

## APPENDIX 1: SUSTAINABILITY STATEMENT

### TRANSPORT

Headings	Comments
1) Is the development near a transport node?	
2) Is the development supported by public transport, cycling, pedestrian, and environmentally friendly transport? (Public transport, cycle ways and footpaths should be identified on your plans)	
3) Does the development support pedestrian priority and sustainable living?	
4) Does the development have good accessibility and pedestrian permeability? (A pedestrian mobility plan should be submitted as part of the planning application)	

### ENERGY

Headings	Comments
5) Has your development incorporated other sustainable design approaches/ renewable energy technologies?	
6) Has your development used renewable materials: natural, ecological and locally produced? Please provide a detailed breakdown of materials proposed to be used.	
7) Has your development proposals to minimise waste and has it made provision for re-cycling in the collection of waste?	
8) What is the preliminary Building Energy Rating (BER) for the proposed building? Please submit copy of preliminary BER.	
9) How has your proposed building been sited in order to maximise exposure to passive solar energy?	

### ECOLOGY

Headings	Comments
10) Has your development retained and integrated into its design related features of the site such as trees, shrubs, water courses and topography?	
11) Will the proposed development protect bio-diversity and use native species? A full environmental analysis of all designations and other significant features should be submitted as part of the proposed development. A management scheme for on-going ecological conservation should be submitted as part of the planning application.	
12) Demonstrate in your application how the development will link urban and rural.	
13) Clearly demonstrate how green areas have been	

designed to provide maximum enjoyment and form an integrated part of the development.	
14) Demonstrate how water features within and adjoining the site and their existing integrity is protected and enhanced as part of the proposed development.	
15) Show how water quality will be protected during construction and after completion of the development.	
16) Your proposals to identify and reduce likely sources of noise pollution.	

## **LAND**

<b>Headings</b>	<b>Comments</b>
Demonstrate how your design has maximised the efficient use of land for urban development.	
17) Demonstrate how the proposed development has followed the sequential approach so as to maximise its integration with the existing fabric of the settlement?	
18) Clearly justify, where existing buildings have not been incorporated into the development, why it is proposed to remove them. Where it is proposed to demolish existing buildings, you should submit detailed proposals for the reuse of materials from these building.	
19) Clearly show how your proposals comply with appropriate national, regional and local guidelines.	

## **SOCIAL QUALITY**

<b>Headings</b>	<b>Comments</b>
20) Demonstrate how your development has provided a housing mix to cater for different household sizes and social integration, appropriate to the settlement.	
21) Show all existing services, workplaces and schools in the area and how the proposed development relates to each of them.	
22) Show that sufficient capacity exists within local school and crèches in the area, in line with appropriate guidelines.	
23) Demonstrate how your development caters for persons with disabilities, special needs and the elderly.	

## APPENDIX 2: OPPORTUNITY SITES

### Introduction

The following four sites have been identified as opportunity sites appropriate for development within the town centre of Roscrea. The redevelopment of these sites would make a valuable contribution towards the physical and economic regeneration of the town centre.

It should be noted that the Development Briefs set out below are not intended to be prescriptive. The purpose of the briefs is to identify the land use possibilities of each of the sites and to provide guidance on land uses and design parameters to be considered in the preparation of detailed design schemes.

In setting out these briefs, the Council recognises the difficulties that may arise in the realisation of the objectives outlined for each site. As with many towns in Ireland, the multitude of land ownerships within each of the sites identified may cause difficulties for development of the sites.

### 1. Lourdes Road - Former pharmaceutical factory site

#### Site, area, & description:

The site is located on Lourdes Road, in Roscrea town centre. The site has an area of 3.45ha. The site is occupied by the pharmaceutical factory Taro. The site has an existing access and a large frontage onto Lourdes Road. The site is bounded to the east and west by residential properties and to the north by industrial developments. The Moneen River runs through the site.



Lourdes Road Opportunity Site

## Zoning: Mixed use

### Acceptable uses:

Given its size it would be appropriate to sub-divide the site. The site is suitable for a mix of uses including light industry, offices or other employment related activities. The southern section of the site should incorporate a mixture of uses including retail/commercial, food/hospitalities and residential. The development should be phased to ensure an active frontage onto Lourdes Road.



### Guidance on design and layout:

The overall development of the site should provide for the following:

- A distinct sense of place, as it would provide a significant extension of the town centre to the north.
- Contemporary and/or modern design.
- Appropriate scale and massing which respects the existing townscape
- Ensure sufficient pedestrian linkages and permeability throughout the site and to the town centre
- Enhance of the river frontage to provide an amenity area along its bank.



## 2. Corner of Church Street and Lourdes Road

### Site, area, & description:

The site, which has an area of 0.0962ha, is situated on the corner of Church Street and Lourdes Road. The site is bounded by residential properties on either side and currently accommodates a garage which is in poor repair. There are notable views along Church Street to the heritage sites of Saint Cronan's Church, the Round Tower and the Black Mill



Corner of Church Street and Lourdes Road

**Zoning:** Mixed Use

**Acceptable uses:**

This site would be appropriate for a mixed use development, incorporating uses relating to commercial activities or a tourist related use given its positioning close to several heritage sites.



### Guidance on design and layout:

The overall development of the site should incorporate the following:

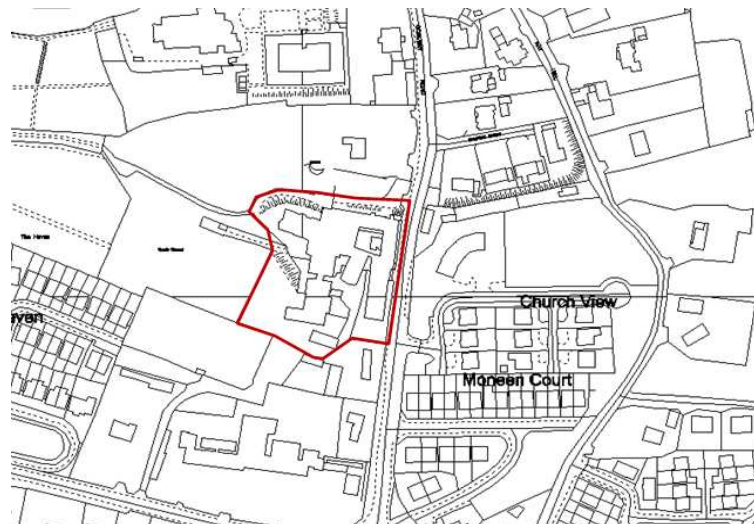
- A high quality design, with materials that complement and reflect the surrounding historic buildings and structures.
- The building should be no more than three storeys in height, in order to preserve the visual amenity of the area.
- Enhancement of the streetscape with the inclusion of a curved building to achieve a continuous building line.

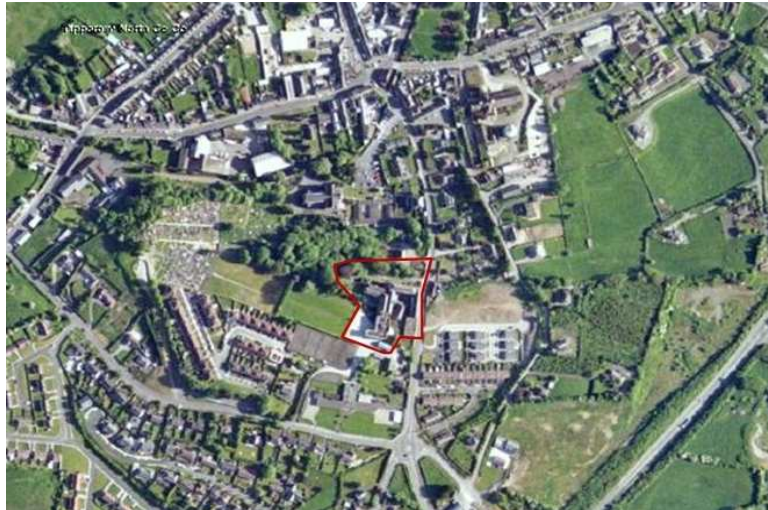


### 3. Convent of the Sacred Heart, Convent Road

#### Site, area, & description:

The property is located on Convent Road, south of the town centre. The Convent, which fronts onto Convent Road, is an intrinsic part of the history of Roscrea and the restoration of the buildings is desirable. The site comprises several other buildings, all of which are protected structures and which are located to the rear of the main convent building. There is a vehicular access at the northern boundary to service the rear of the site. The site is surrounded by mature trees to the north and northwest. To the south of the convent is a primary school; to the west and east are residential properties.





**Zoning:** Mixed use

**Acceptable uses:**

The site would be suitable for a mixed use development, incorporating uses relating to either the hospitalities industry or to educational uses.



**Guidance on design and layout:**

The overall development of the site will provide for the following:

- Restoration of building to enhance the quality of the existing streetscape whilst preserving the character and design of the protected structure. An Architectural Impact Statement should be prepared and should inform development proposals.

**4. Grove Street & backlands**

**Site, area, & description:**

The site has a frontage onto Grove Street and has a pedestrian access to the north western boundary. The site currently has some storage shed within it. Apart from the two accesses the site is bounded on all sides by existing properties, both residential and commercial. The site measures 0.1138 ha in area.



Grove Street and backlands

**Zoning:** Mixed use

**Acceptable uses:** This opportunity site would be most suited to a residential development given its location within the town centre. An apartment complex of a medium density would be an efficient use of this infill site. The site could also be developed for commercial use on the ground floor with residential uses overhead.



**Guidance on design and layout:**

- Any development should respect the residential amenity of adjoining sites.
- Strong pedestrian linkages and walkability between the development and amenity areas and facilities within the town to ensure that residents have ease of access to public open space.
- A mix of house types which cater for a diverse range of occupants and life stages.





## APPENDIX 3: Masterplan Brief

### 1. Gantly Road Masterplan

#### 1.1 Introduction

The site which has been identified for the preparation of a Masterplan is a significant parcel of backland which lies to the rear of the Main Street of Roscrea Town centre. The Council considers that this site provides a significant opportunity for the opening up of backlands and the development of the town's newest street. The development would facilitate the expansion and consolidation of the town centres commercial and residential function whilst creating a new streetscape to reflect and reinforce the existing urban fabric of Roscrea.



Masterplan Boundary

The aim of this Masterplan Brief is to highlight the development opportunities of the site and to provide land use planning and design guidance to ensure the site is developed in a comprehensive and integrated manner. The Masterplan area occupies a site area of approximately 4.458ha and has the potential to build strong pedestrian linkages to the town centre.

The Masterplan is set out in four main sections:

1. The first section provides the land use planning objectives for the development of the site.
2. The second section of the brief places the site in context and provide an outline and analysis of the existing land uses, vehicular and pedestrian access points.
3. The third section outlines the constraints to development which exist within the Masterplan site.
4. The final section identifies the vision for the Masterplan area and outlines specific design criteria which will be implemented in the assessment of future applications and ultimately the development of a mixed use urban quarter.



Aerial View of Masterplan Area

## 2. Masterplan Objectives

The following objectives have been identified to realise the vision for the Masterplan area:

- To enliven and rejuvenate this town centre site and improve the quality of existing linkages between the Masterplan Site and Main Street.
- To ensure that the site is developed in a coordinated manner and integrates physically and socially with the town centre.
- To facilitate the development of a range of appropriate uses which will complement and not compete with the commercial activities within the town.
- To ensure the development potential of the site is maximised.
- To achieve a sustainable approach to movement to reduce the impact of vehicular congestion on the town centre environment.
- To ensure that the car parking is provided to facilitate the development, while giving priority to the movement of pedestrians and residents through the site.
- To prioritise pedestrian access and create a functional and secure network of public spaces.
- To ensure building forms are arranged to create a variety of functional and supervised public spaces that interconnect with movement across the site in the form of enclosed squares (piazza), new streets and urban gardens.
- To ensure the re-development of the site adopts high standards of urban design with the creation of a network of streets rather than a road/traffic dominated environment.
- To ensure that development is sympathetic to the existing urban form and streetscape within Roscrea Town.



## 3. Site Context and Analysis

### 3.1 Existing Land Uses

The Masterplan area lies within lands immediately to the west of the town centre to the rear of Main Street in Roscrea. The site area measures approximately 4.458ha.



The eastern area of the site is currently occupied by lands to the rear of a range of retail 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. The area which fronts onto Gantly road consists of a number of car parks and loading bays in use by retail and commercial units. The western side of Gantly road is occupied by a warehouse factory and a car park for Supervalu customers. The remaining land to the east of Gantly Road is overgrown and currently redundant.



Vacant Warehouse Factory

### 3.2 Adjoining Buildings and Sites

The north western area of the site is bounded by the railway line. A housing estate (Ard Ross) makes up the south western boundary of the site. Chapel Lane and Main Street form the southern and eastern edges of the site respectively. Green Street lies on the northern boundary which is also occupied by a mature residential development.



Access to Freshfields and Main Street

### 3.3 Existing Vehicular Access

Gantly Road currently has a two-way traffic system in place. Gantly Road is serviced by Green Street to the north and by Chapel Lane to the south. Green Street joins the north end of Main Street and to the north of Green Street is the N62 (Birr Road). Chapel Lane serves the housing estate of Ard Ross to the west of the junction and joins Limerick Street (Burgoo) to the east. Both junctions are quite sharp, especially the junction at Limerick which cannot fully accommodate the turning of articulated-lorries. An assessment of the traffic system would be necessary prior to commencing any developments on Gantly Road to ensure additional traffic hazards are not cause by increased vehicular movement.



Vehicular Access from Green Street

### 3.4 Existing Pedestrian Access

There are several pedestrian accesses onto Gantly Road, 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. The retail units have dual entrances from Main Street onto Gantly Road. From the south of Main Street the first access is for Walsh Printers. Next is the laneway beside Freshfields, which is beside Walsh Printers. The access is open to the public during the opening hours of the shop. Half way up Main Street



Pedestrian Access to Main Street

is SuperValu, which has entrances to the supermarket from both Main Street and Gantly Road. The entrance onto Gantly Road services the customer car park. The access is for customers' use and is open during operating hours. Further up Main Street is Expert Electrical, which has a loading area for customers onto Gantly Road. Roscrea Credit Union at the north of Main Street has dual entrance, with the customer car park fronting onto Gantly Road.

### 3.5 Site Topography and Views

Ground levels within the Masterplan site vary considerably with the land generally sloping from an east to westerly direction. The access road running through the site is flat with developed sites such as the Supervalu car park in-filled to match the level of Gantly Road. The remaining undeveloped greenfield lands to the west of the site slope considerably. The complex topography of the site can be exploited in such a way that the landscape reinforces the sense of place.

Key views from the Masterplan site create a strong visual relationship between the Masterplan area, the town, surrounding residential developments and the undulating pastoral landscape visible beyond the town to the south west of the site. These views contribute to the character and provide a setting for the site.



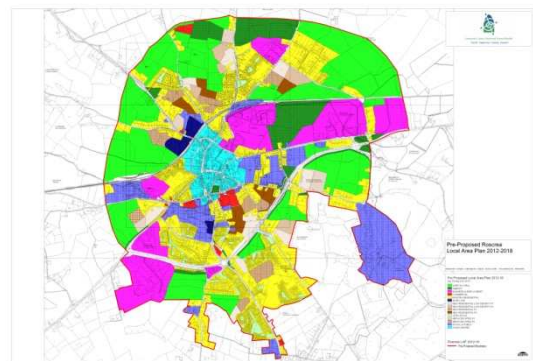
Fields in southwest of Gantly Road



## 4. Planning Policy and Constraints

### 4.1 Zoning / Town Centre Policy

The Masterplan area is zoned for Town Centre development in the Draft Roscrea Local Area Plan 2012-2018. The zoning objectives, development management standards and uses considered appropriate within the zoning matrix are included in Chapter 7 of the Draft Roscrea Local Area Plan 2012-2018. Town Centre zoning is intended to provide for and enhance town centre mixed use facilities offering a wide range of potential uses appropriate to the town centre location.



### 4.2 Planning History

Gantly road, which was opened in late 2008, has been the subject of very little development aside from minor cosmetic developments such as car park resurfacing. Due to the position of the site, to the rear of Main Street, commercial and retail units are under the ownership of numerous landowners.

It is recognised that the existence of multiple landowners on the proposed site presents a constraint to the delivery of a coherent plan and co-ordinated development.

### 4.3 Architectural Assessment

The eastern side of the site which encompasses buildings fronting onto Main Street lies within the towns Architectural Conservation Area. The site therefore includes 17 no. protected structures the details of which are listed in the Record of Protected Structures contained within the County Development Plan 2010-2016 Volume 3. It should be noted that any development within the curtilage of these protected structures will be subject to constraints associated with architectural heritage protection as set out in Part IV of the Planning and Development Act 2000 as amended.



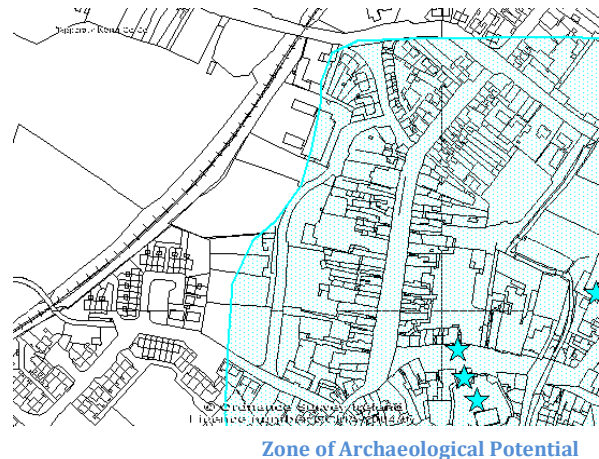
Main Street

## 4.4 Archaeological Assessment

The south western area of the site lies within the zone of archaeological potential of a number of national monuments and sites. These include:

1. TN012-010----: Roscrea historic town was originally an Early Christian monastic site founded in the seventh century by St Cronán
2. TN012-010008: Earth and timber castle
3. TN012-010009 House - 18th/19th century
4. TN012-010013: Cross Slab

Any future development must therefore take into consideration the archaeological potential of the Masterplan site and therefore will be required to undertake an Archaeological Impact Assessment.



## 5. Urban Design Principles

### 5.1 Built Form

The preferred architectural style of new developments along Gantly Road is a modern/contemporary design, yet having an emphasis on vernacular proportions, to reflect the historic setting of Roscrea. The heights of new building should be between two and three-storeys; however careful consideration must be given to the topography of each site to ensure any new developments do not dominate the skyline or obstruct views and vista to other part of the town. The density of the masterplan area should reflect the existing density of the town centre. Generally, the built form should be in block structure, which will create a continuous streetscape along Gantly Road.

### 5.2 Layout

The western side of Gantly Road is the preferred area for development to occur. Within this area the following three sections are the key element of this masterplan brief.

- Principle development buildings  
The lands in the north-western section of Gantly Road, which is currently occupied by a vacant factory and the adjoining field, is the preferred location for new developments to take place. Given the size of the site and its prominent location there is a good opportunity to redevelop the site into a multifunctional mixed use development.
- Linear boulevard  
Similarly the south-western section of Gantly Road, which is currently open fields, has good development potential. This site is slightly more complicated as the lands have steep changes in level.



Area for Development on Gantly Road

- Linear boulevard  
The streetscape along Gantly Road needs to be improved so to create a continuous linear boulevard. Streetscape improvements include streetlights, planting of native trees and the continuity of pavements.

- **Public realm treatment**

The current public realm area of Gantly Road is incomplete and liken to a building site in places. A high quality finished public realm is an essential part of the vision for Gantly Road. The edges of car parks require softening through landscaping. The surface car parks offer much in terms of aesthetic appeal. This can easily be overcome through tree planting and other soft landscaping.

### 5.3 Landmark buildings

The lands on the western side of Gantly Road offer the most development potential and as such would benefit from the strategic placing of landmark buildings on corner of L shaped developments. The building on the corner of phase 1 could have a large area of glazing to take advantage of the solar gains from its south facing aspect.

### 5.4 Dual Aspect Units

More dual aspect units are encouraged along Gantly Road, especially along the eastern side. The properties that already take advantage of dual entrances have proven to be successful for customers and retailers. It is also important for the rear entrances to look as appealing as the entrances on Main Street.

### 5.5 Public Realm

Developed a high quality public realm within Gantly Road is a critical part of the success of the masterplan. The choice of hard landscaping and other street furniture should continue from the rest of the town centre. The palette of materials should be in line with the proposals set out in the public realm plan in Appendix 4 of the Local Area Plan.

The footpath along either side of Gantly Road need to be resurfaced and should continue the whole length of the road. The footpaths on Gantly Road should link up with the other existing pedestrian accesses to ensure for easy of movement from Gantly Road to Main Street and the rest of the town centre.

### 5.6 Landscaping

The site would need a substantial amount soft landscaping to help integrate new developments with the surrounding open fields, especially along the north-western edge, where the car park for SuperValu is located. A full planting scheme should be incorporated with any development proposals. Similarly, soft landscaping should be introduced along either side of the street to help improve the overall appearance of the streetscape and increase biodiversity in the area.

### 5.7 Public Open Space

There is a lack of public amenity space in the immediate area surrounding Gantly Road. There is a substantial amount of residential properties to the south of the masterplan site. Since the site covers over four hectares there would be sufficient lands to allocate a proportion for an outdoor amenity. Potential outdoor activities for Gantly Road are a hurling alley, grit-pitch or a skate park.



Rear Entrance to SuperValu



Example of Streetscape Treatment



Hurling Wall

## APPENDIX 4: PUBLIC REALM PLAN

### 1. What is the public realm?

The public realm refers to streets, pathways, landscaping, street furniture, public lighting, rights-of-way, public and civic buildings and facilities. A public realm plan seeks to improve the links between these public spaces to optimise their usability for visitors, residents and people with disabilities.

#### 1.1 Purpose of Public Realm Plan

The overall purpose of this Public Realm Plan is to provide a framework for the preservation and enhancement of the built and natural environment in Roscrea town centre. The preparation of a Public Realm Plan for Roscrea has been identified as an action initiative in the County Retail Strategy 2011. This action initiative is in recognition of the role that an attractive and active public realm can greatly contribute to the viability and vitality of a town centre.

The plan is set out in four main sections:

1. The first section of this plan sets out an overview of Roscrea to illustrate the town's context geographically and historically. This contextual analysis is necessary to create a backdrop against which the public realm plan for Roscrea has been developed. This will form a basis from which the assessment, analysis and improvement initiatives are made.
2. The second section provides a townscape character assessment; an appraisal of the built form, its scale, massing and arrangement to define streetscape within Roscrea town centre.
3. The third section examines and appraises some of the key strengths, weaknesses, opportunities and threats which currently exist within the public realm of Roscrea to determine how these can be improved.
4. The final section aims to identify key public realm improvement initiatives which would be beneficial for the development of Roscrea.

### 2. Town Context



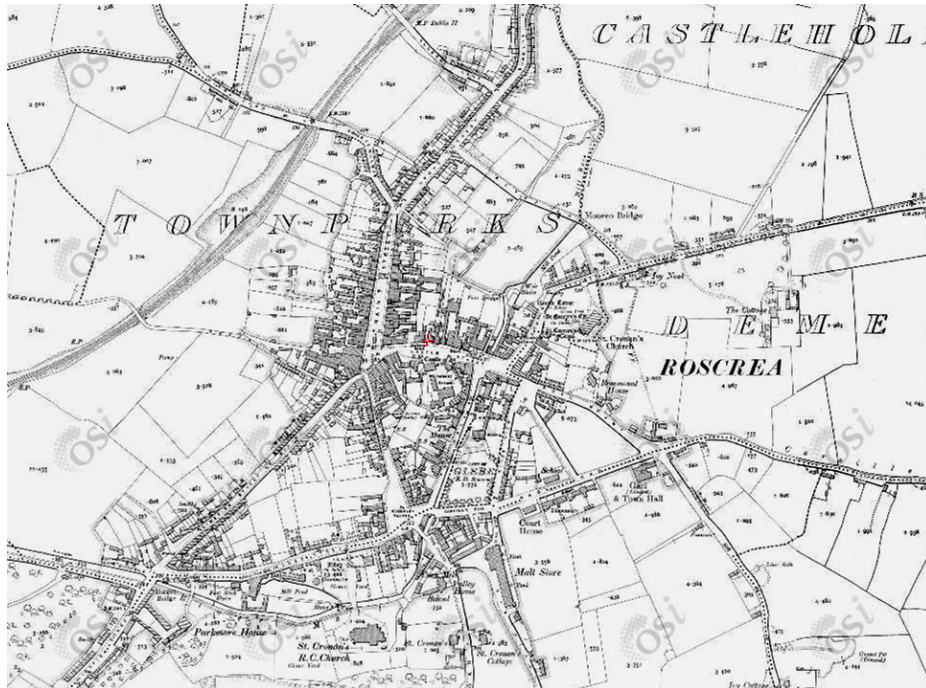
Roscrea Location Map



## 2.1 Geographical Context

Roscrea Town is located in the midlands of Ireland, situated in the valley between the Slieve Bloom and the Devil's Bit mountains. Roscrea is positioned close to the border between North Tipperary and Offaly, approximately 32 kilometres northeast of Nenagh. It is 19 kilometres southeast of Birr and 45 kilometres west of Portlaoise. Its strategic position within the Midlands of Ireland offers many opportunities for the local economy.

The landscape in Roscrea is undulated, with many impressive vistas throughout the town to the surrounding mountains and countryside. Roscrea is also an inland gateway to the Shannon Region.



Roscrea Historic 6" Map, circa 1840

## 2.2 Historical Context

Roscrea is situated on the Slí Dhála, one of the five great roads of ancient Ireland, this strategic location established Roscrea as one of the oldest settlements in Ireland. The title Roscrea, or Ros Cré as gailege, comes from the woods of Cré.

The earliest known settlement in Roscrea is the monastery founded by Saint Cronán in the 7<sup>th</sup> century, located at Church Street. In the 12<sup>th</sup> Century the Round Tower, the Cathedral Church and the High Cross were constructed at the same site. Over time these buildings and monuments have been displaced and rebuilt.

Subsequent to the monastic settlement was the establishment of the Norman Medieval Castle, erected by King John in the 13<sup>th</sup> Century, located on Castle Street. The castle comprises of a rectangular gate tower with two D-shaped towers and is supported by an irregular curtain wall. In the 15<sup>th</sup> Century a Franciscan Friary was constructed on what is now known as Abbey Street. The Friary as it stands



Round Tower & St. Cronans



Roscrea Castle

today provides a pedestrian route and bell tower to the Roman Catholic parish church. Damer House, located in the castle complex, was constructed in the 18<sup>th</sup> Century. It is a fine example of Queen Anne style architecture with adjoining annex and Georgian walled garden to the rear.

The Convent of the Sacred Heart was established as an educational institute in 1842 to teach young girls from the local parish. The Convent is located to the south of the town centre on Convent Road.

The town centre developed as a market town in the 18<sup>th</sup> and 19<sup>th</sup> Century. The south of Main Street was once the Market Square for the town, which is evident from the Georgian and Victorian terraced properties throughout the town centre. The late 19<sup>th</sup> and early 20<sup>th</sup> Century saw the growth of industries in Roscrea, especially in meat production.

### 3. Townscape Character

Townscape character is a combination of architectural styles in a town; materials used in structures and other hard surfaces; the different uses of buildings and their role within the town and key views to landmark buildings and heritage sites. The townscape character gives an urban area a distinct local identity.

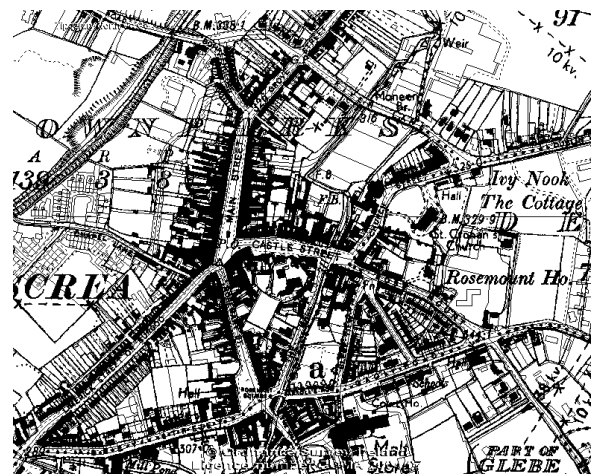
#### 3.1 Built Form and Fabric

The built form and fabric of the town has been strongly shaped by its historic past, developed over several centuries. The main streets which form the core of the town have developed in an irregular medieval pattern on the undulating topography. Victorian and Georgian terraces frame the streets particularly on Main Street, Rosemary Street, and Grove Street. Attractive residential townhouses are also found along Bunkers Hill and Burgoo.

The historical pattern of the built environment has in the main been preserved and has resulted in a compact urban form which gives the town a distinct character, sense of place and ambience.

#### 3.2 Architectural and Archaeological Heritage

Roscrea is rich in Architectural and Archaeological Heritage and a walk through the town centre provides local and visitors alike with a historical time line of the development of the town. This heritage is a very important asset to the town from an economic, social and cultural perspective. It affords the town a unique identity and is a vital part of its urban character and public realm. Landmark buildings can be found throughout the town built as part of monastic settlements and colonial times. The effect these historic buildings have on the overall townscape is such that each street is distinct, creating a unique sense of place.



Roscrea Historic 6" Map, circa 1840



Figure & Ground Map

## Monastic Heritage



## Norman Heritage



## The 18<sup>th</sup> Century



- **Victorian and Georgian Streetscapes**

Buildings on the main streets are reflected for the Victorian and Georgian era in which they were built, while there are also many examples of vernacular architecture. Many buildings retain original architectural features including sash windows and decorative external cornices.

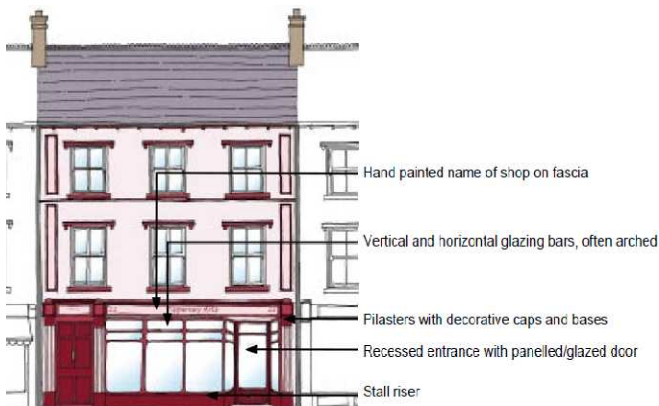
The buildings are generally of 2-3 storeys in height, and given undulating topography, building height are staggered which add visual interest at pedestrian level. Materials used are generally traditional in nature with plain plaster finishes and natural slate.



Roscrea Post Office

- **Shopfronts**

Shopfronts make a significant contribution to distinguishing the character of the town centre and also provide a link to cultural history. Roscrea has many traditional shopfronts, framing the ground level streetscape.



Elements of a traditional shop front

Traditional shopfronts are finished in traditional materials of timber with hand painted finishes. However there is also examples of raised lettering is found on many rendered fascias.

### 3.3 Land Use

In order for a town centre to function effectively, it should incorporate a range of commercial, social and amenity uses. During the preparation of the County Retail Strategy, 2011 the town centre was examined and it was found that town centre is active and vibrant and has retained many local long established traders. In addition, over the course of the past number of years the town retail draw has been improved the large convenience outlet of Dunnes Stores and Tesco.

The land uses in the centre would however benefit from a greater mix of active uses, for example cafes, food halls, which would encourage local and visitors alike to spend more time in the town centre and avail of the amenities in the town.



Retail Unit on Main Street

### 4. Assessment and Analysis

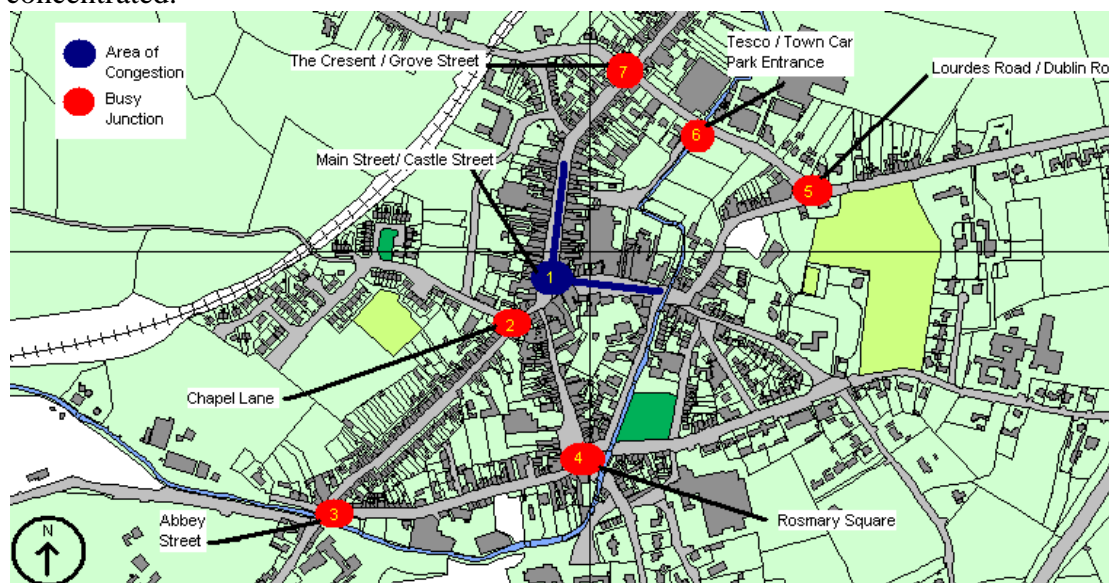
An assessment of the key issues and opportunities that are presented by the public realm was undertaken to identify strategy proposals necessary for the improvement of the town centre. A summary of the findings are outlined below.

#### 4.1 Vehicular and Pedestrian Movement

##### *Vehicular Movement*

Roscrea in the past was subject to high levels of through-traffic travelling from Dublin to urban centres of the west. However, the construction of the by-pass, the introduction of vehicle weight restrictions in the town centre and the opening of the M7 motorway has resulted in the town being reclaimed by local traffic. These initiatives have already made a very positive contribution to the town to the ambiance and vibrancy of the town centre.

The new roads infrastructure has provided an opportunity to assess traffic management of the town at a local level. The map below, illustrates the areas where vehicular traffic is most concentrated.



The Roads Section of the Council has to date implemented traffic management measures on Main Street, including the introduction of ‘Herring Bone Parking’, a pedestrian crossing and build-outs.

The Council has also prepared proposals for car parking regulation throughout the town centre which will serve to reduce congestion in the heart of the town.

### ***Pedestrian Movement***

Pedestrian permeability is a crucial aspect in any town centre for the ease of movement of all street users. Roscrea greatly benefits from existing natural pedestrian links, as illustrated on the map below.

However, such linkages are in many cases not obvious or inviting to the pedestrian. Many of the natural pedestrian laneways such as those linking the Main Street to the Mill would benefit greatly from up-grade work to improve attractiveness but also to make safe such areas for all type of pedestrians.

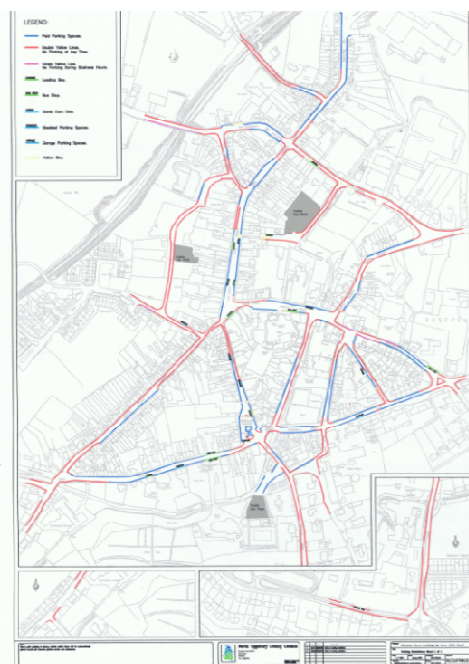
The pedestrian infrastructure, while adequate would also benefit up-grading works and also an examination of obstacles which restrict ease of movement.



**Misplaced Street Furniture**



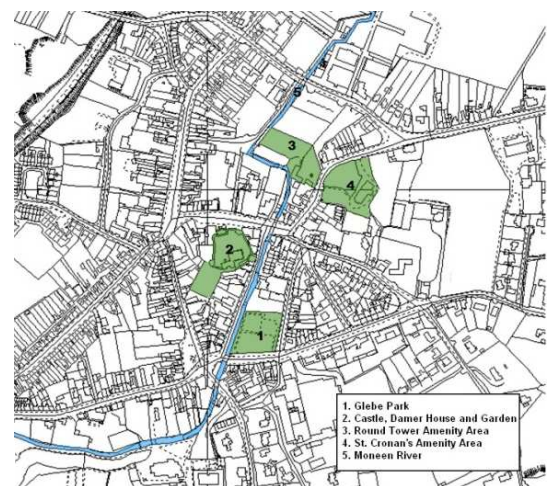
**Pedestrian Flow Map**



**Adopted Parking By-Law Map**

### **4.2 Amenity Areas and Public Open Space**

Glebe Park is the main park located in the town centre and provides a significant open space for residents and visitors. The park located near the Moneen River consists of a large grassy area, playground, mature trees and seating. Elsewhere in the town a number of amenity areas exist many of which are within the grounds of heritage sites such as Damer house and gardens, the castle grounds and round tower amenity area. Although these areas do not have a clearly

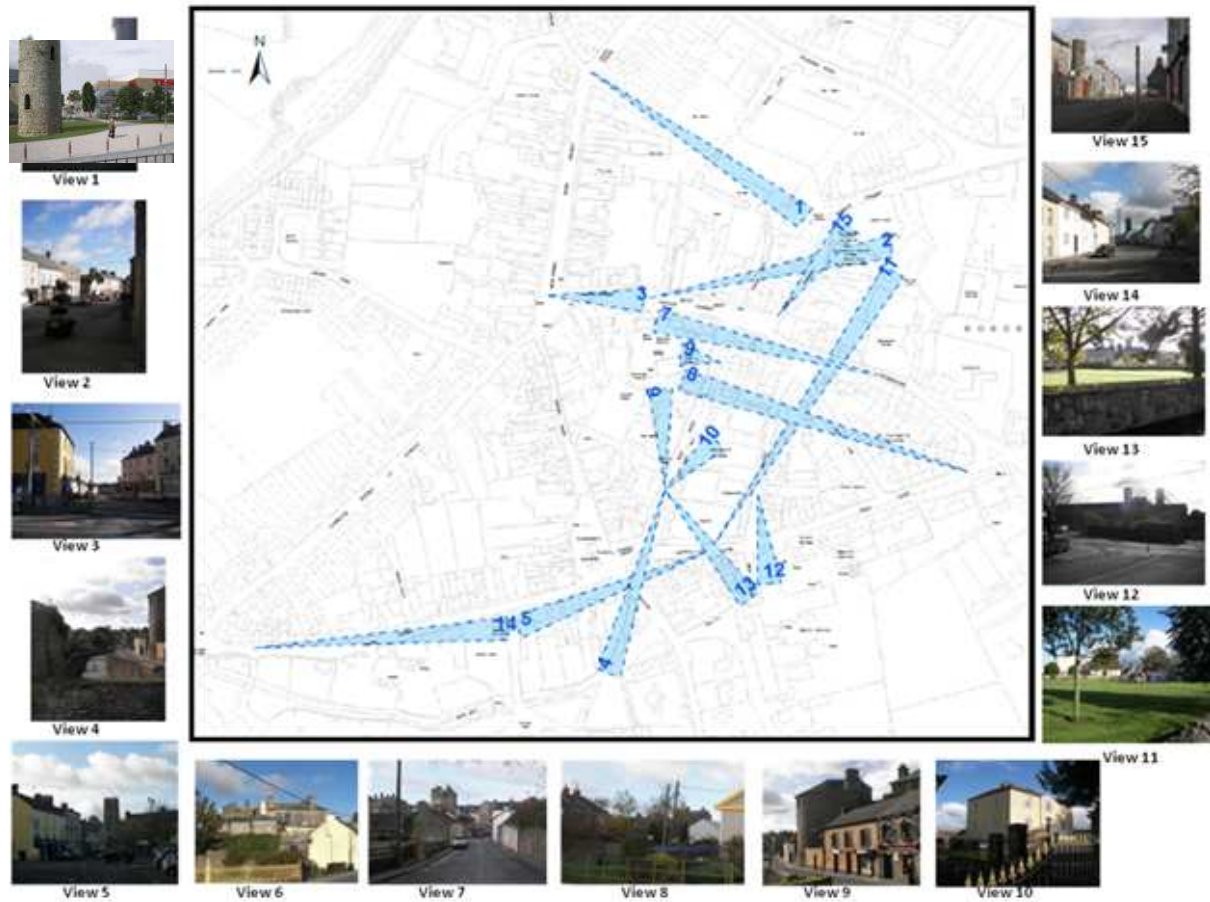


**Public Amenity Map**

defined function and quality, they do provide civic spaces for local residents and visitors. Potential exists to develop the usability and functionality of these public open spaces and improve the connections between amenity areas within the town centre.

### 4.3 Views and Prospects

There are a number of important views, vistas and landmarks which are visible throughout the town and from key approaches. Views which have been identified to be important area illustrated on the map below.



Important Views Map

## 5. Strategy Proposals

This section of the Public Realm Plan outlines suggested proposals and initiatives that are intended to improve the public realm throughout Roscrea Town Centre. The strategy proposals have been identified based on the assessment of the character of the town and the opportunities presented by the built environment.

The proposals can be grouped into four of the public realm, which are movement, civic areas (places), natural heritage and street furniture.

### (1) Strategy Proposal: Development of a coherent materials palette

The design and choice of materials, fixtures and textures within the built environment has a direct influence on the quality of the public realm. Therefore, and in particular recognition of Roscrea's Heritage status, it is considered that public realm improvements should be done in a holistic integrated manner. This is best achieved by the development of a material palette, for paving, street furniture etc.. This materials palette can then be referenced and used for any new development or projects which involve working in the public spaces of the town centre.

The materials palette should be respectful of the historic past of the town and this is especially important in the vicinity of this various historic sites. In terms of the public spaces, there are some fine examples around the town centre of street furniture and feature, like the Victorian style lampposts found in Glebe Park and the old tire pressure gauge situated in the public car park. Such feature can provide the basis and coherency for future development.



Tire pressure gauge



Example of public seating



Example of traditional railings



Example of Traditional Streetlight

The palate of materials for public spaces should also extend to the up-grading of existing buildings, and it is advocated that a colour scheme is developed. Suggested colour palette is outlined below, whereby a strong colour scheme is advocated to emphasis the primacy of the town centre.



## (2) Strategy Proposal: Improving pedestrian permeability

The town centre of Roscrea is at a distinct advantage in terms of its pedestrian permeability, which provides an opportunity to a pedestrian to easily navigate between the main streets and historical sites. The analysis of the public realm does however highlight that natural pedestrian walkways would benefit from up-grade works. In making such areas more attractive and accessible to all users would result in increase footfall, activity and ease of movement.

Six routes have been identified for improvement, as illustrated on the map below.



1. Lane between Grove Street and Lourdes Road
2. Maiden's Lane, connecting Main Street and the Public Car Park
3. Lane between Main Street and the Public Car Park, beside Garda Station
4. Main Street into Roscrea Shopping Centre



**5. Laneway between Castle Street and Shopping Centre Car Park (private access)**

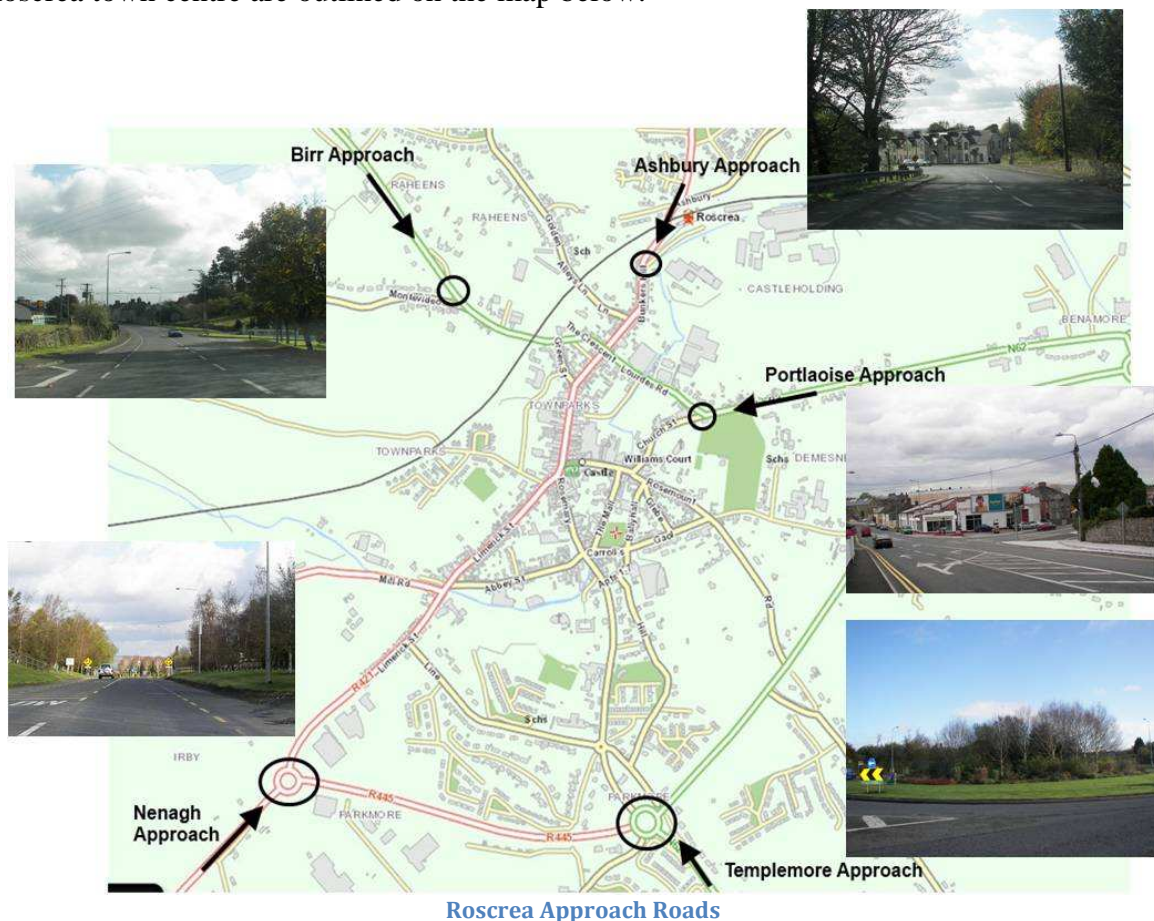
**6. Church Street into Public Car Park**

Each of the areas would need to be examined in more detail; however it is considered that each of the areas would benefit from new lighting, paving, landscaping and signage.



**(3) Strategy Proposal: Improving approach roads into Roscrea**

The approach roads of the town provide the first impression to visitors and should provide a sense of anticipation appropriate to a heritage town. The five main approach routes into Roscrea town centre are outlined on the map below.



Which it is considered that each approach road should be examined in more detail from the point of view of combining mechanisms of traffic management and visual improvement, general suggested mechanisms are set out below:

- Carry out inventory of existing road signage, and assess those that should be removed/replaced.
- Repair/clean signs to be retained.
- Development appropriate gateway treatments at town.
- Improve road verges by clearing litter, repairing fences and stone walls

- Plant ‘signature trees’ in rows at Primary thresholds where space allows.

In addition to the above, a distinctive feature of the road network south of the town is the provision of a number of roundabouts. Roundabouts provide a significant opportunity to provide gateway feature in the form of public art, topiary feature, landscaping and flower beds.



#### (4) Strategy proposal: To improve cyclists facilities in and around the town centre

Roscrea and particularly the town centre is of a scale and size which lends itself to cycling as a means of transport and it is considered an area, subject to resources which should be addressed. While it may not be feasible to have a dedicated cycle route throughout the town, other services for cyclist could be implemented round the town.

#### Suggested Facilities

- **Advanced stop line reservoirs** at signalled junction would gives cyclists a safe, visible area to wait, where they are segregated from other traffic.
- **Placing bike shelters** at strategic locations around the town would also be of benefit.
- **Cycling Route** along the southern bypass which could provide a circuitous route for cycling around the town.



#### (5) Strategy proposal: To enhance public spaces

Public spaces provide a meeting space and areas for active recreation. The civic space outside the Court House is a good example of how such an area can be designed.

The town centre heritage site provide opportunities for new civic space which could act as ‘**tourist hubs**’, for visitors to linger and rest while exploring the town.

The Strategy has identified two areas which are considered suitable for the creation of new spaces.



- **Carroll's Row at the Castle**

The public pavement and carriageway on Castle Street and Damer House should be improved and adapted to create a new civic space. The introduction of appropriate paving, street furniture and planters, in line with the material palette for the town would reclaim the area from the road. The area would become a stop for passive recreation and would improve the vista to the Castle.



- **Moneen River Plaza**

The Round Tower and Mill draws pedestrians from the Main Street and Abbey Street the construction of Tesco has increased footfall in this area. While a public plaza has been constructed as part of the food store development, the public spaces around river are underdevelopment and visually harsh in term of materials and treatment.



**Ways to enhance the appearance and function of the space:**

- Additional tree planting and soft landscaping along the river.
- Creation of a safe pedestrian route around the car park that links up the existing laneways to Main Street, Castle Street, Church Street and Lourdes Road.
- Upgrading of the public toilets.
- Additional lighting so the space can be used in the evenings.
- Repainting the car parking spaces.
- Additional litter bins and public seating.



# **APPENDIX 5**

## **STAGE 1 FLOOD RISK ASSESSMENT**

### **1.0 Introduction**

This is the Stage 1 Flood Risk Identification for the Roscrea Local Area Plan 2012-2018 (hereafter referred to as the Plan), prepared in accordance with the Planning System and Flood Risk Management Guidelines for Planning Authorities' published by the Department of the Environment, Heritage and Local Government and the OPW in November 2009.

This Stage 1 Flood Risk Assessment forms an integral part of the SEA process for the Plan and will inform the approach to future planning and development in Roscrea. The purpose of this process is to identify whether there may be any flooding or surface water management issues related to the plan area that may warrant further investigation through Stage 2 and 3 Flood Risk Assessment. This report should be read in conjunction with the SEA Screening Report prepared for the Plan.

### **2.0 Flood Risk Identification (Stage 1)**

The following sources of information have been investigated in order to determine flood risk potential;

1. OPW preliminary Flood Risk Assessment indicative fluvial flood maps.
2. Predictive and historic flood maps, and benefiting land maps, such as those at [www.floodmaps.ie](http://www.floodmaps.ie).
3. Predictive flood maps produced under the CFRAM.
4. River Basin Management Plans and reports.
5. Indicative assessment of existing flood risk under preliminary flood risk assessment.
6. Expert advice from OPW
7. Consultation with local authority
8. Topographical maps.
9. Alluvial deposit map.
10. Liable to flood markings on the old 6 inch maps.
11. Newspaper reports.
12. Consultation with Local Community
13. Walkover survey

Each of these sources is addressed individually below:

#### **1. OPW preliminary Flood Risk Assessment indicative fluvial flood maps.**

These are being produced through the catchment-based Flood Risk Assessment and Management Study. These maps are not yet available for the River Shannon Catchment.

#### **2. Predictive and historic flood maps, and benefiting land maps, such as those at [www.floodmaps.ie](http://www.floodmaps.ie).**

This website was consulted. It was found that there were no flood events recorded for Roscrea.

#### **3. Predictive flood maps produced under the CFRAM.**

The Shannon Catchment Flood Risk and Management Study (CFRAM) was commenced in 2011 and is scheduled to be completed by the end of 2015. Therefore the predictive flood maps to be prepared under this project are not yet available.

#### **4. Catchment Flood Risk Assessment and Management Plans and reports.**

The Shannon Catchment Flood Risk and Management Study (CFRAM) was commenced in 2011 and is scheduled to be completed by the end of 2015. Therefore this Stage 1 Flood Risk Assessment has not been able to make reference any guidance or information which may be contained within it. It is

hoped that as part of the review of the Plan, to be completed by 2012 that information will be available and can feed into the Assessment for the new Plan.

### 5. Indicative assessment of existing flood risk

The eastern side of the town is low lying and traversed by a no. of land drains. The Moneen River flows in a westerly direction to the Mall River within flows in a southern direction through the centre of the town. This in turn meets the Bunow River flows in a north east to south west direction through Roscrea.

It is noted that the OPW has no recorded flood events in and around the town. The Rivers are generally unrestricted and benefits from a substantial buffer/amenity area along its much of their banks.

### 6. Expert advice from OPW

This Stage 1 Flood Risk has been undertaken with the advantage of expert advice from the OPW.

### 7. Consultation with local authority

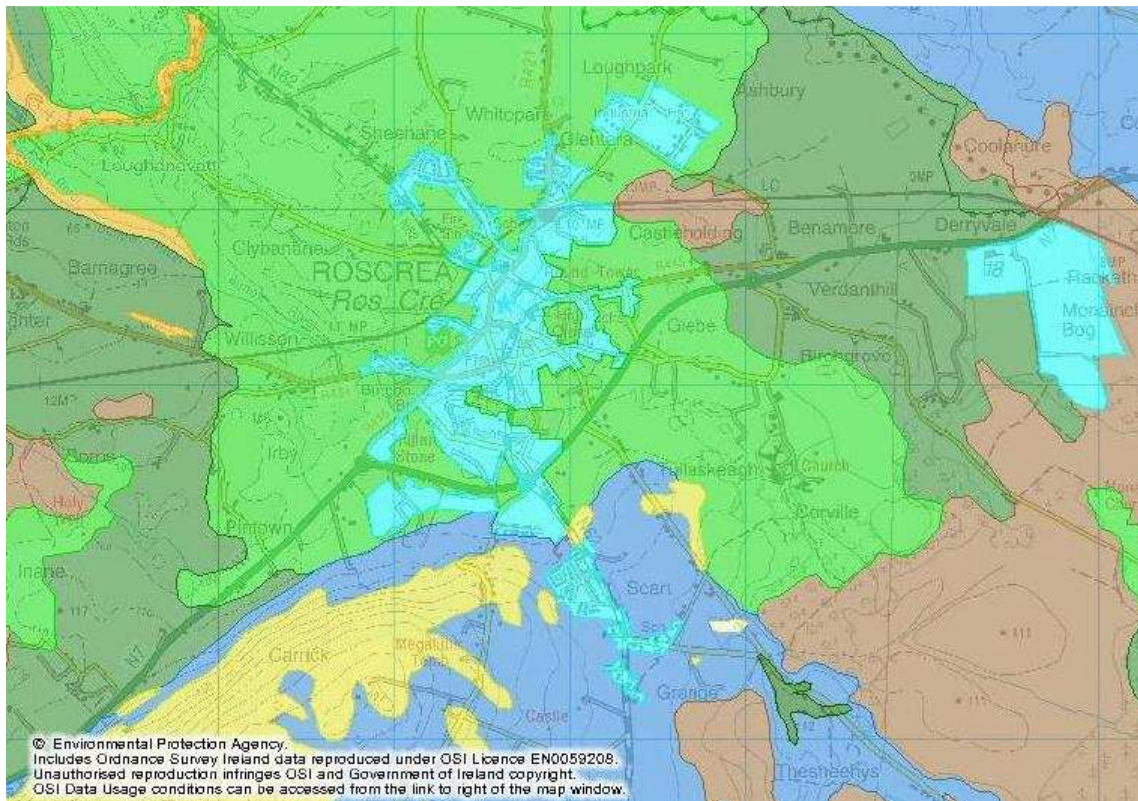
A site visit was undertaken with the Roscrea Area Engineer (Mr. Peter Fee) and the Roscrea Town Planner (Ms. Marion Carey).

### 8. Topographical maps.

County Topographical maps do not adequately address the local Roscrea area as they are based on the topography of the county.

### 9. Alluvial deposit map.

The EPA Soils map is set out below for Roscrea. The darker yellow area to the north east of Roscrea represents that area where alluvial soils have been historically deposited. Alluvial soil mapping alone is not a definitive gauge of areas at flood risk, however, it a useful indicator of areas where flood events have occurred historically. The Soils Map has informed the Land Use Zoning Map and areas which are liable to flooding have been zoned for amenity land or other non-developmental uses.

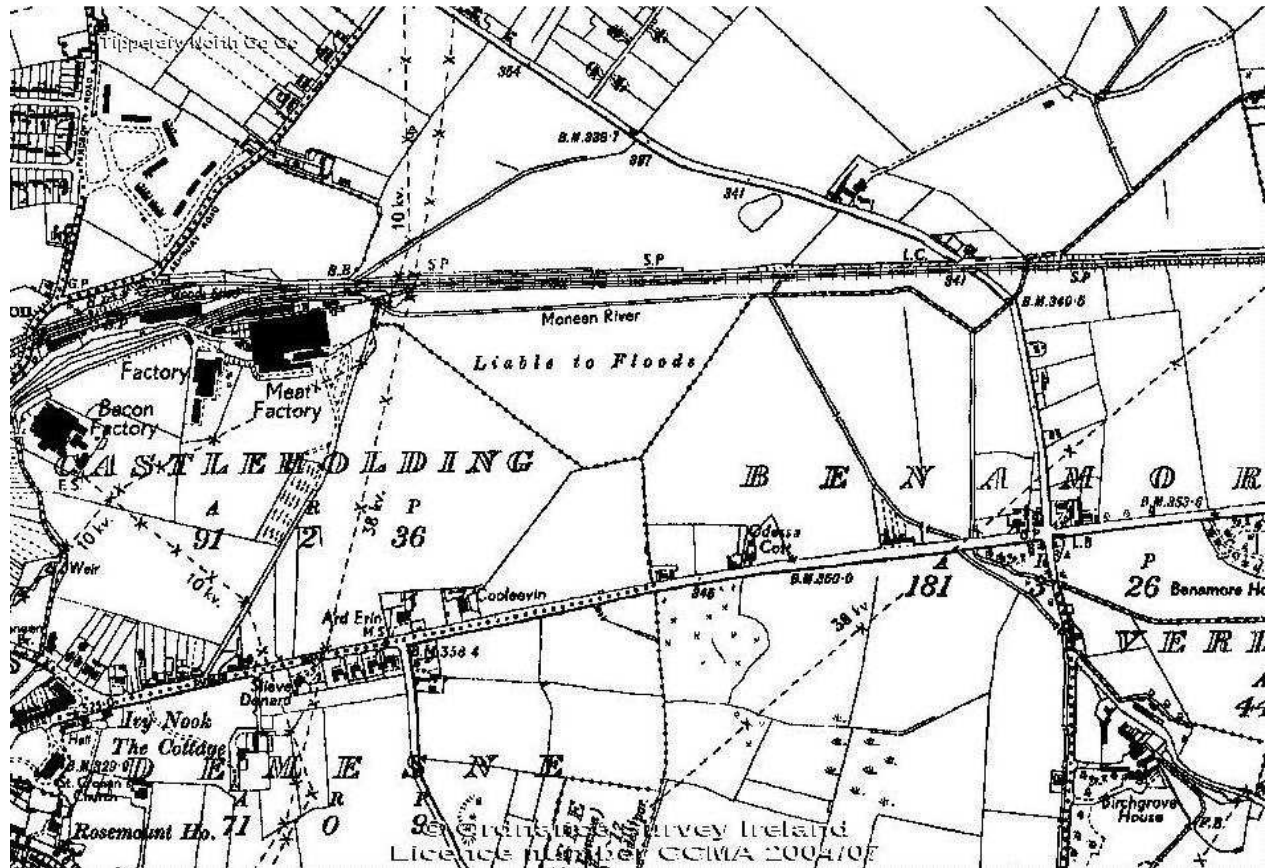


### 10. Liable to flood markings on the old 6 inch maps.

The following lands have been identified as being liable to flooding on the historic 6- inch maps:

1. Lands between Regional Road R445 and the railway line to the north around the Moneen River.

#### Locations 1



### 11. Newspaper reports

The Newspaper Reports available at [www.floodmaps.ie](http://www.floodmaps.ie) were consulted as part of this Stage 1 Flood Risk Assessment.

### 12. Consultation with local people.

Consideration was given to any comments received during the public consultation phase on the 2006 Local Area Plan that relate to flooding in the area.

### 13. Walkover survey to assess potential sources of flooding.

A number of inspections were carried out on site by the Planning Officer during the preparation of the Plan.

### 3.0 Conclusion

This is the Stage 1 Flood risk assessment for the Plan. It is clear that the Moneen River may overflow its banks on an intermittent basis. However a precautionary approach has been adopted under the Plan and new development has been directed away from the flood plain area to minimise potential flood risk. Furthermore lands at risk of flooding have been zoned for amenity land use. Furthermore the Plan provides that planning applications which may have an impact on Flood Risk be supported by a full and comprehensive Flood Risk Assessment.

The Planning Authority is satisfied that there is no potential flood risk identified in areas planned for growth in Roscrea based on an assessment of all the sources listed above and bearing in mind a

precautionary approach. This report should be read in conjunction with the Plan and the SEA Screening Report prepared as part of the development plan process.

It is concluded that there will be no significant flood risk to the Plan area and any surrounding areas as a result of the Roscrea Local Area Plan 2012-2018.