS 4: Development contribution scheme**

*It is the policy of the Council to put in place Supplementary Development Contribution Schemes for specified road proposals that will benefit future development in order to generate funds for the construction of these roads. The schemes shall be drawn up and implemented in accordance with Section 49 of the Planning and Development Act, 2000.*

### 6.2.2 Traffic

The figures below are taken from the National Roads Authority traffic reports and indicate that, even with the completion of the N7 Bypass, Nenagh has experienced an increase in traffic over the last 4 years.

The high percentage of HGV's in the town is indicative of through traffic using the town rather than the N7 Bypass to make journeys. Some of the narrow streets in Nenagh are unsuitable to such large vehicles and this has led to a degradation of the town environment and a destruction of the streetscape. Traffic congestion is a problem in Nenagh, while the N7 Bypass greatly reduced the volume of traffic through the town; increased demand for goods and services has led to a large amount of heavy goods vehicles (HGV's) passing through the town. During peak times there is traffic congestion, especially around the junction of Kenyon St., Pearse St. and Mitchel Street.

Car parking is allowable throughout the central core of streets leading to increased congestion. The encouragement of alternative methods of transport, such as walking or cycling is an integral part to the development of a sustainable town

### 6.2.3 Parking & Loading

Car parking is an issue in the town centre. The large amount of on-street parking spaces has led to a degradation of the town environment and increasing traffic problems.

There is a supply problem with parking in the central core of Nenagh, particularly on Pearse Street and Kenyon Street. One-hour parking has helped to alleviate this problem.

There is off street parking available although poor signage means it is not being used to its full capacity, this has led to a continual over subscription of on-street parking spaces.

Bye-Laws for parking in Nenagh encourage the use of off-street parking while reducing the amount of time available for on-street parking. The Council fully supports the continued implementation of these Bye-Laws

The Council is also actively seeking the provision of multi-storey parking as part of new town centre developments. Suitable site have been identified in the Objectives map and Appendix 3-site development briefs.

The Council's car parking requirements in addition to the general car parking standards required are set out in Chapter 7 of this plan.

To alleviate on-street parking, developers are required to provide car parking for any new development in the town. Car parking should be located where possible behind established building lines in the interest of good townscape. Where parking is proposed to the front of a building, it is important that planting and boundary walls/railings are used to maintain the visual appearance of the area. Where parking is associated with late night uses such as places of entertainment, car parking should be sited so as to reduce noise disturbances to adjoining residents to a reasonable level.

### 6.2.4 Public Transport

There are public transport links serving Nenagh but these could be improved upon. The trains serving Nenagh operate only twice a day to Limerick or Dublin and the lack of a local bus service is becoming an increasingly important issue as the population of Nenagh grows. An improvement in the provision of the train service to Nenagh would greatly benefit the town, both economically and socially. The North Tipperary County Development Board has produced a Rural Passenger Audit and Needs Assessment and this will support the provision of a future rural transport network with a local service provider. A *Nenagh Rail Study* was also produced with Leader funding which identified an unmet demand for rail travel to Limerick. This plan will support the provisions of any future rural transport initiatives and improved rail services to Limerick.

#### Policy TRANS 6: Rail Transport

*It is the policy of the Council to support the improvement of rail services, and to protect lands adjacent to rail station against encroachment by inappropriate uses that could compromise the long-term development of the rail facility. Lands have been zoned adjacent to the railway station for town centre style development. The design of this development will take advantage of future improvements to rail services to Nenagh.*

It is important that the rail line is protected in perpetuity and upgraded to a standard that renders the line competitive with the private car. In order to ensure the long-term viability of these lines, it is equally important that land-use policy and future development take advantage of rail as a potential transport option. In view of the future requirement for strategic land sites in Nenagh and the need to locate such sites adjacent to transit corridors.

Rail may be promoted as an alternative to road transport as part of a future integrated Spatial Strategy for the Country by addressing the important symbiotic relations between land-use and transport, particularly settlement patterns, and the future viability of rail transport as a planning tool for land-use planning.

### 6.2.5 Bicycles

At present, there are insufficient facilities for cycling in Nenagh. The lack of cycle ways and bicycle lock up facilities impede an increased use of the bicycle as an alternative form of transport. Cycling is a viable alternative to the car for access within the town of Nenagh. In order to promote its use in support of the Council's aim for sustainable development, the Council will require that secure cycle parking facilities are provided for new development where possible.

### 6.2.6 Specific Transport Objectives

**T.1 It is an objective of the Council to protect a corridor free from development towards the provision of an outer distributor road and urban roads as**

**identified on zoning and objectives maps as indicative on maps and to be finalised as part of masterplans and development management process.**

**T.2 It is an objective of the Council to provide additional orbital routes throughout the town as identified on the zoning and objectives maps.**

**T.3 It is an objective of the Council to prepare Supplementary Development Contribution Schemes for specified road proposals that will benefit future development in order to generate funds for the construction of these roads. The schemes shall be drawn and implemented in accordance with Section 49 of the Planning and Development Act, 2000.**

**T.4 It is an objective of the Council to prepare a master plan for the town centre to include pedestrian priority areas, environmental improvements, enhanced traffic calming and increased off-street car parking.**

**T.5 It is an objective of the Council to provide for road improvements including new road alignment, road widening, new or improved footpaths, public lighting and landscaping along identified routes in the Plan. The new access on Thurles Road opposite the hospital will require the demolition of existing houses to access lands to the rear;**

**T.6 To seek the development of multi-storey car parks as part of the redevelopment of sites in accordance with site development briefs at the following locations:**

- (i) Kenyon Street back lands;
- (ii) Martys Road Sheehan's site or O'Connor's site and
- (iii) St. John's Lane car park and adjoining lands.

**T.7 To provide for junction improvements including boundary set back, improved lighting and pavement crossing as part of new development;**

**T.8 To provide as part of new development a riverside walk way that is sensitive to the existing ecology of the river such as otters, kingfishers, etc. This shall include footpaths, furniture and planting. It shall also provide for accessibility to the river in a safe and environmentally acceptable manner. Such development will be provided by the developer as part of the overall development of adjacent land;**

**T.9 To provide a network of pedestrian priority areas in the town centre through the implementation of site development briefs, securing the redevelopment of opportunity sites, and the creation of new pedestrian streets.**

**T.10 To continue to monitor the existing bus set down area. The Council will provide parking and set down facilities adjacent to the town centre in safe and suitable location for bus and taxi services. The Council will co-operate with relevant transport bodies and authorities with the aim of securing bus stops in line with new town centre management policies.**

**T.11 To seek an improved junction design between Stafford Street, Kenyon Street and the roundabout at the Railway station.**

**T.12 To seek a short term solution to provide an alternative route for HGV's to avoid going through the town centre.**

### 6.3 Water Service Provision

The provision of services is vital to the sustainable development of Nenagh and to the delivery of the objectives of the County Development plan and the Town Development Plan. All new development must have access to water and waste water services.

The Council will need to improve all aspects of infrastructure in order to accommodate the current housing commitments. In considering applications for further development of housing, the Council will consider the impact the proposal will have on current and planned services and infrastructure. A key settlement objective of the Plan is balancing the growth between east and west of the town. The railway line has hindered development to the south east of the town. A key requirement in infrastructure improvement will require that services are extended south of the railway line.

#### 6.3.1 Drinking Water services

Nenagh's primary public water supply comes from Lough Derg via the treatment plant at Coolbawn Glenbower. The North Tipperary Water Supply Scheme (Lough Derg Sub Catchment) scheme, completed in 2001 has created the added capacity and at a cost of 12.05 million, the project involved the provision of a trunk main network; distribution and storage system to extend a quality water supply to the town of Nenagh and its rural hinterland. Some 15.6 kilometres of trunk main and 8.7 kilometres of distribution main are involved in the extension to Nenagh with the town of Nenagh and surrounding areas benefiting from the upgrading of existing treatment and distribution systems.

A water conservation project is underway at the moment. 40,000 cubic metres of water are pumped a day and this conservation project conserves around 20% - 30% of that water.

Overall the water supply is very good in terms of quality and supply achieving the ISO9000 award.

### 6.4 Wastewater treatment

Nenagh wastewater treatment facility that serves the town and the hinterland has a current capacity of 17,000 population equivalent of biological demand. The plant, which includes phosphate removal, discharges the treated effluent to the Nenagh River which is a designated sensitive river.

Nenagh Sewerage Scheme Stage II/ Nenagh Main Drainage Scheme was complete in 2003 and included new foul and surface water sewers to service lands in the Ballygraique/Tyone and Limerick Road/Gortlandroe areas. Under the current Water Services Investment Program 2005-2007, the DEHLG has allocated a sum of €2.1m to provide for a Scheme to extend the Treatment Plant to cater for the development of the Town over the next 20 years. This scheme is currently at design stage and best estimates would see completion in 5 years.

Development that took place in Nenagh in the last 20 years contains a dual piping wastewater system; where separate pipes are used for wastewater and runoff water, these pipes enter the treatment plant as a combined system. This has led to unnecessary treatment of wastewater and has, as a consequence, reduced the physical capacity of the treatment plant to a position where the plant is nearing its capacity.

Currently, restrictions on the ability to service the lands to the west of the railway have prevented this land from being developed. The Council are examining ways to service this land and, when this occurs, significant extra demand will be placed on the water supply and wastewater treatment facility. Due to the fact that residential dwellings are the largest consumers of water, the massive amount of residentially zoned land in Nenagh could not be serviced at present.

#### 6.4.1 Sustainable Drainage Systems

Rainfall on a Greenfield site is either absorbed into the ground or runs off slowly to the nearest watercourse. With development, much of the area becomes impermeable with runoff being piped to the nearest watercourse or storm drain. Thus both the volume and rate of runoff can dramatically increase, which may lead to flooding or increased overflows from combined sewers, neither of which is acceptable. This issue is becoming more of a problem in North Tipperary and, in particular, growing urban areas as land is developed upon.

It is the policy of the Council to prevent flooding caused by poorly drained runoff. In order to do this, Sustainable Drainage Systems (SUDS) will be incorporated into developments where it is deemed necessary by the Planning Authority in order to reduce and ultimately prevent flooding. Sustainable Urban Drainage Systems are a sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.

Using SUDS techniques, water is either infiltrated or conveyed more slowly to water courses via ponds, swales, filter drains or other installations to try and closely mimic natural catchment drainage behaviour. Run-off is frequently delayed in natural ponds or hollows. In addition to delaying the rate of runoff, there is more likelihood in the natural situation that pollutants will be filtered through soils or broken down by bacteria. By mimicking this, SUDS attenuates stormwater runoff and improves environmental performance.

#### Specific Sustainable Urban Drainage Aims:

1. To encourage and facilitate the development of sustainable forms of wastewater treatment such as reed-beds, sand filters, and ponds.
2. To Incorporate SUDS in new construction where deemed necessary by the Council.

## 6.5 Specific Water Services Objectives

**W.1 To extend foul and storm water sewerage collection network to newly zoned areas of the town.**

**W.2 It is an objective of the Council to prepare Supplementary Development Contribution Schemes for specified water services infrastructure that will benefit future development in order to generate funds for the construction of these roads. The schemes shall be drawn and implemented in accordance with Section 49 of the Planning and Development Act, 2000. Such areas will include south and east of the Railway line, land enclosed between N52-Drommin Road and Dromineer Road.**

## 6.6 Policy on Telecommunications

Satellite dishes and telecommunications apparatus, if badly sited, can materially harm the character and appearance of historic buildings and important townscapes. Therefore, it is important in the interests of the townscape to ensure that further telecommunication and related development does not have a detrimental impact on the appearance or character of the town. Some antennae and satellite dishes may be erected as exempted development under the Planning and Development Regulations, 2001.

### Policy SERV 2: Telecommunications

*It is the policy of the Council to have regard to the following in considering proposals for the development of telecommunications masts, antennae and ancillary equipment:*

- a) *The visual impact of the proposed equipment on the natural, built and historic environment.*
- b) *The removal or modification of features of architectural importance.*
- c) *The impact any such development may have on protected structures or their setting.*
- d) *The potential for co-location of equipment on existing masts.*
- e) *The Department of the Environment and Local Government "Guidelines for Planning Authorities" (July 1996).*

Satellite dishes would normally be permitted, except:

- a) On protected structures, where there would be a detrimental impact on the character of the structure.
- b) Where such development would result in unacceptable harm to the visual amenity of an area.

### 6.6.1 Broadband

The widespread availability of high speed, internet-access

referred to as broadband is central to the development of Nenagh's knowledge and information capabilities. Shannon Broadband in association with Nenagh Town Council has secured EU structural funding towards the provision of a dark fibre and ducting route around the town to existing and planned business technology areas. This will contribute towards improving Nenagh's competitiveness, providing both economic benefits and social inclusion.

### 6.6.2 Electricity Supply

The development of secure and reliable electricity transmission infrastructure is recognised as a key factor for supporting social and economic development and attracting investment to Nenagh. Such provision needs to be constructed in a manner that causes minimal harm to the environment. It is the policy of the council to support infrastructural renewal and the development of electricity networks in the plan area. The Council will also encourage the provision of alternative energy generation such as wind, solar or combined heat and power, whether domestic or commercial.

## 6.7 Development Contributions

Considerable sums of money have been and will continue to be expended by the Council in the provision of public services. The Council will require financial contributions towards the capital expenditure necessary for the provision of infrastructure works required which facilitate development. Such works include drainage, water supply, roads, footpaths and traffic management, open space and car parking.

The Town Council has prepared a Development Contribution Scheme under Section 48 of the Planning and Development Act, 2000 and this was adopted in March 2004. This sets out the contributions required in Nenagh in respect of the provision of public infrastructure and facilities.

In addition to the above the Council intends to prepare Supplementary Development Contribution Schemes for specified infrastructure proposals that will benefit future development in order to generate funds for the construction of these roads. The schemes shall be drawn and implemented in accordance with Section 49 of the Planning and Development Act, 2000

In addition, the Council reserves the right to require developers to enter into a bond for completion of development in accordance with the permission granted.