



Comhairle Contae Thiobraid Árann  
Tipperary County Council

# Carrick-on-Suir & Environs Local Area Plan 2025 - 2031

June 2025



## **Non-Technical Summary**

This is the Carrick-on-Suir & Environs Local Area Plan 2025-2031 (LAP). Its publication presents an opportunity for the planning authority, stakeholders and the community to collaborate in setting out a new land use strategy and development objectives for Carrick-on-Suir. Its function is to act as a framework for sustainable investment and regeneration; to enable employment and homes; to protect the environment and heritage; and to help deliver a good quality of life for the people of Carrick-on-Suir. The LAP replaces the Carrick-on-Suir Town Development Plan 2013 (as varied and extended). The LAP was adopted on 12<sup>th</sup> May 2025 and takes effect from 23<sup>rd</sup> June 2025.

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 10 sections
- Maps including land-use zoning with flood risk areas, and built and natural heritage
- Appendices as follows:
  1. Serviced Land Assessment
  2. Sustainable Transport Plan
  3. Regeneration Sites
  4. Social Infrastructure Assessment
  5. Monitoring and Evaluation of the LAP
  6. Architectural Conservation Area Statement of Character
  7. Town Centre First Plan
  8. Strategic Environmental Assessment Environmental Report and Non-Technical Summary
  9. Appropriate Assessment Natura Impact Report and AA Conclusion Statement
  10. Strategic Flood Risk Assessment

The LAP is supported and underpinned by a detailed assessment of infrastructure and services and social infrastructure available in the town (Appendices 1 and 4), a plan for sustainable travel and movement (Appendix 2), a schedule of underused and vacant sites suitable for regeneration (Appendix 3) and a programme for monitoring and implementation of the LAP (Appendix 5). Appendix 6 provides a Statement of Character for the Architectural Conservation Area in the town. Appendix 7 is the Town Centre First Plan for Carrick-on-Suir. Appendices 8 to 10 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, with the town centre as the heart and focal point of Carrick-on-Suir, and 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 years Carrick-on-Suir has shown ambition and successful stakeholder collaboration in achieving public funding to deliver infrastructure and enhancement projects, including the Suir Blueway Tipperary, Stable Lane Enterprise Town House and the Carrick-on-Suir Regeneration Plan. The Regeneration Plan is an extensive public realm enhancement supporting a Town Centre First approach, contributing to a vibrant commercial core at the heart of the community.

Public participation is important to the process of plan preparation. 23 submissions were received on the Draft LAP and following consideration of same a number of changes to the Draft LAP were agreed at the Council meeting on 10 February 2025. A further round of public consultation on the proposed amendments was undertaken from 28 February 2025 to 31 March 2025, during which time 14 submissions were received. A number of further changes were recommended on foot of these submissions. These recommendations were considered by the Council at the Council meeting on 12 May 2025 and the Plan was made. The Local Area Plan has effect from 23 June 2025.

## Abbreviations

AA	Appropriate Assessment
ACA	Architectural Conservation Area
BAP	Biodiversity Action Plan
CARO	Climate Action Regional Office
CCMA	County and City Management Association
CoSTEDC	Carrick-on-Suir Tourism and Economic Development Committee
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
MASP	Metropolitan Area Spatial 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
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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- |         |   |
|---------|---|
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# 1. Introduction

## 1.1 Background to this Local Area Plan

This Carrick-on-Suir and Environs Local Area Plan 2025 – 2031 (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 Carrick-on-Suir. This LAP replaces the Carrick-on-Suir 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 TCDP 2022 -2028 sets out the strategic planning framework for Carrick-on-Suir

This LAP outlines the local spatial planning framework for Carrick-on-Suir 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), 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)<sup>1</sup> 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 8). 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.

<sup>1</sup> 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.

### 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 proposed 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 9).

Considering measures already in force through the Tipperary County Development Plan 2022-2028 and having incorporated mitigation measures into the Proposed Local Area Plan, the AA Natura Impact Report demonstrates that the Proposed Plan is not foreseen to give rise to any significant adverse effects to designated European sites, alone or in combination with other plans or projects<sup>2</sup>.

### 1.2.3. Strategic Flood Risk Assessment (SFRA)

A SFRA carried out to support the preparation of the LAP is attached as Appendix 10. 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).

## 1.3 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 Carrick-on-Suir and Socio-Economic Profile

### 1.4.1 Location and Historical Context

Carrick-on-Suir is situated on the River Suir, nestled in the scenic valley between the Comeragh Mountains to the southwest and Slievenamon to the Northwest. The River Suir is tidal to this point. Two tributaries join the River Suir at Carrick-on-Suir, the Glen River at the western end of North

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<sup>2</sup> : 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



Quay and the Lingaun River to the east of the town. The town has a marina and is located on the Suir Blueway Tipperary.

The town is located on the National Primary Route, N24 (Waterford to Limerick) and is 28km northwest of Waterford and 22km east of Clonmel. It also has a rail station on the line from Waterford to Limerick Junction, where it connects to the national rail network.

Carrick-on-Suir is a medieval market town rich in architectural and natural heritage. The town is the starting point for the Suir Blueway and Butler Trail with the Ormond Castle, walled town and medieval lanes supporting development of the town as a tourism destination.

### 1.4.2 Socio-Economic Profile

A socio-economic profile of Carrick-on-Suir has been developed to inform this LAP as set out below. Further details are also provided in Appendix 1 Serviced Land Assessment (employment profile); Appendix 2 Sustainable Transport Plan (transport profile); and Appendix 4 Social Infrastructure Assessment (education profile, deprivation, etc).

#### Demographic Profile

Census 2016 identified that the Settlement Area of Carrick-on-Suir had a population of 5,771 while Census 2022 identified that the Built-up Area (BUA<sup>3</sup>) of Carrick-on-Suir had a population of 5,752. Although this suggests that the town declined in population between 2016 and 2022, this is an anomaly resulting from a change in CSO settlement boundary. In terms of accurately measuring population growth, 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, Carrick-on-Suir Urban and Carrickbeg Urban have only marginally changed in the inter-census period. The combined population of these EDs has increased from 5,894 in 2016 to 6,003 in 2022, a 1.85% increase in population, which is well below the county population growth rate (5.2%) and the state population growth rate (8.1%) over the same period.

#### Age Profile and Dependency

In 2022, the average age of Carrick-on-Suir is 41.5 years which is higher than the County (40.3 years) and State (38.8 years) average.

Age dependency is a ratio calculated by comparing the proportion of people both under 15 and over 64 years with the working age population, which is defined here as those between 15 and 64 years of age. Census 2022 reported an overall age dependency ratio of 59.1 for Carrick-on-Suir, which is above the State ratio (53.2) and generally in line with the County ratio (59.5).

Total Age Dependency Ratio	2016	2022
State	52.7	53.2
Tipperary County	57.8	59.5
Carrick-on-Suir Settlement (Census 2016)	54	
Carrick-on-Suir Built Up Area (Census 2022)		59.1

Table 1: Age Dependency in Carrick-on-Suir

#### Household Composition

Census 2022 recorded 2,325 private households in Carrick-on-Suir. A high proportion, 30%, of households are single person households. Over 45% of households contain children.

<sup>3</sup> 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/>

The average household size is on the decline with an average household size of 2.67 persons for County Tipperary in 2022. 1-person and 2-person households are the largest household composition group, creating a need to provide for smaller housing units for this household type.

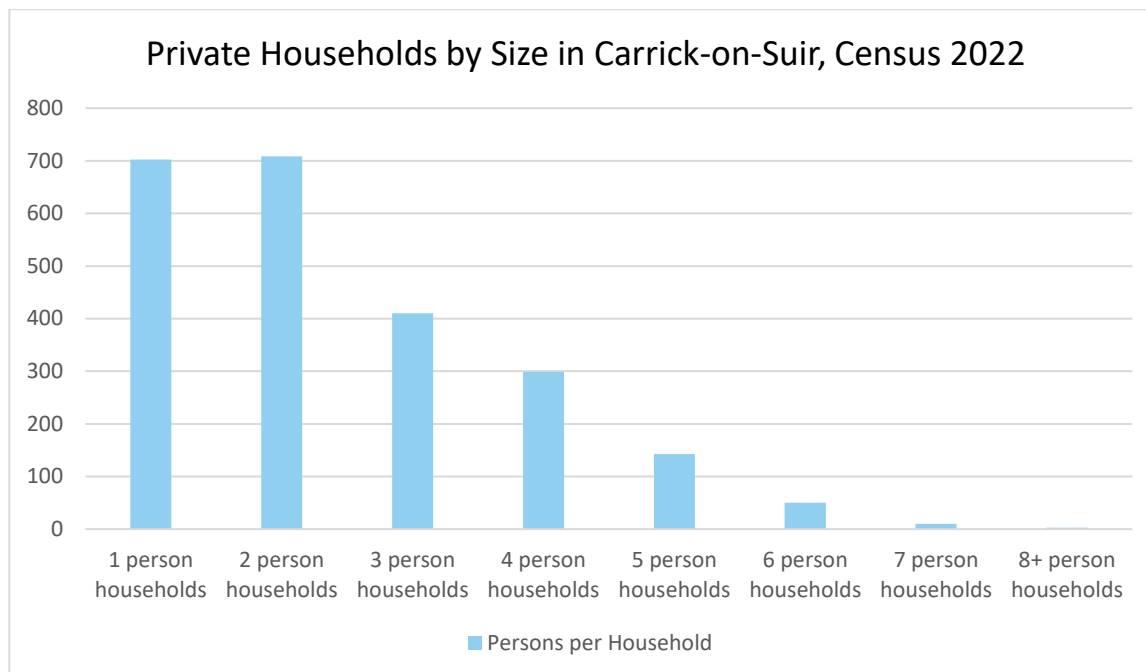


Figure 2: Private Households by Size in Carrick on Suir, Census 2022

### Social Class and Deprivation

Persons classified as 'Managerial and Technical' made up the biggest social class. However, the percentage of the most highly skilled worker grade were lower in Carrick-on-Suir (3.2 % - Professional Workers and 18% - Managerial and Technical workers respectively) than for the County (7.4% - Professional Workers and 29% - Managerial and Technical workers respectively).

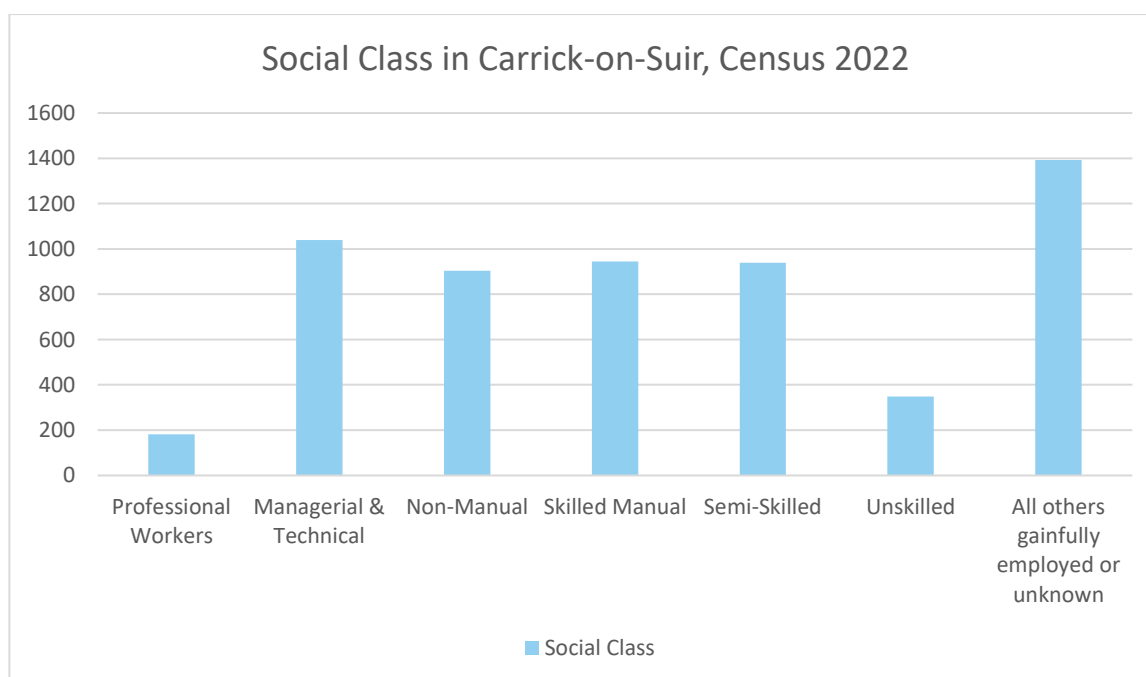


Figure 3: Social Classes in Carrick-on-Suir, Census 2022

According to the Pobal HP Deprivation Indices 2022, Carrick-on-Suir Urban ED is classified as 'Disadvantaged' while Carrickbeg Urban ED is classified as 'Marginally Below Average'. The ED of Carrick-on-Suir Urban is the second lowest scoring ED in the county.

In 2022, over 18% of households in Carrick-on-Suir are recorded as a single parent family (County figure 10.6%). 28% of population of Carrick-on-Suir reported a disability (County figure 23%). 581 households did not have a car, nearly 25% of all households.

### Employment Profile

In 2022, some 45% of the over 15 population in Carrick-on-Suir were 'At Work' compared with 54% in the County. The rate of 'Long Term Unemployed' is 4.3% which is nearly twice the level in the County (2.4%).

Jobs Ratio is a good indication of community vitality, employment base and an important measure of sustainability. Carrick-on-Suir has a relatively low jobs ratio of 0.88, though this jobs ratio has increased significantly since 2016 (0.65). Further details on the employment profile can be found in the employment assessment contained in Appendix 1 (Serviced Land Assessment).

#### 1.4.3 Transport Profile

The transport profile for Carrick-on-Suir can be found in the Sustainable Transport Plan (Appendix 2).

## 1.5 Policy

It is the policy of the Council to:	
<b>Policy 1.1</b>	Assess all new development proposals within the boundary of the Carrick-on-Suir & Environs Local Area Plan 2025-2031 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 <sup>4</sup> .

<sup>4</sup> 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 2031, Carrick-on-Suir 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 Carrick-on-Suir, the TCDP should be consulted along with the local planning framework as set out in this LAP.

The TCDP Chapter 2 Core Strategy identifies Carrick-on-Suir as a 'District Town' (one of six District Towns) with a unique strategy for the growth of Carrick-on-Suir set out in Volume 1, Section 4.4.1. 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, as well as the extensive work undertaken in developing the Carrick-on-Suir Regeneration Plan.

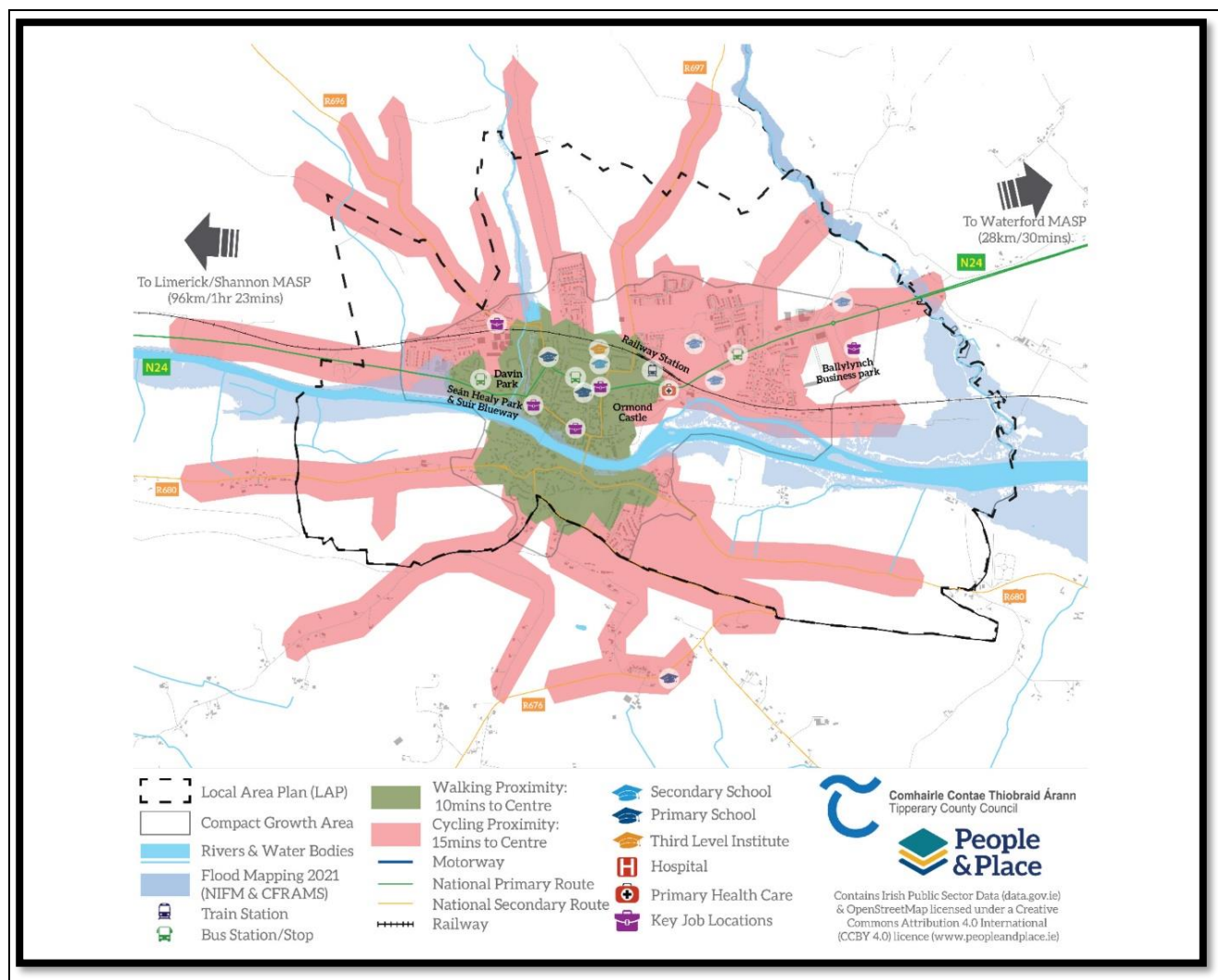


Figure 4: Carrick-on-Suir Town Profile Plan Section 4.4.1 TCDP

## 2.2 A Climate Resilient, Sustainable and Low-Carbon Town

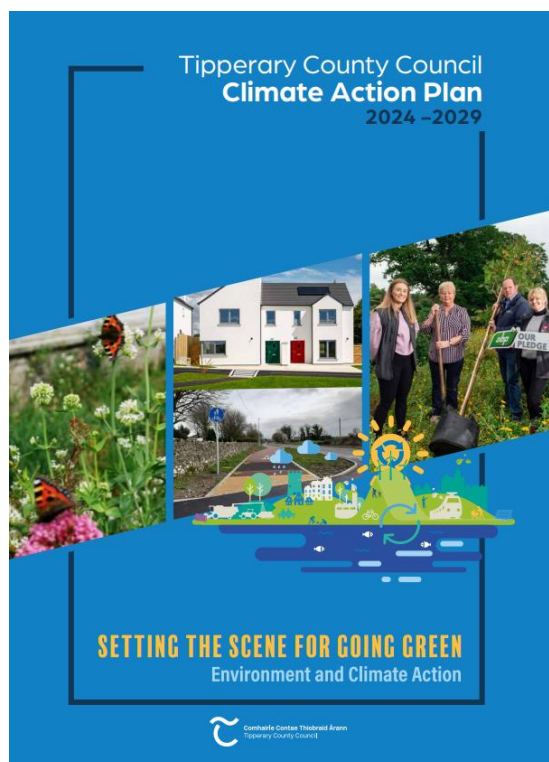
The National Climate Action Plan 2024 is the third annual update to Ireland's Climate Action Plan 2019 and the second to be prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021. It builds on the introduction of carbon budgets and sectoral emissions ceilings in Climate Action Plan 2023 and sets a course for Ireland's targets to halve emissions (51% reduction) by 2030 and reach net-zero no later than 2050.

Local Authorities have a key role to play in implementing measures to meet Ireland's national climate targets and in supporting and mobilising climate action at the regional and local levels. Delivering Climate Action 2030 (CCMA, 2021) is the strategy for local authorities for delivering on the Climate Action Charter. The Tipperary County Council Climate Action Plan 2024-2029 sets out how the Council will deliver on climate action (Climate Mitigation and Climate Adaptation) in areas within its own remit, and how the Council through its actions, will seek to influence, facilitate and advocate for climate action across other sectors and communities.



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, the Tipperary County Council 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 Carrick-on-Suir including those that influence the following; compact growth and sustainable mobility, sustainable transport and active travel measures, town-centre first and adaptive re-use of buildings, nature-based solutions, and flood risk and water management.

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 may change over the lifetime of the LAP.

Funding Programmes (noting these may change over the lifetime of the LAP)	
Funding Programme	Purpose of Fund
<b>Urban Regeneration and Development Fund (URDF)</b>	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.
<b>Rural Regeneration and Development Fund (RRDF)</b>	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.



<b>Town Centre First Funding</b>	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.
<b>Town and Village Renewal Scheme</b>	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.
<b>Croí Cónaithe</b>	To attract people to build their own homes and refurbish properties to live in small towns and villages
<b>European Regional Development Fund</b>	To support the Town Centre First approach, address dereliction and vacancy – managed by the Regional Assemblies
<b>Historic Towns Initiative</b>	To regenerate urban centres through heritage-led regeneration for significant buildings, streetscape conservation and enhancement and public realm works.
<b>Historic Structures Fund</b>	To conserve and enhance heritage structures and historic buildings in public and private ownership
<b>Built Heritage Capital Grant</b>	To provide smaller grants for works to historic buildings and repair historic structures
<b>Destination Towns initiative</b>	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.
<b>Serviced Sites Fund</b>	To provide key facilitating infrastructure, on public lands, to support the delivery of affordable homes to purchase or rent.
<b>Repair and Lease Scheme</b>	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.
<b>Buy and Renew Scheme</b>	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.
<b>Sustainable Mobility Investment Programme</b>	To support the roll out of new and improved active travel infrastructure in towns and villages.
<b>Climate Action Fund</b>	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).
<b>THRIVE</b>	The Town Centre First Heritage Revival Scheme. The purpose of this scheme is to renovate, refurbish and adapt vacant and derelict heritage buildings in their town centres.
<b>Smart Regions Enterprise Innovation Scheme</b>	The overall objective is to drive job creation/retention and enterprise development in each region throughout Ireland. In addition, Smart Regions funding is targeted at strategic locations regionally where an identifiable deficit exists in key infrastructure, which is necessary to support the micro and SME client base.

Table 2: Funding Programmes

## 2.4 Spatial Development Strategy

### 2.4.1 Strategic Vision and Aims

This LAP sets out a strategic vision for Carrick-on-Suir and has been informed by collaboration and consultation with stakeholders and the general public. Carrick-on-Suir is located in the Southern Region and its hinterland extends across the county boundary into Counties Kilkenny and Waterford. The town has close economic, cultural and social links with the Waterford Metropolitan 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.



Figure 5: United Nations Sustainable Development Goals

### 2.4.2 Population Growth and Housing

Census 2022 identified that the urban town of Carrick-on-Suir had a population of 5,752 people. By population, Carrick-on-Suir is the 4<sup>th</sup> largest town in County Tipperary.

Population growth recorded at Electoral Division, indicates that the population of the town grew by 109 persons, or 1.85%. This is a low level of growth during the period from 2016 to 2022, and the second lowest growth of the higher order towns in County Tipperary (after Roscrea town).

In line with the NPF and the TCDP, it is planned to deliver a population growth of 20% by 2031. It is projected that by 2031 (the LAP lifespan), it will be necessary to cater for a population of approximately 6925<sup>5</sup> persons, an additional 1,154 persons over the 2016 population. This projected population growth would result in an estimated requirement for approximately **427**<sup>6</sup> additional housing units (2.7 persons average occupancy) to 2031.

Population Growth and Housing Need			
Population 2016	Projected Population 2031	Additional Persons to 2031	Housing requirement to 2031
5,771	6,925	1,154	427 units

Table 3: Population Growth and Need

### Housing Delivery over the lifetime of the previous Town Development Plan

Since 2013 there has been moderate to low housing growth in the plan area, as evidenced by the low population growth in the town. New development has consisted primarily of infill developments and minor extensions to existing housing estates. However, there has been a number of 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:

- 41 units at Sir John's Road
- 47 units at Greenhill Village

This equates to planning permission in place for **88 units** with a geographic distribution throughout the town.

### Social Housing Demand and Delivery

212 applicants for social housing support have identified Carrick-on-Suir as their first choice, with the following breakdown of housing requirements:

Carrick-on-Suir Social Housing List 2024	
Unit size	Number 1 <sup>st</sup> Choice Housing Applicant

<sup>5</sup> The Core Strategy of the Tipperary CDP 2022-2028 sets out projected population of 6,540 persons in 2028 for Carrick-on-Suir. This equates to 769 or 128 additional persons per annum i.e.  $1,793 / 6 = 128.2$ . As the Carrick-on-Suir LAP period will cover an additional three years to 2031, the projected population needs to include an additional three years i.e.  $6,540 + (128.2 \times 3) = 6,925$ .

<sup>6</sup>  $1,154$  persons with a household size of  $2.7 = 427$

1-bedroom unit	78
2-bedroom unit	72
3-bedroom unit	58
4 or greater bedroom unit	4
<b>Total</b>	<b>212</b>
Total Number currently accommodated through HAP	6

Table 4: Social Housing Requirements in Carrick-on-Suir

Since 2016, there has been a moderate social housing construction in the town (57 units). Approved Housing Body (AHB), Tuath Housing, developed an apartment building on Kickham Street consisting of 13, one, two and three bed apartments. The AHB also acquired a 22-unit scheme at Mill Street. The council acquired a 22-house scheme in Carrickbeg. There has been a number of other purchases and refurbishments by the housing authority as part of its social housing programme.

### Traveller Accommodation

The Tipperary Traveller Accommodation Programme sets out the requirements for Traveller accommodation for the county. The Draft Traveller Accommodation Programme 2025-2029 was published in August 2024. TCC carried out a review of the previous programme and an assessment of projected housing needs for the Traveller Community of County Tipperary over the period 2025-2029. There is no Traveller specific need identified for Carrick-on-Suir.

### 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.
- 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)<sup>7</sup>.

### Building Vacancy

According to Census 2022, there are 2,569 permanent dwellings in Carrick-on-Suir, of which 182 (7%) are vacant<sup>8</sup>, which is similar to the State (7.74%) and lower than the County rate (9%).

Town Centre Health Check surveys<sup>9</sup> undertaken by the Planning Policy Team of Tipperary County Council indicate that within the town centre, there were 80 vacant buildings, 55 of which are residential, 17 are commercial and 8 are mixed use i.e. commercial on ground floor with residential on upper floors.

### New Housing Demand

In summary, it is identified that there is a need for approximately 427 new units in Carrick-on-Suir. It can be assumed that little of this demand has been met by new construction since 2016<sup>10</sup>. There is a current identified need for 212 social units.

#### 2.4.3 Land Use Zoning Framework

The land use zoning framework is set out in Chapter 9. Ten zoning types are identified and described in detail in Table 12.

<sup>7</sup> Replaced by 'The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities' (DHLGH, 2024).

<sup>8</sup> A dwelling is classed as vacant by census enumerators if it is unoccupied on Census Night, is not used as a holiday home and is not usually inhabited by occupants who are temporarily absent at the time of census.

<sup>9</sup> Surveys undertaken in November 2023 in accordance with the methodology set out in the Heritage Council's Town Centre Health Check.

<sup>10</sup> Of lands zoned where residential development is permissible in the COS Town Development Plan 2013, there were only 3no. significant residential developments, comprising a total of 57 units

## Residential land use zoning

Land use zoning provision must accord with the Core Strategy of the TCDP. The LAP timeline is 2025-2031. Therefore, the LAP land use zoning requirement was adjusted by considering the TCDP 2028 framework and applying 3 additional years (2031)<sup>11</sup>. This results in a requirement for approximately 28.5ha 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)	Indicative Housing Delivery capacity
New Residential	30.63	Calculated at 100% Residential = 460 <sup>12</sup> Units
Regeneration	0.95	Calculated at 50% Residential Share = 19 <sup>13</sup> Units
Urban Core	17.04	Calculated at 15% Residential Share = 102 <sup>14</sup> Units

Table 5: Land Use Zoning Calculations

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 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 must be delivered within the existing built-up footprint/compact growth area of the town. This aspect is addressed in more detail in Section 5.1.1 - 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 6.

Land Use Zoning Areas (Ha)		
Land zoning	Area (ha)	Description
New Residential	30.63	For New Residential use
Strategic Reserve	10.39	Long-Term Strategic and Sustainable Development Site. Sites that will deliver housing within the subsequent plan period (i.e. more than 6 years - Section 4.4.4 of the Development Plan Guidelines)
Regeneration	0.95	Mixed use, including Residential
Urban Core	17.04	Mixed use, including Residential

Table 6: Land Use Zoning Areas

As outlined in the Land Use Zoning Objectives in Chapter 9, the purpose of 'Strategic Reserve' zoning is to ensure to availability of "long-term strategic and sustainable development sites" for the future growth of Carrick-on-Suir. The development of these areas in a piecemeal or discordant way would prejudice the sustainable future development of the town. New development in lands zoned strategic reserve will not therefore be permitted.

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

12 30.63 x 15 (density applied in TCDP Core Strategy for CoS) = 460

13 0.95ha x 40 unit p/ha = 38 x 50% = 19



14 17.04ha x 40 units p/ha = 718.4 x 15% = 102

#### **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:	
<b>Policy 2.1</b>	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 - having due regard to the need to conserve protected structures, archaeological monuments, historic fabric generally, and protected species of biodiversity value.
<b>Policy 2.2</b>	Support new development that will enable sustainable housing growth, employment, community development and prosperity for Carrick-on-Suir as a District Town in line with the Strategic Objectives of the TCDP.
<b>Policy 2.3</b>	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).
<b>Policy 2.4</b>	Support compact residential growth in Carrick-on-Suir 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.
<b>Policy 2.5</b>	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, have an 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:	
<b>Objective 2A</b> 	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.
<b>Objective 2B</b>	Work in partnership with community and civic groups in the regeneration and revitalisation of Carrick-on-Suir 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.
<b>Objective 2C</b>	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.
<b>Objective 2D</b> 	Actively respond to the specific need in Carrick-on-Suir 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.
<b>Objective 2E</b>	Monitor the scale, type, tenure and location of constructed and permitted developments in Carrick-on-Suir to ensure compliance with the Core Strategy and to achieve the delivery of strategic plan-led and coordinated balanced development within the town.
<b>Objective 2F</b>	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.
<b>Objective 2G</b>	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.
<b>Objective 2H</b> 	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 Carrick-on-Suir 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 heritage-led strategies for the town, and providing a high-quality, pleasant and enjoyable town centre environment focused on active modes of travel.

The Council and its partners have already successfully attracted funding to the town from sources including the RRDF and Town & Village Renewal Scheme and will 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 delivering the various elements of the Carrick-on-Suir Regeneration Plan.

Under the National Town Centre First Policy (DRCD, 2022), a Town Centre First Plan has been developed for Carrick-on-Suir. Together with this LAP, and the various projects and strategies already being progressed for Carrick-on-Suir, 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. The Carrick-on-Suir Town Centre First Plan (Appendix 7) was completed in February 2025 and will support the Carrick-on-Suir Local Area Plan 2025-2031.



#### 3.2 Consolidation, Regeneration & 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). Building on the LAP, the Town Centre First Plan identifies key regeneration and consolidation opportunities in the central area and describes key projects, their potential benefits, and pathways and actions for their immediate development.

### 3.3 Land Activation and Strategy for Vacancy, Dereliction and Regeneration

#### 3.3.1 Enabling and Supporting Regeneration

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 RRDF, and were successful in securing grant funding for the Carrick-on-Suir Regeneration Plan. This Plan seeks to provide a co-ordinated approach to public realm refurbishment, facilitating employment generation, amenity development and enhancement of the town centre, as well as the extension of the Suir Blueway along North Quays to provide cycleway and pedestrian linkages from Sean Healy Park to Ormond Castle and the town centre.

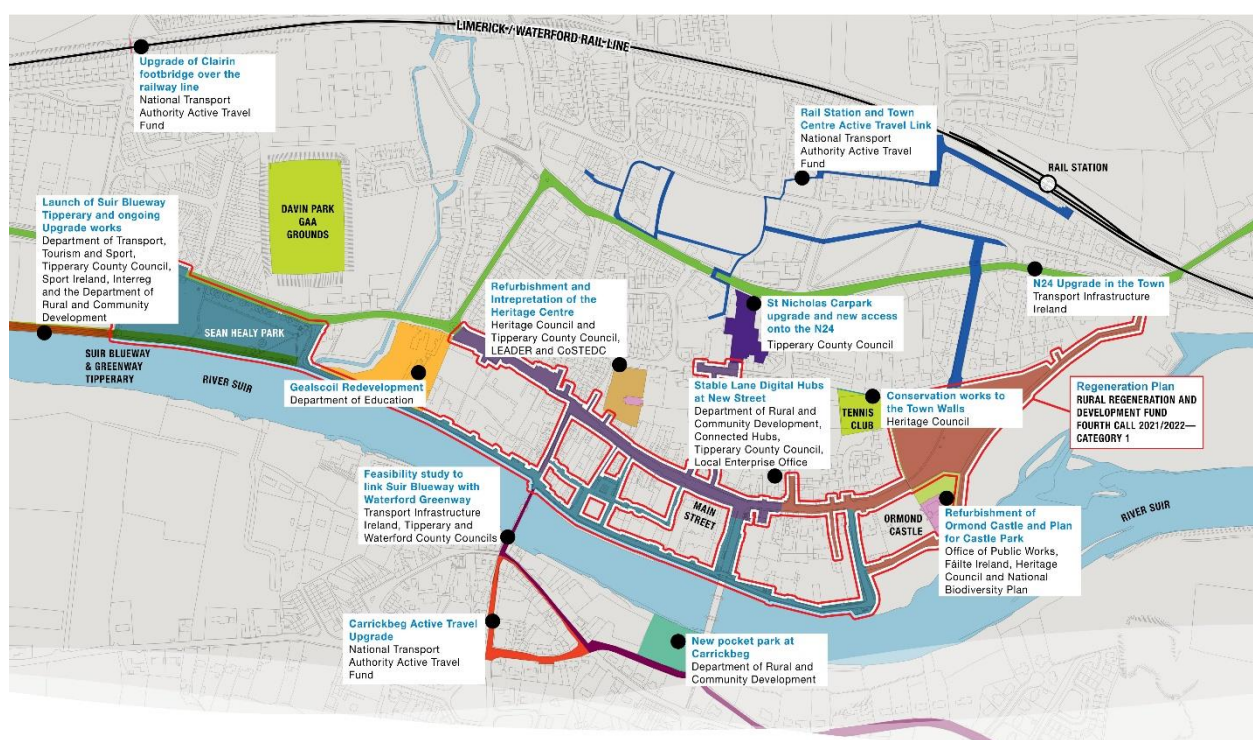


Figure 6: Synopsis of Projects and Programmes funded to date, including the Carrick-on-Suir Regeneration Plan

The Council has also purchased and received Part 8 approval for the 'Goldcrop' site, which is located on the North Quay next to Dillon Bridge, and is one of the town's long-standing derelict sites. The Part 8 approval involved the demolition of the existing structures on the site, to prepare the site for future re-development. It is an objective of this LAP to facilitate the development of the Goldcrop site. This should include the preparation of a site development brief for the Goldcrop Site which should have regard to the surrounding lands. Funding has been secured under the EU Just Transition Fund to develop a masterplan for the site. Any Development Brief prepared for the site should have regard to the planning criteria set out in Appendix 3.

It will be an objective of this LAP and the new Town Centre First Plan to build on projects and programmes to date and to provide a framework for which to seek further funding.

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 address commercial vacancy.

#### **3.3.4 Dereliction**

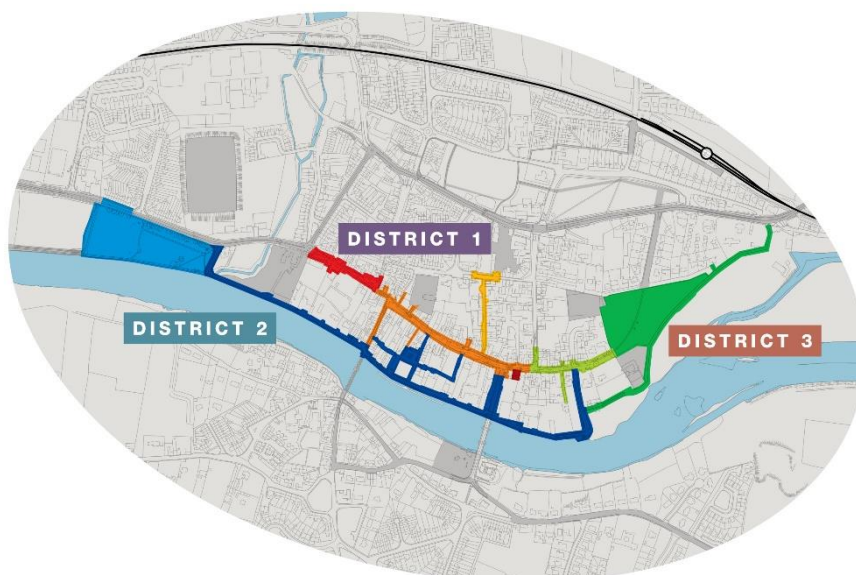
The presence of vacant and derelict buildings contributes to a negative image within the town centre and within the Architectural Conservation Area. The Council will seek to actively engage with building owners with a view to agreeing with them what works are required to prevent the property becoming or remaining derelict. National funding schemes are in place to address vacancy, decay, dereliction and make town centres attractive and desirable places to live, work, visit and invest.

The Council will use the statutory powers available through the Derelicts Sites Act, Housing Act, Urban Regeneration and Housing Act, and Finance Act (Residential Zoned Land Tax) to actively pursue the regeneration and renewal of Carrick-on-Suir town centre. The Vacant Homes Officer and Town Regeneration Officer working together with the Town Centre First Town Team will tackle dereliction under the vision and actions set out in the Town Centre First Plan (Appendix 7) which will greatly enhance the economic vitality and viability of the town centre.

## **3.4 Public Realm and Wayfaring**

The local community of Carrick-on-Suir recognise that high-quality public realm, that is easy and safe to navigate is important to the character of the town. The Carrick-on-Suir Regeneration Plan (A Journey from the Suir Blueway to the Ormond Castle Quarter - Delivering Our Community's Ambition) is an ambitious urban regeneration plan for Carrick-on-Suir that has been developed over the past 10 years with collaborative and positive support from the local community, town team and wider stakeholders. The Regeneration Plan is defined in three Interdependent Districts with distinct zones:

- District 1 – Town Centre Revitalisation, Enterprise and Mobility
- District 2 – Suir Blueway Tipperary Linkages
- District 3 – Castle Quarter Regeneration



Under  
Plan,  
been  
provide

the  
Regeneration  
funding has  
secured to  
public realm  
refurbishment

and enhancement of the town centre and the extension of the Suir Blueway along North Quays to provide cycleway and pedestrian linkages from Sean Healy Park to Ormond Castle and the town centre. The Regeneration Plan (in conjunction with the Sustainable Transport Plan and the Town Centre First Plan) will put in place a viable framework for further investment in public realm and way-finding, as funding comes available. The Council will support the implementation of the Carrick-on-Suir Regeneration Plan as a key aspect of this LAP. The LAP will also 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.

### 3.5 Retail and the Town Centre

Carrick-on-Suir town centre is underpinned by a strong convenience retail offer with two of the three main supermarkets located within or a short distance of the town centre area. There is potential to increase the comparison retail offering 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 Carrick-on-Suir is primarily defined by the following streets:

- Main Street
- Westgate
- Bridge Street (part)





Figure 7: Carrick-on-Suir Primary Retail Area (indicated in red)

Carrick-on-Suir is a District 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 an 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. There are currently vacant units in the Retail Park at Tinvane, which should be prioritised for occupation prior to the consideration of further greenfield sites.

### 3.6 Protecting and Enhancing the Historic Core

Carrick-on-Suir is a medieval town and is recognised for the quality of historic buildings. The Carrick-on-Suir Regeneration Plan recognises the Ormond Castle as a key historical asset in the town and supports the development of Ormond Castle Quarter to promote tourism and tourist related businesses.






As part of the replacement of the Carrick-on-Suir Town Development Plan 2013, the Record of Protected Structures for Carrick-on-Suir 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 the Architectural Conservation Area (ACA) are further addressed in Chapter 7 and in the accompanying ACA Statement of Character (Appendix 6).



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:	
<b>Policy 3.1</b>	Enhance the quality of the Town Centre by supporting the collaborative redevelopment and reuse of vacant and underused sites and areas in the 'Urban Core' and 'Compact Growth' area, in particular, to support the redevelopment of Town Centre 'Regeneration Sites' and areas zoned for 'Regeneration'.
<b>Policy 3.2</b>	Support new development proposals for regeneration sites which accord with the Key Planning Criteria for these sites set out in Appendix 3: Regeneration Sites.
<b>Policy 3.3</b>	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).
<b>Policy 3.4</b>	Encourage and facilitate the consolidation and enhancement of the retail function of the town centre and 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 within the Primary Retail Area.
<b>Policy 3.5</b>	Support new development proposals which accord with the Carrick-on-Suir Regeneration Plan and the policies and objectives set out in the Town Centre First Plan.
<b>Policy 3.6</b>	Support new development which enhances the setting of Carrick-on-Suir town centre, including its architectural, archaeological and historical heritage and character, and facilitates compact growth, high quality urban design, connectivity and active travel as opportunities arise.
<b>Policy 3.7</b>	Require existing shop fronts which are of high quality, exhibit unique features or add to the character of the streetscape, 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:	
<b>Objective 3A</b> 	Support the Town Regeneration Officer and the Town Team in the preparation and implementation of a collaborative Town Centre First Plan for Carrick-on-Suir that will build on collaborative work and successful funding applications to date, and to provide a framework for which further funding will be sought.
<b>Objective 3B</b> 	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.
<b>Objective 3C</b> 	Offer support in the form of advice and pre-planning services 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.
<b>Objective 3D</b> 	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.
<b>Objective 3E</b> 	Support the development of a Site Development Brief for the 'Goldcrop Site' in consultation with the community and relevant stakeholders; whilst ensuring the development brief has due regard to site specific biodiversity protection requirements and enhancement opportunities.

<b>Objective 3F</b>	Deliver the Carrick-on-Suir Regeneration Plan; "A Journey from the Suir Blueway to the Ormond Castle Quarter - Delivering Our Community's Ambition".
<b>Objective 3G</b>	Identify suitable locations for car, campervan and coach parking to support businesses and grow tourism, within the town. Also, to examine the possibility of adapting existing car parks to provide for coach parking bays - having due regard to the Sustainable Transport Plan and safety along with the needs of businesses and traders in the town.
<b>Objective 3H</b>	Encourage and facilitate the reuse and regeneration of derelict buildings in the town centre for retail, commercial, residential, mixed uses and other strategic purposes, and where necessary through appropriate legislative mechanisms / instruments and / or by supporting the progression and delivery of projects funded by the Rural Regeneration and Development Fund and other appropriate funds.

## 4. Economic Development Strategy

By 2031, Carrick-on-Suir 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 heritage-led Town Centre First approach.

The TCDP has designated Carrick-on-Suir as a 'District Town' with potential for expansion in the areas of large employment/industry, having consideration to its location, and environmental and infrastructural capacity. The Southern RSES recognises Carrick-on-Suir within the hinterland area of the Waterford Metropolitan Area and advises that sustainable growth of the towns within the hinterland area provide long-term options for employment and residential locations, with sustainable transport links to the Metropolitan Area. This LAP recognises and supports Carrick-on-Suir's role in the Waterford MASP hinterland area and seeks to improve employment provision in the town in line with the employment policies and objectives set out in this LAP.

Carrick-on-Suir is located on the Limerick-Waterford Transport and Economic network/axis. The NDP and the RSES have identified the upgrade of the Limerick-Waterford rail line, and the N24 linking Waterford-Limerick as key infrastructural requirements. The Southern Regional Assembly in collaboration with Tipperary County Council, Limerick and Waterford City and County Councils seek to build on the multi-modal connectivity and economic strengths of Carrick on Suir, Clonmel, Tipperary Town, Cahir and Limerick Junction and their synergies with Limerick and Waterford, to enable them to support regional growth collectively, and to focus on their strengths including the rail line, regional transport interchange at Limerick Junction, east-west interconnectivity and access to ports and airports, and emerging economic specialties such as the Suir Blueway Tipperary, Norman Heritage and Munster Vales.

There are a number of serviced business parks in the Plan area. Employment is provided in a wide range of services in the town including, retail, professional services, sports and healthcare, nursing homes and care centres, construction, tourism and hospitality. The town also has notable natural and heritage assets that can be harnessed to drive economic development in the town. The town is associated with Ireland's Ancient East, the Munster Vales, the Suir Blueway and the Butler Trail tourism products.

## 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 the high-level goals and objectives of the County Tipperary Local Economic and Community Plan 2024-2029 (LECP). The LECP sets 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.



COUNTY TIPPERARY  
Local Economic & Community  
Plan 2024-2029  
Framework Local Economic  
& Community Plan



The LECP is consistent with the provisions of the TCDP and this LAP, and when applied together, form a complete planning and economic framework to help support and attract new investment and development to Carrick-on-Suir.

### 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 'Regeneration'. In addition, lands have also been zoned for 'Employment' use.

An assessment of employment lands has been undertaken having regard to the guidance provided in the Development Plan Guidelines 2022 and the OPR Practice Note PN04 Planning for Employment Growth - The Development Plan and Employment Lands (August 2024). This assessment is outlined in detail at Section 3 in the accompanying Serviced Land Assessment.

The land use zoning designation will enable diverse land-uses associated with enterprise and employment in Carrick-on-Suir. 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.

### 4.1.3 Stable Lane Enterprise Town House

A key town centre regeneration target outlined in the Carrick-on-Suir Regeneration Plan is the expansion of the existing highly successful Stable Lane Enterprise Town House facilities operated by CoSTEDC on New Street, in the centre of Carrick-on-Suir. The proposed new Digital and Enterprise Hub is to be located in the disused former Post Office on Main Street. The investment in the digital and enterprise hub, will provide the impetus for further economic, social and residential growth in Carrick-on-Suir and is supported in this LAP.

## 4.2 Carrick-on-Suir Strategic Employment Areas

Consistent with RPO 62 of the RSES, 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. Carrick-on-Suir 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 Mill River Business Park

The Mill River Business Park is located in the western part of the town and is generally bounded by the railway line to the north and the Carrick Davins sports grounds to the south. The established uses within the business park are general industry. The site is accessed from John Street, which leads onto the R696 and the N24. The site is serviced and is within a 10-15-minute walk time of the town centre with pedestrian links in place. The business park is surrounded by developed land and there is little scope for expansion. Therefore, this LAP will seek the consolidation of the existing business park. The adjoining former Mart Site is identified as a Regeneration Site in Appendix 3 of this LAP which could, in part, provide supporting and complimentary employment uses.

Key Attributes	Description and Guidance
<b>Access</b>	Accessed from John Street, which leads onto the R696 and the N24. Within a 10-15-minute walk time of the town centre with pedestrian links. No existing cycle links.
<b>Services</b>	Serviced
<b>Existing uses</b>	TCC Road Maintenance Depot, Whitechurch Transport, Suirway Agri-Shop, Suir Clean Valeting & Tyre Services, Suirway Forklifts, Interfood Technology Ltd, Red City Kitchens, Phelan Skip Hire and Waste Management Ltd.
<b>Consolidation &amp; Expansion</b>	Existing consolidation opportunities.
<b>Development Guidance</b>	Zoned for 'Employment'. The site is an established business park with general industrial uses. There is potential for consolidation of the existing business park for similar general industrial uses. Any use/development shall be considered in the context of preserving the amenity of adjoining residential development.

Table 7: Mill River Business Park

### 4.2.2 Three Bridges Business Park & Ballylynch Business Park

The Three Bridges Business Park and the Ballylynch Business Park are adjacent to each other and can be considered as a single Strategic Employment Area. These sites are strategically located to the east of the town on the N24. The Business Parks are fully serviced. While the Business Parks are beyond the 10-15 walk time analysis of the town centre, there are existing pedestrian and cycle links. As the lands are detached from the central area and at the eastern end of the built-up area, and having consideration to its good transport linkages, the site is ideal for a wide range of employment uses, particularly industry, logistics and manufacturing.

There is a significant landbank in this location zoned for 'Employment' use, and it is considered appropriate to zone land in this location for this purpose to preserve the strategic nature of the land and ensure other inappropriate and piecemeal development in this location does not hamper the future employment use of the lands. To ensure these lands are developed in a phased, cohesive and sequential manner, the following principles will apply to the development of these lands:

- Lands must be developed in a sequential manner, and leapfrogging will not be permitted;
- New development proposals will be required to examine the existing landscape and character context, and demonstrate how new development proposals will be consistent with this context in terms of use, scale, mass, architecture and landscaping;

New development proposals should provide suitable and proportionate active travel infrastructure and link into existing active travel routes.



Key Attributes	Description and Guidance
<b>Access</b>	Access from the N24 Waterford Road. While the site is beyond the 10-15 walk time analysis of the town centre, there are existing pedestrian and cycle links.
<b>Services</b>	Serviced
<b>Existing uses</b>	DS Autos, O'Brien Marble & Granite, Steeltech Sheds, CDS Waste Management, Utopia Sunbeds, U Wash Car Wash, Morahans Tyre Garage, JSF Construction, Store All Logistics, Tailormade Fitness, Quality Recycling, Celtic Hose, Tom Kennedy Electrical Services, AJ Cronin Strength & Fitness, Elite Mechanical Engineering.
<b>Consolidation &amp; Expansion</b>	Land available for consolidation within the existing Business Parks and also for additional expansion to the south and east.
<b>Development Guidance</b>	Zoned for 'Employment'. Due to location that is detached from the central area and at the periphery of the built-up area, and having consideration to its good transport linkages, the site is ideal for a wide range of employment uses, particularly industry, logistics and manufacturing. Any development along the western boundary of the strategic employment area shall be considered in the context of preserving the amenity of the adjoining residential development.

Table 8: Three Bridges Business Park &amp; Ballylynch Business Park

#### 4.2.3 Tinvane Retail Park

The Tinvane Retail Park is strategically located to the east of the town on the N24 and is fully serviced. The retail park consists of a discount supermarket. There is a poor level of occupation of the other existing units with scope for occupation and consolidation. While the Business Park is beyond the 10-15 walk time analysis of the town centre, there are existing pedestrian and cycle links. The site is zoned for employment and given the nature of the existing vacant units, it is suitable for office, retail warehousing, logistics, etc.

Key Attributes	Description and Guidance
<b>Access</b>	Access from the N24 Waterford Road. While the site is beyond the 10-15 walk time analysis of the town centre, there are existing pedestrian and cycle links.
<b>Services</b>	Serviced
<b>Existing uses</b>	Aldi
<b>Consolidation &amp; Expansion</b>	Poor level of occupation with scope for new occupation and consolidation. Land also available for additional expansion to the north.
<b>Development Guidance</b>	Zoned for 'Employment'. Given the nature of the existing vacant units, it is suitable for office, retail warehousing, logistics, etc.

Table 9: Tinvane Retail Park

### 4.3 Tourism Strategy

Carrick-on-Suir has exceptional potential as a regionally important heritage, cultural and recreational tourism destination. It has importance as a destination town within the Fáilte Ireland tourism programme 'Ireland's Ancient East', regionally as a key destination on the 'The Butler Trail' and as a gateway town for the 'Munster Vales' tourism initiative.

The Tipperary 'Strategic Tourism Marketing, Experience & Destination Development Plan 2016 – 2021' sets out a development strategy for tourism in County Tipperary. This is further developed 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'.

Ireland's Ancient East Regional Tourism Development Strategy 2021-2027 includes a key objective to support sustainable tourism by the development of a network of visitor facing connected greenways, blueways, tracks and trails. The national strategy for the tourism sector, 'People, Place and Policy – Growing Tourism to 2025' recognises the importance of improving the range and quality of activities for visitors in order to continue to grow tourism including investment in facilities such as greenways and supporting facilities and other outdoor recreational activities.

Carrick-on-Suir is ideally located as a trailhead on the Suir Blueway Tipperary and in close proximity to the spectacular natural environments and experiences of the Comeragh Mountains, Slievenamon and the Lingaun Valley. An enormous opportunity exists to connect the Blueway to the Waterford Greenway by providing a recreational trail to connect Carrick-on-Suir to Portlaw and Kilmeadan, Co Waterford. This project represents a project of strategic importance for the South-East region.

Carrick-on-Suir benefits from active community driven tourism planning and investment. CoSTEDC have developed and published 'Vision 2030'. The document is a strategy plan for the tourism and economic development of Carrick-on-Suir. The new tourism and community initiative 'Explore Carrick-on-Suir' features a strong marketing campaign and events program and aims to boost tourism by showcasing the rich heritage, vibrant culture and strong community spirit of Carrick-on-Suir and its hinterlands. The campaign will establish Carrick-on-Suir as a central hub offering ready access to key attractions and activities in the wider region including the Rock of Cashel, Cahir Castle, Clonmel, Munster Vales, Thoroughbred Country, the Lingaun Valley and Comeragh Mountains.

The vision for Carrick-on-Suir set out in the 'Tipperary Transforming' Plan ties together the many assets and distinct projects already underway into a unified destination development vision. Projects already underway includes:

- 'Tides of Time' Tourism Installation at the redeveloped Carrick-on-Suir Heritage Centre
- continued enhancement of the Ormond Castle Quarter experience
- further development of the recreational assets of the Suir Blueway Tipperary
- reimagining the arrival point at Sean Healy Park combined with new cycling infrastructure.

Underpinning these concepts is the Carrick-on-Suir Regeneration Plan "A Journey from the Suir Blueway to the Ormond Castle Quarter" which will deliver excellence in the design of the public realm, making the town a great place to visit, live and do business in. The scheme was successful in securing grant funding under the RRDF and will be rolled out over 5 separate phases. The early phases of the Regeneration Plan are already in implementation.

These objectives are largely complimentary to the 'Town Centre First' scheme and 'active travel' with cross-cutting objectives within the Plan. The Council recognises the economic, social and environmental value of developing tourism initiatives in Carrick-on-Suir 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.

The 'Tipperary Transforming' strategy sets out the following steps as development of Carrick-on-Suir as a destination town:

- Support the delivery of the Carrick-on-Suir Regeneration Plan.
- Support connection of Suir Blueway Tipperary to Waterford Greenway.
- Support the enhancement of the Butler Trail.

Tipperary Strategic Tourism Marketing, Experience & Destination Development Plan 2016-2021 recognised the 'family' market as accounting for 23% of the domestic market. Building on the recreational experiences offered by the Suir Blueway Tipperary and investment in the public realm which includes upgrades and improvements to Castle Park and Sean Healy Park, further synergy could be achieved by development of a destination playground in the town designed with an immersive heritage theme.

#### **4.3.1 Ormond Castle**



The unique Ormond Castle, which was largely built between the 14th and mid-16th centuries, is strategically positioned on the River Suir and historically commanded vital access to Clonmel and Waterford. It is Ireland's only major Elizabethan unfortified dwelling from the Tudor period still in existence. The Long Gallery contains some of the finest decorative plasterwork to be seen in the


country. Ormond Castle is a national monument in the care of the Office of Public Works, on behalf of the State. Major upgrades to Ormond Castle were completed in 2019, through Fáilte Ireland's strategic partnership with the Office of Public Works (OPW) and the Department of Culture Heritage and the Gaeltacht. The works included the restoration of the physical structure and a new interpretative scheme, building on its existing reputation with visitors as one of the key sites on the Butler trail and positioning it as a key attraction within Ireland's Ancient East and the Munster Vales.

The Castle sits in extensive public parkland adjoining the River Suir and is easily accessible to the Town Centre. The Ormond Castle Quarter Improvement Scheme sets out key objectives for the redevelopment of the Ormond Castle Quarter area and its importance to heritage and tourism in the town. Key objectives are creating better connectivity between the Castle with the Main Street, the upgrading of the Castle Park as a tourism asset and the connectivity of the area with the River Suir. Castle Park is currently undergoing enhancements to repurpose the park as a high-quality Amenity and Biodiversity Park. There is further scope to develop a new amenity park and car park between Ormond Castle and the River Suir that would increase connectivity and leverage the opportunities presented by the Castle and the waterway. This would enrich the outdoor recreational offering of the town with Ormond Castle at its core, whilst also developing Ormond Castle as a Regional Tourism attraction in Ireland's Ancient East, in co-operation with the OPW and Fáilte Ireland.

## 4.4 Policy and Objectives

Planning and Development Policy	
It is the policy of the Council to:	
<b>Policy 4.1</b>	Support and direct new development proposals that generate high densities of employment towards lands zoned 'Urban Core' and 'Regeneration'.
<b>Policy 4.2</b>	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"> <li>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.</li> <li>b) New office, research and development and high technology / manufacturing type employment shall include provision for high quality built and landscaped environment.</li> </ul>
<b>Policy 4.3</b>	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.
<b>Policy 4.4</b>	Enhance the visitor experience to the town and 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'
<b>Policy 4.5</b>	Support new tourism-based development which enhances employment opportunities, the quality of the environment and contributes to concept 12 of the 'Tipperary Transforming – Tourism Product Development Plan 2020 – 2030', <i>Carrick-on-Suir Destination Development</i>

Planning and Development Objectives	
It is an objective of the Council to:	
<b>Objective 4A</b>	Recognise and support Carrick-on-Suir's role in the Waterford MASP Hinterland area and seek to improve employment provision in the town.
 <b>Objective 4B</b>	Enable enterprise and employment development in Carrick-on-Suir, 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.
<b>Objective 4C</b>	Support the development and use of the Ballylynch Business Park, Three Bridges Business Park, the Mill River Business Park and the Tinvane Retail 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 town centre.
 <b>Objective 4D</b>	Support the development of an Enterprise and Digital Hub at the disused former Post Office on Main Street.
<b>Objective 4E</b>	Regenerate Carrick-on-Suir as an immersive visitor destination through public realm enhancements, developing the Ormond Castle Quarter and improving linkages to the town centre, rail station and The Suir Blueway Tipperary in line with the Carrick-on-Suir Regeneration Plan.
<b>Objective 4F</b>	Work with project partners, including the Minister for Housing, Local Government & Heritage, Fáilte Ireland and the OPW to develop the Ormond Castle Quarter, cultural activities and events to support the tourism industry in the town. Any works in proximity to Ormond Castle may be subject to Ministerial Consent under Section 14 of the National Monuments Act 1930 (and Amendments).

<b>Objective 4G</b>	Engage with the local community and other relevant stakeholders to develop tourism projects, activity-based tourism and water-based activities - whilst appropriately conserving biodiversity through good visitor and recreation management.
<b>Objective 4H</b> 	Support and facilitate the development of a greenway connection between the Suir Blueway Tipperary and the Waterford Greenway, including improved or additional cycle and pedestrian links over the River Suir.
<b>Objective 4I</b>	Build synergies between Carrick-on-Suir and the tourism assets of the Munster Vales, the Butler Trail, Thoroughbred Country and Ireland's Ancient East and promote and expand physical and cultural tourism linkages with neighbouring areas and towns including the Irish Walled Towns network.
<b>Objective 4J</b>	To engage and support all relevant stakeholders in creating a Carrick-on-Suir Brand and in the successful marketing of the town as an attractive location for new enterprise and tourism ventures.
<b>Objective 4K</b>	Increase the tourist accommodation capacity of Carrick-on-Suir by supporting and facilitating the development of a diversity of tourist accommodation, and particularly hotel accommodation in the town centre.



## 5. Sustainable Communities

Over its lifetime, this Carrick-on-Suir 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.

Carrick-on-Suir has a number of high-quality physical and social assets including: an attractive setting and impressive built heritage; a number of sporting clubs with good provision of sporting facilities; a strong sense of community and a range of community services; and a strong base of independent and local commercial operators.

Carrick-on-Suir also has challenges in terms of: unemployment; which exceeds the national and County average; persistently high levels of deprivation; low educational attainment levels; a rapidly aging population; 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 and connectivity, public realm etc. This will work hand-in-hand with the social and economic framework as set out in the Tipperary LECP.

### 5.1 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 a mix of housing types, including serviced sites where appropriate, and will support compact growth through the re-use and re-development of vacant properties, regeneration sites, brownfield and infill sites. Where large-scale residential development is proposed, developers must adopt a cohesive master planning type approach to the delivery of infrastructure. 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.

### 5.1.1 Residential Neighbourhoods

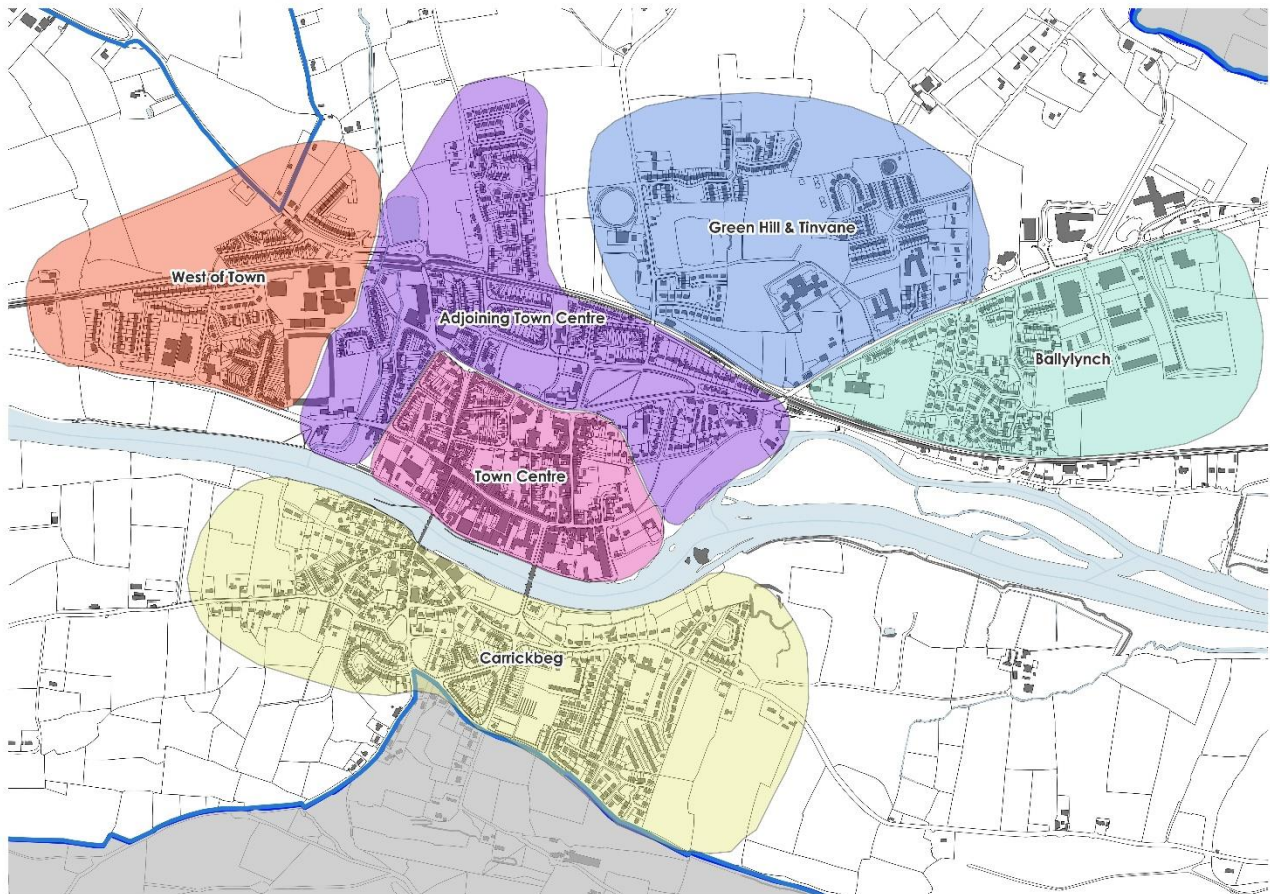


Figure 8: Neighbourhoods in Carrick-on-Suir

The River Suir, train line and historic context have influenced residential development in the town, and consequently, there are six distinct neighbourhoods within Carrick-on-Suir in terms of location and accessibility (Figure 8).

#### 1. Town Centre

The historic town centre is zoned as 'Urban Core' and 'Regeneration' and is vital to the character and quality of life for people of Carrick-on-Suir. The Town Centre is the priority location for commercial, civic, social and cultural development. The Carrick-on-Suir Regeneration Plan – 'A Journey from the Suir Blueway to the Ormond Castle Quarter' received funding under the RRDF and will transform the main street, upgrading the public realm and widening footpaths and introducing traffic calming. The town centre will be targeted for further investment directed through the Town Centre First Plan which seeks the heritage-led regeneration of the town centre and reuse of all vacant areas, within and proximate to the town centre. Residential development on regeneration sites and infill sites in the town centre will focus on higher density, well connected and high-quality urban housing.

#### 2. Carrickbeg

To the south of the town centre, on the southern bank of the River Suir lies the historic medieval settlement of Carrickbeg. One third of the population of Carrick-on-Suir live in this neighbourhood. The settlement developed around the Franciscan Friary and a network of streets spreading out from the Old Bridge, including Abbey Hill, Friar Street, Rack Hill, Mass Road and Corpse Road. The area is visually dominated by the two churches; the former St Francis Church and St Molleran's Church which occupies the site of the original Friary. Beyond the historic core, housing estates have gradually developed over the last century, including St Molleran's, O'Hickey Place and Kennedy Terrace. Development has extended east to Castle Court and Manor Court and south to Seskin Court.

Important day-to-day services for local residents include two convenience stores, three public houses and a hot-food takeaway. It should also be noted that the majority of this community is within close walking distance of the town centre, where there is ready access to all the services within the town core.

The primary connections to the town centre are via Old Bridge and Dillon Bridge. Old Bridge operates a one-way system for vehicle traffic from north to south. Dillon Bridge is the main river crossing and terminates in a junction with Main Street. This means that vehicle traffic to and from Carrickbeg using Dillon Bridge, must drive through Main Street and circulate on the town's one-way system. To support further development of housing in Carrickbeg and avoid subsequent traffic increase, active and sustainable travel measures will be required to support new development in Carrickbeg.

The lands at Coolnamuck Road represent a significant landbank within Carrickbeg for new residential development. The lands are well-located, in close proximity to the town centre. However, given the constraints associated with the medieval layout of Carrickbeg, the development and delivery of the entire landholding is likely to require additional transport-related infrastructure. The redevelopment of these lands must be supported by a comprehensive masterplan for the lands, identifying a sustainable approach to the phasing and infrastructure delivery requirements for the lands. The proposed Masterplan for the site should incorporate:

- The provision of an active travel route onto Rack Hill towards Carrickbeg;
- The provision of public amenity and recreation space and a playground on southern banks of the River Suir, as well as water-based and water compatible community recreation infrastructure, subject to feasibility.

### **3. Adjoining Town Centre, Castle Park & Ballyrichard Road**

The neighbourhood immediately to the north of the Town Centre was a natural residential expansion of the town in the 20<sup>th</sup> century, centred around the Fair Green. This neighbourhood features well-established and distinct estates. To Greenside North lie the estates of Ard Mhuire, St Nicholas Park and Marian Avenue. The Ballyrichard Road is connected to St Nicholas Park via a footbridge. To the north of the rail line are the estates of Collins Park, Glenview and Oaklands. The Carrick Swan Club development is located to the west of Ballyrichard Road. Also included in this neighbourhood are estates immediately adjacent to the town centre, namely Orchard Crescent, Mill Crescent and Mill Street to the west of the town centre and Castle Park and Ash Park to the east of the town centre. New infill development and regeneration of sites will be supported in this area, consistent with the land use zoning maps.

### **4. West of Town: Clairin, St Johns Terrace, Gleann an Locha**

The site of the Union Work House was redeveloped sequentially to residential housing from the mid-20<sup>th</sup> century. This neighbourhood is located to the west of Carrick-on-Suir town centre on the Clonmel Road (N24). The neighbourhood consists of Sean Treacy Estate, and later developments of Clairin, Lissadell Park, Tanners Gate and Deer Park Close. These are mature residential estates with attractive and ample open green spaces and good permeability. A modern footbridge connects Saint John's Terrace north of the train line to the Clairin residential development to the south. The neighbourhood benefits from ready access to Sean Healy Park and the Blueway, Davin GAA grounds and a supermarket, a petrol station and commercial units fronting the N24 Clonmel road. New infill development, consistent with the land use zoning maps and neighbouring uses will be supported in this area.

### **5. Ballylynch**

Ballylynch, located south of the N24 / Pill Road, consists of established residential estates including Dunbane, Mountain View, Ormond Crescent and Tinvane Park. Many of the houses date from a period between 1979 and 1986 when the town council built a total of 166 houses. The design which was deemed innovative for its time was very high density and open-plan. In 2011 the Council completed remedial works to the Mountain View area of the estate which included the building of a new section of roadway, the upgrading of local authority houses and soft and hard landscaping of the estate.

Ballylynch is one of the more peripheral residential areas, with a walking time of between 15-20 minutes to the town centre. There is a small local neighbourhood centre on the Pill Road and a supermarket is located to the north of Pill Road. Local amenities include open green spaces and an informal grass pitch, playground and small MUGA. All three secondary schools are close to this area as is the Sean Kelly Sports Centre. Ballylynch Business Park and Three Bridges Business Park are located to the east of the neighbourhood. The strategy for development of this area is for modest residential development and infill development, and the development of further employment and neighbourhood services.

## **6. Green Hill Village, Cregg Road & Tinvane**

This area northeast of the town centre has seen significant levels of growth in the last 25 years, due to the availability of physical infrastructure in this part of town. On Cregg Road, Cluain Cregg estate lies just north of the train station, and further north lies the estates of Cregg Lawn and Ravenwood. Green Hills Village, presently is only accessed by the Tinvane Road from the Pill Road. This leaves a long circuitous walking route for residents to the town centre. During the lifetime of this plan it is envisioned that development will continue at the site to complete the connection through to the Cregg Road.

Tinvane Road is a rural lane with a number of detached houses leading to the water treatment plant at the end of the road. The road has no footpaths or lighting beyond the entrance to Green Hill Village. The LAP supports the Sustainable Transport Plan for the town (Appendix 2) in putting in place walking and cycling options from this area to improve connectivity to the town centre, reduce walking time and improvement in connections to the train station. The primary route in this neighbourhood provides good access to the town centre and local schools along Pill Road.

It is expected that a significant proportion of new population growth will occur in this area with a focus on compact, well connected and high-quality urban housing that promotes quality design and placemaking as per the Compact and Sustainable Settlement Guidelines, (2024). Development must seek to consolidate and integrate the new and existing housing. In particular, the Council will seek interconnectivity and linkages between East and West, including permeability measures that promote active travel and provide for future connection to the south (rail station).

### **5.1.2 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 co-ordinated and orderly growth of Carrick-on-Suir. 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 5.3.

## **5.2 Social Infrastructure**

'Social Infrastructure' relates to the provision of services and facilities which are essential for health, wellbeing and the social development of a town. Social infrastructure facilities include but are not limited to schools, health services, community facilities, burial grounds, sports and recreational activities.

A key component of this Plan is the provision of adequate social infrastructure to cater for both the needs of the existing population as well as to accommodate the projected level of growth within the Plan area. In this regard, a Social Infrastructure Assessment (SIA) (see Appendix 4) has been carried out to identify any existing shortfalls and ensure that adequate provision is made for such infrastructure to meet the future needs of the town. On foot of the findings of this Assessment, a number of objectives have been incorporated into the Plan to support and facilitate the targeted



delivery of such infrastructure in tandem with the development of new housing and employment lands.

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

### 5.2.1 Open Space and Amenities

The town is generally well served in terms of open space and amenities, particularly within the town centre. There is a number of well-established sporting clubs in Carrick-on-Suir including a tennis club, athletics club, soccer club, rugby club, boxing club, GAA clubs and a paddlers club. Sean Kelly Sports Centre provides a swimming pool, gym and running track in the town. There are also a number of open spaces / parks in the town including the Fair Green, Sean Healy Park, Castle Park and the Suir Blueway. Notwithstanding this, there is scope for the provision of additional 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.

Where land 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.

### 5.2.2 Education and Learning

The LAP identifies the key education and training locations and services in Carrick-on-Suir 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.

#### Primary and Secondary Schools

Carrick-on-Suir is served by primary schools (3) and post-primary schools (3). It is projected that by 2031 the population of Carrick-on-Suir will have grown to 6,925, an increase of 1,154 persons. This equates to a need to accommodate an additional 118 primary students and 86 post primary students<sup>15</sup> in the town (this figure does not include any additional student demand that could arise in the hinterlands). However, the local demographic changes observed in Carrick-on-Suir indicate a downward trend in the numbers of children aged 0-14 years within the LAP area, falling by 154 children between Census 2016 and 2022.

Existing Schools within the Plan Area	
<b>Primary Schools</b>	
St Marys CBS Boys School	John Street, Carrick-on-Suir
Presentation Primary School	Greenside South, Carrick-on-Suir
Gaelscoil Charraig na Siuire	Coolnamuck Road, Carrick-on-Suir
<b>Post-Primary Schools</b>	
CBS Edmund Rice Secondary School	Pill Road, Carrick-on-Suir
Scoil Mhuire	Greenhill, Carrick-on-Suir
Comeragh College	Tinvane, Carrick-on-Suir

Table 10: Schools in Carrick-on-Suir

#### Adequacy of Existing School Places

The Department of Education has set out the following considerations in relation to Carrick-on-Suir:

<sup>15</sup> 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.



- 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 capacity of existing schools including the new Gaelscoil building which is due for completion in 2025.
- At post primary level the level of additional potential requirements arising from the projected population increase could be met at existing schools.

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

### Further Education and Training

Tipperary ETB offers an expanding programme of adult training courses in the Carrick-on-Suir Further Education and Training Centre.

#### 5.2.3 Community and Health Facilities

Carrick-on-Suir has community and social facilities and has many active community groups, and public and social enterprises located in the town. Civic and community groups have been very successful in delivering a number of projects. Carrick-on-Suir is served by The Community Resource Centre located in Clancy House, Greenside South. The Carrick-on-Suir Heritage and Tourist Office, housed in the former church on a historic site in the town centre, provides an important service to residents and visitors to Carrick-on-Suir. The Carrick-on-Suir public library is located at Fairgreen, within a short walking distance of a number of primary and secondary schools in the town, and in an important location for community-based cultural events.

In terms of health facilities, there is a Primary Care Centre located on the grounds of St Brigid's Hospital; as well as a number of GP practices in the town. The full assessment of social and community facilities and services in Carrick-on-Suir can be found in the Social Infrastructure Assessment (Appendix 4).

The Council will support the expansion and development of new community services and health facilities in Carrick-on-Suir to meet the needs of the community.

## 5.3 Carrick-on-Suir as an Age Friendly Town

Developing Age Friendly<sup>16</sup> 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'<sup>17</sup> principles and standards will support people to remain living in their communities throughout their lifetimes, even where special needs are required to be met. Carrick-on-Suir has dedicated facilities and services for elderly persons within the town including the Carrick-on-Suir Day Care Centre, the Carrick-on-Suir Dementia Café, specialist housing for the elderly at Ash Park



<sup>16</sup> 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.

<sup>17</sup> 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

Village and Friary Gardens and a number of private nursing homes.

New development within Carrick-on-Suir, 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 inclusive of people with Autism (ASD).

The Council will support actions, measures and funding for the development of Age Friendly, Autism and Universal Design measures in Carrick-on-Suir. 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).

## 5.4 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. Tipperary PPN has developed a vision for wellbeing for the Carrick-on-Suir Municipal District<sup>18</sup>:



### **Tipperary PPN: Overall Wellbeing Vision for Carrick-on-Suir MD**

*Carrick Municipal District is an attractive, inclusive and welcoming place with community-minded people, diverse cultures and a rich heritage. We care for one another, actively volunteer and have a say in what affects us. We live and work sustainably with a mix of different enterprises, employment and education opportunities for all. There are good facilities, services and infrastructure that support us all to live well and lead fulfilled lives.*

The PPN also runs training courses for member groups and shares information about funding, grants, consultations, and other relevant activities.

## 5.5 Digital Connectivity

The roll-out of highspeed broadband services in Tipperary is ongoing under National Broadband Ireland with high speed broadband connection currently available to approximately 2,000 premises in Carrick-on-Suir and the hinterland. 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. Free public Wi-Fi is available in a number of places in the town, centred on the main street, 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.

<sup>18</sup> [ppntipperary.ie/wellbeing/wellbeing-vision-for-carrick-on-suir-md/](http://ppntipperary.ie/wellbeing/wellbeing-vision-for-carrick-on-suir-md/)

## 5.6 Policy and Objectives

Planning and Development Policy	
It is the policy of the Council to:	
<b>Policy 5.1</b>	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 5.1.1, ensuring appropriate residential densities on central areas in accordance with the relevant s28 planning guidelines.
<b>Policy 5.2</b>	<p>Require the preparation of a masterplan for the landbank of 'New Residential' zoned land on the northern side of the Coolnamuck Road. A masterplan must:</p> <ol style="list-style-type: none"> <li>1) provide for a co-ordinated and phased approach to delivery and sequencing of residential development, public open space, playground / play spaces, road access, active travel and permeability; and</li> <li>2) provide an evidence-based assessment to demonstrate that there is adequate capacity in the existing road network to accommodate transport impact from further proposed development OR the phased delivery of required transport infrastructure delivery; and</li> <li>3) be consistent with the principles set out in Section 5.1 of this LAP</li> </ol> <p>Any identified transport upgrade requirements are to be provided as part of the proposed development, in accordance with the phasing plan for the lands. The masterplan must be informed and guided by all relevant environmental considerations, including the need to manage and mitigate (where necessary) the potential effects development in this area may have on the Lower River Suir SAC.</p>
<b>Policy 5.3</b>	<p>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 <b>OR</b> (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.</p> <p>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.<sup>19</sup></p>
<b>Policy 5.4</b>	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' principles, in particular in relation to the provision of rest and dwell spaces in the town centre.
<b>Policy 5.5</b>	Support the development of new healthcare, childcare and educational facilities, or the expansion, refurbishment or redevelopment of existing facilities where there is a demonstrable and identified need for such facilities.
<b>Policy 5.6</b>	Support community-led 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.
<b>Policy 5.7</b>	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.

Planning and Development Objectives
It is an objective of the Council to:

<sup>19</sup> 'Town Environs' are a 'rural area' for the purposes of Policy 5.3 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.

<b>Objective 5A</b> 	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.
<b>Objective 5B</b> 	Develop, in conjunction with the Council's Active Travel Team, interconnectivity and linkages within, and between the neighbourhoods as identified in Section 5.1.1 and the town centre, the train station, employment areas and local schools.
<b>Objective 5C</b>	Ensure the continued operation and expansion of schools in Carrick-on-Suir, in line with the Provision of Schools and the Planning System Code of Practice (DoE, 2008).
<b>Objective 5D</b>	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.
<b>Objective 5E</b> 	Consult with local community groups and civic groups, including the broad-based organisations such as the PPN and Comhairle na nOg, as part of the development of local policies and strategies.
<b>Objective 5F</b> 	Secure high-quality digital connectivity in Carrick-on-Suir in line with the National Broadband Plan.
<b>Objective 5G</b>	Support educational, community-led and cultural projects which enhance the well-being of residents of the town and protect existing community uses and sporting facilities.
<b>Objective 5H</b> 	Seek the development of additional recreational and amenity spaces in Carrickbeg and on lands between Ormond Castle and adjacent to the River Suir, having due regard to environmental constraints and sensitivities in this area.
<b>Objective 5I</b> 	Support access to public open space along the Glen River, at the Duck Pond and along the River Suir and promote passive recreational activities (subject to the sensitivity of riverside habitat), whilst protecting and enhancing the natural character and ecological value of the river and stream corridors.
<b>Objective 5J</b>	Seek to provide appropriate amenity spaces or playgrounds in the Clairin and Green Hill Village areas.

## 6. Transport and Connectivity

By 2031, Carrick-on-Suir will have initiated a model shift change in transport modes, with greater numbers of residents, workers and visitors utilising active travel such as walking and cycling and public transport, thereby enabling more sustainable transport patterns. This will be achieved by investing in sustainable transport infrastructure, provision of a high-quality public realm and the facilitation and activation of new development close to the town centre.

Carrick-on-Suir is a well-connected town in terms of physical access to local, regional and national road networks and to national rail services and is within reach of all the major centres of population in Ireland. The availability of rail and the national route offer direct connections with the regional cities of Waterford, Limerick and onward connections to Dublin and Cork.

However, the over reliance on the private car for both short local journeys, and longer journeys in the region is apparent. This LAP and the Sustainable Transport Plan set out in Appendix 2, will inform site briefs, new development and future investment in infrastructure.

As per Chapter 12 of the TCDP (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 Corridor Identification, Evaluation and Selection; and Stage 2 – Route Identification, Evaluation and Selection.

### 6.1 Movement and Accessibility

Carrick-on-Suir is situated on the banks of the River Suir with the topography rising steeply to the south beyond Carrickbeg and rising more gradually to the North. The town is compact and the central area is accessible by walking and cycling, with the majority of people living within a ten-minute walk or a fifteen-minute cycle of the town centre, see Figure 4: Carrick-on-Suir Town Profile Plan. The existing compact form presents an opportunity to effect a significant change to active transport. Major trip attractors are predominantly located close to the town centre with the majority of residential estates and industrial activity located well within the 15-minute cycling contour.

The town is located on the N24 National Route from Waterford to Limerick, a key transport corridor which provides important regional and inter-regional connectivity within the Southern region and Tipperary, giving access to regional markets and linking ports and airports to international markets.

Any new residential or employment developments (including expansion of existing) in Carrick-on-Suir will also need to provide active travel infrastructure throughout the proposed developments and allow for connections to any future adjacent developments, which will connect to the proposed set of measures outlined in the Sustainable Transport Plan. This will ensure that connectivity across the network is maintained and enhanced as Carrick-on-Suir is developed into the future.

Making a town fully accessible for all members of the community is essential for achieving sustainable mobility. Delivering universal accessibility requires the adoption of 'whole journey approach' to all elements of a person's journey from the starting point to destination. This includes consideration of elements of the built environment, supporting infrastructure and transport; footpaths, tactile paving, cycle paths, roads, pedestrian crossing points, town greenways and bus stops/shelters.



New development, in accordance with 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 Carrick-on-Suir over time. The provisions of Chapter 12 of the TCDP under “Feasibility”, relating to “Corridor and Route Selection Process” will apply to new transport infrastructure development.

## **6.2 Public Transport**

Carrick-on-Suir is located on the Limerick Junction to Waterford rail line and the station is located a short walk north of the town centre, less than 10 minutes’ walk to the Main Street. It is within a few minutes’ walk of the Pill Road/Ash Park bus stop. The train station is accessed from Cregg Road through a poorly defined junction and long, unattractive laneway that does not invite pedestrian or cyclist movement. In addition, train services are poor with unfavourable scheduling which has resulted in low passenger numbers recorded for the station. It is an objective of the Council to work with Irish Rail to consider how the rail service can be better tailored to the needs of the community.

Carrick-on-Suir has good bus services provided by Bus Éireann and Local Link. The town is served by a frequent intercity route from Limerick to Waterford, eight times daily in each direction. A number of other bus services connect the town to other towns in and outside the county. Bus stops are located on the main arterial route (N24) through the town located at the west, centre and east of the town. Considering the compact nature of the town, these bus stops are considered to be generally accessible to the town’s population. There are no bus services serving Carrickbeg.

Options relating to the location or relocation of bus stops would be considered in consultation with the NTA and on the basis of the following:

- Bus routing requirements and local traffic management;
- Proximity to the town centre;
- Distance between adjacent stops;
- Provision for fully accessible facilities; and
- Potential for high quality passenger facilities.

The Council will continue to advocate for, and support, the development of new public transport links for the town, including the Carrickbeg area.

## **6.3 Sustainable Transport Plan**

The TCDP sets out a requirement for the preparation of a Travel Plan for Carrick-on-Suir in line with the provisions of the Area Based Transport Assessment Guidance (TII, 2018). The Sustainable Transport Plan (Appendix 2) sets out targets for modal shift change, to reduce reliance on the private car for short journeys and to enable a better quality of life, and to reduce GHG emissions and congestion.

A schedule of improvement measures is outlined below (and in Table 5.2 of the Sustainable Transport Plan, Appendix 2) to support both active travel modes and public transport. These improvement measures are a non-exhaustive list of works for which funding will be sought by the Council over the lifetime of the LAP. A number of multi-functional funding streams support active travel measures including the town and village improvement scheme, the RRDF etc. When the opportunity arises, these measures will be incorporated under public realm and other infrastructure projects within the study area.

The Governments 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 Carrick-on-Suir Sustainable Transport Plan will

help the Council to seek funding for investment in the town under the annual 'Active Travel Grants Programme' (NTA) and other funding streams.

<b>Table 11: Travel of Sustainable Travel and Public Realm Projects</b>			
<b>Intervention No.</b>	<b>Road No./Name</b>	<b>Proposed Intervention</b>	<b>Timeframe</b>
<b>Castle Street Public Realm Improvement Active Travel Measures</b>			
ST-01	Castle Street	Pedestrian Improvements: Castle Street cul-de-sac, upgrading of public realm, replacement of street lighting and signage	Short
<b>Sean Kelly Square Public Realm Improvement Active Travel Measures</b>			
ST-02	Sean Kelly Square	Pedestrian Improvement: realignment of existing carriageways and footpaths and the widening of footpaths and improvement of pedestrian facilities with prioritised crossing points	Short
ST-03	Sean Kelly Square	Pedestrian Improvement: Implementation of public realm works.	Short
ST-04	Sean Kelly Square	Demand Management: Rationalisation of parking	Short
<b>Ormond Castle Park Ecological &amp; Amenity Improvement Scheme Active Travel Measures</b>			
ST-05	Castle Park	Pedestrian & Cycle Improvement: Creation of a gathering space by the Ormond Castle entrance, with reinforced grass surface defined by low native hedge, seats, cycle stands, water bottle refill station.	Short
ST-06	Castle Park	Pedestrian Improvement: Resurfacing of spine footpath and increased width to 3m wide.	Short
ST-07	Castle Park	Pedestrian Improvement: Loop footpath with informal seating areas	Short
<b>Carrick-on-Suir Regeneration Plan – Active Travel Measures</b>			
ST-08	North Quay	Continue the Suir Blueway from Sean Healy Park to Ormond Castle along North Quay, connecting the existing cycle network from the west of town to the town centre, Carrickbeg and east of town.	Short
ST-09	North Quay	Traffic Calming: sections of shared surface treatment	Short
ST-10	North Quay	Pedestrian improvement: Series of build-outs to the West of Old Bridge (on Riverside) to create additional space for pedestrians	Short
ST-11	Main Street	Traffic Calming: Reduction to one lane, reduced lane width, series of raised tables and lateral deflections in road alignment	Short
ST-12	Main Street / Dillon Bridge	Pedestrian improvement: Redesign junction at Main Street and Dillon Bridge, to provide a traffic calmed environment, with priority for pedestrians	Short
ST-13	Main Street	Pedestrian improvement: introduce series of raised tables and lateral deflections in road alignment at designated pedestrian crossing points	Short
ST-14	Main Street	Pedestrian improvement: Introduce controlled crossing point	Short
ST-15	New Street / Main Street	Traffic Calming: Reduction to one lane on section westbound from New Street to Main Street	Short
ST-16	Main Street	Demand Management: Reduction in on street spaces, retention of disabled parking and loading bays	Short
ST-17	Bridge Street	Traffic Calming: shared surface treatment	Short
ST-18	Bridge Street	Pedestrian improvement: Controlled crossing point	Short
ST-19	Strand Lane	Improve linkage from Strand Lane car park to Main Street via Oven Lane	Short
ST-20	Strand Lane	Traffic Calming: shared surface treatment	Short
ST-21	Chapel Street	Traffic Calming: shared surface treatment	Short

ST-22	Oven Lane	Pedestrian improvement: Public realm works and improve lighting	Short
ST-23	Town Centre	Cycle Parking: the provision of high-quality secure cycle parking at appropriate locations to be delivered in line with guidance set out within the National Cycle Manual.	Short
ST-24	Stable Lane Car Park	Cycle Parking for 12 no. bicycles	Medium
ST-25	Stable Lane Car Park	2 no. electric vehicle charging points	Medium
ST-26	Stable Lane Car Park	Provision of off-street car parking spaces and improved pedestrian linkages.	Medium
Greenway Network			
ST-27	Greenway	Greenway: Facilitate and support delivery of the connection from the Suir Blueway Tipperary to the Waterford Greenway (Kilmeadan) including the delivery of and improved cycle and pedestrian links over the River Suir.	Long
Cycle Network Improvements			
ST-28	LAP area	Cycle Parking: the provision of high-quality secure cycle parking at appropriate locations throughout the LAP area. To be delivered when opportunity arises with regeneration and new development in line with guidance set out within the National Cycle Manual.	Medium-Long
ST-29	N24 East/ Tinvane	Cycleway: Work in co-operation with Kilkenny County Council to improve active travel facilities on the Tybroughney Road to facilitate active travel connection to the Carrick-on-Suir Rugby club.	Long
ST-30	N24 East/ Tinvane	Cycleway: Co-operate with Kilkenny County Council to support cycle way connection between Carrick-on-Suir and the N24/Tower Road Junction, to achieve interurban link to Pilltown.	Long
Permeability Measures			
ST-31	Knocknaconnery /Green Hill Village	Permeability Measures: Work with landowners and developers to provide Pedestrian and Cycle Link between Greenhill Village (East) and Cregg Road	Medium
ST-32	Ballyrichard	Permeability Measures: Work with landowners and developers to incorporate appropriate pedestrian and cycle links in future development between Cregg Road and Ballyrichard Road	Long
Carrickbeg Measures			
ST-33	Carrickbeg	Permeability Measures: Work with stakeholders to provide Waterfront pedestrian & cycle linkages where feasible	Long
ST-34	Carrickbeg	Public Transport: Work with NTA to examine the possibility of extending some routes or investigating new options for Carrickbeg	Medium
ST-35	Carrickbeg	Pedestrian improvement: Seek the development of an off-street Carpark on Waterford Road.	Long
ST-36	LAP area	Cycle Parking: the provision of high-quality secure cycle parking at appropriate locations throughout the LAP area. To be delivered when opportunity arises with regeneration and new development in line with guidance set out within the National Cycle Manual.	Medium-Long

Table 11: Sustainable Travel and Public Realm Measures for Carrick-on-Suir

## 6.4 Roads Strategy

### 6.4.1 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.

The town is currently traversed by the N24 on an east-west axis through its centre. The N24 Waterford to Cahir project seeks to upgrade the N24, identified under the National Development Plan 2018-2027, is currently at Phase 2, the Preferred Transport Solution. The Preferred Transport Solution for the project proposes a compact bypass of the town of Carrick-on-Suir. This bypass is forecast to remove significant levels of traffic, including a high proportion of heavy goods vehicles (HGVs) from the existing N24 that currently passes through the town. Removing this through-traffic has the potential to enable the reallocation of road space to more sustainable active travel modes within the town. Though no timescale is outlined for the delivery of the N24 new local bypass, the Council will support the preservation of the route corridor to enable the delivery of this key infrastructure. The Council will also continue to engage with all relevant stakeholders to ensure funding for the delivery of the by-pass is secured and delivered.

The Carrick-on-Suir Town Development Plan 2013 included an objective to identify a reservation corridor for a new river crossing and supporting infrastructure in order to provide an alternative route for traffic that must cross the River Suir, to assist in removing traffic from the Town Centre. It is also noted that the Waterford City and County Development Plan 2022-2028 includes an indicative route for the development of a southern relief route, and new river crossing to the west of the town, linking the R676 (Dungarvan Road) to the N24.

The Council, in consultation with all relevant stakeholders will continue to support the development of a third river crossing, subject to the identification of a need for such transport-related infrastructure. Where a requirement for the river crossing is identified, the Council may identify a reservation corridor to the west of the town to provide for future connectivity. 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. Any feasibility study should examine the potential for subsequent road space reallocation including the future use of Old Bridge as a dedicated sustainable transport bridge.

## 6.5 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 including safeguarding the existing N24 and the strategic function of the proposed N24 Cahir to Waterford Scheme. Proposals for new development on or affecting national roads within the LAP area, including the implementation of specific objectives in the LAP and Sustainable Transport Plan, shall take account of the requirements of TII and the following publications:



- TII Publications (Standards).
- Design Manual for Urban Roads and Streets (DMURS).
- 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.
- TII Policy on the Provision of Tourist & Leisure Signage on National Roads (March 2011).











## 6.6 Policy and Objectives

Planning and Development Policy	
It is the policy of the Council to:	
<b>Policy 6.1</b>	Require new development to improve accessibility and movement within Carrick-on-Suir, reduce dependency on private car transport, increase permeability in the town and between neighbourhoods, and encourage the use of walking, cycling and public transport.
<b>Policy 6.2</b>	Support the implementation of the transport-related measures identified in the Sustainable Transport Plan (Appendix 2) and require proposals for new development to compliment and demonstrate how they will integrate the objectives of the Sustainable Transport Plan.
<b>Policy 6.3</b>	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.
<b>Policy 6.4</b>	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, having due regard to the need to protect sensitive aspects of the receiving environment, such as water bodies, biodiversity, flora and fauna, European sites and local population, from potential negative effects of development.
<b>Policy 6.5</b>	Preserve and safeguard the Route Corridor for the proposed N24 Waterford to Cahir Scheme (Major National Road Project) and support and prioritise the implementation of the scheme - having due regard to the need to protect sensitive aspects of the receiving environment, such as water bodies, biodiversity, flora and fauna, European sites and local population, from potential negative effects of this strategic infrastructural development.
<b>Policy 6.6</b>	Support, in consultation with all relevant stakeholders, the development of a third river crossing to the west of town, subject to the identification of a need for such transport-related infrastructure whilst ensuring 1) environmental considerations are integrated into the design, planning and development of such a crossing (at the earliest stages possible); and 2) Robust environmental assessment processes guide and inform the development.
<b>Policy 6.7</b>	Support the development of Carrick-on-Suir Rail Station and encourage associated uses.
<b>Policy 6.8</b>	Safeguard the N24 and 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 6.5, and Policy 12 – 4 of the Tipperary County Development Plan 2022-2028.

Planning and Development Objectives	
It is an objective of the Council to:	
<b>Objective 6A</b> 	Actively seek funding for investment in active travel and public transport in the town in line with the provisions of the Sustainable Transport Plan as outlined in Appendix 2 (and any review thereof).
<b>Objective 6B</b> 	Work in partnership with TII and regional stakeholders to deliver the proposed N24 Waterford to Cahir Scheme as part of the upgrade of the N24 National Route linking Limerick and Waterford - having due regard to the need to protect sensitive aspects of the receiving environment, such as water bodies, biodiversity, flora and

	fauna, European sites and local population, from potential negative effects of this strategic infrastructural development.
<b>Objective 6C</b> 	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 including passengers commuting to Waterford City for work or education.
<b>Objective 6D</b> 	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 improved connectivity and parking at the Rail Station.
<b>Objective 6E</b> 	Achieve a modal shift in transport modes as set out in the Sustainable Transport Plan (Appendix 2) through collaboration with the community and transport sectors over the life time of this LAP.
<b>Objective 6F</b>	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).
<b>Objective 6G</b> 	Seek opportunities to improve permeability in existing developed areas in accordance with NTA's Permeability Best Practice Guide, and where the opportunity exists, require that new development incorporates pedestrian and cycle routes to increase permeability for walking and cycling within the neighbourhoods identified in Section 5.1.1 and the wider area, and as outlined in Map 1 within Appendix 2 of this Plan.
<b>Objective 6H</b>	Support the development of feasibility studies for the delivery an appropriately designed and constructed river crossing and associated road network as and when appropriate funding is identified and subject to further environmental assessment.
<b>Objective 6I</b> 	Support and prioritise improved public transport connectivity to the Waterford Metropolitan area.
<b>Objective 6J</b> 	Liaise with Iarnród Éireann to seek improvements to the existing rail crossing on the R697 Cregg Road.

## 7. Recognising Our Local Heritage

In 2031, Carrick-on-Suir will have an enhanced built heritage, amenity and green and blue infrastructure that will showcase 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 Carrick-on-Suir is a fundamental element of its character and enriches our lives on a daily basis. The built and natural heritage of Carrick-on-Suir strongly influences the culture and development of the town and is a key driver for the tourism sector. 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

Healthy ecosystems and high levels of biodiversity are central to the overall well-being and proper functioning of our natural environment. Biodiversity - short for biological diversity - describes the variety of life on Earth and goes beyond the variety or number of species that may occur within a given area. It also recognises the dynamic interactions and interdependencies that occur between different species and their habitats. Recognising the biodiversity emergency, Ireland's 4<sup>th</sup> National Biodiversity Action Plan (2023-2030) aims to deliver the transformative changes required to value, protect and restore nature. Sites of local biodiversity interest in Carrick-on-Suir include the Town Park, Castle Park, the Glen River and the Duckpond area, the Lingaun River corridor, and the Suir River including the River Islands and river corridor.

#### 7.1.1 The Suir River and Riparian Zones

The River Suir is a striking natural asset lending a unique character to Carrick-on-Suir. The River Suir flows from west to east through the town and is joined by the Glen River at Townparks and the River Lingaun to the east of the town. The Glen River is partially channelled and culverted as it flows through the western part of town to join the River Suir.

The River Suir supports a variety of wildlife habitats and species and is designated a Special Area of Conservation, the Lower River Suir SAC. A proposed Natural Heritage Area (pNHA) referred to as the *River Suir below Carrick-on-Suir* takes in the River Suir, River Islands and areas in the riparian zone on the north and south bank to the east of Castle Park and itself lies within the SAC. Alluvial wet woodland is a declining habitat type in Europe as a result of drainage and reclamation and is found on the river islands in the pNHA.

A key objective is the maintenance of favourable conservation status for protected habitats and species within the River Suir SAC i.e. alluvial woodland, Twaite Shad, Crayfish, Lamprey Species, Crayfish and Otter. Maintenance of an appropriate buffer zone along the riparian habitat and enhancing green infrastructure and ecological corridors between key sites of nature conservation value are also required.

A comprehensive baseline survey of habitats and land use types which occur along the River Suir between the Tipperary County boundary with Counties Kilkenny and Waterford, upstream through Carrickbeg, Carrick-on-Suir and beyond was undertaken in 2009. This baseline survey records the wide variety of habitats and species in the river corridor and occurrence of invasive species.

The issue of invasive species, namely the proliferation of Japanese Knotweed and Himalayan Balsam, is significant along the River Suir and needs to be monitored and managed to avoid degradation of habitats by alien plants. Where development is approved for sites containing known invasive species, the Planning Authority will consider, where appropriate, the use of conditions for control and eradication of invasive species. The Council will also promote awareness of invasive species and their management, and work with other agencies in the County to address the issue. The Council will have regard to the impact of artificial lighting on bats and other species along river and stream corridors or other important locations or corridors for wildlife.

#### **7.1.2 Development in the Nearshore**

The River Suir is tidal to a point upstream of the Local Plan Area and as such, the marine environment is subject to the Marine Area Planning Act 2021. MARA, the Maritime Area Regulatory Authority, has a statutory function in considering and granting Maritime Area Consent and Licence applications. Blueways, river crossings and river related projects may require Maritime Usage Licence (MUL) or Maritime Area Consent (MAC) prior to seeking planning permission.

#### **7.1.3 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.

#### **7.1.4 Blueways 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 Suir Blueway Tipperary opened in 2019 and provides a valuable amenity and tourism asset for Carrick on Suir and the County. The Council will support the extension of this Blueway, and the connection of this Blueway with other designated Blueways and Greenways, subject to planning and environmental assessment and seek funding opportunities as they arise.

#### **7.1.5 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 Planning Authority will have regard to "Amenity Trees and Woodlands - A guide to their Management in Ireland" (Tree Council of Ireland). Trees that are considered significant landscape features within the Plan area are listed below:

##### **Urban Area**

- Trees in Town Park / Ash Park
- Trees in Castle Park
- Trees in the grounds of the Ormond Castle
- Trees flanking the road to Castle Park from Castle Street
- Trees in the Grounds of the Heritage Centre
- Trees on the banks of the Glen Stream at Clareen Well and in the grounds of Former St Joseph's College

##### **Environs:**

- Roadside and Parkland Trees in the grounds of The Cottage, Deerpark
- Avenue and Parkland Trees in the grounds of Tinvane House
- Roads and Parkland Trees in the grounds of Grinaun
- Avenue and Parkland Trees in the grounds of Mount Richard House
- Trees in the grounds of Deerpark Lodge

Proposals for new development should ensure that specimen trees are not felled or rendered vulnerable by excavation around the root system. The Council may also request that a tree survey is completed as part of a development proposal, to ensure that proposals for development will not damage or result in the loss of mature trees.

#### **7.1.6 Carrick-on-Suir Biodiversity Action Plan**

The Carrick-on-Suir Biodiversity Action Plan 2023-2028<sup>20</sup> (BAP) seeks to facilitate the protection and enhancement of biodiversity within the town. The BAP contains the following five high level objectives which are supported by a range of specific actions and targets.

Objective 1: Make room for biodiversity in Carrick-on-Suir

Objective 2: Controlling Invasive Alien Species

Objective 3: Move towards the elimination of pesticide use

Objective 4: Raising awareness of biodiversity

Objective 5: Collecting evidence to track change and measure success

The Biodiversity Plan for the County is also due to be published in 2025. This Local Area Plan will seek to support the objectives, actions and targets of the BAP, and forthcoming Tipperary County Council Biodiversity Plan 2025-2031.

## **7.2 Our Built, Social, Cultural and Archaeological Heritage**

### **7.2.1 Built Heritage and Record of Protected Structures**

Carrick-on-Suir has a rich history dating back to the arrival of the Anglo-Normans in Ireland in the 13th Century. Carrick-on-Suir is a historic walled town and a market town which has developed around the River Suir. The historic context of the town is readily evident in the impressive Ormond Castle, historic lanes and remains of the town wall, which support the development of the town as a tourism destination.

There are a number of iconic structures in Carrick-on-Suir that define the character of the town including:

- Ormond Castle and Elizabethan manor house (c. 1565);
- Old Bridge (c. 1447)
- Town Clock and Tholsel (c. 1500)
- Saint Molleran's Catholic Church (c. 1336, re-built 1827)
- St. Nicholas Catholic Church (c. 1880)

A review of the Record of Protected Structures (RPS) for Carrick-on-Suir will be carried out in accordance with Section 55 of the Act and thereafter the TCDP, Volume 4, will set out an RPS for Carrick-on-Suir including provisions and objectives for their protection.

### **7.2.2 Architectural Conservation Areas**

In order to preserve the character and identity of Carrick-on-Suir, the core area of Carrick-on-Suir is designated as an Architectural Conservation Area (ACA) around the town centre.

<sup>20</sup> Available at <https://actionforbiodiversity.ie/app/uploads/2023/12/Carrick-on-Suir-Biodiversity-Action-Plan-2023-2028.pdf>



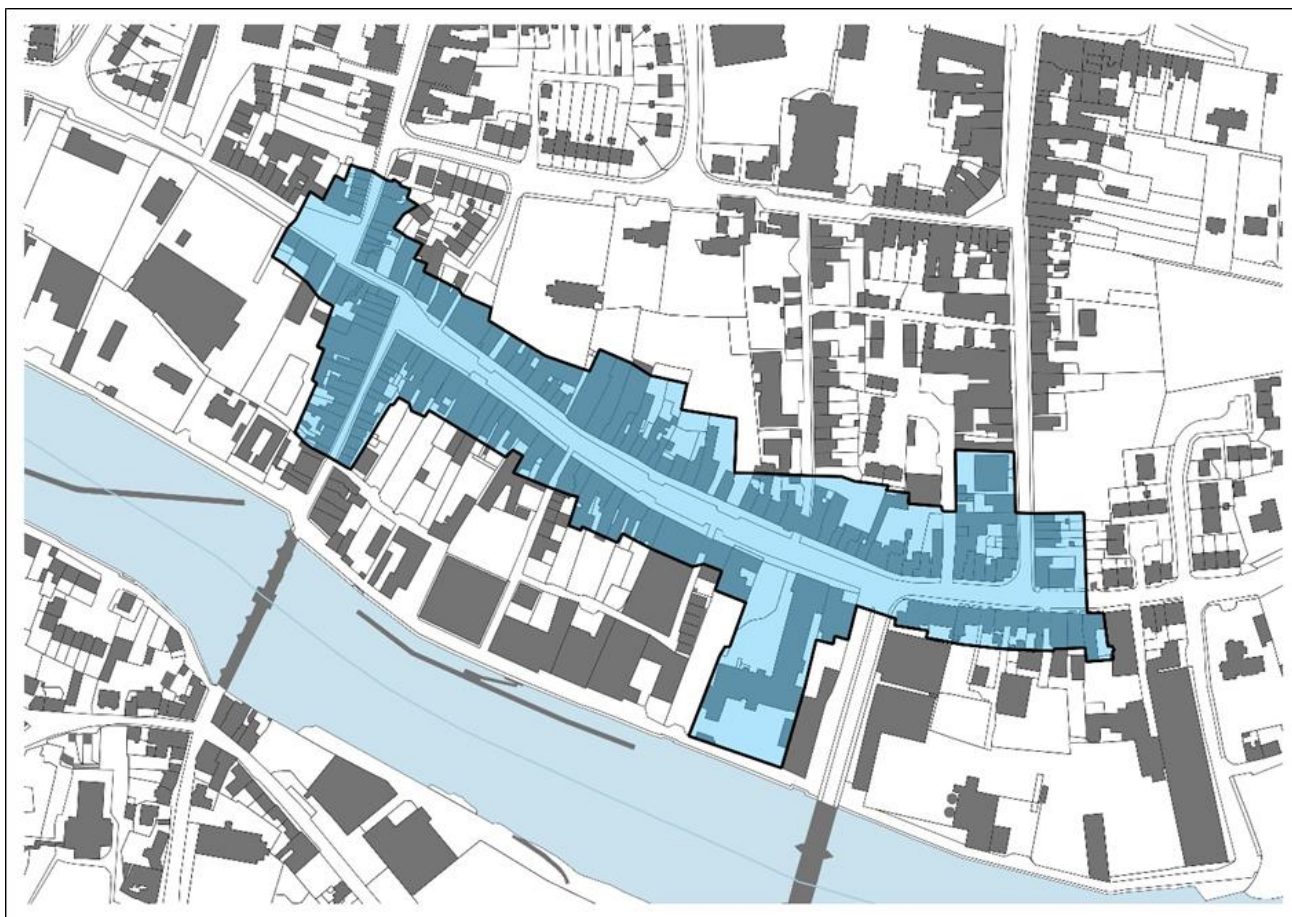


Figure 9: Carrick-on-Suir Architectural Conservation Area

Planning exemptions for works do not generally apply in an ACA as set out in Section 82(1) of the Planning and Development 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.

This LAP includes an ACA Statement of Character (Appendix 6). New development proposals with the ACA will be assessed against this document and the Architectural Heritage Protection, Guidelines for Planning Authorities (DEHLG, 2011).

### 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 Carrick-on-Suir (Sheet No. 85 Archaeology RMP Tipperary SR), including Ormond Castle (TS-085-004001 & 002) and the Town Walls (TS-085 – 004032).

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<sup>21</sup>. Policy 13-4 of the TCDP sets out the requirements for new development in relation to the RMPs and ZAPs.

<sup>21</sup> Archaeological Survey Database, National Monuments Service



#### **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 ACA.
- 2) Clonmel Road – Views south from the N24 towards the uplands
- 3) Pill Road – Views south from the N24 towards the uplands
- 4) Dungarvan Road – Views north towards Ormond Castle and Slievenamon
- 5) View of St. Mollerans Catholic Church from the North Quay, between Sean Healy Park and Oven Lane
- 6) View of St. Nicholas Catholic Church Bell Tower from N24 approach roads to town

## 7.3 Policy and Objectives

Planning and Development Policy	
It is the policy of the Council to:	
<b>Policy 7.1</b>	Protect and conserve the integrity, ecological and biodiversity value of the River Suir, the Glen River and the Lingaun River and the associated riparian zones as they run through the town. Ensure that any development proposals within or adjacent to the rivers are appropriately assessed to ensure the protection of water quality and river access.
<b>Policy 7.2</b>	Support the extension of the Suir Blueway Tipperary along the River Suir, subject to planning and environmental and assessment - whilst protecting and enhancing the natural character and ecological value of the river and associated important habitat, including riparian zones.
<b>Policy 7.3</b>	<ul style="list-style-type: none"> <li>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.</li> <li>b) Allow 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.</li> <li>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.</li> <li>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.</li> </ul>
<b>Policy 7.4</b>	Support the full implementation of the projects and actions outlined in the Carrick-on-Suir Biodiversity Action Plan 2023-2028 and any subsequent biodiversity actions introduced by the Council for the area, including actions within the forthcoming Tipperary County Council Biodiversity Plan.
<b>Policy 7.5</b>	Protect the designated natural heritage sites and sites of high ecological value within the plan area including the Alluvial Wet Woodland habitat on the Islands of the River Suir.
<b>Policy 7.6</b>	Require the introduction of appropriate species of new street trees in urban development proposals and other urban greening measures, where these can be practically implemented.
<b>Policy 7.7</b>	Safeguard the setting and character of Ormond Castle, including the Castle Park, amenity lands and riverscape.
<b>Policy 7.8</b>	Preserve and enhance the character of the designated Carrick-on-Suir ACA, in accordance with the Carrick-on-Suir ACA Statement of Character (Appendix 6) and the Architectural Heritage Protection, Guidelines for Planning Authorities (DEHLG, 2011).
<b>Policy 7.9</b>	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.
<b>Policy 7.10</b>	Protect and where possible enhance biodiversity and ecological connectivity, including habitat that form part of the ecological network and/or may be considered as ecological corridors or stepping stones in the context of Article 10 of the Habitats Directive. Appropriate mitigation and/or compensation to conserve biodiversity and green infrastructure networks will be required where important habitats are at risk or lost as part of a development.
<b>Policy 7.11</b>	Require new development proposals to have regard to the Department of Environment, Heritage and Local Government's publication on 'Energy Efficiency

	in Traditional Buildings' (2010) and the Irish Standard IS EN 16883:2017 'Conservation of cultural heritage - guidelines for improving the energy performance of historic buildings' (2017) and any future advisory documents in assessing proposed works on Protected Structures.
<b>Policy 7.12</b>	Require new amenity and active travel infrastructure proposals to be designed in consideration of the EPA Research Report, 'Connecting with Nature for Health and Wellbeing' (2020).
<b>Policy 7.13</b>	Seek to preserve and protect trees and tree groupings as identified in Section 7.1.5 that are considered significant landscape features within the Plan area.

<b>Planning and Development Objectives</b>	
It is an objective of the Council to:	
<b>Objective 7A</b> 	Support and work with the local community, and other stakeholders in the development of blue and green infrastructure in the town, including the enhancement of the biodiversity and conservation value of the River Suir, Glen River and Lingaun River.
<b>Objective 7B</b> 	Work in partnership with stakeholders and the local community in the delivery of projects for Carrick-on-Suir 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.
<b>Objective 7C</b> 	Support the actions and objectives of the Carrick-on-Suir Local Biodiversity Plan and the forthcoming County Tipperary Biodiversity Plan.
<b>Objective 7D</b>	Ensure that new development, extensions, renovation works and infill development within or adjacent to the ACA is sympathetic to the distinctive character of the area and enhances the special character and visual setting of the Carrick-on-Suir ACA.
<b>Objective 7E</b>	Ensure that Carrick-on-Suir remains a member of the Irish Walled Towns Network. Protect the town walls, have regard to the Town Wall Conservation Management and Implementation Plan and secure funding for conservation work to the Walls.
<b>Objective 7F</b>	Mark the original route of the town walls (particularly in the Castle Park) with signage, planting or ornate paving stones as appropriate.
<b>Objective 7G</b>	Review and update as appropriate the Record of Protected Structures for Carrick-on-Suir, and amalgamate the RPS for Carrick-on-Suir into the Record of Protected Structures for the Tipperary County Development Plan 2022- 2028.

## 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 Carrick-on-Suir. 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 6,000 persons, Carrick-on-Suir has significant energy demands for heating, electricity and transport. In line with the objectives of the national Climate Action Plan 2024, 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.

A secure and resilient supply of energy is critical to the functioning and growth of Carrick-on-Suir. The main energy networks serving the town are electricity and gas. The Council recognises that future upgrades are required to the electricity grid and network, as outlined in Eirgrid's 'Shaping Our Electricity Future Roadmap'. The ESB's Networks strategy will support future programmes in order to facilitate the electricity targets, set out in the Government's CAP 2024 and the National Energy and Climate Plan 2021- 2030.

### 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 Carrick-on-Suir Public Water Supply

Uisce Éireann publishes Water Supply Capacity Registers annually for each county. The latest capacity register for the county was published in December 2024 and indicates that the Carrick-on-Suir Water Resource Zone (WRZ) has potential spare capacity available. Connection applications will be assessed on an individual basis considering their specific load requirements. Uisce Éireann's Water Supply Capacity Register provides an indication of available water supply in County Tipperary. Capacity registers are updated on an annual basis and are subject to change throughout the year. Significant rehab works to the water supply network were completed in the town in 2022. Local network upgrades would need to be delivered to provide capacity to individual sites, these can be customer driven/funded in accordance with Uisce Éireann's Connections Charging Policy. The Council will support Uisce Éireann in the delivery of upgrade works to the water network in the regeneration area of the town prior to the regeneration works taking place.

The Council, through engagement with Uisce Éireann and supporting the delivery of new and improved infrastructure, will seek to ensure adequate water infrastructure utilities are available to support the sustainable growth of the town through the Plan period and beyond.

### **8.2.2 Carrick-on-Suir Public Wastewater System**

Uisce Éireann is responsible for the collection, treatment and disposal of public wastewater. Uisce Éireann publishes Wastewater Treatment Capacity Registers annually for each county. The latest capacity register for the county was published in December 2024 and indicates that the Carrick-on-Suir Wastewater Treatment Plant (WWTP) currently has capacity to cater for growth. Local network upgrades may be required in some areas to provide capacity to individual sites. These will be customer driven/funded in accordance with the requirements of the Uisce Éireann's Connections Charging Policy. Ongoing improvement works are required in 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. Uisce Éireann's Wastewater Treatment Capacity Register provides an indication of available capacity at Wastewater Treatment Plants in County Tipperary. Capacity registers are updated on an annual basis and are subject to change throughout the year.

New development proposals on lands adjoining the Carrick-on-Suir WWTP must consider the importance of preserving the strategic function of the Carrick-on-Suir WWTP. Where new residential development is proposed on nearby zoned lands the amenity of future residents must be considered.

### **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 is responsible for the on-going maintenance and monitoring of the stormwater network (stormwater/surface water sewers) and will seek to maintain drainage having consideration to Water 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 Carrick-on-Suir 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, 2022); the 'Nature Based Management of Urban Rainwater and Urban Surface Water Discharges - A National Strategy' (DHLGH, 2024) ; the 'Design Manual for Urban Roads and Streets' Advice Note 5: Road, and Street Drainage using Nature Based Solutions Design' (2023); and the 'National Transport Authority's Greening and Nature-based SuDS for Active Travel Schemes' (2023) and any reviews thereof, will apply.

## **8.4 Circular Economy and Waste Management**

The closest Municipal Recycling Centre/Civic Amenity Site is Carrigeen Recycling Centre in Clonmel. There are approximately 135 Bring Banks in Tipperary with four of these located in Carrick-on-Suir at Lidl car park, Super Valu car park, Waterford Road and Council car park, New Road. 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 Carrick-on-Suir in line with the National Waste Management Plan for a Circular Economy 2024-2030 and associated guidance across the delivery of its services and in the management of new development.

A historic municipal landfill is located to the south of the River Suir at Carrickbeg, and is located in the environs area of this LAP. Remediation works have previously been undertaken at the site and the local authority is now undertaking work to determine whether further remediation works are required. This LAP will support any further remediation of this site, if deemed necessary.

## 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 and coastal sources informed the land use zoning provided for by the Plan.

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 8.4(d) outlined below. In line with the requirements of the Flood Risk Guidelines, Flood Zones A and B have been identified for Carrick-on-Suir and are outlined below (also shown on Maps 1A and 1B):

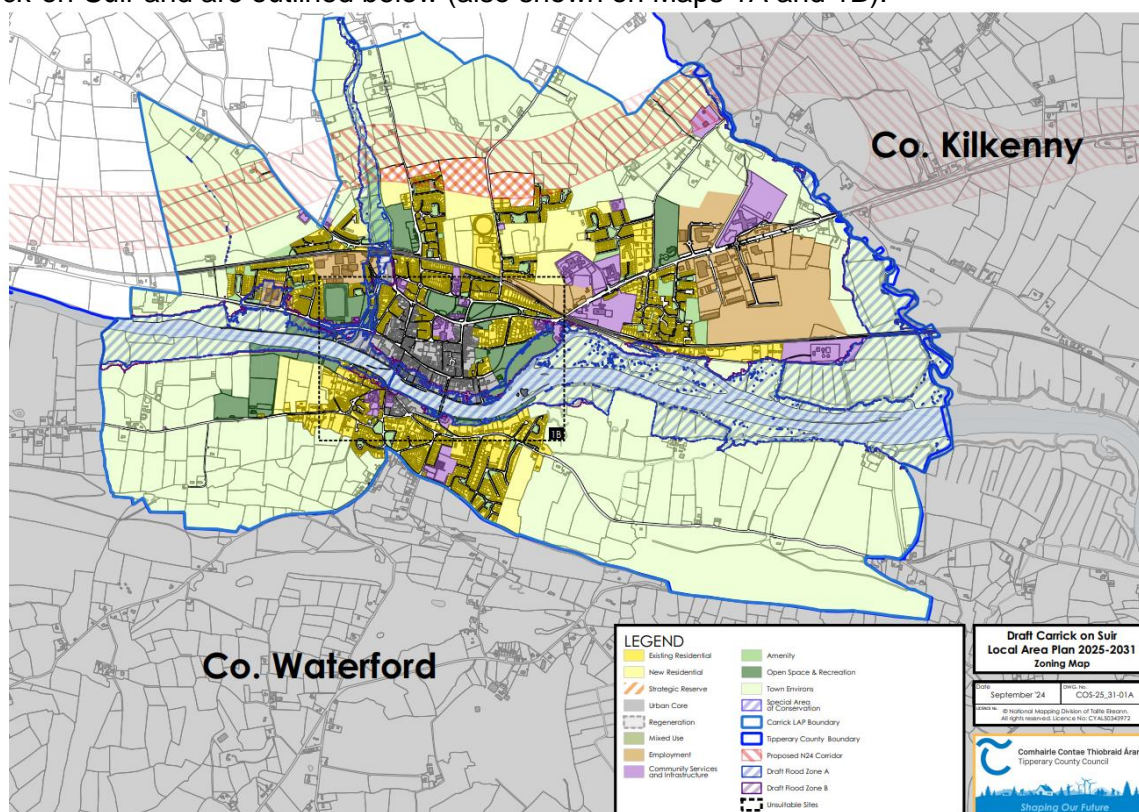


Figure 10: Flood Zones in Carrick-on-Suir

Areas that are located in flood risk are generally not zoned for uses that are vulnerable to flooding. In cases where a site is zoned for a use in an area at flood risk, a detailed 'Justification' test was carried out as part of the SFRA (see Appendix 10).







In addition to the Flood Zones A and B as identified, there are areas throughout the Plan Area, that may be subject to intermittent ground water and pluvial flooding. Therefore, the Council will require that groundwater and pluvial risks, including flooding risk from the urban drainage network, are considered by any site-specific flood risk assessment undertaken at project level, in compliance with the Flood Risk Management Guidelines.

In consultation with the OPW, the Council will support the development and enhancement of flood relief schemes in the town and will also contribute towards the protection of key flood risk infrastructure, including the Carrick-on-Suir Flood Relief Scheme, from interference or removal.

## 8.6 Policy and Objectives

Planning and Development Policy	
It is the policy of the Council to:	
<b>Policy 8.1</b>	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.
<b>Policy 8.2</b>	Support the sustainable and efficient use of existing capacity in water services; support new connections to the Carrick-on-Suir public water supply and wastewater network; and safeguard the integrity of the water supply and wastewater 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 process. New connection applications to the public water and wastewater infrastructure should be submitted directly to Uisce Éireann.
<b>Policy 8.3</b>	Require that all development proposals in Carrick-on-Suir integrate SUDS and nature-based solutions to SUDS as part of an overall sustainable urban drainage and urban greening approach, in accordance with the guidance documents set out in Section 8.3, unless they are demonstrated to be operationally unfeasible to the satisfaction of the Council.
<b>Policy 8.4</b>	<p>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:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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 layout, flood-resistant construction, flood-resilient construction, emergency response planning and access and egress during flood events.</li> <li>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.</li> <li>d) Require the submission of site-specific Flood Risk Assessments for developments undertaken within Flood Zones A &amp; 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 should follow the general guidance provided in Section 6 of the SFRA and 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. The FRA should address climate change scenarios in relation to finished floor levels and potential mitigation measures. The minimum design level requirements for fluvial flooding set out in Table 6.4 of the accompanying SFRA shall be employed. The 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</li> </ul>

	<p>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. The sequential approach should be applied and highly vulnerable infill and redevelopment shall not be permitted in Flood Zones A and B apart from where the Justification Test outlined in the Flood Risk Guidelines has been passed.</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 Benefitting Areas (refer to SFRA for more details) shall demonstrate that residual risks have been considered and include measures for their management as appropriate.</p>
<b>Policy 8.5</b>	Require new development proposals to safeguard the strategic function of the Carrick-on-Suir Waste Water Treatment Plant
<b>Policy 8.6</b>	Support local schools, environmental and community groups in their efforts to reduce waste, encourage reuse and the circular economy through education and awareness programmes and where available, through the provision of grant funding.
<b>Policy 8.7</b>	Require, as part of development proposals on or within the vicinity of the former municipal landfill site, the developer to implement mitigation measures as deemed necessary, to offset any potential risk which may result from the closed landfill.

Planning and Development Objectives	
It is an objective of the Council to:	
<b>Objective 8A</b> 	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.
<b>Objective 8B</b> 	Support Uisce Éireann in surface water separation works to alleviate system surcharge and facilitate additional foul network capacity
<b>Objective 8C</b> 	Integrate a Nature Based Approach to SUDS, with a focus on biodiversity and climate adaptation, as part of new public realm and public sector development in the town.
<b>Objective 8D</b> 	Support the sustainable management of waste and enable a significant reduction in the production of waste in Carrick-on-Suir, in line with the principles of the Waste Action Plan for a Circular Economy 2024-2030 (and any review thereof).
<b>Objective 8E</b> 	Support and work in co-operation with the Office of Public Works in the design, development, implementation and delivery of upgrades to the Suir River/ Carrick-on-Suir Flood Relief Scheme.
<b>Objective 8F</b> 	Support any further remediation of the historic municipal landfill in Carrickbeg, if deemed necessary.



## 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 Standards<sup>22</sup> 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 12: Land-Use Objectives		
Zoning	Objective	Description
UC	<b>Urban Core:</b> 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	<b>Regeneration Zone:</b> 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.
RS	<b>Existing Residential:</b> 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	<b>New Residential:</b> 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	<b>Strategic Reserve:</b> 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	<b>Employment:</b> 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.	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.

<sup>22</sup> Volume 3, Appendix 6 Development Management Standards



		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.
<b>CSI</b>	<b>Community Services and Infrastructure:</b> To provide and improve social and public facilities and infrastructure.	Provide for and protect: <ul style="list-style-type: none"> <li>• civic, religious, community, health care and social infrastructure</li> <li>• educational and associated services/facilities such as leisure and sports facilities,</li> <li>• transport and utilities infrastructure.</li> </ul>
<b>A</b>	<b>Amenity:</b> 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.
<b>OSR</b>	<b>Open Space and Recreation:</b> 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.
<b>TE</b>	<b>Town Environs:</b> 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 12: 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	RS	R1	SR	E	CSI	A	OSR	TE
Abattoir	X	X	X	X	X	O	X	X	X	O
Agricultural Buildings/Structures	X	X	X	X	O	X	X	X	O	√
Betting Office/Amusement Centre	O	O	X	X	X	X	X	X	X	X
Caravan Park/Camping	X	O	X	X	O	O	X	O	O	O
Cash and Carry Wholesale	O	X	X	X	X	O	X	X	X	X
Community Facility	√	√	O	O	O	√	√	O	O	O
Childcare	√	√	O	√	X	O	√	X	X	X
Night Club	√	O	X	X	X	O	X	X	X	X
Cinema	√	O	X	X	X	O	X	X	X	X
Doctor/Dentist/Healthcare practitioner	√	O	O	O	X	O	O	X	X	X
Educational/School	√	O	O	O	X	X	√	X	O	X
Funeral Home	O	O	X	X	X	O	X	X	X	X
Crematorium	X	X	X	X	X	O	X	X	X	X
Garden Centre	X	O	X	X	X	O	X	X	X	O
Halting Site / Traveller Group Housing	X	O	O	O	X	X	O	X	X	X
Haulage/Bus/Truck Park	X	X	X	X	X	√	X	X	X	X
Health Centre (public)	√	O	O	O	X	O	√	X	X	X
Hotel	√	O	O	O	X	O	X	X	X	X
Industrial - General	X	X	X	X	X	O	X	X	X	X
Industrial - Light	X	X	X	X	X	√	X	X	X	X
Motor Sales Outlet	X	X	X	X	X	O	X	X	X	X
Office	√	√	X	X	X	O	X	X	X	X
Parks/Playgrounds	√	√	√	√	O	O	√	√	√	O
Petrol Station	X	X	X	X	X	O	X	X	X	X
Places of Worship	√	√	O	O	X	X	√	X	X	X
Public House	√	√	X	X	X	X	X	X	X	X
Sports/Leisure Facilities	√	√	O	O	O	O	O	O	√	O
Student Accommodation	√	√	O	O	X	X	O	X	X	X
Refuse Transfer Station	X	X	X	X	X	O	X	X	X	X
Residential	√	√	√	√	X	X	X	X	X	O
Restaurant	√	√	O	O	X	O	X	X	O	X
Retail Warehouse	X	O	X	X	X	O	X	X	X	X
Retirement/Nursing Home	√	√	O	√	X	X	O	X	X	X
Shop - Neighbourhood	√	√	O	O	X	O	X	X	O	X
Supermarket (circa 1500sqm)	√	O	X	X	X	X	X	X	X	X
Take-Away	O	O	X	X	X	X	X	X	O	X
Veterinary Surgery	O	O	O	O	X	O	X	X	X	O
Warehousing and Logistics	X	X	X	X	X	√	X	X	X	X

Table 13: 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)

- Residential Development (zoned Existing Residential)
- Land zoned for community services and infrastructure

## 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 5 to the LAP.

### 10.3 Objective

Planning and Development Objectives	
It is an objective of the Council to:	
<b>Objective 10A</b>	Undertake a programme of monitoring and evaluation of the LAP over its lifetime in accordance with the monitoring framework, set out in Appendix 5 and in accordance with the methodology prepared for the TCDP 2022-2028.