



Comhairle Contae Thiobraid Árann
Tipperary County Council

Gantly Street Public Realm Enhancement Scheme,

Gantly Road,

Roscrea,

Co. Tipperary

Planning and Design Statement

27th January 2022

PLACE+U

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1.0 INTRODUCTION AND DOCUMENT PURPOSE

Tipperary County Council has commissioned PLACE+Urbanism to develop the 'Gantly Street Public Realm Enhancement Scheme', as part of the wider 'Gantly Road Age Friendly Neighbourhood' master-planning process.

The primary purpose of the wider masterplan project is to develop a comprehensive Masterplan for the Gantly Road area of Roscrea, that will act as a catalyst, and be a transformative town-centre regeneration project, and which will drive the sustainable residential, social and economic development of Roscrea into the future, in line with the aspirations of Project Ireland 2040.

The purpose of the development of Gantly Street Public Realm Enhancement Scheme, the subject of a Part 8 Approval process, is to enhance the street network in Roscrea Town Centre and by doing so, to improve the context for development of greenfield and brownfield lands within the town centre, west of Main Street.

This Public Realm Enhancement Scheme seeks to redefine Gantly Road as Gantly Street, by implementing a series of public realm measures which will transform the area and be the focus of a new emerging Age Friendly neighbourhood.

This report sets out the planning, physical and engineering contexts and demonstrates how the proposed Part 8 Approval scheme complies with relevant policies, The report also sets out the Part 8 Approval scheme in the context of the emerging Age Friendly Neighbourhood Masterplan.

1.1 Local Authority Development (Part 8 Planning Process)

The basic concept underpinning the planning legislation is that permission is required in respect of the development of land.

The proposed Public Realm Enhancement Scheme development proposal for Gantly Road is of a class of development identified under Article 80(1)(b) of Part 8 of the *Planning and Development Regulations 2001* (as amended) and as such prescribed to be subject to the permission procedure as outlined under section 179 *Local Authority Development* of the *Planning and Development Act 2000* (as amended).

1.2 Limitations on Local Authority Development

Section 179 *Local Authority Development of the Planning and Development Act 2000* (as amended) provides for public notification of certain developments that do not require an Environmental Impact Assessment under Section 175 *Environmental impact assessment of certain development carried out by or on behalf of local authorities of the Planning and Development Act 2000* (as amended)¹.

Section 175(2) of the *Planning and Development Act 2000* (as amended) details that where an Environmental Impact Assessment Report has been prepared, the local authority development shall not be carried out unless An Bord Pleanála has approved it with or without modifications.

Section 179 *Local Authority Development of the Planning and Development Act 2000* (as amended) provides for public notification of certain developments that do not require an Appropriate Assessment under Section 177AE *Appropriate Assessment of certain development carried out by or on behalf of local authorities of the Planning and Development Act 2000* (as amended)².

1.3 Site Location and Context

Roscrea town is built on several steep hills leading to an undulating topography, with the river Moneen flowing through the centre of the town. Roscrea has a central location, just off the M7 Dublin Limerick Motorway (town was located on main route from Limerick to Dublin prior to the opening of the M7) and on the N62 connecting Thurles to Athlone. The town is located close to the Tipperary and Offaly (Munster and Leinster) border. Traditionally Roscrea would have been described as a market town.

The site is identified on the following Figures 1.1 and 1.2 below. The Site Location Plan (Figure 1.1) presented by PLACE+U Drawing No.: 0001, forms part of the Part 8 suite of drawings. The total site area is 0.39 ha.

The site follows the established Gantly Road which currently has a two-way traffic system in place, serviced by Green Street to the north and by Chapel Lane to the south. There are several pedestrian accesses onto Gantly Road from Main Street, some of which are public, and others are private. Gantly Road can be accessed from both Green Street and Chapel Lane. The other accesses are private routes for existing retail premises which have dual

¹ Section 179(3)(d) of the *Planning and Development Act 2000* (as amended)

² Section 179(3)(e) of the *Planning and Development Act 2000* (as amended)

entrances from Main Street onto Gantly Road. Gantly Road is generally flat with developed sites such as the SuperValu car park in-filled to match it's the level.



Figure 1.1: Site Location - 0.39 ha extent

Source: PLACE+U Drawing No.: 0001

The eastern area of Gantly Road (the site) is characterised by backlands located to the rear of a range of retail, office and food related uses, which front onto Main Street. Some commercial development has taken place to the rear of these units; however, they are primarily single aspect. A number of car parks and loading bays are in use by retail and commercial units.

The western area of Gantly Road (the site) is characterised by vacant greenfield lands, the SuperValu car park and Aldi retail unit. The site is located in an urban area which could benefit from significant regeneration.

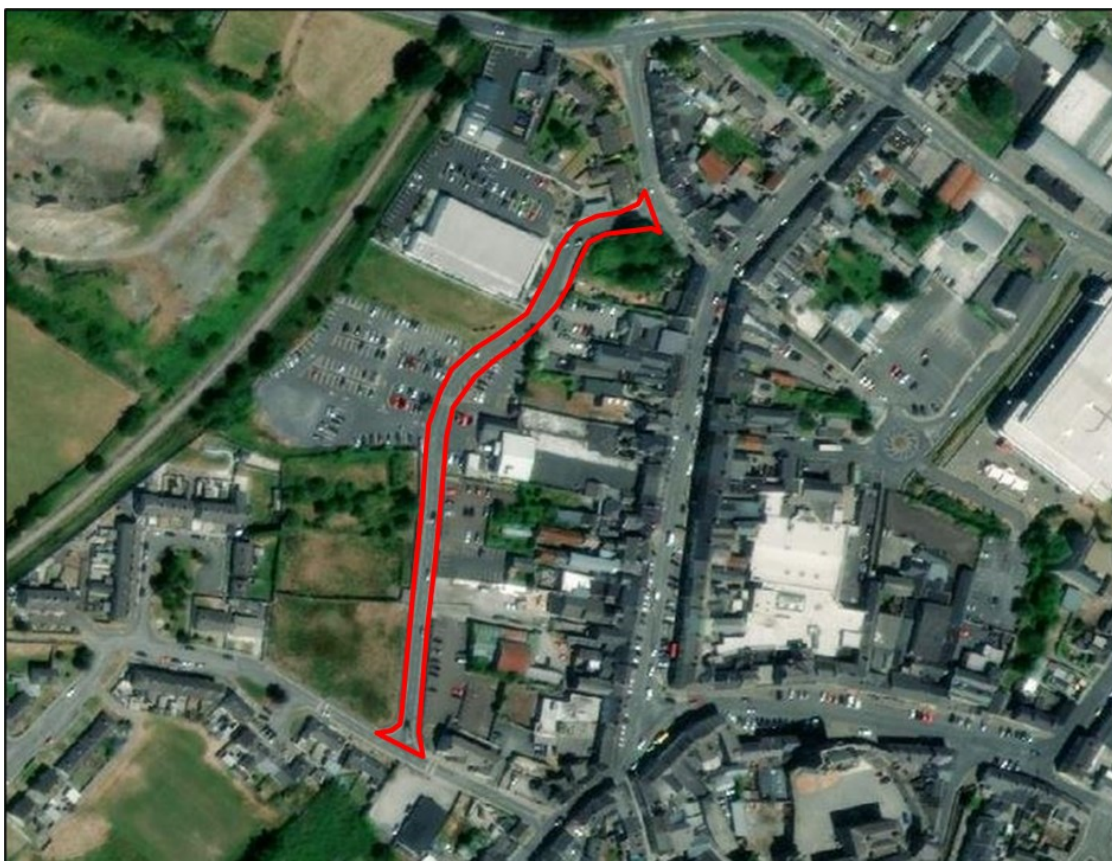


Figure 1.2: Aerial Photograph Site Location - 0.39 ha extent

Source: ArcGIS by ESRI under Licence

1.4 Relevant Planning History

No other projects of a scale or type that could act cumulatively with the proposed development are proposed or permitted in the areas overlapping and surrounding the proposed development site. Permitted and proposed developments in these townlands/areas are limited to one-off domestic/business premises developments, demolition, extension works, infrastructural and architectural upgrades.

A planning search limited to applications submitted within the areas overlapping and surrounding Gantly Road, Roscrea, Co. Tipperary, during the previous 5 years was conducted (see Figure 1.3 below). Recent developments within 0.5km of Gantly Road, Roscrea, Co. Tipperary, were restricted to permitted developments:

- **Planning Ref 16/601178** - Demolition of existing rear outhouse, retention of existing rear stores, conversion and extension of rear stores for domestic use in existing dwelling together with rear conservatory, connection to existing services, and all associated site works.

- **Planning Ref 17/600486** - Change of use of existing commercial premises to Dental Practice, alterations to existing shopfront and facade, relocation of existing entrance and stairs to first floor level and alterations to existing south elevation including associated siteworks.
- **Planning Ref 17/600570** - A partial change of use of existing retail shop to use as a takeaway and restaurant, toilets and all associated ancillary works.
- **Planning Ref 17/600666** - a) Demolition of existing single storey sunroom to the rear and construction of a new single storey extension to side and rear. b) Internal alterations to existing house c) Associated site development works.
- **Planning Ref 17/601052** - The erection of 3 no. temporary prefabricated classroom buildings, ancillary ramps and all associated site development works.
- **Planning Ref 17/601112** - Change of use of first floor commercial unit into a two-bedroom apartment.
- **Planning Ref 17/601326** - The change of use of existing commercial premises to food processing facility, including wholesale outlet, erection of signage, proposed pedestrian access from Main Street and all associated siteworks.
- **Planning Ref 17/601372** - A change of use from residential to retail at ground floor level and the change of retail to residential at ground floor area and the change of use of bed & breakfast unit to 7 no. residential units on ground and first floor, including all associated site works and services.
- **Planning Ref 18/600032** - A 2 no. apartment development as constructed and ancillary works. Previous planning reference no. 04510988 (This development is contained within the curtilage of a protected structure).
- **Planning Ref 18/600532** - A single storey extension to the existing dwelling house with internal and external renovations to the existing dwelling house, a new pedestrian gate in the front boundary wall and associated site works. The extended house is intended for use as a Community Dwelling managed by the Daughters of Charity Disability Support Service.
- **Planning Ref 18/600907** - Conversion of existing veterinary clinic and stables to residential unit including associated site works.
- **Planning Ref 19/600146** - Existing extensions to house.
- **Planning Ref 19/600306** - Front entrance porch to dwelling.
- **Planning Ref 19/600503** - For domestic shed and all associated site works.
- **Planning Ref 19/600504** - (a) Change of use from Office, Stock Room and ancillary facilities related to former retail occupier to Enterprise and Community Hub consisting of Offices,

Training Spaces and Ancillary Facilities and (b) Building works consisting of elevational changes, external treatments, revised boundary treatments, site landscaping, signage and all associated works.

- **Planning Ref 19/601011** - a) Various demolition (834 sq. m) of dilapidated, 20th century sheds and storage facilities to the property, namely the demolition of existing late 20th century one and two storey storage facilities and steel framed buildings, the 4 storey mid-20th century grain store abutting south face of existing building, the 19th century 3 storey store to west of the site abutting the existing building and the demolition of part of the stone boundary walls to Gaol Road, Malt Vale and Ayr Hill, (b) Refurbishment and change of use of existing Malt building from industrial/warehousing use to office and retail, (c) Construction of a 3-storey extension to existing north and south elevations of the Malt building to provide retail and office space with ancillary facilities, (d) Construction of a split level car park to the south of the site, (e) Construction of a new 3-storey Primary Care Centre (healthcare facilities) to the south of the site situated above the split level car park, (f) Alterations to the western and northern facades to provide for vehicular and pedestrian access to the facilities. Vehicular access will be provided from Ayr Hill and pedestrian access will be provided from Malt Vale (g) Connections to public foul and surface water sewers and public mains water (h) Bin stores, temporary site signage, landscaping, parking and all necessary and ancillary site works to complete the development. The proposed development involves works to a protected structure, Ref. No. RC099.
- **Planning Ref 19/601037** - Storage shed as constructed to rear of existing house.
- **Planning Ref 19/601325** - Of a reduced size single storey extension to the side of the existing dwelling house with changes to the internal renovations to the existing dwelling house and changes to the rear and side elevations and to the rear and side external works, following on from Planning Permission No 18/600532. The extended house is intended for use as a Community Dwelling managed by the Daughters of Charity Disability Support Services.
- **Planning Ref 19/601413** - Change of use from public house and dwelling to 2 no. two bedroom apartments and 1 no. one bedroom apartment including the demolition of a portion of single storey building to the rear and the construction of a single storey extension to the rear including internal and external alterations all with associated site works.
- **Planning Ref 20/610** - Extension to rear of existing house and all associated site works.
- **Planning Ref 20/923** - Extension to rear of dwelling and detached domestic shed to the rear of the site and for permission for extension to side of existing dwelling and all associated site works.

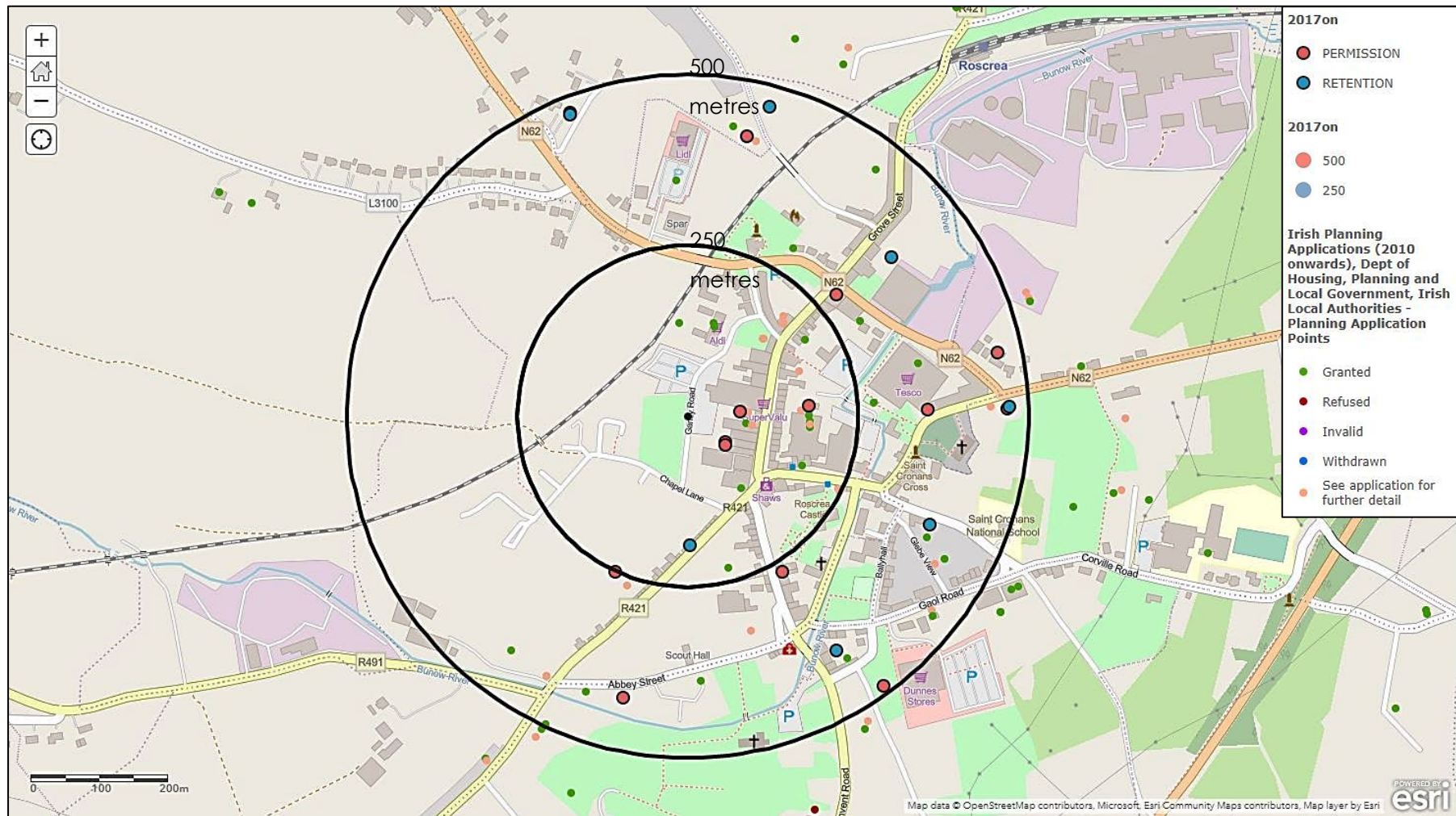


Figure 1.3: Planning History within 250m and 500m of the proposed works area at Gantly Road, Roscrea, Co. Tipperary

Source: ArcGIS, Annotated and Reproduced under Licence

2.0 DESIGN BRIEF

The purpose of the development of Gantly Street Public Realm is to enhance the street network in Roscrea Town Centre and by doing so to improve the context for development of greenfield and brownfield lands within the town centre, west of Main Street.

Gantly Street (the subject site) and the Public Realm Scheme are part of a wider effort to regenerate the town centre of Roscrea where lands are currently subject to a masterplan process. Figure 4.2 shows the extent of lands subject to the Gantly Road Age-Friendly Neighbourhood Masterplan (ongoing) and the subject site boundary, which falls entirely within the masterplan boundary.

The aim of the Gantly Road Age-Friendly Neighbourhood Masterplan is to transform the area into a new town-centre neighbourhood, regenerating Roscrea's centre with community life. Age-friendly accommodation, services and public realm are to form the focus of this new neighbourhood.

A key finding of the analysis and stakeholder consultation processes of the Masterplan was that environmental improvements to Gantly Street would, in turn, significantly enhance the potential of the adjacent lands for the development of services that support the objective of delivering an Age-Friendly Neighbourhood.

3.0 THE ISSUE OF ENVIRONMENTAL PLANNING

3.1 Need for Environmental Impact Assessment and Legislative Requirements

Schedule 5 of the *Planning and Development Regulations 2001* (as amended) details the prescribed classes of development which are subject to Environmental Impact Assessment (EIA). Those listed in Part 1 of Schedule 5 are automatically subject to Environmental Impact Assessment. Those listed in Part 2 of Schedule 5 are also likely to have significant environmental effects based on the nature and size of the development set out by threshold criteria.

Development not listed under Schedule 5 of the *Planning and Development Regulations 2001* (as amended), is not subject to any EIA in terms of Part X of the *Planning and Development Act 2000* (as amended).

Since the project is a local authority own development, the requirement for sub-threshold EIA is addressed in Article 120 of the *Planning and Development Regulations 2001* as amended).

In this instance we present that there is no specific requirement to undertake EIA and the requisite accompanying Environmental Impact Assessment Report (EIAR) and the determining authority and competent authority on matters of environmental effects are respectfully enabled to 'screen out' the requirement for EIA.

A preliminary screening exercise was undertaken by Place + Urbanism to determine the likely 'significant environmental effects' which may arise due to the location or characteristics of the proposed development, and is enclosed under separate cover entitled, *Gantly Street – Public Realm, Gantly Road, Roscrea, Co. Tipperary, Environmental Impact Assessment (EIA) Screening Report, January 2022*.

The EIA Preliminary Examination Screening Exercise concluded that:

Accordingly, it has been found using the requisite professional judgement, as relying on the available information, that no significant negative effects have been found or identified as to cause the requirement for an Environmental Impact Assessment, and whilst undertaking the requisite screening exercise.

The proposed 'Gantly Street Public Realm Enhancement Scheme' development for Roscrea is therefore not subject to any Environmental Impact Assessment in terms of Part X of the *Planning and Development Act 2000* (as amended).

3.2 Need for Appropriate Assessment and Legislative Requirements

Special Areas of Conservation (SACs) and Special Protection Areas for birds (SPAs) are sites that form part of a network, known as Natura 2000 sites, designated across Europe to protect biodiversity within the EU. SACs are designated under the *EU Habitats Directive (92/43/EEC)*, as transcribed into Irish law by the *European Communities (Natural Habitats) Regulations, 1997*, while SPAs are designated under the *EU Birds Directive (79/4089/EEC)*, as amended and codified in 2009/147/EC). The *European Communities (Birds and Natural Habitats) Regulations, 2011 (S.I. 477/2011)* revoked the 1997 Regulations (and amendments) as well as the *European Communities (Birds and Natural Habitats) (Control of Recreational Activities) Regulations 2010*. The purpose of the 2011 Regulations was to address transposition failures identified in the Court of Justice of the European Union (CJEU) judgements. Following additional amendments in 2013 (S.I. 499/2013) and 2015 (S.I. 355/2015) the regulations are now cited as the *European Communities (Birds and Natural Habitats) Regulations 2011-2015*.

Article 6(3) of the *EU Habitats Directive* states that: “Any plan or project not directly connected with or necessary to the management of the [Natura 2000] site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site’s conservation objectives.” Such an assessment is known as an Appropriate Assessment (AA).

This provision is transposed into Irish legislation by Part XAB of the *Planning and Development Act 2000* (as amended), Section 177U(4) of which provides for AA screening as follows: “The competent authority shall determine that an appropriate assessment of [...] a proposed development [...] is required if it cannot be excluded, on the basis of objective information, that the [...] development, individually or in combination with other plans or projects, will have a significant effect on a European site.”

Further guidance on AA is provided by the European Commission (2000) and the Department of the Environment, Heritage and Local Government (DEHLG) (2009).

If there is a source-pathway-receptor connection between the proposed development and the qualifying interests of a European site and potential harmful effects have been identified, measures to avoid or reduce those effects must be excluded from the screening analysis. If there is no source – pathway – receptor connection, the potential for harmful effects can be excluded.

An *Appropriate Assessment (Screening)* dated January 2022, was undertaken by Ross Macklin PhD (Candidate) BSc (Hons) Applied Ecology HDip. GIS Dip IPM MCIEEM IFM, and details that:

In consideration of the best available scientific knowledge, on the basis of objective information specific to the conservation objectives and qualifying interests of the relevant European sites, and by applying the precautionary principal, it **can** be concluded beyond reasonable scientific doubt that the proposed 'Gantly Street Public Realm Enhancement Scheme' at Gantly Road, Roscrea, Co. Tipperary, individually or in combination with other plans and projects, will not have a significant effect on a European site within a 15km buffer.

No significant effects on any of European Sites within the zone of potential influence are predicted and the European sites have been 'screened out' within the Stage 1: Appropriate Assessment Screening Report, confirming that Appropriate Assessment is not required in respect of the proposed 'Gantly Street Public Realm Enhancement Scheme' at Gantly Road, Roscrea, Co. Tipperary.

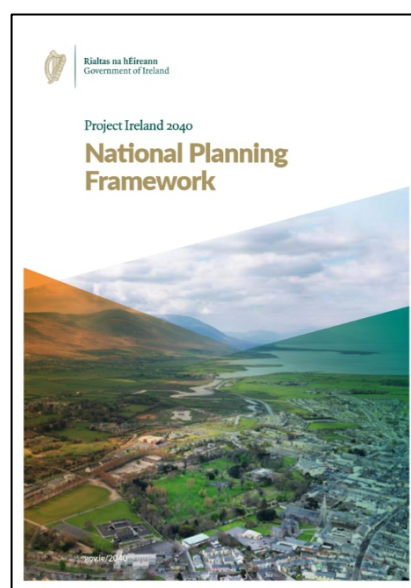
4.0 SPATIAL PLANNING AND POLICY CONTEXT

The Statutory Development Planning Context is a constant fluid environment. Any proposals associated with the for delivery of the 'Gantly Street Public Realm Enhancement Scheme', will be informed by a wide range of development planning policy documents. The importance of the *Project Ireland 2040 National Planning Framework*, the *Regional Spatial and Economic Strategy for the Southern Region*, and the *Roscrea Local Area Plan 2012-2018 (as extended)*, is acknowledged and of particular relevance in guiding the nature and extent of development proposals.

4.1 Delivering Project Ireland 2040

Project Ireland 2040 – National Planning Framework (NPF) was published in February 2018 and constitutes the primary strategic planning document for the country as a whole. This document has established a singular vision for development and investment in Ireland which is intended to guide population growth, infrastructure delivery, social and economic development throughout Ireland through to 2040.

The NPF acknowledges the need within the Southern Region, for more emphasis on a balanced approach in activating and realising much underutilised potential in wider rural towns, and Mid-West regional area focussed on strengthening of the urban cores of the county towns and principal settlements.



A key future planning and development place-making priority includes the preparation and implementation of a regional rejuvenation priorities programme, to shape and inform delivery of the Regeneration and Development Fund and identify significant ready-to-go city, rural town and village and rural rejuvenation priorities harnessing publicly owned land and other assets to bring about the transformation of both urban and rural areas and places in an integrated manner.

A particular focus within the NPF is on addressing local community and amenity facility provision in many larger towns through targeted investment under relevant NPF National Strategic Outcomes.

The NPF sets out 10 National Strategic Outcomes and 75 National Policy Objectives, to enable all parts of Ireland, whether rural or urban, to successfully accommodate growth and change.

The proposed 'Gantly Street Public Realm Enhancement Scheme' development for Roscrea is in pursuance of the following National Strategic Outcomes as providing enhanced amenities by investing in well-designed public realm and extensive amenity infrastructure, within the built environment.

National Strategic Outcome No. 1 Compact Growth which outlines that:

“Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.”

National Strategic Outcome No. 5 A Strong Economy, supported by Enterprise, Innovation and Skills which outlines that:

“This will depend on creating places that can foster enterprise and innovation and attract investment and talent. It can be achieved by building regional economic drivers and by supporting opportunities to diversify and strengthen the rural economy, to leverage the potential of places. Delivering this outcome will require the coordination of growth and place making with investment in world class infrastructure, including digital connectivity, and in skills and talent to support economic competitiveness and enterprise growth.”

National Strategic Outcome No. 7 Enhanced Amenity and Heritage which outlines that:

“This will ensure that our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism and trails such as greenways, blueways and peatways. This is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.”



Figure 4.1: Strategic Investment Priorities in response to National Strategic Outcomes

Source: Project Ireland 2040 – National Planning Framework

The proposed 'Gantly Street Public Realm Enhancement Scheme' development for Roscrea is in pursuance of the following National Policy Objectives as providing enhanced amenities by investing in well-designed public realm and extensive amenity infrastructure, within the built environment.

National Policy Objectives 6

“Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.”

National Policy Objectives 27

“Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.”

National Policy Objectives 28

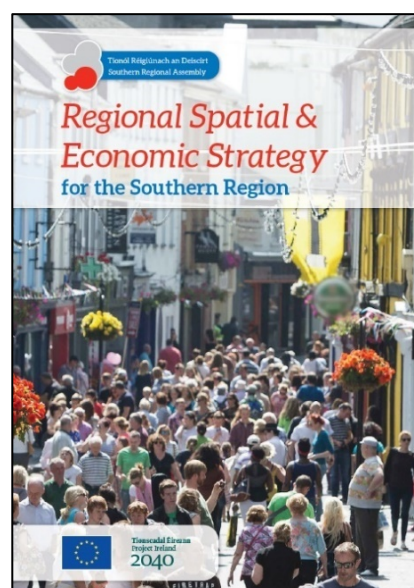
“Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.”

National Policy Objectives 30

“Local planning, housing, transport/accessibility and leisure policies will be developed with a focus on meeting the needs and opportunities of an ageing population along with the inclusion of specific projections, supported by clear proposals in respect of ageing communities as part of the core strategy of city and county development plans.”

4.2 Regional Spatial and Economic Strategy for the Southern Region

The principal statutory purpose of the *Regional Spatial and Economic Strategy for the Southern Region (RSES)* is to support the implementation of Project Ireland 2040 and the economic policies and objectives of the Government by providing a long-term strategic planning and economic framework for the development of the Region. The RSES is required under the Planning and Development Act 2000 to address employment, retail, housing, transport, water services, energy and communications, waste management, education, health, sports and community facilities, environment and heritage, landscape, sustainable development and climate change.



The Strategy is underpinned by key enablers, including:

- Improving and protecting the quality of the environment and our rich heritage; and
- Revitalising our urban areas and spaces through creative and regenerative place-making and provide new vitality for City and Town Centres.

The objectives in the RSES for the Region's urban and rural settlements and networks serve as a support for stakeholders in applying for funding under various schemes. Transport policies and objectives for the Region have a strong focus on improving walking and cycling provision in towns and villages, including the re-distribution of street space and upgrade of public realm and urban design.

The proposed 'Gantly Street Public Realm Enhancement Scheme' development for Roscrea is in pursuance of the RSES for the Region's objectives for providing enhanced amenities by investing in well-designed public realm and extensive amenity infrastructure, within the built environment.

4.3 Policies and Objectives of the North Tipperary County Development Plan 2010 (as varied)

The proposed 'Gantly Street Public Realm Enhancement Scheme' development for Roscrea will meet the following objectives and policies set out in the North Tipperary County Development Plan 2010 (as varied).

SO4-2 *It is an objective of the Council to prepare public realm enhancement plans for each Service Centre Settlement and to seek funding as opportunities arise for the implementation of these plans.*

SO6-6 *It is an objective of the Council to implement proposals to enhance the public realm of town and village centres as opportunities arise in line with the TCI. Such measures may include the development of town centre public realm plans, village centre enhancement schemes, design guidelines, site development frameworks etc. as the case may be.*

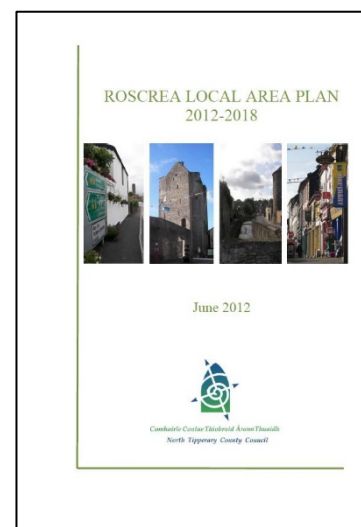
Policy RTC9: Regeneration of Strategic Town Centre Sites - *The Council will support and facilitate the appropriate redevelopment of strategic town centre and disused/underused sites as the opportunities arise and in line with existing town centre policies and framework plans for towns and villages.*

4.4 Policies and Objectives of the Roscrea LAP 2012-2018 (as extended)

The proposed 'Gantly Street Public Realm Enhancement Scheme' development for Roscrea is in pursuance of the following policy associated with Placemaking and Public Realm, and specifically of the Town Centre, as outlined in Chapter 5 of the *Roscrea Local Area Plan 2012-2018 (as extended)*.

Policy TC1: Town Centre: a) Strengthen the centre function of Roscrea as a commercial, cultural and living centre; and c) Seek improvements to the quality of the town centre as part of new development.

Policy TC2: Public Realm: It is the policy of the Council, subject to resources and through partnership with the community, to support the implementation of the improvement initiatives identified in the Public Realm Plan.



The subject lands are located within 'Town Centre' Zoning Objective Lands in the *Roscrea Local Area Plan 2012-2018 (as extended)*, the stated objective of which is to:

“To provide and enhance for Town Centre Mixed Use facilities”.

As illustrated within Figure 4.1, below, the character of this area is primarily urban in nature, with the eastern area off Gantly Road primarily characterised by backlands with some carparking and retail, and the western area characterised by vacant greenfield lands, carparking and retail.

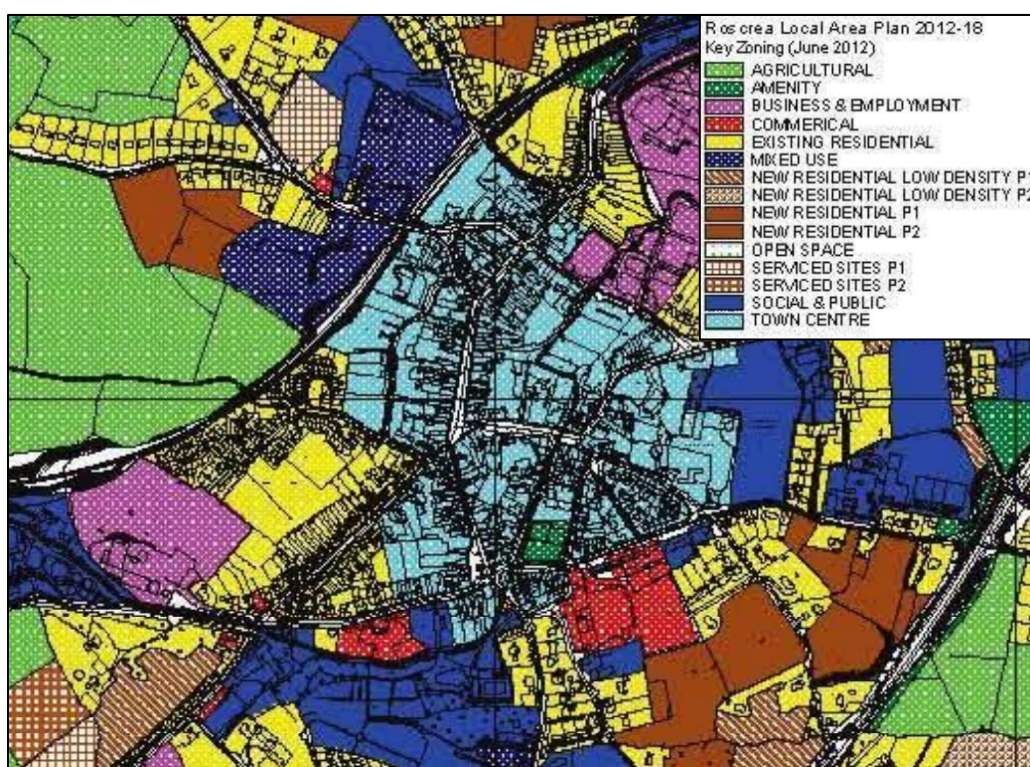


Figure 4.2: Zoning Provisions of Roscrea Local Area Plan 2012-2018 (as extended)

Source: *Roscrea Local Area Plan 2012-2018 (as extended)* under Licence

4.5 Cultural Heritage

Roscrea is a historic town, and as such it includes many protected structures, heritage buildings, national monuments, architectural conservation areas and zones of archaeological potential.

There are 4 no. ACAs in Roscrea: (i) Main Street ACA, (ii) Rosemary Street ACA, (iii) Burgoo ACA and (iv) Bunkers Hill ACA. The site area is adjacent to and abuts the Main Street Architectural Conservation Area.

Additionally, several buildings to the east of the site are protected structures and/or registered on the National Inventory of Architectural Heritage (NIAH). Their boundary walls and curtilage would be included in this Protected Structure status and the potential impact of the proposed 'Gantly Street Public Realm Enhancement Scheme' development must be acknowledged.

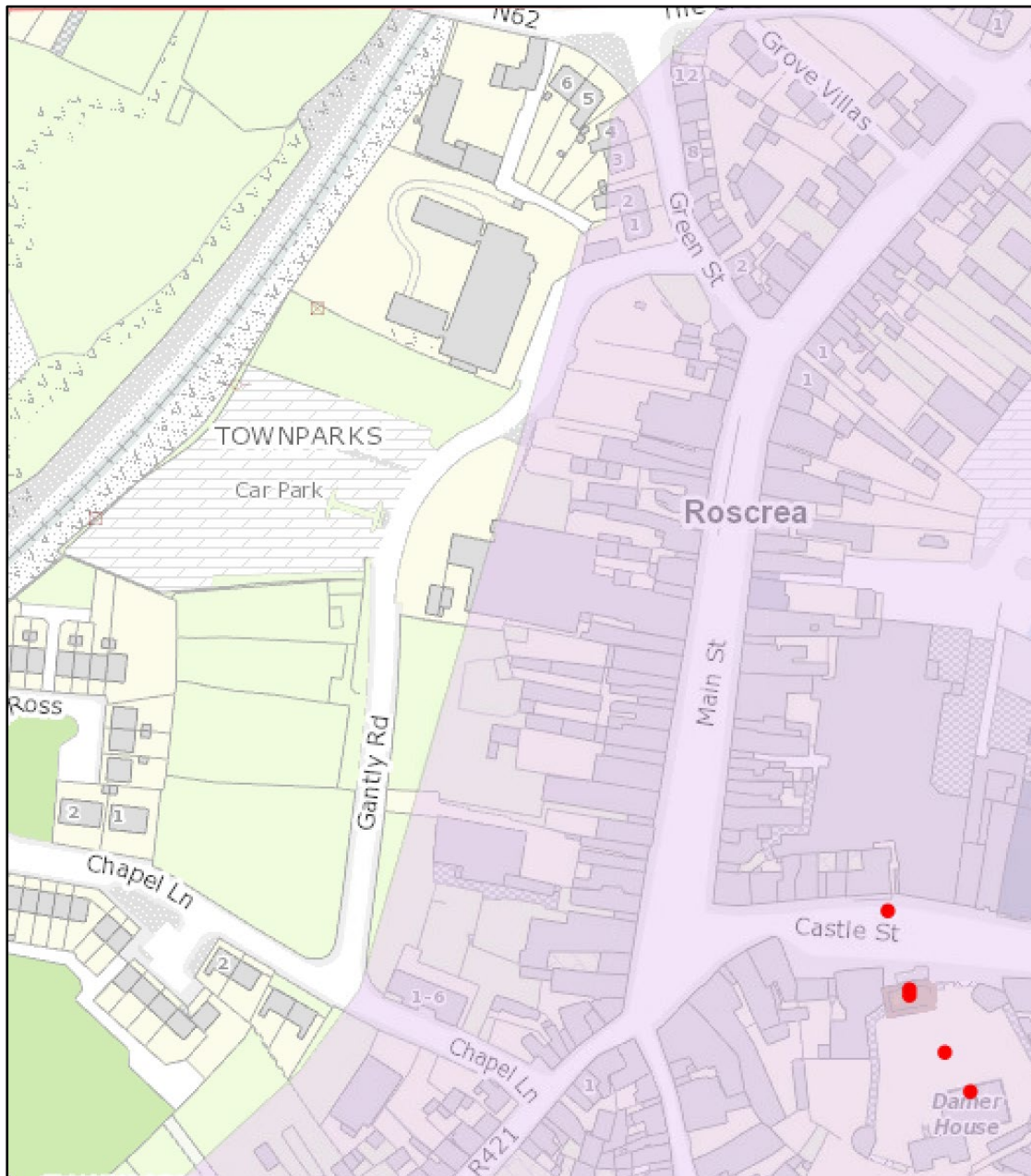


Figure 4.3: Zone of Archaeological Potential

Source: <https://maps.archaeology.ie/HistoricEnvironment/>

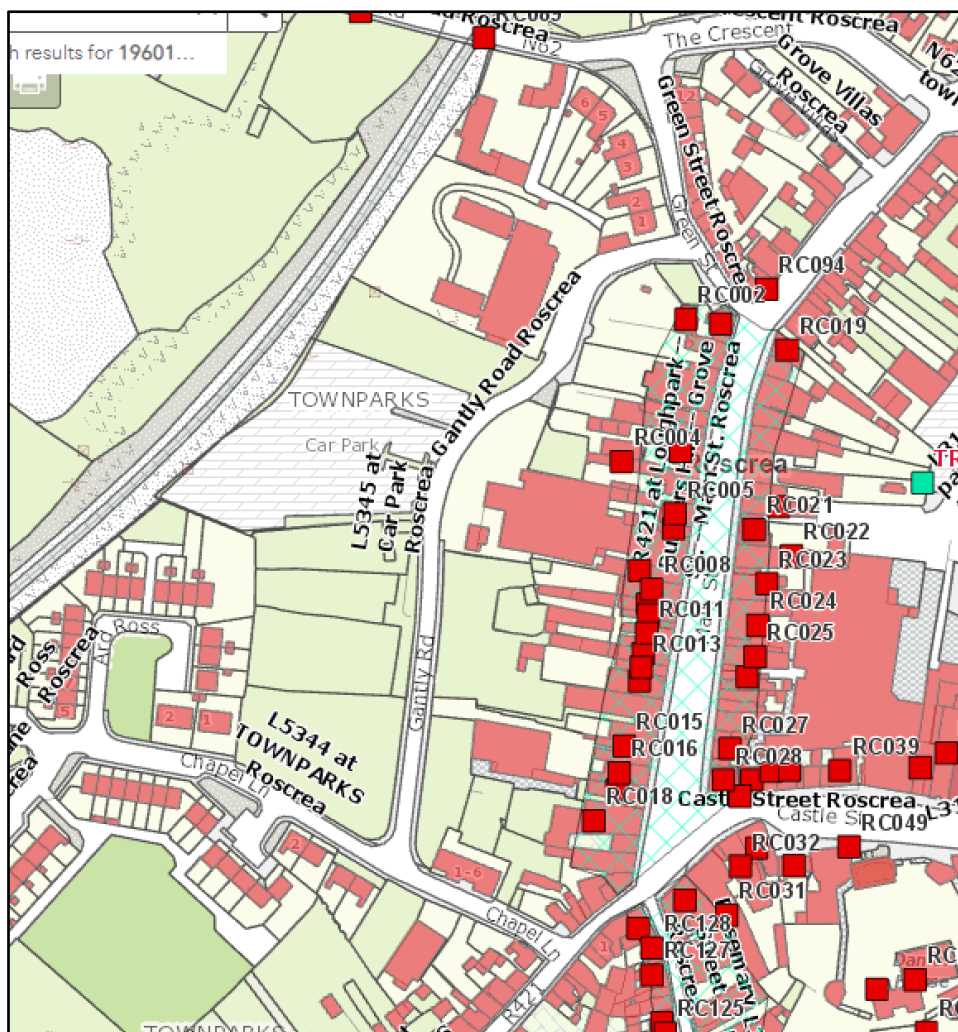


Figure 4.4: Architectural Conservation Area and Protected Structures

Source: <https://tcc-arcgis-ent.tipperarycoco.ie/portal/apps/webappviewer>

The site is located adjacent to the Zone of Archaeological Potential. The proposed 'Gantly Street Public Realm Enhancement Scheme' is presented within an existing two way surfaced urban road carriageway, with intermittent pedestrian sidewalks and grass verges, and the archaeological potential of this site may be considered low to negligible, with no negative effects on the historic, cultural or archaeological effects of the receiving environment anticipated.

In accordance with the National Monuments Act, the Framework and Principles for the Protection of the Archaeological Heritage and the objectives relating to archaeology in the Tipperary County Development Plan and the Roscrea Local Area Plan 2012 it is recommended that the following archaeological mitigation measures be undertaken. As such, all ground disturbances should be archaeologically monitored, by a suitably experienced archaeologist.

5.0 GENERAL DESIGN STRATEGY

5.1 Design Objectives

The purpose of the Development of Gantly Street Public Realm is to enhance the street network in Roscrea Town Centre and by doing so improve the context for development of greenfield and brownfield lands within the town centre, west of Main Street.

Gantly Street (the subject site) and the Public Realm Scheme are part of a wider effort to regenerate the town centre of Roscrea where lands are currently subject to a masterplan process. Figure 5.1 shows the extent of lands subject to the Gantly Road Age-Friendly Neighbourhood Masterplan (ongoing) and the subject site boundary, which falls entirely within the masterplan boundary.



Figure 5.1: Gantly Road Age-Friendly Neighbourhood Masterplan

The aim of the Gantly Road Age-Friendly Neighbourhood Masterplan is to transform the area into a new town centre neighbourhood, regenerating Roscrea's centre with community life. Age-friendly accommodation, services and public realm are to form the focus of this new neighbourhood.

One finding of the analysis and stakeholder consultation processes of the Masterplan was that environmental improvements to Gantly Street would, in turn, significantly enhance the potential of the adjacent lands for the development of services that support the objective of an Age-Friendly Neighbourhood.

The design objectives of the Gantly Street Public Realm Scheme are therefore to:

- Prioritise pedestrian movements as the primary mode of travel for aging communities by widening footpaths, continuing the footway through low volume vehicular access points, providing safe crossing points and using materials and finishes sympathetic to the needs of those with low vision or compromised mobility.
- Support the adoption of walking and cycling by providing for safe routes and low design speeds for motorised traffic in the vicinity
- Provide for the movements of HGVs (Heavy Goods Vehicles) that supply the many commercial units that are accessed from Gantly Street.
- Space proof the scheme for the introduction of a segregated cycle route and adequate cycle parking in the future, as the area develops
- Facilitate future pedestrian and cycle connection to Main Street and the wider town via laneways and future footways
- Improve the appearance and quality of the street environment through the use of higher quality materials in surface design, street furniture and public lighting and by introducing more planting and street trees
- Improve stormwater management in the vicinity through the introduction of bioretention rain gardens and associated planting.
- Improve the green infrastructure in Roscrea Town Centre with the introduction of bioretention rain gardens planted with long-flowering perennials and River Birch to support invertebrates and birds and bring greenery and visual interest to the street.

5.2 Street Geometry & Design

Gantly Road currently has a variable cross section ranging from 8.5m at the northern end where it meets Green Street to 11m at the southern end where it meets Chapel Lane. In between the cross section is less well defined e.g., in the vicinity of Supervalu carpark.

At the northern end Gantly Road consists of an approx. 6.5m carriageway with 2 no. 1m footpaths, at the southern end there is a 6.5m carriageway and footpaths are approx. 2m wide.

There is a single controlled pedestrian crossing (zebra type) at Supervalu with other limited opportunities for safe pedestrian crossing along the length of the road.

The current arrangement along Gantly road is car dominated with many direct accesses which break the pedestrian priority along the footpaths, open and uncontrolled frontage and a lack of pedestrian / cycle facilities that would promote a safe walking environment. Gantly Road currently operates with a 50kph speed limit.

As part of the Gantly Road Age-Friendly Neighbourhood Masterplan proposals, it is intended to reverse the sense of car dominance on Gantly Road and convert this to a pedestrian friendly Urban Street. This will be achieved by converting some of the existing road space from vehicle space and dedicating it to verges for urban tree planting and improved pedestrian and cycle facilities.

As part of the public realm enhancement scheme the objective of converting Gantly Road to Gantly Street will commence with the provision of a narrower 5.5m wide vehicle carriageway, complimented with new traffic calming measures in the form of raised pedestrian crossings which in conjunction with the streets horizontal alignment will reduce operating speeds on the new street to 30kph, this will reduce the sense of car dominance and create a safer cycling environment on the shared carriageway.

The new street will include a 2.4m wide verge along the western edge which will be designed and landscaped to form a bioretention rain garden, along with this a new 1.5m wide hard landscaped strip will be provided along the eastern edge and there will be 2.4m wide footpaths each side.

The 2.4m wide footpaths provided at both sides of the new street will ensure that excellent pedestrian facilities are provided along the street in order to facilitate walking as the primary mode of local travel in line with the objectives of the Gantly Road Age-Friendly Neighbourhood Masterplan proposals.

This arrangement can be implemented from the southern terminus of the Street at Chapel Lane to the Aldi carpark entrance, where after the restricted width means that the street cross-section will revert to a 5.5m wide carriageway with 2.4m wide footpath along the eastern edge with a 0.3m wide buffer provided to the existing buildings on the western side of the street.

6.0 FLOODING

6.1 General

The site does not contain any significant water features such as ponds, streams or arterial drains and it is located approximately 0.4Km south and west of the Bunnow / Moneen river which runs north - south along the eastern edge of the town and then turns to east - west along the southern edge of the town. The site is elevated approx. 4 – 5m above the river level.

6.2 Roscrea SFRA

There is no Strategic Flood Risk Assessment (SFRA) for Roscrea, however a Stage 1 – Flood Identification exercise was carried out by TCC as part of the Roscrea LAP 2012 – 2018. This identified areas where flooding risk was likely and areas where previous flooding has occurred. The Stage 1 – Flood Identification exercise did not identify any previous or current flood issues at the proposed site.

6.3 OPW Flood Hazard Mapping

A review of the OPW Flood Hazard mapping website (www.floodinfo.ie) found no identified flood hazards on or in the vicinity the subject site. There are previous flood events to the east and west of Roscrea, but these are not proximate to the site.

6.4 OPW CFRAM Maps

A review of the CFRAM (Catchment Flood Risk Assessment & Management) Studies maps (www.floodinfo.ie) do not identify any flood risk at the site from fluvial or pluvial sources. An extract from the of the OPW CFRAM map (S2526ROE_EXFCD_F1_01) is shown below in Figure 6.1.

The site is not identified in any of the high-risk flood zones (Zone A > 1% AEP or Zone B 1% to 0.1% AEP).

The modelled flood levels on the Bunnow River for the 0.1% AEP (Annual Exceedance Probability or 1:1000 year) to the NE & SW of the town are 94.06m at node 01BUN04065u and 81.85m at node 01BUN02819 as shown below in Figure 6.2, which is extracted from the OPW CFRAM map (S2526ROE_EXFCD_F1_01).

The site can be classified as a Zone C (low risk >0.1% AEP) Site which is suitable for development including public realm, residential and commercial development.

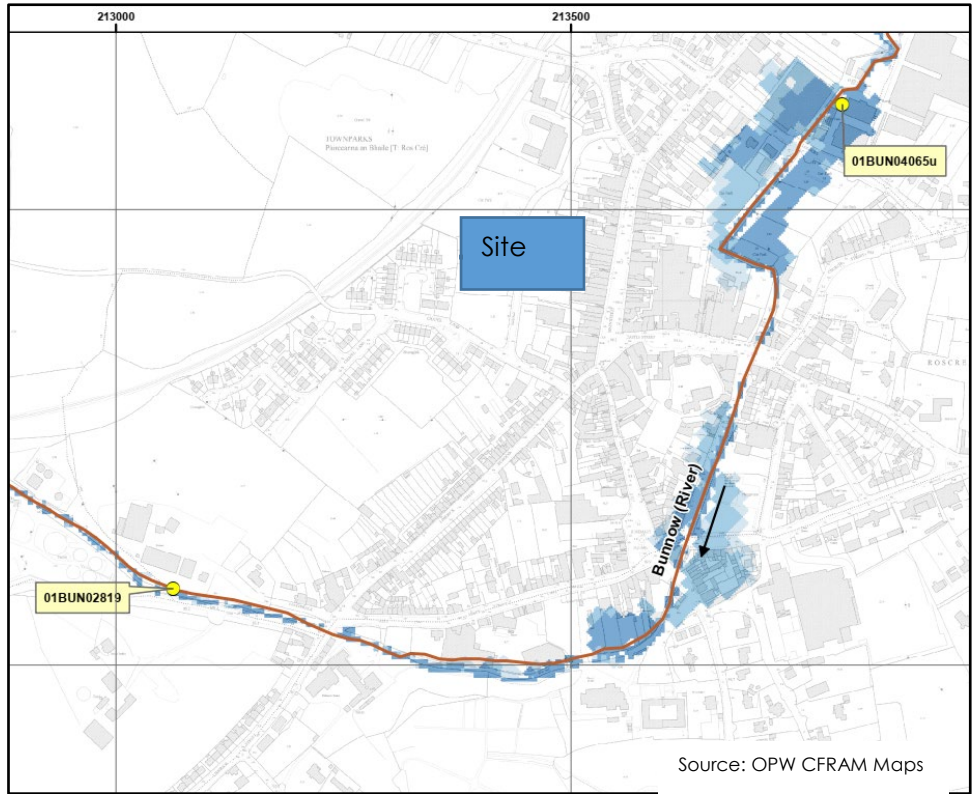


Figure 6.1 – CFRAM Map Extract

Node Label	10% AEP		1% AEP		0.1% AEP	
	Water Level (mOD)	Total Flow (m ³ /s)	Water Level (mOD)	Total Flow (m ³ /s)	Water Level (mOD)	Total Flow (m ³ /s)
01BUN04065u	93.79	5.16	93.96	5.64	94.06	6.66
01BUN02819	81.61		81.75		81.85	
01BUN02435	78.05		78.21		78.32	

Figure 6.2 – CFRAM Modelled Flood Levels

7.0 TRANSPORT AND ACCESS

7.1 Local Access

Gantly Road currently has a two-way traffic system in place, access is gained via Green Street to the north and via Chapel Lane to the south, these in turn are connected to the N62 to the north and R445 to the south. Green Street joins the north end of Main Street and Chapel Lane joins Limerick Street close to the southern end of Main Street near the junctions with Rosemary Street and Castle Street.

There are several pedestrian accesses onto Gantly Road from Main Street, some of which are public, and others are private for existing retail premises which front onto Main Street.

These local access arrangements will remain as part of the Gantly Street public realm improvements.

7.2 Parking

Gantly Road currently provides access to 7 no. carparks – 2 no. TCC carparks, 2 no. Supervalu carparks, Aldi, Credit Union and Expert Electrical. Access to all of these carparks will be retained as part of the Gantly Street public realm improvement work.

As part of the public realm improvement proposals, it is intended to provide 3 no. number parallel parking spaces along the street side next to the TCC owned site which is identified for future housing development.

7.3 Connectivity & Sustainable Travel

Pedestrian

Along Gantly Road there is a lack of connection of the pedestrian facilities with discontinuities in the footpath at the northern end close to Supervalu and its carpark. This lack of connection is being addressed as part of the public realm improvements with continuous 2.4m wide footpaths being provided both sides of the new Gantly Street.

These footpaths will be fully continuous along the entire length of the street with entrances and direct access formed as raised footpath crossovers, which will reinforce the pedestrian priority at the access. All accesses will be provided with paving to define the vehicle crossover as shown in the drawings.

Associated with these new pedestrian facilities along the street will be the provision of 3 no. controlled pedestrian crossings (zebra type), these will be strategically located to reduce vehicle speeds along Gantly Street and will serve the existing commercial businesses at Supervalu & Aldi as well linking to the pedestrian connections to Main Street. These crossings will improve permeability and connectivity across the site.

At the northern and southern ends of Gantly Road there are no dropped kerbs or tactile paving to facilitate pedestrian crossing along Green Street & Chapel Lane junctions. As part of the works new tie-ins of the pedestrian facilities along these roads will be provided and new dropped kerbs and tactile paving will be provided at the junctions.

There are several pedestrian accesses onto Gantly Road from Main Street, some of which are public, and others are private for existing retail premises which front onto Main Street. As part of the public realm improvement works these connections will be retained and reinforced through the provision of a new controlled pedestrian crossing as noted above.

Cycle facilities

In Roscrea there are no dedicated cycle facilities on Gantly Road, Chapel Lane, Green Street or Main Street and the typical urban speed limit of 50km/h applies along these roads. The Town centre streets are generally too narrow for segregated cycle facilities and cyclists generally share the existing road space with vehicular traffic.

Considering the scale of Roscrea and its hinterland and based on site observations, the traffic flows on Gantly Road are considerably less than the 5,500 AADT (Annual Average Daily Traffic) threshold for shared street cycle facilities within a 50km/h speed zone as set out in the National Cycle Manual. Therefore, it is proposed that the new street will provide shared street cycle facilities.

As part of the proposals for the public realm improvements, to bring about the conversion of Gantly Road to Gantly Street, additional traffic calming, pedestrian and cycle priority measures are being implemented, which along with the road's horizontal alignment mean that an operating speed of closer to 30km/h are likely along the street. A reduction in the operating speed limit along the street will create a safer and more accessible cycling environment on the street.

The cycle infrastructure provision will be accompanied by dedicated safe bicycle parking in the public realm areas and associated with the new buildings.

Bus Connectivity

Gantly Road is currently used as part of the Tipperary Local Link T12 route serving the town and its hinterland from an informal bus stop at Bernie's Supervalu.

It is proposed as part of the public realm improvement works to provide a formal bus stop on Gantly Street near the existing informal stop at Supervalu. This bus stop will serve the Local Link services and could also act as a taxi set-down on the street.

Rail

There are no direct rail connections along Gantly Road, Roscrea rail station is located approximately 800m from the site and can be reached in less than a 10-minute walk.

The improvements proposed as part of the pedestrian facilities and walking connectivity along Gantly Street as well as to and from the new street will make the rail station more accessible from the new street.

Taxi

There is no specific Taxi rank in Roscrea presently and there is no designated taxi rank included in the proposals, however the new bus bay along Gantly Street could be made available for taxi drop off and pick up.

7.4 Servicing / Deliveries

Gantly Road is used to serve regular HGV deliveries to both Supervalu & Aldi as well as deliveries to Expert Electrical and other commercial businesses along the road.

It is understood from consultations with local businesses and from a review of the physical road network, that large HGV deliveries typically access Gantly Road from Limerick Street and the southern junction with Chapel Lane (as there are right hand turn restrictions at the N62 & Green Street).

Upon leaving it is understood that HGV's will typically reverse their route heading south to the Chapel Lane junction and on to Limerick Street and then the R445 where access to the N62 & the M7 are achieved.

As part of the public realm improvement proposals, it is intended to reduce the carriageway to 5.5m, this is sufficient width to cater for the HGV's access to and from the businesses along Gantly Street and will have little or no impact on HGV deliveries, as sufficient turning and reversing facilities for access to the existing premises will be maintained.

An Autotrack Swept Path assessment for HGV access to both the Supervalu & Aldi sites has been carried to show that the current delivery arrangements can be retained following the works, this is detailed on drawing 1004 attached.

8.0 WATER SERVICES

8.1 General

The Gantly Street public realm improvement works scheme will not add to the wastewater or water demand for Roscrea as there are no new residences or businesses proposed as part of the scheme that will generate demand for water and wastewater services.

In relation to storm water management there will be a small increase in the impermeable area of the catchment associated with Gantly Street due to the provision of more extensive and wider footpaths, the increase is estimated to be less than 600m².

Information in relation to the public water infrastructure has been gathered from Tipperary County Council as water authority for storm water drainage and as agent for Irish Water for foul drainage and potable water.

It is understood that there is currently a Drainage District Plan being prepared for Roscrea by Irish Water, details of this plan are not yet known.

Roscrea has an existing wastewater treatment plant which is located on Monastery Road. The Roscrea WWTP has a capacity of 26,000 PE, which is ample to serve the town and its surrounds, including any potential development that will follow from the public realm improvement works.

Roscrea's primary public water supply comes from the Brosna River at Fanure. The town is served by reservoirs at Carrig and Glenbeha, it is understood that there are no current water capacity issues in the town that would affect the future development that will follow from the public realm improvement works.

8.2 Storm Water Management & SuDs

Existing Storm Drainage

Details as received from TCC relating to the storm water infrastructure in the areas are shown in Figure 8.1 below.

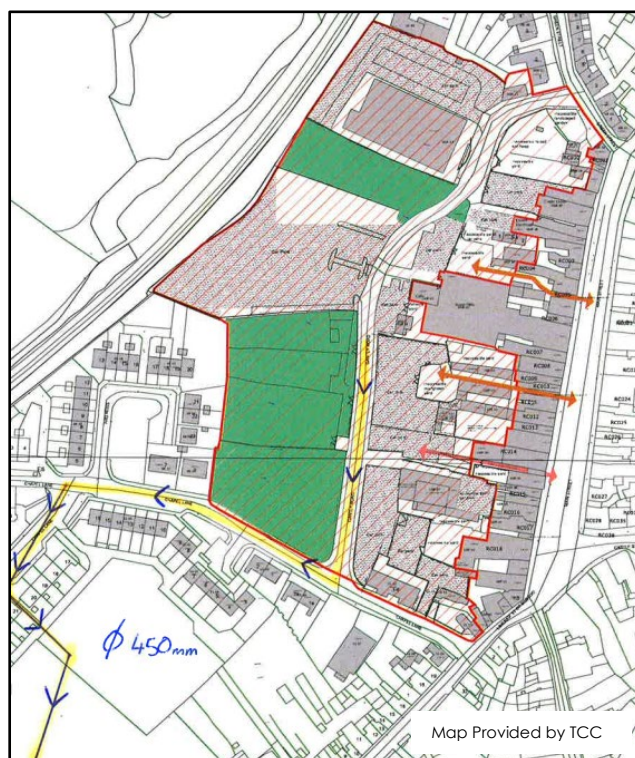


Figure 8.1 – Public Stormwater Drainage Network

The map shows a 450mm diameter storm water sewer in Gantly Road, it is understood that this sewer travels west along Chapel Lane and then via the existing housing estate and on to a discharge point at the river Bunnow south of the site.

This is a dedicated storm pipe which outfalls to the river, and it is understood from Sean O' Connor (Roscrea Town Foreman for TCC) that there are no capacity constraints with the pipe, which was installed in 2008.

There are no existing SuDs or storm water attenuation systems on Gantly Road.

Proposed Storm Water Management & SuDs Systems

As part of the public realm improvement works, it is proposed to implement a Storm water management system that incorporates as much as possible sustainable urban drainage system (SuDS) features.

As part of the storm water management design an assessment of various suds features was conducted, with the following outcomes.

The site due to its urban location, constrained extent within the roadside boundaries and linear nature was not considered suitable for large scale infiltration via soakaways or infiltration blankets, this is due to the proximity of these features to future buildings and street frontage development.

The use of filter strips and swales were also investigated and due to the restricted width available between third party roadside boundaries means that these elements were also excluded due to lack of available space within the site.

As part of the new street design a planted verge of 2.4m in width is proposed along the western side of the road. This planted verge is being proposed as a bioretention rain garden and will have multi-stem trees with integrated tree pits. The trees will be provided at approximately 7.5m centres along the length of each bioretention rain garden.

The road drainage from the new road will be directed into the bio retention rain garden via kerb inlet gullies along the western edge of the road and the footpath at this side will be graded to fall towards the swale.

Along the eastern edge of the road the existing road gullies will be moved to the new kerb line as needed and the new footpaths and hard landscape strip will drain to these gullies. These gullies will direct stormwater to the bioretention rain gardens.

Beneath the bioretention rain gardens a land drain will be provided which will direct any excess storm water not taken up through evaporation or evapotranspiration back to the existing gravity storm sewer.

Gravity System

There is no new storm pipe network included as part of the scheme and the existing 450mm pipe along Gantly Street will be retained

Attenuation Design

As the proposed works do not involve any significant increase in impermeable area and the minor increase that will occur is mitigated through the use of SuDs drainage features there are no proposals to provide more attenuation on the site.

Any future development of the sites along Gantly Street will have to provide their own on-site SuDs and attenuation facilities.

8.3 Wastewater Drainage Services

Existing Wastewater Drainage

The public wastewater sewer as mapped by TCC & IW is located along the western boundary of the site as shown below in Figure 8.2. This is a 375mm diameter combined sewer. There is also a 375mm foul sewer on Chapel Lane and a 150mm foul sewer on Main Street.



Figure 8.2 – Public Foul Drainage Network

Proposed Wastewater Drainage

As there are no new buildings proposed as part of the works that would require wastewater services there are no new wastewater services proposed as part of the scheme.

8.4 Water Supply Services

Existing Water Services

The mapping available from TCC & IW shows that the area is served by 100mm and 50mm watermains along Chapel Lane and Gantly Road, there is also a 375mm watermain located on Main Street. The watermain infrastructure in the area is identified in Figure 8.3 below.



Figure 8.3 – Public Watermain Network

Proposed Water Services

As there are no new buildings proposed as part of the works that would require water services there are no new water services proposed as part of the scheme.

Any upgrades of the water supply system will be carried out in conjunction with IW and will be designed to serve future development that may follow on from the public realm improvement works.

9.0 UTILITIES

9.1 Public Lighting

The existing public lighting along Gantly Road consists of stock type 8m high lamp standards at approximately 35m centres, these are all located along the western road edge and extend as far as the southern boundary of the Aldi site, after which there is no formal public lighting system.

As part of the public realm improvement scheme new public lighting will be provided for the entire length of Gantly Street to ensure that there is adequate lighting for the full length of the new street. The new public lighting will consist of selected Eclatec Tiaga (mother & child) type lamp standards with LED fittings at 6m and 4m for the road and footpath respectively.

The detailed design of the new public lighting system will determine the size and type of fitting to be used, as well as the final position of the new lamp standards, a preliminary layout based on fitting at approximately 30m centres is included on drawing 1000.

9.2 Power & Communications

The majority of power and telecommunications services along Gantly Road are underground with chambers and accesses available within the existing footpaths.

At the northern end of the road there are a number of overhead power and telecom services. As part of the works these overhead lines will be undergrounded in consultation with the relevant utility providers.

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