CHAPTER 7: INFRASTRUCTURE

7.0 Introduction
In order for the county to achieve inward investment, strong settlements and community development we require an excellent infrastructure package inclusive of transportation, water supply, wastewater treatment, energy, communications, and waste management. This Chapter addresses the existing provision of infrastructure and identifies the infrastructural needs for the future development of the county.

7.1 Transport
The county’s transportation infrastructure includes for road, rail, bus, cycling and walking. The Council will promote the efficient and effective use of the county’s transportation infrastructure to ensure the economic, social and community development of the county.

7.1.1 Roads Infrastructure
The administrative area of South Tipperary has a road network of 2,859 km as shown on Table 7.1. The Council will continue to maintain, develop and improve this existing road network and construct new roads as planning and resources permit. The Council will have regard to national objectives as set out in the National Development Plan 2007-2013 and Transport 21, the need to promote the economic development of the county and to preserve and enhance the safety, level of service and carrying capacity of the national road network in South Tipperary. The Council will also seek to improve access as a means of supporting the overall land-use plans for the county. Key road transport objectives include:

(i) Improvement in road quality particularly between Primary, Secondary and District Service Centres as identified in the settlement strategy set out in Chapter 3;
(ii) Implementation of South Tipperary Road Safety Action Plan;
(iii) Enhanced quality of environment in settlement centres;
(iv) Increasing the availability of alternative transport modes to the car;
(v) Increasing the availability and choice of fuel types;
(vi) Reducing emissions and improving air quality;
(vii) Progressing the N24 bypass plans;
(viii) Improving the rail network, maximise usage and facilitate the provision of park and ride facilities; and,
(ix) Improve access for the mobility impaired.

The N24 traverses the county, linking the gateway cities of Limerick and Waterford. The N24 is identified as a “key national primary route” in Transport 21 and the preferred route alignments have been identified (see Figure 7.1 below). The NRA made a policy decision in August 2007 that the N24 will be a type 2 dual carriageway over the entire length. The Council in association with the South East Regional Authority has prepared a report titled “N24 Prioritisation Study” and are seeking approval to proceed to construction in the post 2010 National Road Construction Scheme.
The section of the N8 between Cashel and Cahir, including the N24 link at Molls Cross, was completed in October 2007, removing unnecessary through traffic from Cahir town centre. The southern part of the scheme from Cloughbreeda to Garryane (Mitchelstown) opened to traffic in July 2008 some 11 months ahead of programme. The N8 Cashel to Cullahill dual carriageway is due to be completed in December 2008. In order to further facilitate the development of the national road network in accordance with national policy, it is imperative that the following route corridors are protected from development that would interfere or conflict with route proposals:

N8 National Primary Route
(i) N8 Cashel to Mitchelstown Proposed Road Development;
(ii) M8/N8 Cullahill to Cashel Proposed Road Development;

N24 National Primary Route
(iii) N24 Western Corridor Improvement – Pallasgreen to Bansha;
(iv) N24 Western Corridor Improvement – Cahir to Bansha;
(v) N24 Western Corridor Improvement – Rathkeevin to Cahir incorporating N24 Cloughbreedy to Knockagh Road Improvement Scheme;
(vi) N24 Western Corridor Improvement – Clonmel By Pass; and,
(vii) N24 Western Corridor Improvement – Carrick-on-Suir to N76 Junction at Kilheffernan.

These schemes will be completed as funds are made available through Transport 21 and the NDP 2007-2013. However, revised design proposals are being drafted for the N24 (points iii – vii above) that may result in alternative phasing for the overall improvement works.

7.1.2 Preserving Route Capacity
It is vital that the strategic route networks in the county (National and Regional Roads identified in Figure 7.2 below) provide an efficient method of transportation with direct links to and between the Gateways, ports and airports outside the county and the Primary, Secondary and District Service Centres within the county. The ability of users (and goods) to get to their destination safely and efficiently will require that the carrying capacity of the strategic route networks is
protected and as such the Council will resist development along such corridors, except where
development designed to protect the carrying capacity of the roads can be accommodated in
accordance with employment policies at strategic locations as identified in Chapter 5. In
assessing applications for development whereby access to national routes outside areas where a
50kph speed limit applies, the Council will have regard to the Department of Environment
publications “Development Control Advice and Guidelines” 1982 and “Policy and Planning
Framework for Roads” 1985 and the NRA’s “Policy Statement on Development Management and

The Council supports the development of on line motorway service areas in accordance with
NRA document – Policy for the Provision of Service Areas on Motorways and High Quality Dual
Carriageways, October 2007. In the interest of road traffic safety and noting that motorway
service areas as set out are considered as part of the National Road Network, such service areas
must comply with NRA Design Standard TA 70/08. It is the strategy of the NRA to provide
motorway service areas at intervals of approximately 50-60 kls, where feasible/practicable. In
view of this it is considered that there will be no requirement for additional off-line motorway
services areas in South Tipperary.

Policy INF 1: Preserving Strategic Road Networks
The Council will safeguard the efficient operation and continued development of the national road
network in accordance with the National Development Plan 2007-2013, Transport 21 and the
policy of the National Roads Authority. The Council will protect national and regional road
corridors free from development that would undermine the implementation of future infrastructure
projects and the carrying capacity and safety of the national and regional route corridors identified
in Figure 7.2.
Development proposals with potential implications for national, regional and adjoining local roads could, in some circumstances, necessitate changes to the road and/or junction layout and capacity in order to address road safety concerns and maintain a satisfactory level of service for road users and may require a Traffic and Transport Assessment. Thresholds for such developments are set out in the Traffic Management Guidelines 2003. The cost of implementing mitigation measures will be borne by the developer.

**Policy INF 2: Traffic and Transport Assessment**

The Council will require that Traffic and Transport Assessment be carried out where, in the opinion of the Council, such a study is considered to be necessary, as part of large-scale development, where new development gives rise to cumulative impact in conjunction with neighbouring developments or where large traffic volumes are anticipated.

### 7.1.3 Public Transport

A detailed survey was carried out of the public transport requirements for rural areas as part of the South Tipperary rural transport needs assessment. This assessment continues to form the basis of a pilot programme for improved rural transport across the county. The Council recognises the importance of good transport service in rural areas as a key element to preserving rural communities. The Council will, therefore, support the implementation of the rural transport programme and will seek to increase the viability of such schemes through the development and implementation of the settlement strategy set out in Chapter 3.

#### 7.1.3.1 Rail

South Tipperary is traversed by two active rail lines; Dublin-Cork and Limerick-Waterford. The Dublin-Cork route offers an hourly service between Dublin and Cork with at least 20 services to Limerick Junction daily mid-week facilitating effective and efficient access to Dublin, Cork and Limerick. The county is also traversed by a historic, dismantled rail line, which ran from Clonmel to Thurles, via Fethard.
The Limerick to Waterford rail line traverses the county from west to east and provides the potential for a realistic alternative to private transport in the county. However, this rail line is underutilised and underdeveloped with the result that direct travel between the two Gateway cities is not accommodated or provided. Eight mid-week daily services are provided between Limerick and Clonmel and Waterford and Clonmel but the current timetables do not facilitate commuter (journey to work passengers) travel. Iarnrod Eireann plans to complete the upgrade of track and signalling on the Limerick to Waterford line and the remodelling project in Limerick Junction by the end of 2008. South Tipperary County Council will work with all transport and development agencies to upgrade and improve the service for intercity and intraurban passengers and freight to ensure that the Limerick to Waterford rail line provides as good a service as the Dublin to Limerick rail line and serves the rail needs of South Tipperary County.

It is important that the Limerick to Waterford rail line is developed to a standard comparable to the Dublin-Cork service and upgraded to a standard that renders both lines to be seen as a viable alternative to road transport. In order to ensure long-term viability of these lines, it is equally important that land-use policy and future development takes advantage of rail as a potential transport option. Obvious examples of such sites include Limerick Junction, Tipperary, Dundrum (now closed), Bansha, Cahir, Clonmel, Kilsheelean and Carrick-on-Suir. In land-use terms it is important that land adjacent to stations and corridors are protected for potential expansion of the rail network and other associated uses.

The potential for the reinstatement of rail freight has been recognised in the Limerick Junction Local Area Plan 2005 and a land use strategy has been put in place that would facilitate an intermodal transfer, storage and distribution facility. This is of particular strategic importance to the county and both the South East and Mid West Regions, given the possible direct rail access from Limerick Junction to deep sea ports at Foynes, Bellview, Ringaskiddy and Rosslare.

Where applications for development are received adjacent to existing active and dismantled railway lines, the Council will have regard to the future potential expansion of the railway line/service. In this regard, applicants are advised to consult with Iarnrod Eireann in advance of submitting planning applications.

7.1.3.2 Bus

Bus Eireann and other private bus operators provide expressway and rural routes in the county operating throughout the county on a daily or weekly basis. Bus scheduling for commuter transportation (passenger journey to work) is very poorly scheduled and needs to be reconsidered and rescheduled so as to provide an effective alternative to the private car. South Tipperary County Council will work with Bus Eireann to provide a bus services that will provide a viable alternative to car transport for journey to work and all other passenger services

In addition, a number of rural transport initiatives, such as Ring a Link, provide an invaluable service to rural dwellers who have no access to private transport and who, without the service, would be isolated. The Ring a Link Service is continually expanding providing affordable transport to rural areas, particularly serving the Tipperary Town, Clonmel and Slieveardagh areas on a weekly or twice weekly basis. The Council will continue to support pilot schemes such as Ring a Link and those that use the school bus during off peak times for rural public transport.

Policy INF 3: Public Transport

The Council will support and promote the continued development of a sustainable and integrated public transport network in order to enhance general accessibility and social inclusion throughout the county. In this regard the Council will work with all transportation and development agencies to upgrade and improve public passenger and freight services serving South Tipperary County. The Council will also protect lands adjacent to rail stations and along rail routes against encroachment by uses that could compromise the long-term development of the rail facility. The Council will also preserve free from development the route of the existing dismantled railway line which runs from Clonmel to Thurles.
7.1.4 Pedestrian and Cycle Routes
In line with the objectives of the European Charter of Pedestrian Rights, adopted in 1988 by the European Parliament, it is the objective of the Council to facilitate and develop walking and cycling as environmentally friendly, fuel efficient and healthy modes of transportation and to strive to ensure that access to buildings and public spaces for all persons is improved.

Chapter 6 (Section 6.3.7) has identified a number of defined walking routes in the county. Furthermore, the Council is carrying out an accessibility audit in order to identify improvement works required to ensure public areas and buildings are accessible to all members of the community throughout the county. An implementation plan of specific works based on this audit will be identified during the life of the County Development Plan and the Council will seek its implementation as opportunities arise.

South Tipperary County Council will support the development of the Walks Scheme in the county. The scheme is aimed at farmers/private landowners and landholders/users and involves the development, enhancement and maintenance of National Waymarked Ways and priority walks.

Cycle routes are also available throughout the county with routes originating in Carrick on Suir, Cahir, Cashel and Clonmel being promoted through Failte Ireland. Cycle lanes have been provided within and adjacent to new residential developments on urban fringes. To expand and promote this transport option and ensure and encourage public interest the Council will seek the provision of cycle friendly linkages as part of new developments and will promote the expansion of cycle facilities throughout the county particularly on cycling touring routes and at other areas of amenity and places of interest.

Policy INF 4: Pedestrian and Cycle Routes
The Council will seek to improve and create additional facilities for pedestrians and cyclists and improve access facilities for people with mobility needs in line with the recommendations of the accessibility audit for the county once completed.

7.2 Water Services
The general objectives of the Council in managing water services are as follows:

(i) To provide water services infrastructure to support current and future sustainable development having regard to relevant national and local plans, the Settlement Strategy, guidelines and policies;
(ii) To improve drinking water quality, to upgrade and extend the water distribution network and to improve river water quality by the provision/facilitation of appropriate waste water treatment systems; and,
(iii) To extend sewer collection networks where possible to safeguard public health and protect groundwater.

7.2.1 Water Supply
South Tipperary County Council provides a public water supply through a network of six Regional Water Supply Schemes as indicated on Figure 7.3 below. The comprehensive network includes 28 water sources, 59 reservoirs and 2,100 kms of mains piping, all of which are utilised to supply 55,000 m3 (12 million gallons) per day with an associated total revenue expenditure of €3.5 million annually.
In order to ensure improvements to the Council Drinking Water Supply from a quantity and quality point of view the Department has allocated funding in the Water Services Investment Programme to progress upgrading of the Major Regional Water Supply Schemes. Funding is also available for Water Conservation measures in order to improve the management of the distribution system and reduce water losses. As a result of the implementation of the Conservation Programme, areas where mains replacement is required have been identified and funding will be sought for this work which, if allocated, will be carried out over the period of this Plan. Monitoring programmes are in place to check the quality of Drinking Water and the most recent EPA Report shows that the quality is above the national average.

The Council policy is that development should take place in areas that can be connected to the public water supply. In exceptional circumstances the Council may consider an independent or group water supply where it can be demonstrated that it is not possible to connect to the public supply. The supply of water from private boreholes to housing schemes will not be permitted.

### 7.2.2 Borewell Augmentation

In order to augment the existing supply to support current and future development in the short term a number of borehole supplies have been or are in the process of being developed while other improvements have been made by providing booster pumps, recommissioning old supplies and investigating possible additional sources. It is the Council’s policy only to develop or allow development of borehole supplies in areas which will augment existing schemes only.
7.2.3 Waste Water Treatment
South Tipperary County Council manages an extensive network of waste water treatment plants throughout the county which are provided directly by the Water Services and Housing Sections of the Council or by Design Build and Operate Schemes (DBO’s). These are identified in Figure 7.4 below. There are a total of 32 municipal treatment plants that have capacity to facilitate a population of 78,000 persons. The total revenue expenditure for this network is €4.4 million annually.

![Municipal Waste Water Treatment Plants](image)

**Figure 7.4 Municipal Waste Water Treatment Plants**

7.2.4 Current Water Services Investment Programme
Funding for Water Services Infrastructure comes mainly from the following sources;
- Water Services Investment Programme
- Small schemes programme
- Development Contributions
- Serviced Land Initiative.

Table 7.2 below sets out the Schemes included in the current Water Services Investment Programme which will be progressed during the life of the Plan along with their current status. The value of the programme is €95m. Where necessary further priorities will be identified for funding as the need arises. For example the improvement of the Tipperary Town Water Supply and Sewer Rehabilitation in the main towns has already been identified as a priority to the Department.
The other funding streams above will be used to fund smaller projects which are usually identified on an annual basis. It should be noted that the Council is obliged to contribute to the cost of provision of most water services infrastructure which could be up to 40% in some cases.

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated Cost €</th>
<th>Current Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clonmel Town &amp; Rural Water Supply Scheme</td>
<td>38m</td>
<td>Preliminary report approved in principle. Advance works approved and in progress.</td>
</tr>
<tr>
<td>Galtee Regional Water Supply Scheme</td>
<td>14.5m</td>
<td>Preliminary report to be submitted to Department.</td>
</tr>
<tr>
<td>Fethard/Burncourt Water Supply Scheme</td>
<td>14.4m</td>
<td>Approval received from Department to proceed with preparation for contract stage</td>
</tr>
<tr>
<td>Ardfinnan Regional Supply Scheme (Lisava)</td>
<td>5.5 m</td>
<td>Preliminary report submitted to Department.</td>
</tr>
<tr>
<td>Carrick on Suir Water Supply Scheme</td>
<td>1.5 m</td>
<td>Design brief being prepared.</td>
</tr>
<tr>
<td>Dundrum Regional Water Supply Scheme</td>
<td>2.2 m</td>
<td>Preliminary Report to be submitted to Dept. by end of April 2009.</td>
</tr>
<tr>
<td>Water Conservation</td>
<td>3.6 m</td>
<td>Countywide study in progress. Phase 1 completed. Phase 2 commenced February 2009.</td>
</tr>
<tr>
<td>Clonmel Main Drainage Scheme. Sewer Rehabilitation Stage 1 &amp; 2</td>
<td>4.3m</td>
<td>Stage 1 at contract stage Stage 2 Planning Stage</td>
</tr>
<tr>
<td>South Tipperary Sludge Management</td>
<td>5.8m</td>
<td>Contract to be signed in February 2009</td>
</tr>
<tr>
<td>Fethard Sewerage Scheme Upgrade</td>
<td>4.1m</td>
<td>Preliminary report to be submitted to Dept by end of April 2009</td>
</tr>
<tr>
<td>Clonmel Storm Drainage Study</td>
<td>0.5m</td>
<td>Design brief stage</td>
</tr>
<tr>
<td>Grouped Villages Sewerage Schemes Feasibility Study</td>
<td>0.3 m</td>
<td>Consultants Brief being prepared</td>
</tr>
</tbody>
</table>
Table 7.3 Small Scheme Investment Priorities

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated Costs €</th>
<th>Current Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Golden WWTP</td>
<td>500,000</td>
<td>Site acquisition stage</td>
</tr>
<tr>
<td>Newcastle WWTP</td>
<td>500,000</td>
<td>Developer led solution</td>
</tr>
<tr>
<td>Emly WWTP</td>
<td>500,000</td>
<td>Contract Stage</td>
</tr>
<tr>
<td>Cappawhite WWTP</td>
<td>500,000</td>
<td>Contract Stage</td>
</tr>
<tr>
<td>Cloneen WWTP</td>
<td>500,000</td>
<td>Site acquisition stage</td>
</tr>
<tr>
<td>Drangan WWTP</td>
<td>75,000</td>
<td>Tertiary treatment to be installed in 2008</td>
</tr>
<tr>
<td>Ballynonty WWTP</td>
<td>75,000</td>
<td>Tertiary treatment to be installed in 2008</td>
</tr>
<tr>
<td>Mullinahone WWTP</td>
<td>2.4m</td>
<td>Consultants report received. New WWTP required</td>
</tr>
<tr>
<td>Rosegreen WWTP</td>
<td>100,000</td>
<td>Developer led. Proposal possible</td>
</tr>
<tr>
<td>Dundrum WWTP</td>
<td>500,000</td>
<td>Design stage. Site available</td>
</tr>
<tr>
<td>Water main replacement at Kilross and Clonoulty</td>
<td>400,000</td>
<td>Continue mains replacement in these areas</td>
</tr>
<tr>
<td>Source Protection/Supply improvements</td>
<td>100,000</td>
<td>Ongoing works</td>
</tr>
</tbody>
</table>

Policy INF 5: Water Supply and Waste Water

It is the policy of the Council to facilitate the provision and upgrading of the water supply and sewerage schemes throughout the county in accordance with the settlement strategy identified in Chapter 3 and as finances permit and will require;

- Proposed developments to connect to the public water mains and public sewers where available or likely to be available.
- Financial contributions in accordance with the Development Contribution Scheme for water services from developers towards existing and/or future developments.
- Bonds to be submitted by developers to ensure the satisfactory completion and maintenance of water services infrastructure until such time as the Council takes them in charge.

7.2.5 Surface Water

The Council will require that surface water be disposed of, where possible, on site and drainage will be achieved by a combination of regulated discharge and source control where the objective is to improve the quality and reduce the quantity and the rate of discharge of surface water release to nearby rivers. Storm water has been identified by the River Basin District (RBD) project teams as one of the causes of poor water quality. Current best practice guidance on Sustainable Urban Drainage Systems (SUDS) is available from the Guidance Documents produced by the Greater Dublin Strategic Drainage Study (GDSDS). Best practice recommendations for discharge of storm water is by way of shared “regional” systems rather than on-site systems. Similarly, surface water attenuation systems are recommended in place of underground storage of water in tanks. In this regard the Council would direct proposed applicants to the GDSDS Policy Documents and the Drainage Code of Practice as well as the website www.irishsuds.com for further detailed information. All proposals for surface water discharge to groundwater shall comply with the requirements of EPA document Policy and Practice for the Protection of Groundwater (1998).

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

**Policy INF 6: Surface Water**
The Council will seek the implementation of rainwater harvesting, SUDS and best practice guidance for the collection and reuse or disposal and treatment of surface water. Such systems will be required to conserve water, protect water quality and regulate the rate of surface water runoff so as not to cause or exacerbate flooding on the relevant site or elsewhere.

7.2.6 Flood Risk Assessment
Parts of South Tipperary are subject to periodic flooding. Details of many past flood events have been compiled and are available from the Office of Public Works (OPW) on their national flood hazard mapping website [www.floodmaps.ie](http://www.floodmaps.ie). The OPW are currently compiling the River Suir Catchment Flood Risk Assessment and Management Study which is due to be completed in 2010. This will assess and map the spatial extent of flood hazards having regard to historic events and climate change and will make recommendations on how to manage appropriate development within the catchment area.

The Development Plan Guidelines for Planning Authorities 2007 (DoEHLG) outline that development plan policies dealing with flooding need to recognise the uncertainties inherent in the prediction of flooding and the fact that flood risk is expected to increase due to climate change recommending a precautionary approach to flood risk. Taking cognisance of this precautionary approach and the issue of climate change, the Council notes the findings of the EPA report Climate Change: Regional Climate Model Predictions for Ireland (2005). This estimates that future river discharge will increase by up to 20% in December and January in the South East Region while there is also some evidence of an increase in the frequency of extreme precipitation events.

All flood risk assessments should have regard to national flood hazard mapping, predicted changes in flood events resulting from climate change and the Suir Catchment Flood Risk Assessment and Management Study (CFRAM Study) when completed by the Office of Public Works.

**Policy INF 7: Flood Risk Assessment**
The Council will require a comprehensive Flood Risk Assessment for proposals in an area at risk of flooding, adjoining same or where cumulative impacts may result in a flood risk elsewhere, in low lying areas and in areas adjacent to streams.

7.3 Access to Electrical Supply Networks
Electricity supply and transmission is available throughout the county on the low (10kV) and medium (20kV) three phase networks which are subject to ongoing upgrading and improvement works by the ESB. Access to these networks is available throughout the county. High voltage transmission within the county is available at 38kV and 110kV. These existing networks join the main Primary and Secondary Service Centres with 38kV stations located at Cahir, Tipperary Town, Clonmel, Cashel, Glengoole and Ardfinnan and 110kV stations at Clonmel, Tipperary Town, Cahir and Ballydine. The nearest 220kV line lies inside Limerick County almost parallel to the county boundary with South Tipperary while the nearest 220kv station is located outside Limerick City at Killonan.

The development of secure and reliable electricity transmission infrastructure is recognised as a key factor for supporting economic development and attracting investment to the area. It is the policy of the Planning Authority to support the infrastructural renewal and development of electricity networks in the region.

Where practicable, electricity supply lines are to be provided underground within the built up areas identified in Table 3.3 of this Development Plan.
Policy INF 8: Access to Electrical Supply Networks
It is the policy of the Council to promote and facilitate the continued expansion of medium and high power electricity supply networks, particularly in support of new employment uses throughout the county.

7.4 Access to Natural Gas Supply
Natural Gas is currently available in Clonmel, Carrick on Suir and Ballyclerihan. Bord Gáis have carried out feasibility studies on other towns within the county and have deemed that Cashel and Cahir qualify for connection to the existing pipeline (running through the county in a south-west to north-east direction from Kilkenny to Mitchelstown). These connections will form Phase II of Bord Gáis current programme (Phase I currently under construction).

Policy INF 9: Access to Natural Gas
It is the policy of the Council to promote and facilitate the continued expansion of the natural gas pipeline network in the county.

7.5 Wind Energy
The County Wind Energy Policy was adopted by South Tipperary County Council in December 2006. The areas suitable and unsuitable for wind energy development have been identified under the following categories as set out in Appendix 3:

(i) Preferred areas: Areas suitable for wind energy development that should be granted planning permission unless specific local planning circumstances within the context of the Development Plan support a decision to refuse.

(ii) Areas open for consideration: Applications treated on their merits with the onus on the developer to demonstrate why the development should be granted permission.

(iii) No-Go Areas: Areas identified as particularly unsuitable for wind energy development. This category is used for areas, which due to their scenic, ecological, historic or tourism values are unable to accommodate wind development.

The Council will also require prospective developers to scope for wind potential for a period of approximately two years, which could run concurrent with the preparation of an EIS, prior to any planning application being made for subsequent wind energy development.

Policy INF 10: Wind Energy
The Council will facilitate the exploitation of the natural wind energy resource available, provided that it can be demonstrated that such development, and associated infrastructure, is in accordance with Appendix 3: Policy on Wind Energy Development, and the other policies contained in this County Development Plan.

7.6 Bio-Energy
Chapter 2 refers to the National commitments under the National Climate Change Strategy 2007-2012. For South Tipperary to play its role in implementing the Strategy, some relevant measures include:

(i) That 15% of electricity to be generated from renewable sources by 2010 and 33% by 2020;
(ii) Support for Combined Heat and Power projects;
(iii) Support for Biomass harvesting, heating and the use of waste biomass in energy production;
(iv) All street lighting and traffic lights required to be energy efficient;

The Regional Bio-Energy Implementation Plan for the South-East Region is due to be launched in March 2008. The objectives of the plan are to provide a structured framework for all stakeholders in the Region for coherent development and progress in the area of bio-energy, to gather data in relation to the scope and potential for bio-energy development in the Region, based on the availability of resources and technology, and to identify and reduce barriers to the development of bio-energy in the Region.
While the Regional Bio-energy Implementation Plan seeks to counteract influences of climate change, more importantly it recognises the economic benefits to the region from the direct production of bio-energy and bio-fuels and also the benefits accrued from reduced dependence on fossil fuels.

**Policy INF 11: Bio-energy**
The Council will support and have regard to the measures outlined in the South East Regional Bio-Energy Implementation Plan in conjunction with the private sector, Statutory Agencies and other Local Authorities as appropriate.

**7.7 Broadband and Communications**
South Tipperary County Council recognises the importance of advanced communications as a key component for the economic development of the county. To this end, there are a number of initiatives in place under the South-East Regional Public Access Network of Telecommunications (SERPANT) such as the County and Group Broadband Scheme and SERB-II: South-East Regional Broadband Project - Phase 2. The roll out of broadband access throughout the county has most recently taken place under this latter initiative through the development of the fibre-optic Metropolitan Area Networks (MAN's). To date these have been put in place in the Primary and Secondary Service Centres of the county.

There are a number of private broadband providers servicing the South Tipperary County Area. Further information as to the providers in any particular locality can be found on www.broadband.gov.ie. However, there remains areas of the county where there is currently no service. The Department of Communications Energy and Natural Resources (DCENR) has established the National Broadband Scheme (NBS) whose objective it is to encourage and secure the provision of broadband services to certain target areas in Ireland in which broadband services are not currently available and are unlikely to be available in the near future. The DCENR has produced an indicative broadband coverage map (see www.dcmnr.gov.ie/Communications/Communications+Development/National+Broadband+Scheme.htm) and it is intended that areas where no service is currently provided and is unlikely to be provided in the future will fall into the scope of the NBS.

The Planning Authority will consider the use of 10 year permission for telecommunication antennae and support structures on a case by case basis. Where the antennae and their support structures are no longer being used by the original operator and no new user has been identified they shall be demolished, removed and the site reinstated at the operators expense.

**Policy INF 12: Broadband**
The Council will proactively work with key stakeholders to address deficiencies in broadband coverage in the rural areas and will facilitate the continued development of broadband infrastructure throughout the county in line with the policies of the National Development Plan and the Regional Planning Guidelines for the South East Region.

The Council will seek to achieve a balance between facilitating the provision of mobile telecommunications services in the interests of social and economic progress and sustaining residential amenities and environmental quality. When considering proposals for telecommunications masts, antennae and ancillary equipment, the Council will have regard to the following:

(a) The visual impact of the proposed equipment on the natural or built environment, particularly in areas of sensitive landscape or historic importance;
(b) The potential for co-location of equipment on existing masts; and
(c) Telecommunications Antennae and Support Structures Guidelines for Planning Authorities DoEHLG (1996), or any amendments thereto.

All proposals for development must include details of alternative sites, the impact on public health and the long term plans of the developer in the county and the plans of other promoters.
Policy INF 13: Telecommunications
The Council will facilitate proposals for telecommunications masts, antennae and ancillary equipment where it can be established that there would be no negative impact on the surrounding area and that no other location can be identified which would provide adequate telecommunication cover save in the following locations:
(i) Primary and secondary amenity areas or at locations detrimental to the designated protected views;
(ii) Within significant views or settings of national monuments or protected structures;
(iii) In close proximity to schools, churches, crèches, community buildings, other public and amenity/conservation areas and residential areas.

7.8 Waste Management
The Waste Management Act 1996 sets out the legislative framework to develop waste management policies on a national basis. The statutory objectives of the Act are to:
(i) Prevent and minimise the production of waste and its harmful effects;
(ii) Encourage and support the recovery of waste;
(iii) Ensure that unrecoverable waste is safely disposed of; and,
(iv) Implement the polluter pays principle in relation to waste disposal.

The main objectives of the Joint Waste Management Plan for the South East Region 2006 focus on prevention, minimisation, reuse and recycling of waste, provision of a framework for the development and operation of waste infrastructure within the region and the application of the polluter pays principle. While development plans and the waste management plan are both guided by the policies and objectives of the Regional Planning Guidelines for the South East, which in turn are guided by the National Spatial Strategy and the National Development Plan, it should be noted that where the policies and objectives of the waste management plan conflict with those of the development plan, precedence is given to the waste management plan.

Policy INF 14: Waste Management
The Council will promote minimisation of waste through source reduction, producer responsibility and public awareness. The Council will implement the policies and objectives of the Joint Waste Management Plan for the South East Region.

7.9 Agricultural Waste
In order to plan for the disposal of sludge effluent from agriculture, particularly intensive agriculture, the Council has prepared a number of studies, including:
• Sludge Management Plan for South Tipperary, prepared, subsequently incorporated into the Joint Waste Management Plan for the South East Region 2006; and,
• The Three Rivers Project and subsequent River Basin Management Plans.

S.I. No. 378 of 2006, European Communities (Good Agricultural Practice for Protection of Waters) Regulations 2006 (Nitrate Regulations) sets out the storage requirements for agricultural waste and regulates the spreading of such wastes i.e. time of year, weather conditions, buffer zones etc. In line with the current recommendations of the South Tipperary Sludge Management Plan, expansion of intensive agriculture, particularly where it would increase the areas of spread lands, in the sensitive areas such as Aherlow, Araglin, Duag and Shanbally catchments and source protection areas, shall be discouraged, along with importation of organic waste from intensive agricultural practices outside the catchments. This matter will be reassessed during the review of the Sludge Management Plan and the reassessment of the nutrient balance for the sensitive catchments.

Intensive agricultural enterprises are considered as those that are not land dependent such as piggeries, poultry, mushrooms etc and where most feed is imported onto the site. The resultant sale of meat, eggs or mushrooms only removes a small proportion of the imported ingredients (i.e. nutrients) and the remainder requires to be land spread. Applications for intensive agricultural enterprises must include a Nitrates Management Plan that demonstrates access to sufficient
storage facilities and sufficient land bank for land spreading to cater for the recovery of all organic
waste produced in compliance with the Nitrates Regulations, the Sludge Management Plan for
South Tipperary and the River Basin Management Plans.

**Policy INF 15: Agricultural Waste**
The Council will require all agricultural organic waste to be recovered by landspreading and will
seek improvement in the management of all agricultural organic waste by requiring the provision
of a satisfactory nutrient management plan where intensive agricultural development is proposed.

### 7.10 Specific Infrastructure Objectives

**SIO 1.** It is an objective of the Council to seek to reinstate of the tow path along the River Suir
from Clonmel to Carrick-on-Suir.

**SIO 2.** It is an objective of the Council to seek to improve the rural walk between Clonmel and
Marlfield along Pond Road and the interchange with Moores Road and Patrick’s Well
Road.

**SIO 3.** It is an objective of the Council to carry out improvements to regional and local roads
on sections that are deficient in respect of alignment or structural conditions as funds
permit.

**SIO 4.** It is an objective of the Council to control inappropriate advertising on all roads and
particularly on approach roads to settlements.

**SIO 5.** It is an objective of the Council to seek a reduction of unaccounted-for water supply
from the present level to 25% by 2016.

**SIO 6.** It is an objective of the Council to seek to establish a central bus depot within the
county.