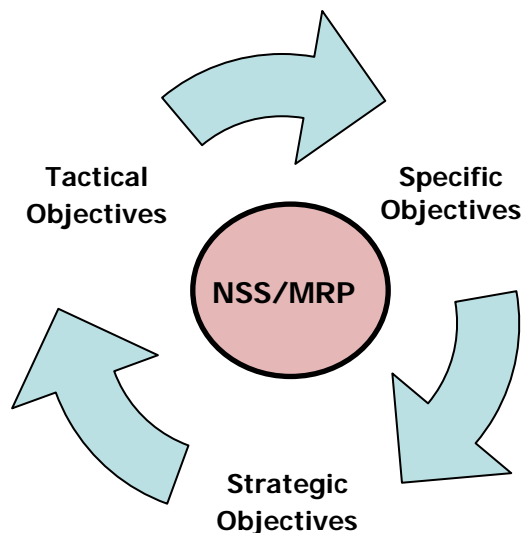


Chapter 5 Masterplans

5.0 Introduction

This chapter includes masterplans for 4 sites located within Tullamore town and environs. These masterplans were initially introduced and adopted through Variation No. 4 to the Tullamore Town and Environs Development Plan 2004-2010 in August 2008. The strategic location of these sites, along with their sizes and characteristics provides an opportunity to facilitate the orderly and sequential expansion of Tullamore in accordance with the proper planning and sustainable development of the area.

The design and layout of these 4 masterplan sites is guided through the provision of a hierarchy of planning policies. This hierarchy comprises three tiers, namely *Strategic Objectives* which outline the overall aims for the entire plan area, *Tactical Objectives* that provide direction on particular items applicable to all four masterplan sites, and *Specific Objectives* which offer site specific guidance. Each of these Specific Objectives is related to an area of distinctive character which is referred to as 'nodes' in this text. Such nodes provide useful tools in identifying the location to which a specific objective is applicable while also aiding in the provision of coherent guidance on the phasing of development within a masterplan area.



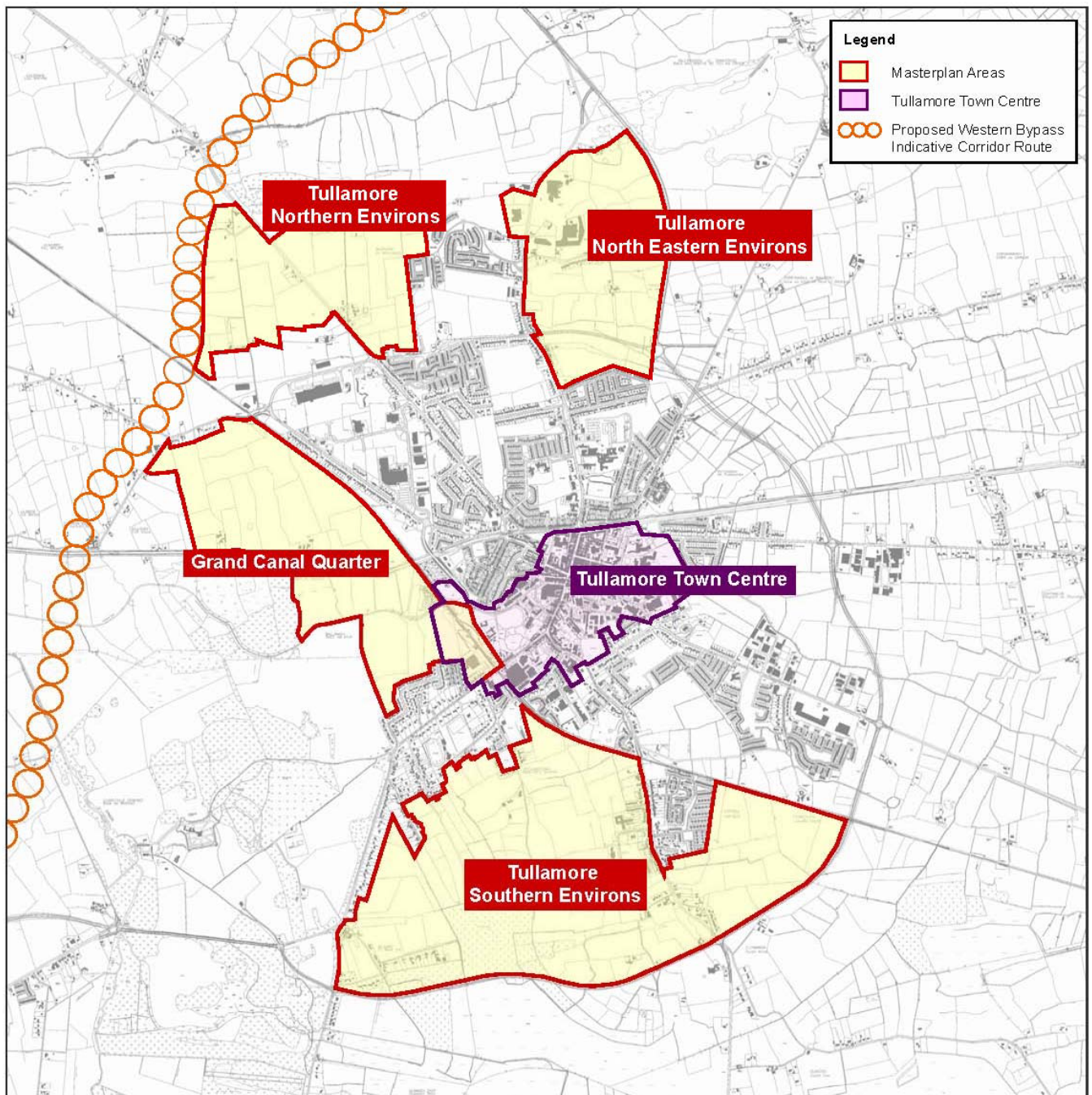
Mutually interactive relationship of strategic, tactical and specific objectives informed by the provisions of the NSS/MRPGs

The masterplan sites are identified as follows:

Table 5.1 Masterplan Sites		
Masterplan Name	Masterplan Site Location	Approximate Masterplan Site Area (Ha)
Tullamore Southern Environs	South of the town centre	322
Grand Canal Quarter	West of the town centre	157
Tullamore Northern Environs	North of the town centre	109
Tullamore North Eastern Environs	North-east of the town centre	115

The proposals and Specific Objectives for each of the masterplan sites are provided in individual sections to facilitate clarity and ease of reference.

Context Map of Masterplans



5.1 Strategic Objectives

The strategic objectives pertaining to the 4 masterplan areas are as follows:

- SO1.** To strengthen the role of Tullamore as an **intrinsic part** of the Midlands Linked Gateway.
- SO2.** To facilitate a **projected population** for Tullamore of 24,500 by 2022 as envisaged in the MRPGs.
- SO3.** To facilitate the **sustainable phased expansion** of the town into the masterplan areas in a coherent manner which facilitates complete integration between the town and its environs.
- SO4.** To help meet the growing residential, services, employment and community **requirements** of the town in a **sequential manner** in line with proper planning and sustainable development.
- SO5.** To help **facilitate** the future **economic growth** of Tullamore.
- SO6.** To develop each masterplan area as a partially **self sustaining neighbourhood** with a mix of land uses which facilitates the provision of local services that will reduce the requirement for movement and which helps foster a sense of community among local residents.
- SO7.** To ensure that the high amenity value of the natural and built environment within the masterplan areas is **protected and enhanced**, where appropriate.
- SO8.** To **conserve and enhance** the built heritage of the masterplan areas.
- SO9.** To seek the **efficient use** of existing infrastructure and services. Where necessary, the Council will facilitate the upgrading of existing infrastructure and services, or when required, the provision of new infrastructure and services, to facilitate development within the masterplan areas.
- SO10.** To promote and require the use of **best practice** urban design principles in all developments within the masterplan areas.
- SO11.** To promote and seek **high quality standards** of design in all new developments.
- SO12.** To respect the **character and residential amenity** of surrounding areas.

5.2 Tactical Objectives

To help ensure the realisation of the strategic objectives, a series of tactical objectives are applicable to all masterplan areas. Proposed developments within the masterplan areas will be assessed against these tactical objectives in addition to the policies and development criteria contained within the Tullamore Town and Environs Development Plan 2010-2016. The tactical objectives are outlined below:

5.2.1 Land Use

The tactical objectives below seek to buttress guidance provided in the development plan for the area.

5.2.1.1 Housing

- HO1.** Zone a suitable quantum of lands for residential use within each of masterplan areas that will help meet the expansion requirements of the town.
- HO2.** Residential development will be required to demonstrate a high quality of design and shall comprise a mix of dwelling sizes and types which accommodate a range of living requirements.

HO3. Residential zoning of lands in the masterplan sites should ensure the efficient use of infrastructure, protect areas of natural and built heritage and promote social integration.

HO4. A variety of appropriately located densities should be provided within the masterplan lands. Each node must deliver an appropriate mix of densities to cater for a range of housing needs. These densities shall be specified in the individual masterplan that is required to be submitted for each node. The Planning Authority shall have regard to the current DoEHLG's guidelines on density when assessing masterplan applications for each node.

5.2.1.2 Commercial Development

CD1. Consolidate and strengthen employment generating uses in Tullamore so as to enhance its position as a constituent element of the Midlands Linked Gateway which the NSS promotes as the driver of economic development in the Midland Region.

CD2. Appropriately zone a suitable amount of lands suitable for employment use including commercial, business/employment, industry and 'mixed uses' so as to help meet the economic development requirements of the town.

CD3. Non-residential and mixed use activities should be concentrated at key junctions and areas that are zoned for mixed use.

CD4. Support the services requirements of new and existing residents in the masterplan areas by creating neighbourhood centres that contain the services necessary to facilitate the emergence of partially self-sustaining neighbourhoods.

CD5. Accommodate the needs of new and existing residents in the environs area by providing new educational facilities (crèche, primary, secondary and third level education facilities), through the shared educational campus mode of facilities provision or linking into existing expanded facilities in tandem with the expansion of residential areas beyond the town boundary.

5.2.1.3 Amenity Uses

AU1. Accommodate the needs of new residents in the masterplan areas by providing new recreational and amenity spaces in tandem with the expansion of residential areas into the masterplan lands.

AU2. Where possible, promote a linked hierarchical network of open spaces and recreational areas within and between the masterplan areas, the greater environs and areas within the town boundary.

AU3. Provide playgrounds in tandem with the residential development of each masterplan area so as to cater for the recreational and educational requirements of children resident in these areas

5.2.2 Movement and Access

MA1. Encourage 'access for all'. Specifically:

- Provide designated walkways and cycleways.
- Development should improve accessibility of building setting and context for disabled users (routes and signage).
- Developments should be suitable for use by ambulant disabled and people with sensory impairment.

MA2. Provide a clear hierarchy of roads for vehicular movement.

MA3. Allow adequate provision for the requirements of cyclists.

- MA4.** Ensure that pedestrian movements are catered for through the provision of conventional roadside footpaths, greenways (linking open spaces directly and providing alternative routes) and innovative urban spaces.
- MA5.** Provide for innovative shared vehicular, pedestrian and cyclist spaces.
- MA6.** The movement network will be designed for pedestrian priority.
- MA7.** Promote the provision of public transport serving new residential and commercial areas within the masterplan lands.
- MA8.** Promote connectivity to the Railway Station.

5.2.3 Urban Design

Development within the masterplan lands should accord with the provisions of the Development Control Standards set out in Chapter 14. Thus, the following tactical objectives seek to reinforce rather than replace such guidance:

- UD1.** Promote high quality urban layouts which take cognisance of urban structure and grain. Specifically:
- Ensure the efficient and attractive design of street block and plot.
 - Promote the use of natural light in orientation and have regard to prevailing wind directions.
- UD2.** Encourage appropriate height, scale, massing and density. Specifically:
- Relate in scale to adjoining buildings where appropriate.
 - Relate to plot ratio and site coverage standards where appropriate.
 - Protect local and strategic views and vistas.
 - Protect neighbouring amenity to an appropriate level.
- UD3.** Require high quality design whose style respects, although not necessarily copies, local character, specifically:
- Reinforce local distinctiveness in development and landscape where appropriate.
 - Development should help provide positive local character through good aesthetic design and appropriate land use while also remaining in character with the overall town and environs areas.
 - Respect protected structures, important facades and recorded sites and monuments.
 - Development should be context sensitive and sympathetically address natural and man-made boundaries such as the Tullamore River, the Grand Canal, railway line and roads.
- UD4.** Support legibility in the public realm, specifically:
- Ensure that new development facilitates a defined and positive sense of place.
 - Provide and contribute to recognisable routes to and from developments. This entails creating a clear hierarchy of routes – pedestrian, bike and vehicular.
 - Require a clear distinction and/or relationship between private and public spaces inside/outside buildings.
 - Use landmark elements to help support local legibility.
- UD5.** Promote integrated and context sensitive designed hard and soft landscaping.
- UD6.** Require design that improves natural surveillance of the public realm.
- UD7.** Promote adaptability and flexibility in design, specifically:

- Create places that can respond easily to changing property needs.
- Promote mixed use and diversity where appropriate.

5.2.4 Natural Heritage

- NH1.** Identify high amenity landscapes, and where appropriate designate Landscape Conservation Areas.
- NH2.** Identify, protect and enhance where appropriate sites protected under the Wildlife Act, EU Habitats Directive, EU Birds Directive and those sites designated as Nature Reserves.
- NH3.** Identify, protect and enhance, where appropriate, sites designated as High Amenity Areas in the current County Development Plan 2009-2015.
- NH4.** Identify key landscape character defining elements in the masterplan areas and provide for their formal protection where necessary.
- NH5.** Identify appropriate 'buffer areas' around these key landscape character defining elements and restrict development in these areas to that which enhances such elements.
- NH6.** Where feasible and appropriate, link these key landscape character defining elements to help create amenity/recreational/ecological corridors within and between the masterplan lands, the town, the environs and the greater county area.
- NH7.** Identify concentrations of biodiversity in the masterplan sites and seek to ensure their protection.
- NH8.** Identify and provide formal protection to trees and hedgerows which offer high amenity value and support significant biodiversity.
- NH9.** Identify riparian buffer zones and provide for their protection.
- NH10.** Identify and provide formal protection to high amenity view corridors.

5.2.5 Built & Cultural Heritage

- BH1.** Require all new developments proximate to protected structures to be sensitively designed in sympathy with the style of such protected structures.
- BH2.** Promote the retention, maintenance and reuse of the existing built heritage.

5.2.6 Flood Plains

- FP1.** In the instance where development proposals are brought forward for areas that are at risk of flooding, the provisions of the Tullamore Flood Risk and Management Strategy 2008 (FRAM) must be complied with and implemented where required by the Councils (refer to Chapter 10). This will entail implementing the mitigation measures identified within the FRAM to ensure the appropriate management of the following:
- (i) areas that currently flood,
 - (ii) areas that are risk of flooding in the future and
 - (iii) the associated potential impact on areas upstream and downstream of these areas.
- FP2.** Encourage the enhancement of biodiversity in flood plain areas.

FP3. Where appropriate, enhance the amenity value of flood plain areas.

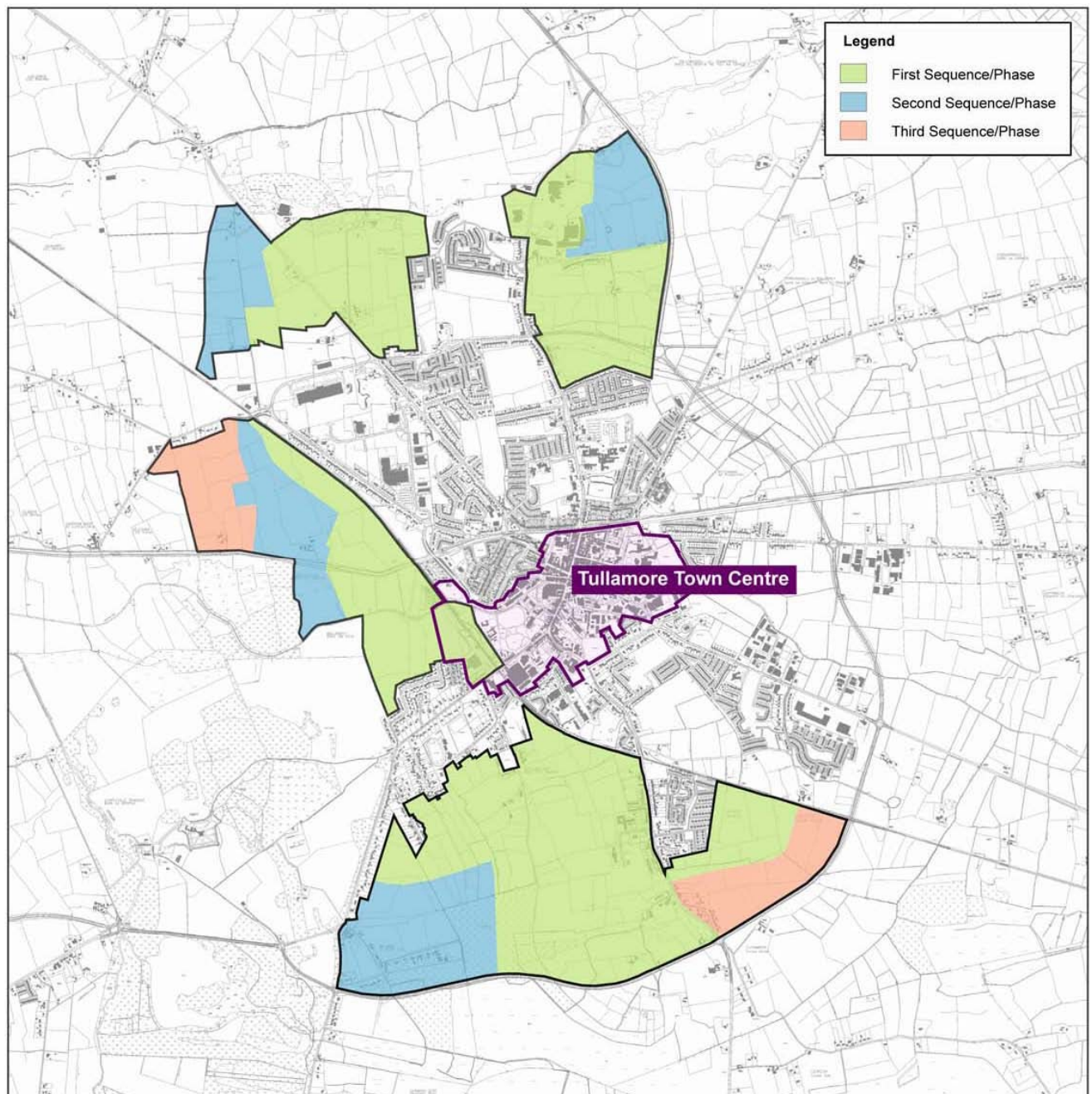
5.3 Strategic Phasing

Although a certain degree of flexibility must be provided to reflect market demands, it is foreseen that the implementation of these masterplans will occur on a phased basis. Subject to the provisions of the Strategic and Tactical Objectives outlined above and the Specific Objectives provided in each of the masterplans below, it is envisaged that the sequential development of these lands will occur as summarised below and illustrated in Figure 5.

Table 5.2 Phasing		
Sequence	Masterplan Area	Node Area
First	Southern Environs	Spollenstown Node Enterprise Node Northern portion of Eastern Node
	Grand Canal Quarter	Railway Node Canal Node
	Tullamore Northern Environs	Ballyduff Node
	Tullamore Northeastern Environs	Gateway Node Arden Node
Second	Grand Canal Quarter	Central Node
	Southern Environs	Charleville Node
	Northern Environs	Western Node
	Northeastern Environs	Northern Node
Third	Grand Canal Quarter	Western Node
	Southern Environs	Southern portion of Eastern Node

It is the policy of the Councils to facilitate a population for Tullamore of 24,500 by 2022 and in the interim a population of 19,250 by 2016. Half of Phase 1 of the Masterplan areas is to be developed over this plan period (refer to Chapter 4).

Overall Proposed Phasing Map of Masterplans



5.4 Tullamore Southern Environs Masterplan

Table 5.3 Southern Environs		
Use	Area (Ha)	% of Total Area
Neighbourhood Centre	8	2.5
Residential	154	47.8
Open Space/Sports/ Recreation/Amenity	54	16.8
Public/Community/ Educational	12	3.7
Business/Technology	94	29.2
Total	322	100

5.4.1 The Site in Context

Land Uses Adjacent to the Site

The masterplan site lies to the south of the developed town edge of Tullamore, in Spollenstown. The Northern boundary principally comprises single-dwelling residential areas, with a number of sports facilities and playing fields (athletics track, rugby club). To the north of this lies the town centre area, including the offices of Offaly County Council.

The western edge of the site is bounded by the rear of residential development fronting onto Charleville Road, with Charleville Demesne beyond this.

The southern boundary of the site is defined by the path of a portion of the Tullamore by pass, with agricultural land beyond this. The north-eastern boundary is defined by the Dublin-Galway/Mayo railway line. A retail centre lies beyond this, with agricultural land zoned for future housing immediately to the north-west of the railway line.

Site Infrastructural Connectivity

Movement

There are few roads giving access within the site, however there are opportunities for new access points around the site edges. Spollenstown Road presents an opportunity to connect the masterplan area to the town centre in the north. There are opportunities for new connections to Clonminch Road in the east and Charleville Road in the west. The new by-pass to the south could potentially allow for a further connection.

Services

The Charleville, Spollenstown and Enterprise nodes are included for provision of water, foul sewerage and surface water sewerage. There is no provision for services in the Eastern Node under current proposals.

5.4.2 Site Analysis

Land Uses

The masterplan area primarily comprises agricultural lands and has an area of approximately 322 hectares. The lands are zoned for a mix of uses including residential, public/community/educational, business/employment, mixed use and open space.

Topography

Landscape Character

The landscape is of a flat character, with mature trees and hedgerows. There is a commercial forestry plantation in the southern area of the site.

Significant Views

The mature trees of Charleville Demesne are a highly visible landmark at the western boundary of the site along Charleville Road, contributing to the character of the area.

Natural Heritage

To the west, the site abuts the Charleville Wood candidate Special Area of Conservation (cSAC) and proposed Natural Heritage Area (pNHA), one of the most ancient woodland sites in Ireland. The site contains several mature hedgerows.

Built and Cultural Heritage

There are national monuments located on the masterplan site.

Connectivity and Movement

Due to the predominantly agricultural land uses on the site there is little route permeability.

Tullamore Southern Environs - Location

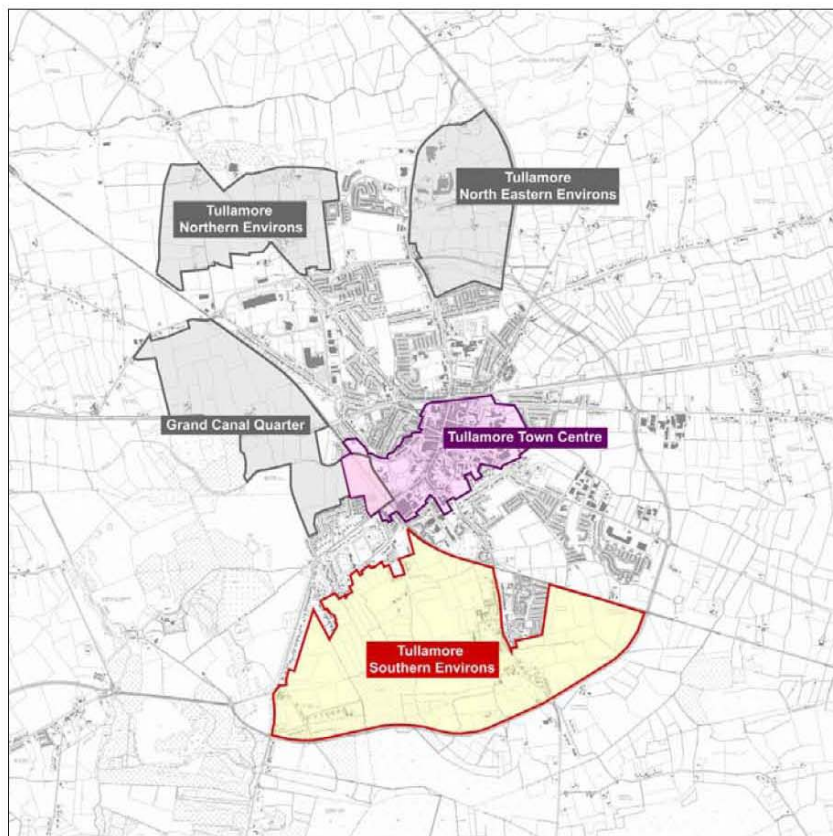
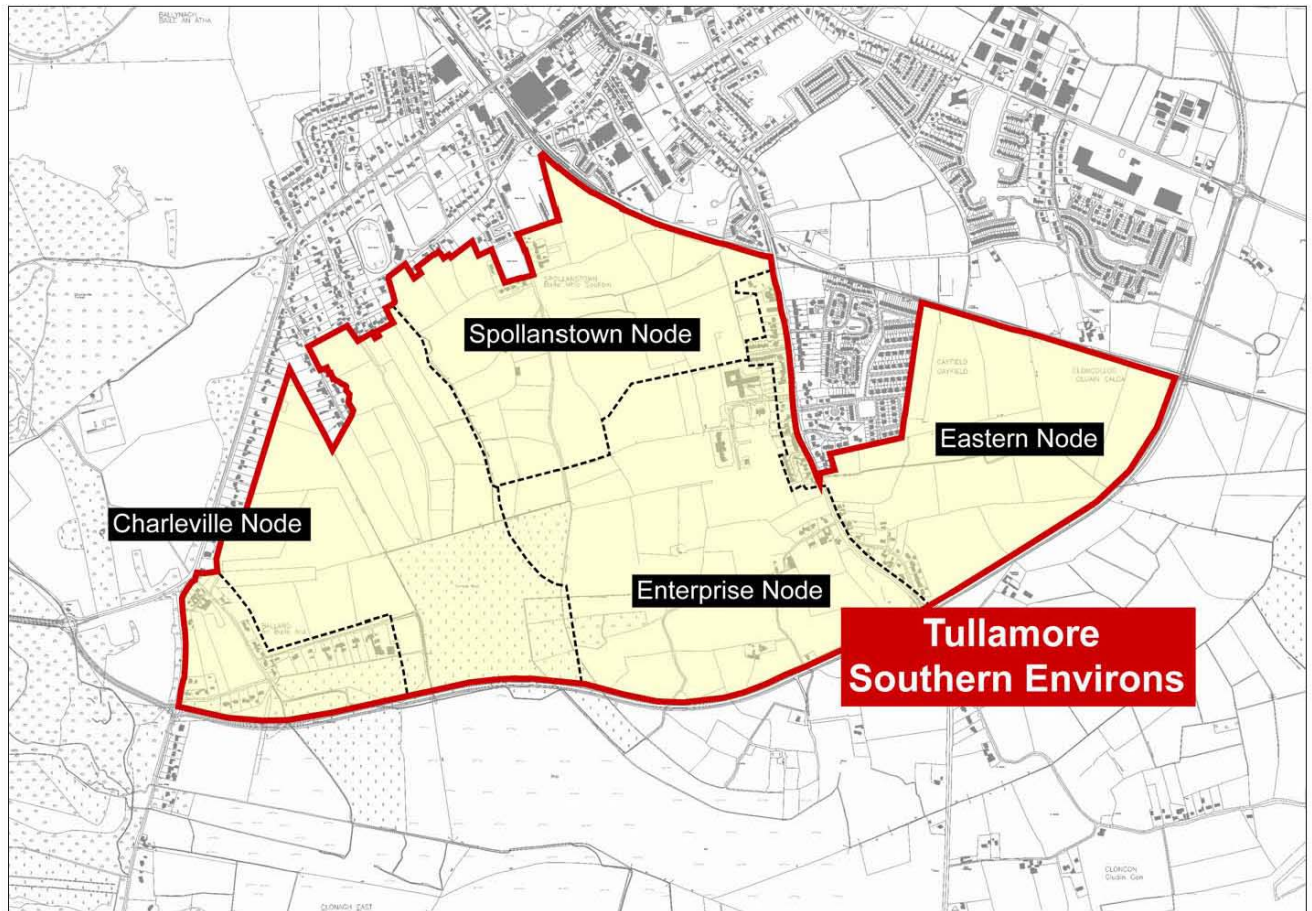
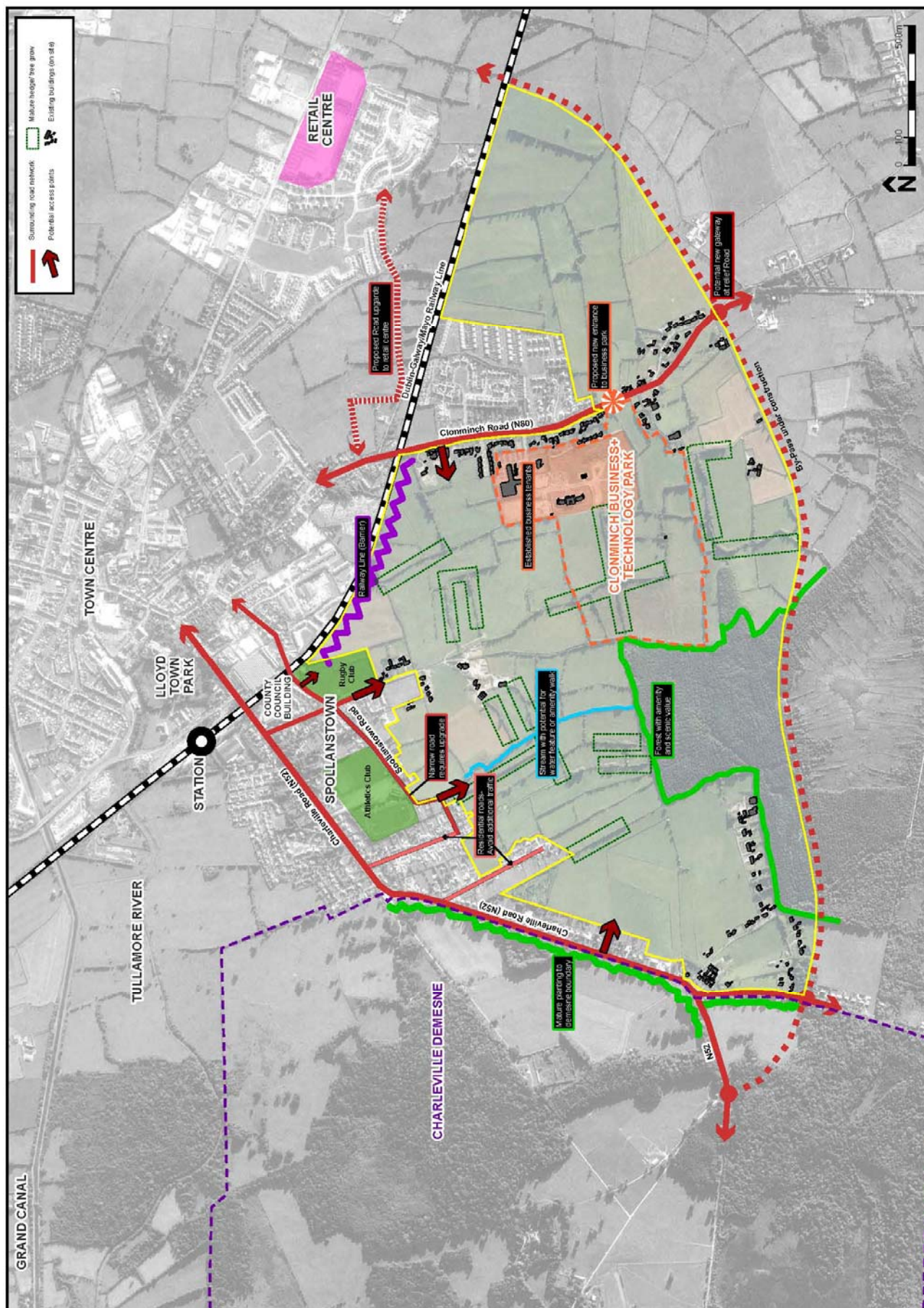


Table 5.4
Tullamore Southern Environs Masterplan
Opportunities and Constraints

ITEM	OPPORTUNITY	CONSTRAINT
Business Park	<p>A mix of developers (IDA/Planning Authority and private developers) caters for different types of businesses, providing a variety of employment opportunities. There is an opportunity to consolidate suitable space for employment generation through the use of undeveloped zoned lands and the potential to extend this employment generating business zone beyond what is currently zoned.</p> <p>There exists an opportunity to link urban structure into the Spollenstown residential area (shared neighbourhood centre).</p> <p>There is an opportunity to complement new and existing employment uses with a mix of residential, amenity and mixed uses.</p>	
Recreational spaces adjacent to the site	The Ballard Forest in the south-west and Charleville Demesne provides an opportunity for a network of recreational spaces serving the area.	The forest is currently in commercial forestry use and might be cleared in the near future. Charleville Demesne is in private ownership and not directly and officially accessible for the public.
Access to site	There is potential to provide main traffic access points north from Spollenstown Road, west from Charleville Road (inner relief road), east from Clonminch Road near Railway (inner relief) and through business park. A new entrance to business park further south along Clonminch Road could provide better access to these lands also provide access to Spollenstown extension.	Increase in traffic to developed residential areas in Spollenstown. At least one house/ site would have to be purchased to enable direct access from Charleville Road from the west via a new inner relief road. (Alternatively this route could run through the residential area in the south)
Tullamore N52 bypass	<p>The provision of two access points from the bypass could offer good accessibility for the site.</p> <p>A third junction for direct access from business park would have the potential to minimise industrial traffic through residential areas and provide a 'gateway' to commercial sites.</p> <p>There is an opportunity to utilise the by-pass as the clear boundary of the urban area.</p>	The bypass may act as main barrier to open areas to the south.
Inner Relief Road	The provision of an east-west route within the site from Charleville Road to Clonminch Road could form a southern relief road which has an urban street character. The proposed road upgrade to the retail park (Tesco) could be continuation of this relief road network.	

Sport Facilities	The provision of additional sporting facilities to those already existing in Spollenstown can be used to create an area well-served by sporting and recreational amenities.	
Landscape	Existing streams and hedgerows with mature trees could be integrated into and help structure an open space network. Opportunity to use existing surface water features for combined amenity space and SUDS facility.	
National Roads	The two national roads, N52 (Charleville Road) and N80 (Clonminch Road) that run along the site could be downgraded when the bypass is opened and the N6 dual-carriageway works are completed. While they could still function as principal access routes to the town centre, they could have the potential for environmental improvement as town 'streets' with a greater sense of place.	

Tullamore Southern Environs – Opportunities and Constraints



5.4.3 Masterplan

The masterplan area is divided into 'nodes'. In addition to the Development Control Guidelines presented in Chapter 14, a set of specific objectives been developed for each individual node. The development guidelines and these specific objectives should be adhered to in the development of these nodes. As may be appropriate, planning conditions or agreement under Section 47 of the Planning and Development Act 2000-2009 may be used to manage the implementation of these specific objectives.

It is the policy of the Council that a detailed masterplan shall be prepared for each of the nodes in consultation with the Planning Authority prior to the submission of a planning application for the development of that node. Developers and landowners shall be required to coordinate and work together in order to achieve integrated masterplan areas. A detailed ecological and landscape appraisal shall be required in association with each of these nodal masterplans. Mitigation shall be carried out to reduce the impact on any area of ecological or landscape importance.

In circumstances where the joint approach does not prove possible, development proposals must include the details of efforts made to engage with other landowners. Consequently, the developer/ landowner of one segment of a wider nodal area will be required to demonstrate the manner in which the development of that segment will facilitate the development of other segments within the node and nodes adjacent where appropriate, which accords with the general principles and objectives identified for the node and the wider masterplan area. In addition it must also be demonstrated that proposed developments within nodes will not frustrate the delivery of other nodes within the masterplan, particularly in relation to the delivery of critical infrastructure.

In the case of infrastructure requirements, the relevant landowners and developers shall work in cooperation with infrastructure providers and other relevant agencies and bodies to ensure that infrastructure is delivered in tandem with the development of the relevant nodes. The following items must be presented for the Planning Authority's agreement as part of the detailed masterplan for the any of the nodes.

- Estimated cost in the form of a proposed scheme,
- indicative location, and
- design detail.

The Planning Authority would be willing to assist in the scheme whereby development contributions are levied on 'non lead' developers whose lands, if developed, would benefit from the infrastructure.

Table 5.5
Tullamore Southern Objectives

Node	Future Development	Specific Objectives
Spollenstown	To be developed as a high quality residential area with a focus on a neighbourhood centre containing community facilities and open space.	<p>SN1. Extend Spollenstown Lane south to provide access to the area and connectivity between the town centre and Clonminch Road. The delivery of this route shall be prioritised in the preparation of the masterplan for this and the other relevant nodes in the Southern Environs and the occupation of buildings permitted shall occur in tandem with its construction.</p> <p>SN2. Create a connection from the Clonminch road, in the east, to the Southern Environs that will form a spinal route through the site in order to facilitate residential development. The delivery of this route shall be prioritised in the preparation of the masterplan for this and the other relevant nodes in the Southern Environs and the occupation of buildings permitted shall occur in tandem with its construction.</p> <p>SN3. Create a neighbourhood centre with higher density residential development (Refer to HO4). The provision of this neighbourhood centre shall occur concurrent with the provision of residential development within this node.</p> <p>SN4. Provide a school, associated playing fields and community facilities. Provide access to associated playing fields to promote shared community use (including with Business Park users via a pedestrian/cyclist amenity connection). The development of the school, community facilities and access arrangements to the associated playing fields, shall occur concurrently with the provision of residential development within this node, to the satisfaction of the Planning Authority. The maintenance and management of the community facilities shall be undertaken in accordance with a Management Plan to be approved by the Planning Authority in advance of their provision. In addition, as part of the preparation of a more detailed masterplan for this node, it must be demonstrated that consultation has taken place with the</p>

Table 5.5
Tullamore Southern Objectives

Node	Future Development	Specific Objectives
		<p>Department of Education in relation to the provision of schools in this node.</p> <p>SN5. No building shall be occupied within this node prior to the provision of water, foul sewerage and surface water infrastructure to the satisfaction of the Planning Authority.</p>
Enterprise	To consolidate commercial uses and provide a high quality commercial environment for a range of business types and sizes.	<p>ET1. Promote the use of the area for smaller enterprise/office uses within the business park, which can front onto civic spaces at the heart of the neighbourhood centre.</p> <p>ET2. Promote the creation of high quality public realm within IDA/Planning Authority joint venture area. This public realm should include the provision of characteristic frontages which clearly identify buildings.</p> <p>ET3. Allow for expansion of business park to the south.</p> <p>ET4. Provision of a landscape buffer along route of the by-pass which can also serve as an amenity route and wildlife corridor. The landscape buffer shall be managed in accordance with a Management Plan to be approved in advance by the Planning Authority. This landscaped buffer shall be completed prior to the expansion of the business park to the south.</p> <p>ET5. Provide a direct connection to the southern by-pass. Capitalise upon the strategic opportunity presented by this connection by seeking the location of a landmark building at this junction with frontage to the by-pass.</p> <p>ET6. No building shall be occupied within this node prior to the provision of water, foul sewerage and surface water infrastructure to the satisfaction of the Planning Authority.</p>
Charleville	A residential area with a good quality landscape and open space character. (Refer to HO4). (To be developed in the longer term only following development of Spollenstown Node).	<p>CHN1. Promote the development of the Charleville Node as a medium to lower density development (Refer to HO4). Encourage a public realm that has a character appropriate to the existing development adjacent to Charleville Demesne.</p> <p>CHN2. No building shall be occupied within this node</p>

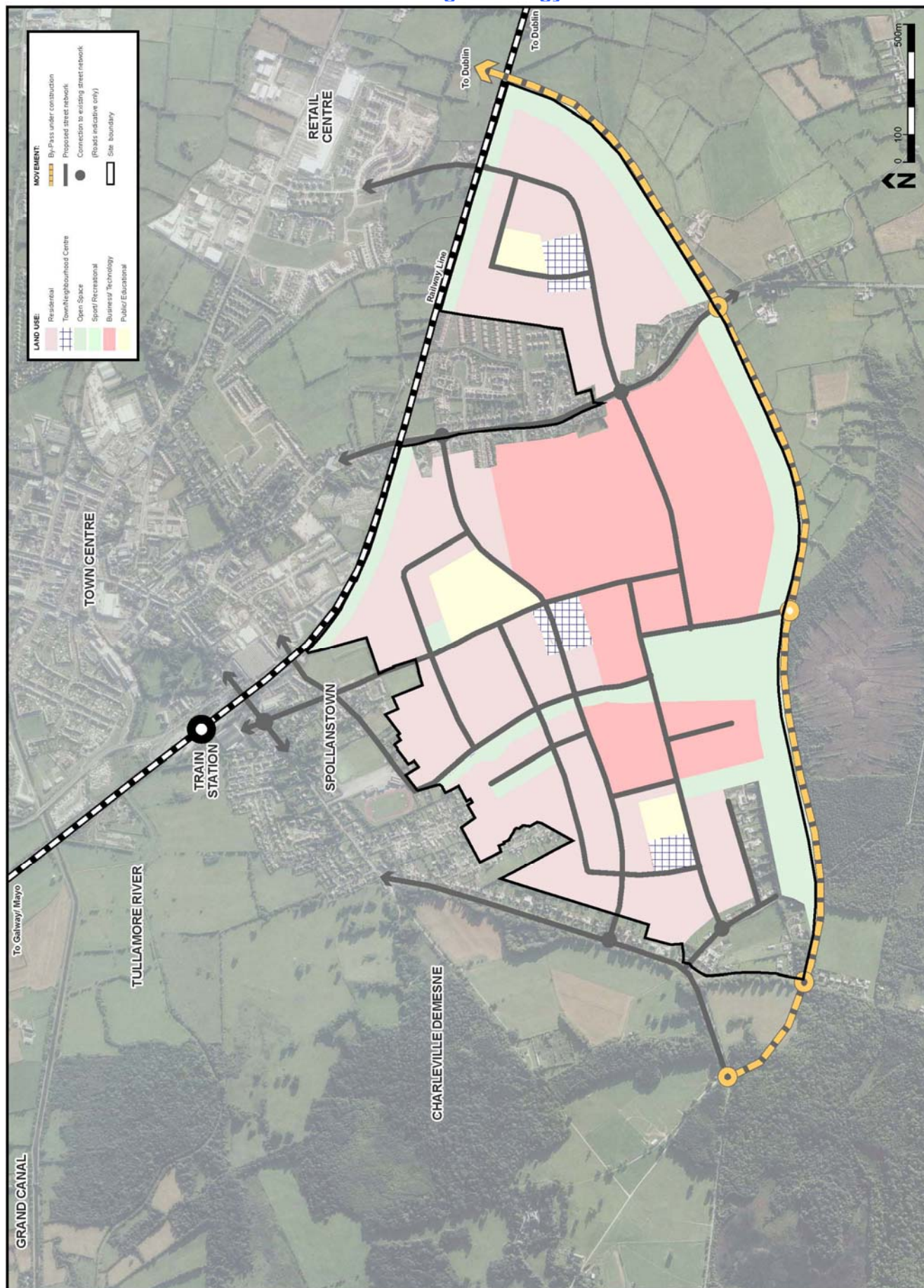
Table 5.5
Tullamore Southern Objectives

Node	Future Development	Specific Objectives
		<p>prior to the provision of water, foul sewerage and surface water sewerage infrastructure to the satisfaction of the Planning Authority.</p> <p>CHN3. Provide surface water areas as amenity features which can operate as surface water attenuation (SUDS) systems. The location and construction phasing of such features shall be agreed with the Planning Authority prior to the commencement of development within this node.</p> <p>CHN4. Encourage the provision of a potential bus route connecting peripheral environs areas as well as serving neighbourhood centres and business park users.</p> <p>CHN5. Provide pedestrian and cycle only connections to the node via St Colman's Avenue and Adams Villas. The construction phasing of such pedestrian and cycle only connections shall be agreed with the Planning Authority prior to the commencement of development within this node.</p> <p>CHN6. Encourage the development of the existing commercial forest as an amenity serving future residential development.</p> <p>CHN7. Provide a school and associated playing fields to service the residents of this node. The development of the primary school shall occur concurrently with the provision of residential development within this node. In addition, as part of the preparation of a more detailed masterplan for this node, it must be demonstrated that consultation has taken place with the Department of Education in relation to the provision of schools in this node.</p> <p>CHN8. Protect the amenity of existing dwellings.</p>
Eastern	As with the Charleville Node, it is foreseen that this area will be developed as a high quality residential area with a good quality landscape and open space character (To be developed in the longer term only following development of	<p>EN1. Seamlessly integrate into adjacent mature residential areas.</p> <p>EN2. Provide surface water areas as amenity features which can operate as surface water attenuation (SUDS) systems. The location and construction phasing of such features shall be agreed with the</p>

Table 5.5
Tullamore Southern Objectives

Node	Future Development	Specific Objectives
	Spollenstown Node).	<p>Planning Authority prior to the commencement of development within this node.</p> <p>EN3. Encourage the provision of a potential bus route connecting peripheral environs areas as well as serving neighbourhood centres and business park users.</p> <p>EN4. Provide a neighbourhood centre to service new residents in this node. The provision of this neighbourhood centre shall occur concurrent with the provision of residential development within this node.</p> <p>EN5. Provide a primary level school to service new residents in this node. The development of the primary school shall occur concurrently with the provision of residential development with this node. In addition, as part of the preparation of a more detailed masterplan for this node, it must be demonstrated that consultation has taken place with the Department of Education in relation to the provision of schools in this node.</p> <p>EN6. No building shall be occupied within this node prior to the provision of water, foul sewerage and surface water infrastructure to the satisfaction of the Planning Authority.</p> <p>EN7. Provide a bridge in this node across the railway.</p>

Tullamore Southern Environs – Urban Design Strategy



5.4.4 Phasing

Although a certain degree of flexibility must be provided to reflect market demands, it is foreseen that the implementation of this masterplan will occur on a phased basis. Subject to the provisions of the Specific Objectives outlined above, it is foreseen that the sequential development of these lands will occur as summarised below:

5.4.4.1 The relevant landowners and developers shall work in cooperation with Iarnród Éireann and other relevant agencies and bodies to ensure that the bridge is delivered in tandem with the development of Phase 1. The following items must be presented for the Planning Authority's agreement as part of the detailed masterplan for the Eastern Node. This shall be the responsibility of the lead developer.

- Estimated cost in the form of a proposed scheme,
- indicative location, and
- design detail.

The Planning Authority would be willing to assist in the scheme whereby development contributions are levied on 'non lead' developers whose lands, if developed, would benefit from the infrastructure i.e. landowners/developers within the Southern Environs Masterplan Area.

Refer also to Section 1.3.7 of this plan in relation to requirements under the provisions of Article 6(3) of the Habitats Directive.

5.4.4.2 It is foreseen that the consolidation of the business uses located in the Enterprise Node will occur concurrently with the phased development of the Spollenstown Node. It is an ambition of this masterplan that the latter node be developed as follows:

- i. The neighbourhood centre, school, playing fields and mixed use and high density residential lands adjacent to the new principal north/south road through these lands are developed first.
- ii. The remainder of the residential lands are developed following the completion of the school, playing fields and neighbourhood centre.

5.4.4.3 The northern and eastern portions of the Charleville Node will be developed for residential development prior to the development of the western and south sections of this node.

5.4.4.4 It is an ambition of this masterplan that the Charleville Node be developed as follows:

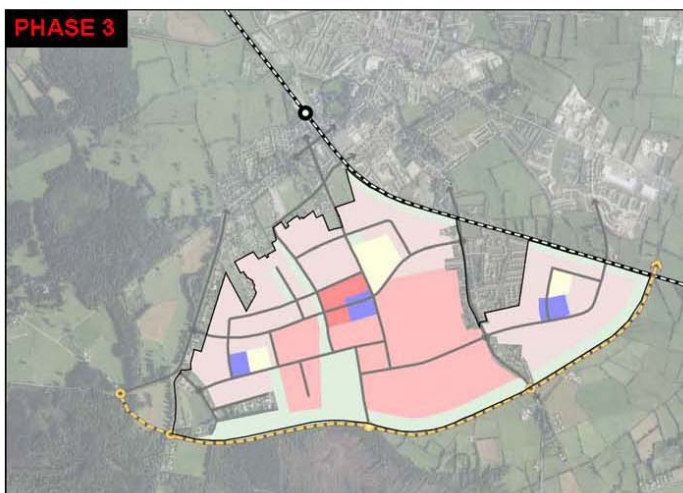
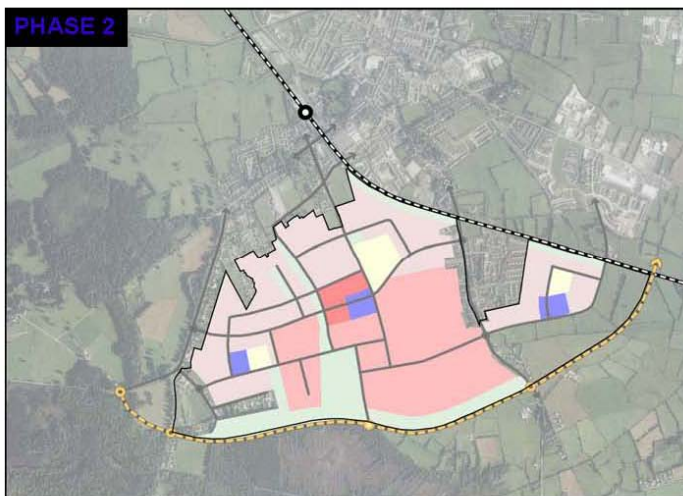
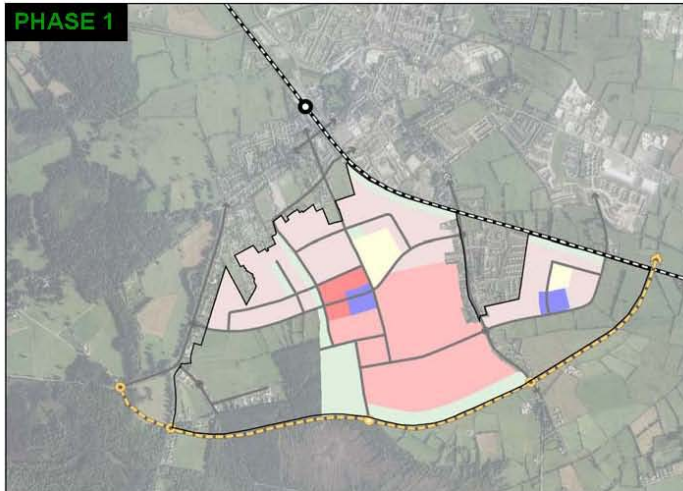
- i. The residential areas adjacent to the northern section of the Spollenstown Node are developed first.
- ii. The neighbourhood centre, school, playing fields and mixed use are then developed so as to facilitate the development of the western and southern portions of this node.
- iii. The remainder of the residential lands are developed following the completion of the school, playing fields and neighbourhood centre.

5.4.4.5 The northern and eastern portions of the Eastern Node will be developed for medium density residential development prior to the development of the western and south sections of this node for medium and low density housing.

5.4.4.6 It is an ambition of this masterplan that the Western Node be developed as follows:

- i. The residential areas adjacent to the existing mature residential north of the node are developed first.
- ii. The neighbourhood centre, school, playing fields and mixed use are then developed so as to facilitate the development of the western and southern portions of this node.
- iii. The remainder of the residential lands are developed following the completion of the school, playing fields and neighbourhood centre.

Tullamore Southern Environs – Phasing



5.5 Grand Canal Quarter Masterplan

Table 5.6 Grand Canal Quarter		
Use	Area (Ha)	% of Total Area
Residential	69.5	44.3
Open Space/Sports/Recreation/Amenity	34	21.7
Public/Community/Educational	18.5	11.8
Mixed Use	24	15.3
Business/Technology	11	7
Total	157	100

5.5.1 The Site in Context

Land Uses Adjacent to the Site

The masterplan site lies to the west of the developed edged of Tullamore in the Ballynagh and Ballydrohid townlands adjacent to the railway station and the town centre. The rail line bounds the site to the east and north while the Charleville Demesne lands and existing mature residential properties form the boundaries to the south and west. There is a mix of land uses on the north, south and eastern boundaries of the masterplan area, including schools, Lloyd Town Park, offices and other businesses, Traveller Accommodation sites and residential properties. The visually and ecologically important woodland of the Charleville Demesne and its estate lies to the south west and attractive rural landscape to the north west. Both the Tullamore River and the Grand Canal traverse the site.

Site Infrastructural Connectivity

Movement

Although there are only a limited number of road routes accessing the site, there are some elements of connectivity between the masterplan lands and the town centre along the Grand Canal towpaths, the Tullamore River and at the Tullamore Train Station.

Services

This area is served by foul sewerage and surface water drainage. There is no water supply to the area at present.

5.5.2 Site Analysis

Land Uses

The Masterplan covers an area of 157 hectares. The majority of this land is relatively flat farmland with mature hedgerow delineating the field boundaries. It also includes existing developed land to the south, centred on the Tullamore train station serving the Dublin to Galway and Mayo rail line, the Tullamore Waste Water Treatment Works and bonded warehousing.

Topography

Landscape Character

The landscape character of the area is defined by a predominantly level topography punctuated by notable features of interest such as the Grand Canal, the Tullamore River and several mature hedgerows forming clear field boundaries. The woodland and hedgerows form an attractive backdrop to the site.

Significant Views

There are aesthetic view corridors along the Grand Canal and the Tullamore River which help provide a distinctive character to the area. The views to and from Srah Castle offer a sense of unique identity.

Hydrology

The Grand Canal is an important visual, archaeological and ecological feature in the masterplan site. When constructed, it was important for the industrial growth of the town and currently provides a destination for leisure and tourism activities. The Tullamore River also traverses the site in an east/west direction.

Both the Grand Canal and the Tullamore River generate floodplains. The location of these floodplains has been identified and mapped by the Office of Public Works and a Flood Risk Assessment and Management Study (FRAMS study) has been developed in order to mitigate the severity and effects of flooding in the area (refer to Chapter 10). Regard must be had to this FRAM study in the assessment of development proposals within the identified floodplain areas.

Natural Heritage

There are three environmental designations on land within, or at the edges of the masterplan area, including the Grand Canal NHA, the Charleville Wood SAC and the Charleville Wood NHA. The Charleville Wood NHA and SAC is one of the most ancient woods sites in Ireland, with some parts being undisturbed for approximately 200 years. The Woods contain a small lake which is an important wildfowl habitat.

The Grand Canal NHA covers a large linear area over much of the length of the canal. The designation includes the Canal itself, its banks, grassy verges, tow paths and drainage ditches running parallel to the canal and areas of adjoining habitat of conservation interest. The site also contains locally important mature hedgerows, which are important in ecological terms.

Built and Cultural Heritage

Srah castle is a sixteenth century structure built by Briscoe in 1588. The castle was extensively damaged during the Cromwellian Wars and replaced by a seventeenth century house. It is in a ruinous state and the landform surrounding the castle indicates an area rich in archaeological importance. The Srah castle is an archaeological site and lies to the north of the Grand Canal, towards the eastern side of the masterplan area.

The Grand Canal runs in an east/west direction through the study area. It links the River Shannon to the west with Dublin to the east. There are no locks within the masterplan area although two lie just beyond the boundaries of the area - Lock 27 within the town and Lock 29 to the west. There are also no buildings formally associated with the canal in the masterplan area.

Connectivity and Movement

Due to the predominantly agricultural land uses on the site, there is little route permeability through the area.

Grand Canal Quarter - Location

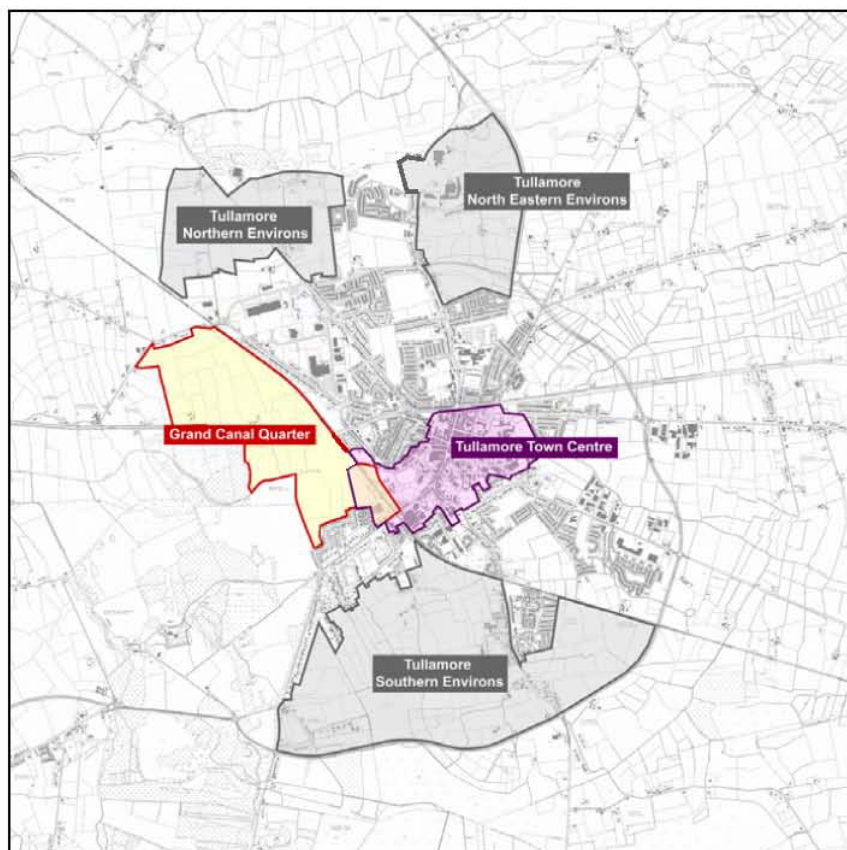
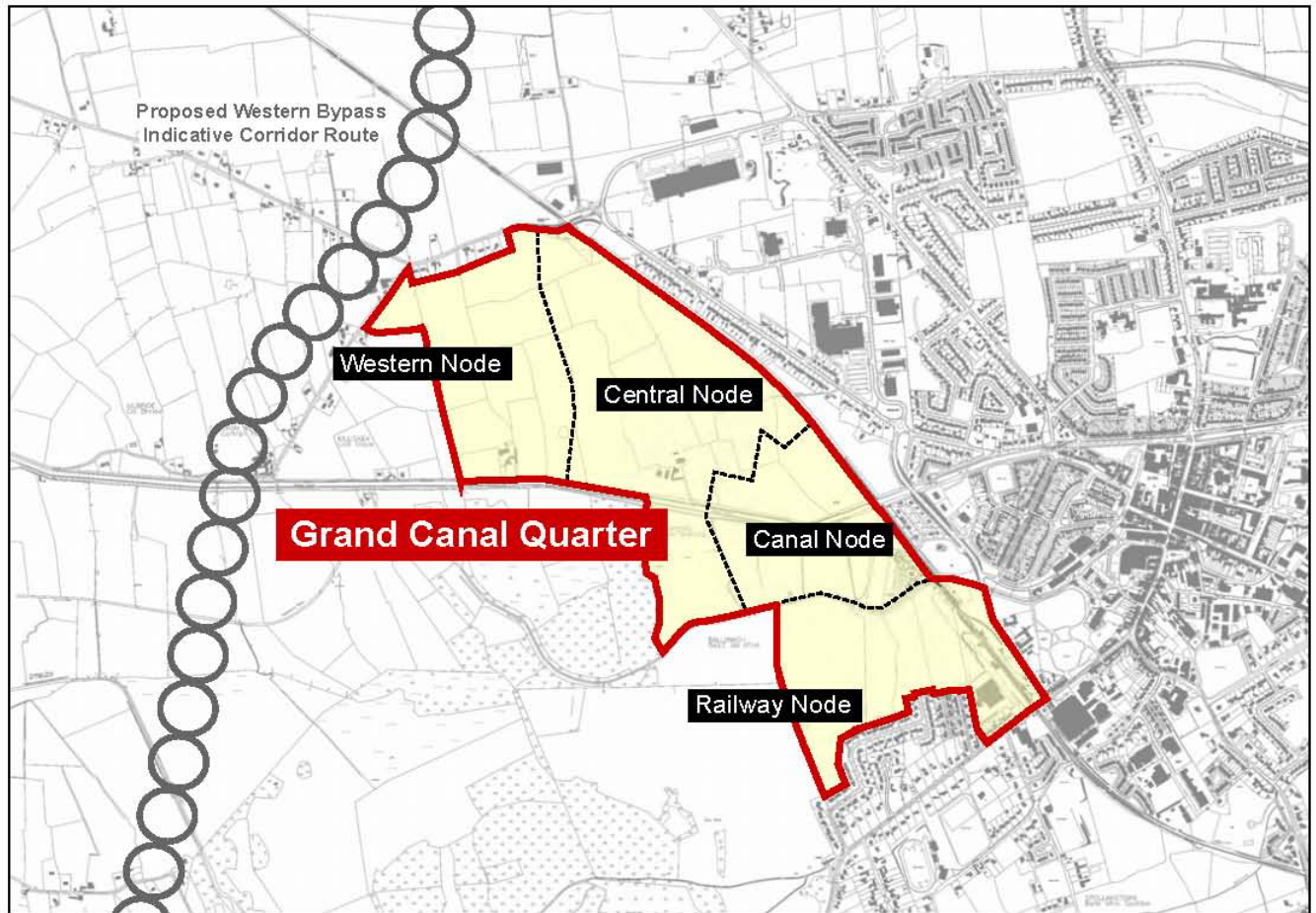
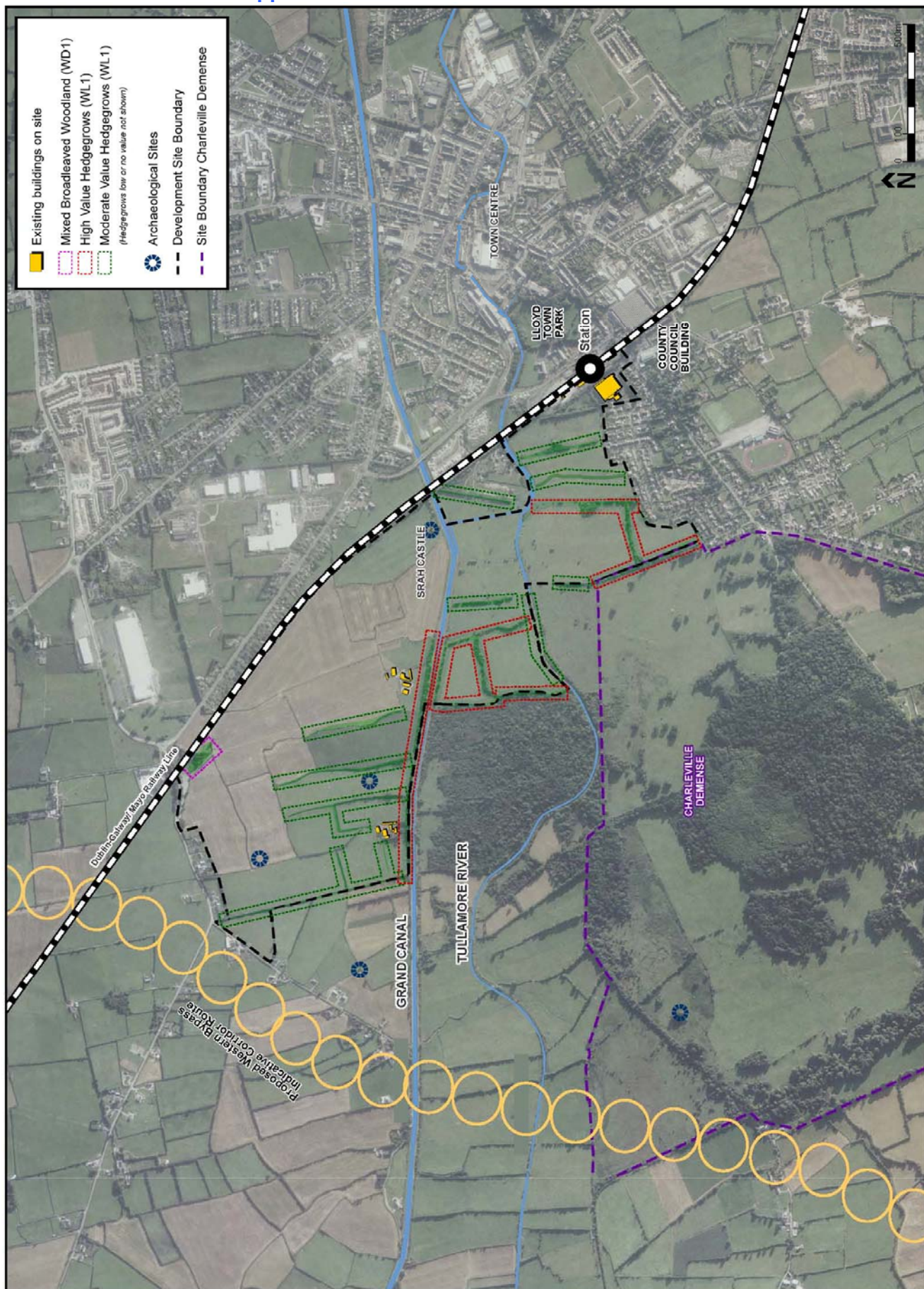


Table 5.7
Grand Canal Quarter
Opportunities and Constraints

ITEM	OPPORTUNITY	CONSTRAINT
Charleville Demesne	There are two areas designated for protection within Charleville Demesne. These are namely the Charleville Wood SAC and the Charleville Wood pNHA. The opportunity exists, over time, to bring these designated areas and the general estate into greater use as a tourism and leisure asset for the town. The masterplan lands lie between the estate and the town and so have the potential to provide linkages to the estate and to safeguard the setting of the estate by the designation of surrounding lands as open space or landscape buffers.	The castle and the demesne are not well connected to the town and their potential is not currently maximised
Railway station, public transport interchange and town centre development opportunities	<p>The inclusion of the railway station and of lands within the Town Centre boundary at the south of the master plan area provides a major opportunity to create a public-transport-orientated zone of higher density, mixed use development. This would create an extension of the town centre on lands that are currently under developed and would provide a high quality gateway into Tullamore for visitors arriving by train.</p> <p>The opportunity exists to create a public transport interchange adjacent to the station which would incorporate bus facilities, provision for cyclists and pedestrians as well as taxis and private car parking.</p>	The train station is currently segregated from the site by the rail line and so provides a potential accessibility constraint between the site and the railway station.
River Corridor	The opportunity exists to extend the existing green corridor from the Town Park to create a new riverside linear park that could ultimately connect from the town centre to Charleville Demesne. This linear park would be informal in nature, with areas that widen out to create parks large enough for informal play and recreation.	As illustrated in the OPW Flood Risk and Management Strategy for the area, the flood plain around the river is a potential constraint on development although mitigation of this threat can be achieved through minor remodelling of the land contours adjacent to the river.
Canal Corridor	The canal presents an opportunity for the creation of a mixed use, higher density node of development incorporating tourism and leisure destinations, high value residential and commercial/businesses accommodation.	
Srah Castle	The castle has the potential to act as a gateway feature at a major entrance into the masterplan lands and also as a high profile project that will raise the profile of the development.	
Transport connections and access points	A number of existing and potential access points exist which can be used to facilitate access into the master plan area. These include the existing access point at	

	the south of the master plan area to Charleville Road; an existing (currently disused) underpass below the railway that has the potential to become a pedestrian and cycle connection directly to Main Street; the existing underpass that connects to the waste water treatment works; the towpaths along the canal; a potential new underpass to connect to the Kilcruttin by-pass; and a potential new access point at the north of the site, to Rahan Road.	
Potential Inward Investment Sites	Significant sites could be preserved for the potential use of inward investment opportunities. These lands have the potential to provide a large site for innovation/R&D adjacent to a potential educational campus within a high quality environment.	
Educational Campus	<p>The potential exists to provide an educational 'campus' which would provide new educational buildings, such as a new primary school and secondary school, and potentially the relocation of existing schools, if appropriate.</p> <p>The accommodation of new outreach facilities for further education would be a major asset to the town. The possibility exists of providing a research and development innovation centre linked with a recognised third level institute. A combined site could accommodate all of the above establishments with shared use of key facilities and resources. A number of these facilities could also be open to the public during the evening or weekends/holidays, thereby providing a significant resource for the local community.</p>	
Open Spaces and Recreation Areas	These lands have the potential to accommodate a range of recreational facilities, open spaces and landscaped areas. Specifically, the Tullamore River corridor has the potential to act as a focus for an attractive linear park, while the canal corridor could be developed to provide a more urban style of landscaped setting to this waterway. These could connect to the Charleville Demesne and Srah Castle via existing mature hedgerows, thereby providing 'wilderness corridors' and linked amenity/recreational spaces permeating the environs area. There is also the potential for the provision of spaces for structured sports and informal play.	

Grand Canal Quarter – Opportunities and Constraints



5.5.3 Masterplan

The masterplan area is divided into 'nodes'. In addition to the Development Control Guidelines presented in Chapter 14, a set of specific objectives been developed for each individual node. The development guidelines and these specific objectives should be adhered to in the development of these nodes. As may be appropriate, planning conditions or agreement under Section 47 of the Planning and Development Act 2000 may be used to manage the implementation of these specific objectives.

It is the policy of the Council that a detailed masterplan shall be prepared for each of the nodes in consultation with the Planning Authority prior to the submission of a planning application for the development of that node. Developers and landowners shall be required to coordinate and work together in order to achieve integrated masterplan areas. A detailed ecological and landscape appraisal shall be required in association with each of these nodal masterplans. Mitigation shall be carried out to reduce the impact on any area of ecological or landscape importance.

In circumstances where the joint approach does not prove possible, development proposals must include the details of efforts made to engage with other landowners. Consequently, the developer/ landowner of one segment of a wider nodal area will be required to demonstrate the manner in which the development of that segment will facilitate the development of other segments within the node and nodes adjacent where appropriate, which accords with the general principles and objectives identified for the node and the wider masterplan area. In addition it must also be demonstrated that proposed developments within nodes will not frustrate the delivery of other nodes within the masterplan, particularly in relation to the delivery of critical infrastructure.

In the case of infrastructure requirements, the relevant landowners and developers shall work in cooperation with infrastructure providers and other relevant agencies and bodies to ensure that infrastructure is delivered in tandem with the development of the relevant nodes. The following items must be presented for the Planning Authority's agreement as part of the detailed masterplan for the any of the nodes.

- Estimated cost in the form of a proposed scheme,
- indicative location, and
- design detail.

The Planning Authority would be willing to assist in the scheme whereby development contributions are levied on 'non lead' developers whose lands, if developed, would benefit from the infrastructure.

Table 5.8
Grand Canal Quarter Objectives

NODE	FUTURE DEVELOPMENT	SPECIFIC OBJECTIVES
Railway Node	This node forms part of the existing town centre and it is expected that development in the eastern section of this node will reflect its town centre status. It shall be developed in a manner which is complementary to the rest of the town centre and will strengthen the vitality and viability of the centre. Transportation linkages within the town and to the rest of the Gateway and the hinterland will be strengthened within this node.	<p>RN1. No building shall be occupied within this node unless the river pedestrian, cycle way and public transport linkage under the rail underpass, the access onto Charleville Road, the river crossing and all connecting roads, infrastructure and services have been provided to the approval of the Planning Authority.</p> <p>RN2. Development within this node shall comprise mixed use development within the defined town centre incorporating uses appropriate to create a sustainable urban environment. A range of land uses is appropriate to provide the necessary services and facilities to support a range of employment and housing needs.</p> <p>RN3. The river pedestrian and cycle ways must be provided in accordance with plans to be agreed with the Planning Authority. The maintenance and management of these pedestrian and cycleways shall be undertaken in accordance with a Management Plan to be approved by the Planning Authority in advance of their provision.</p> <p>RN4. No building shall be occupied within this node prior to the provision of water, foul sewerage and surface water infrastructure to the satisfaction of the Planning Authority.</p> <p>RN5. (a) Prior to any development taking place in this area, i.e. downstream of the town centre, an appropriate mitigation option as recommended in Section 7.2.3 of the Tullamore Flood Risk and Management Study shall be carried out in full.</p> <p>(b) Prior to any development taking place, all flood defences or raising ground levels in the relevant area shall be complete.</p>
Canal Node	This node will form the 'heart' of the Grand Canal Quarter. It is expected that this node will be the focus for commercial and social activity, centred upon the canal, the redeveloped Srah castle and a	<p>CN1. No building shall be occupied within this node unless the rail underpass, Grand Canal crossing, connecting roads and services and infrastructure have been provided to the</p>

Table 5.8
Grand Canal Quarter Objectives

NODE	FUTURE DEVELOPMENT	SPECIFIC OBJECTIVES
	new marina.	<p>approval of the Planning Authority. A Transportation Assessment shall be carried out to determine whether other off-side improvements are required to the existing road network.</p> <p>CN2. Development within the Canal Node shall comprise primarily mixed use development incorporating uses appropriate to create a sustainable urban environment. A full range of land uses is appropriate to provide the necessary services and facilities to support a range of employment and housing needs.</p> <p>CN3. Due regard shall be given to the zone of archaeological potential for Srah Castle. The Castle has the potential to be appropriately redeveloped and brought within the urban fabric of the Canal Node, subject to consultation with and the agreement of the Planning Authority and the Department of Environmental, Heritage and Local Government.</p> <p>CN4. The canal and river pedestrian and cycle ways must be provided in accordance with plans to be agreed with the Planning Authority. The maintenance and management of these pedestrian and cycleway shall be undertaken in accordance with a Management Plan to be approved by the Planning Authority in advance of their provision.</p> <p>CN5. Create a neighbourhood centre with higher density residential development. The provision of this neighbourhood centre shall occur concurrent with the provision of residential development within this node.</p> <p>CN6. (a) Prior to any development taking place in this area, i.e. downstream of the town centre, an appropriate mitigation option as recommended in Section 7.2.3 of the Tullamore Flood Risk and Management Study shall be carried out in full.</p>

Table 5.8
Grand Canal Quarter Objectives

NODE	FUTURE DEVELOPMENT	SPECIFIC OBJECTIVES
		(b) Prior to any development taking place, all flood defences or raising ground levels in the relevant area shall be complete.
Central Node	This node will form the central core of the Grand Canal Quarter. Its principal uses will comprise residential, employment, educational, formal recreation and leisure and open space.	<p>CTN1. No building shall be occupied within this node unless the Rahan Road access and connecting roads and services infrastructure has been provided to the approval of the Planning Authority. A Transportation Assessment shall be carried out to determine whether other off-side improvements are required to the existing road network.</p> <p>CTN2. No building shall be occupied within this node unless the canal and river pedestrian and cycle ways have been provided in accordance with plans to be agreed with the Planning Authority. The maintenance and management of these pedestrian and cycleway shall be undertaken in accordance with a Management Plan to be approved by the Planning Authority in advance of their provision.</p> <p>CTN3. Development within the Central Node shall comprise employment and educational landuse to the south of the rail line and residential development further south of the river.</p> <p>CTN4. No building shall be occupied within this node unless land has been made available, as required, for the development of the educational campus within this node.</p> <p>CTN5. The educational campus shall comprise the full range of school provision from crèche to tertiary level, in accordance with need identified by the Department of Education and the Third Level Institutes. Areas of land shall be retained for educational use and formal playing/recreational use until the exact requirements are determined based on the need identified by the Department of Education / Third Level Institutes.</p> <p>CTN6. The employment land shall be serviced for</p>

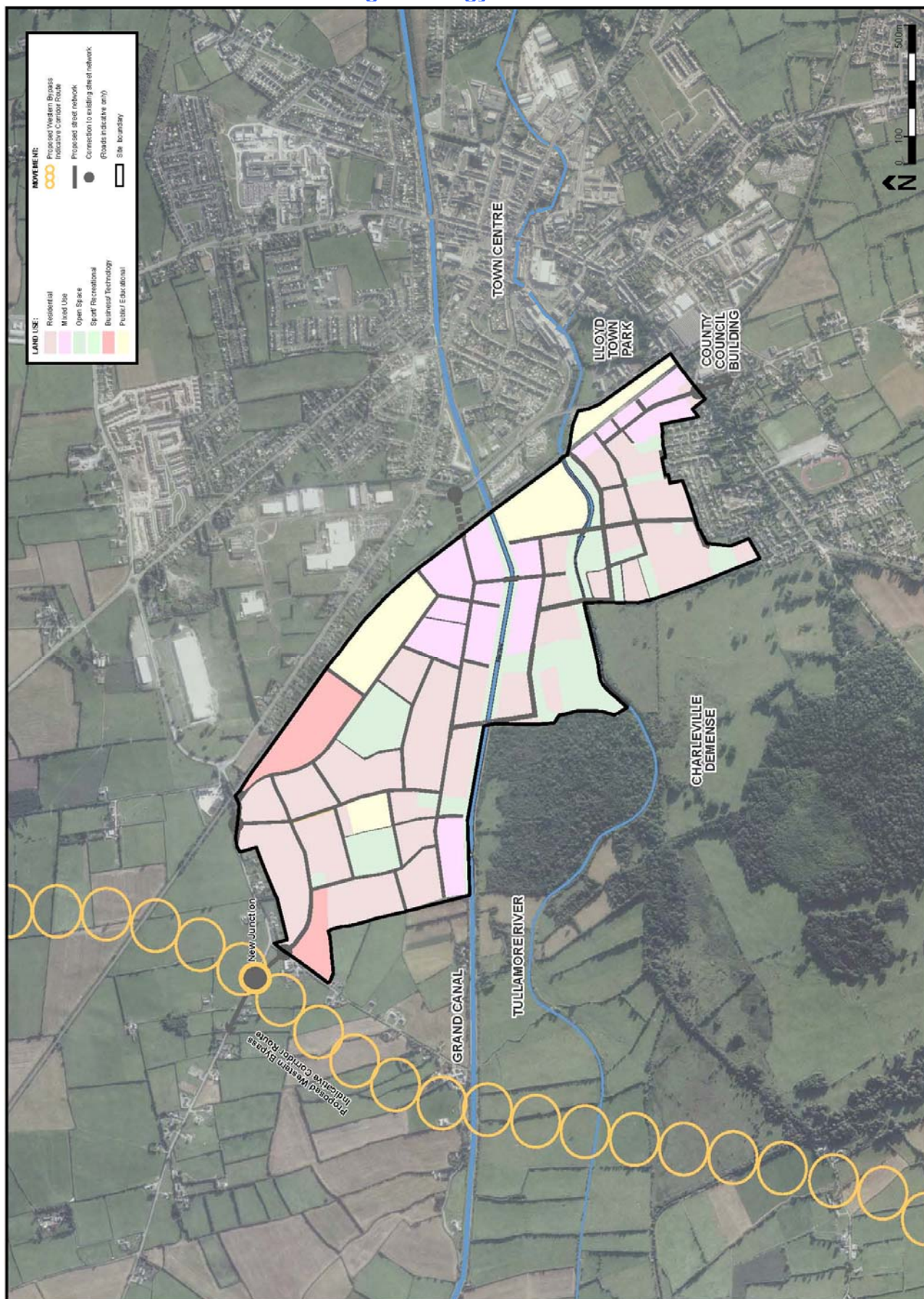
Table 5.8
Grand Canal Quarter Objectives

NODE	FUTURE DEVELOPMENT	SPECIFIC OBJECTIVES
		<p>development prior to the completion of the Canal and Railway nodes.</p> <p>CTN7. (a) Prior to any development taking place in this area i.e. downstream of the town centre, an appropriate mitigation option as recommended in Section 7.2.3 of the Tullamore Flood Risk and Management Study shall be carried out in full.</p> <p>(b) Prior to any development taking place, all flood defences or raising ground levels in the relevant area shall be complete.</p>
Western Node	<p>This node will form the transitional area between town and the open countryside. It is expected that it will be mainly the focus of residential development and open space.</p>	<p>WN1. No building shall be occupied within this node unless a revised access has been provided to the Rahan Road and the connecting roads and services infrastructure has been provided to the approval of The Planning Authority. A Transportation Assessment shall be carried out to determine whether other off-side improvements are required to the existing road network.</p> <p>WN2. Development within this node shall comprise residential development, with associated open space and leisure/tourism uses. A small neighbourhood centre development may be acceptable to service the immediate needs of the locality.</p> <p>WN3. The density shall gradually decrease towards the westerly section of this Node, to allow for appropriate transition to the adjacent countryside.</p> <p>WN4. The canal pedestrian and cycle ways must be provided in accordance with plans to be agreed with the Planning Authority. The maintenance and management of these pedestrian and cycleway shall be undertaken in accordance with a Management Plan to be approved by the Planning Authority in advance of their provision.</p> <p>WN5. A strong landscaped buffer, comprising a minimum of 20m depth, shall be provided along the western edge prior to any</p>

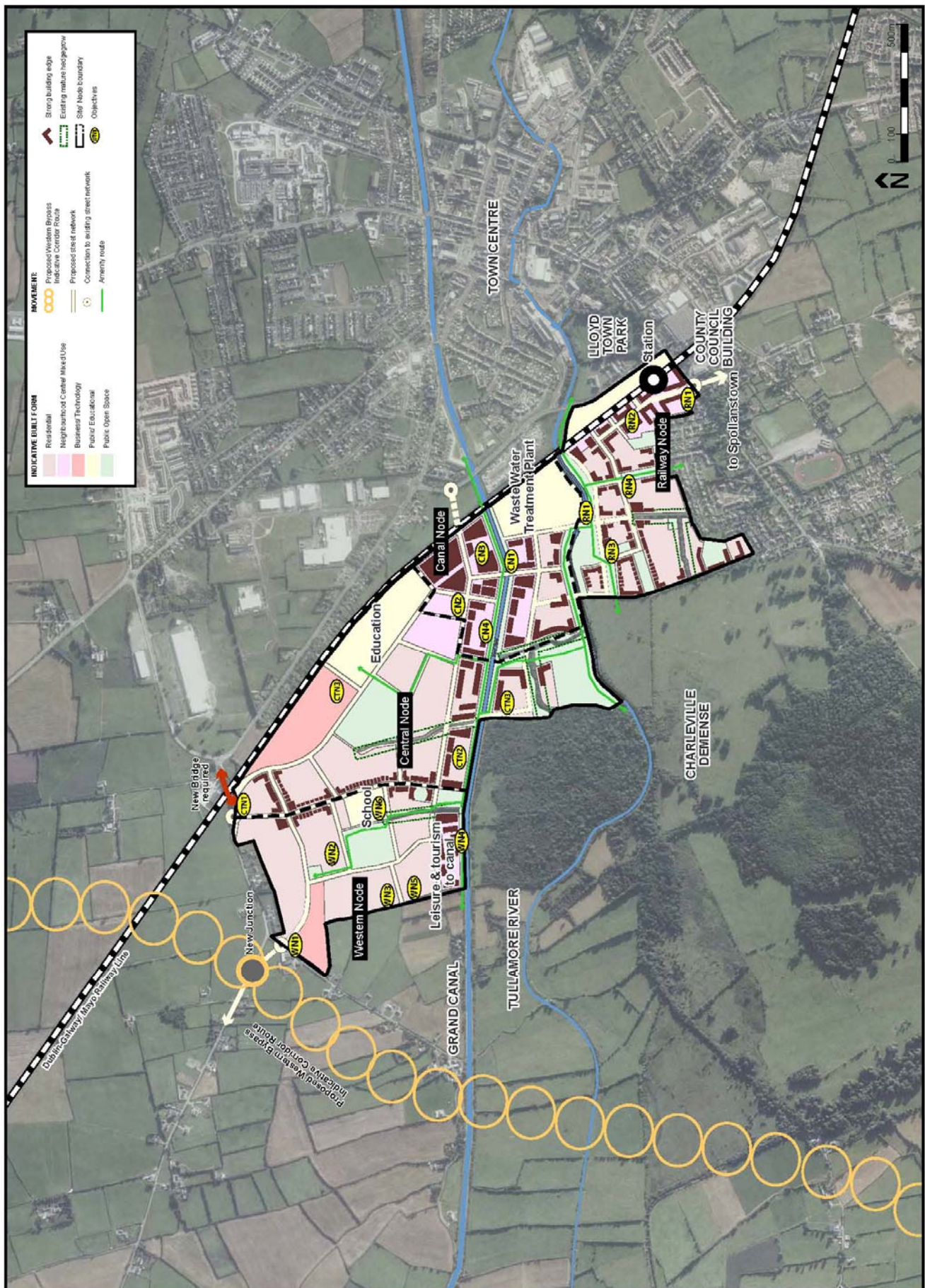
Table 5.8
Grand Canal Quarter Objectives

NODE	FUTURE DEVELOPMENT	SPECIFIC OBJECTIVES
		<p>development commencing within this Node. The landscape buffer shall be managed in accordance with a Management Plan to be approved in advance by the Planning Authority. This landscaped buffer shall be completed prior to the occupation of any buildings in the western node.</p> <p>WN6. Provide a school and associated playing fields to service the residents of this node. The development of the school shall occur concurrently with the provision of residential development within this node. In addition, as part of the preparation of a more detailed masterplan for this node, it must be demonstrated that consultation has taken place with the Department of Education in relation to the provision of schools in this node.</p> <p>WN7. (a) Prior to any development taking place in this area i.e. downstream of the town centre, an appropriate mitigation option as recommended in Section 7.2.3 of the Tullamore Flood Risk and Management Study shall be carried out in full.</p> <p>(b) Prior to any development taking place, all flood defences or raising ground levels in the relevant area shall be complete.</p>

Grand Canal Quarter – Urban Design Strategy



Grand Canal Quarter – Indicative Built Form



5.5.4 Phasing

Subject to the provisions of the Specific Objectives outlined above in Table 5.8, it is foreseen that the sequential development of these lands will occur as summarised below:

5.5.4.1 Building upon the fabric of established residential properties to south, the Railway Node will be developed for residential, neighbourhood services and amenity purposes. This phase of development will be delineated by the Tullamore River to the north. The provision of neighbourhood services in this node will help ensure the evolution of a sustainable extension to the town by catering for the needs of existing residential areas adjacent (south) of this node and provide for the service requirements of the node's newly developed residential areas.

5.5.4.2 Following the development of the Railway Node, the Canal Node will be developed to the north of the Grand Canal. This will provide the essential services necessary to facilitate the sustainable development of the masterplan lands. Once this zone of the node has been developed, it is foreseen that the nodal zone between the Grand Canal and the Tullamore River will be developed for mainly mixed use and residential uses. This will provide a 'horse-shoe' of new development around the area currently occupied by the Waste Water Treatment Plant.

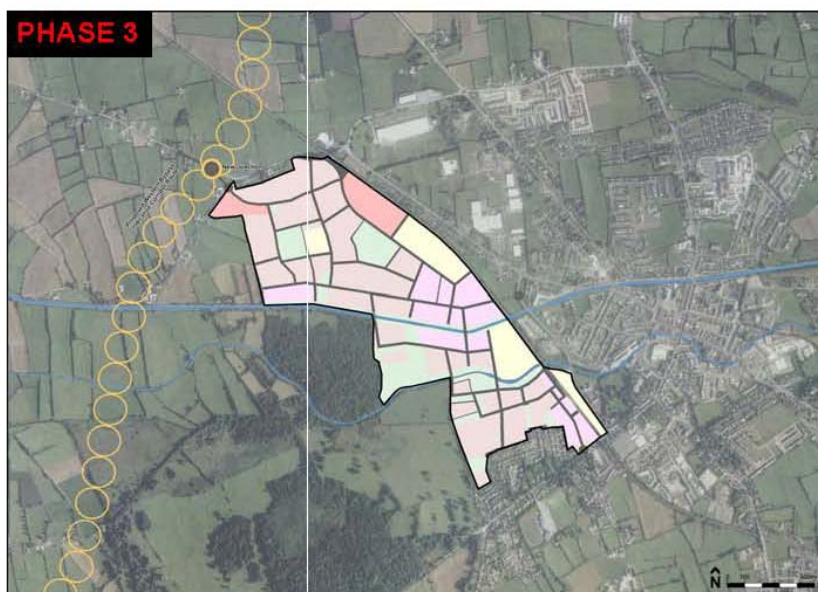
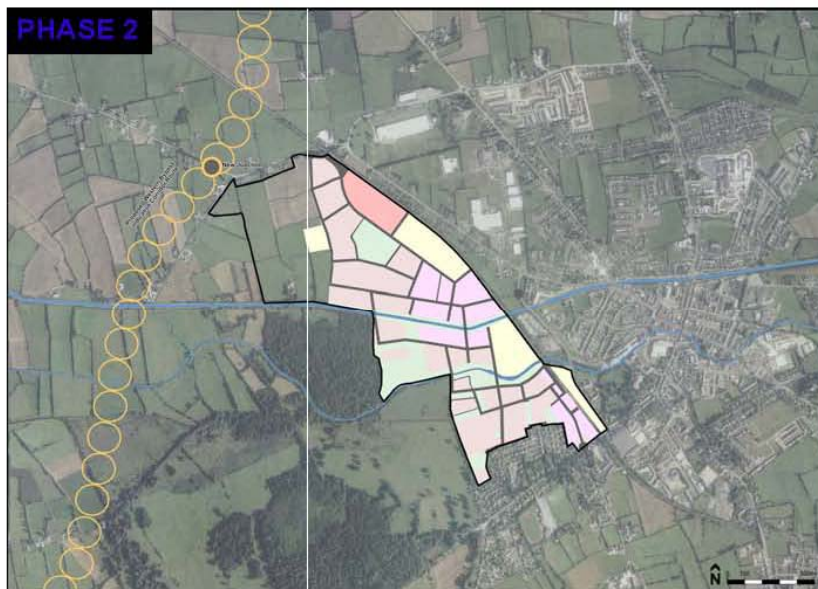
5.5.4.3 The lands between the Tullamore River and the Grand Canal which are in the Central Node will be developed for residential and amenity purposes. The development of these lands is required prior to the development of other lands within the Central Node so as to ensure the timely delivery and connection of the amenity/ecological corridors along the Grand Canal and the Tullamore River to the wider environment beyond the masterplan lands. This nodal zone will also provide the necessary amenity space for the sequential expansion of the town and ensure an adequate transition between the growing urban settlement and the rural environment beyond.

5.5.4.4 Subsequent to the development of the southern portion of the Central Node outlined above, it is foreseen that the remainder of the Central Node shall be developed in the following order:

- i. The mixed use lands within the Central Node adjoining the north of the Canal Node will be developed simultaneously with the education campus lands and the business and technology lands.
- ii. The residential and mixed use lands to the south of the education campus lands and east of the node's central open space will be developed.
- iii. The residential lands to the west of the node's central open space will be developed.

5.5.4.5 It is foreseen that the Western Node shall not be developed until development in all the other nodes is first completed, although it may be feasible to develop the mixed use sections in the south west of this node prior to the completion of development in the other nodes. This mixed use section shall comprise uses that address the leisure and tourism opportunities associated with the Grand Canal. Development of the Western Node shall occur sequentially in an east – west direction.

Grand Canal Quarter – Phasing



5.6 Tullamore Northern Environs Masterplan

Table 5.9 Tullamore Northern Environs		
Use	Area (Ha)	% of Total Area
Residential	31.8	29.3
Open Space/Sports/ Recreation/Amenity	25	23
Public/Community/ Educational	7.2	6.6
Neighbourhood Centre	1.4	1.3
Industrial	0.6	0.6
Commercial	42.5	39.2
Total	c. 109	100

5.6.1 The Site in Context

Land Uses Adjacent to the Site

Lands to the east of the site are currently being developed for residential use. The lands to the south are predominantly industrial, consisting of a mix of local businesses with a developed IDA Industrial Park further south. Lands to the west and north of the site are currently agricultural, with an industrial development at Ballyduff Wood.

Site Infrastructural Connectivity

Movement

The principal access to the site is via the Clara Road, a national route (N80), with one existing junction and one proposed new junction located along the site boundary. To the south, access is available from the Western Relief Road. There are opportunities to provide road connections to the Collins Lane area to the east. To the west an indicative corridor route for a by-pass has been proposed.

Services

Foul sewerage and surface water sewerage are included for provision for this area. The water supply will require boosting or a local reservoir.

5.6.2 Site Analysis

Land Uses

The masterplan has an area of c. 109 hectares and is traversed by the Clara Road running north-west to south-east. To the east of the N80 the land is predominantly in agricultural use with some existing houses. The majority of the land is in agricultural use with a number of dwellings to the east of the N80. A new business park with a warehouse retail character is partially completed to the south of the site (Axis Business Park). A soccer club is located within the site to the west of Clara Road and is accessed via the Axis Business Park.

Topography

Landscape Character

The majority of the site is level but rises to the north as it reaches the Eiscir Riada which forms the dominant landscape feature. Running as an east-west ridge across the north of the site, it forms a backdrop to the proposed development areas. An active gravel quarry is situated along the northern boundary of the site to the west of Clara Road. A landscape restoration plan has been proposed to provide a semi-natural calcareous grassland habitat including wetland and woodland areas.

Significant Views

There are significant views of the Ballyduff Esker and Ballyduff wood looking north through the site, giving amenity and local character to potential future development

Natural Heritage

The north of the site abuts the Ballyduff Esker, a proposed Natural Heritage Area and an Area of High Amenity. The site contains several mature hedgerows.

Built and Cultural Heritage

An enclosure (RMP OF 017-001), known locally as “the fairy hill” is situated in the south of the site. This comprises a low flat circular platform defined by a scarp enclosed by a shallow fosse with slight evidence of an external bank.

Connectivity and Movement

Due to the predominantly agricultural land uses on the site there is little route permeability. To the west of the N80 there is one lane traversing the site in a north-south direction. To the east of the N80, there is a further lane serving a small number of houses to the north of the site.

Tullamore Northern Environs - Location

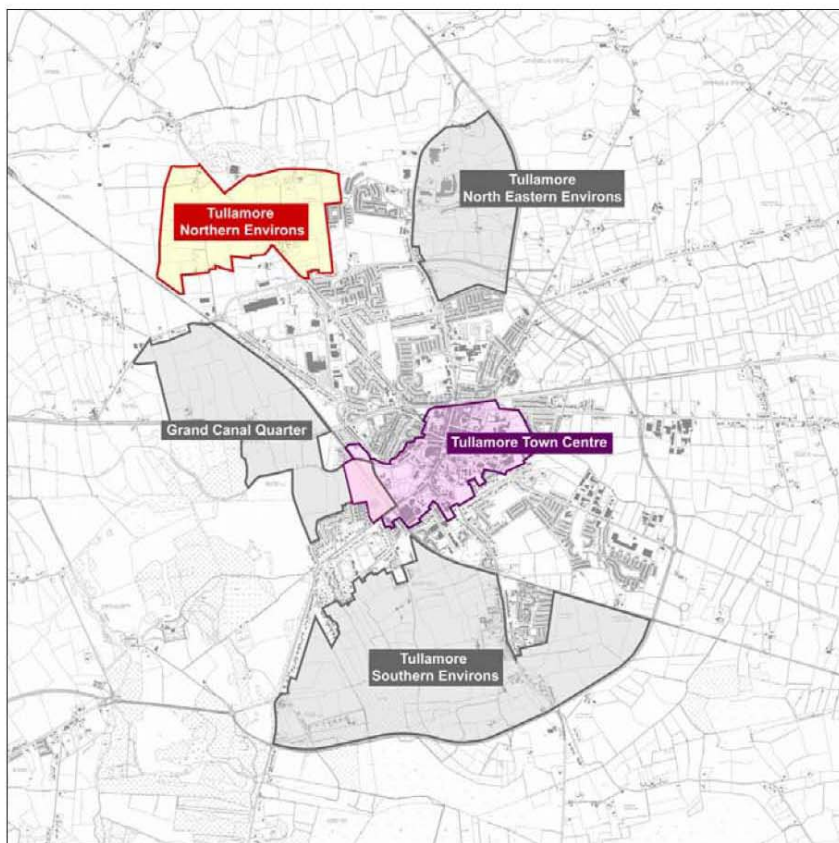
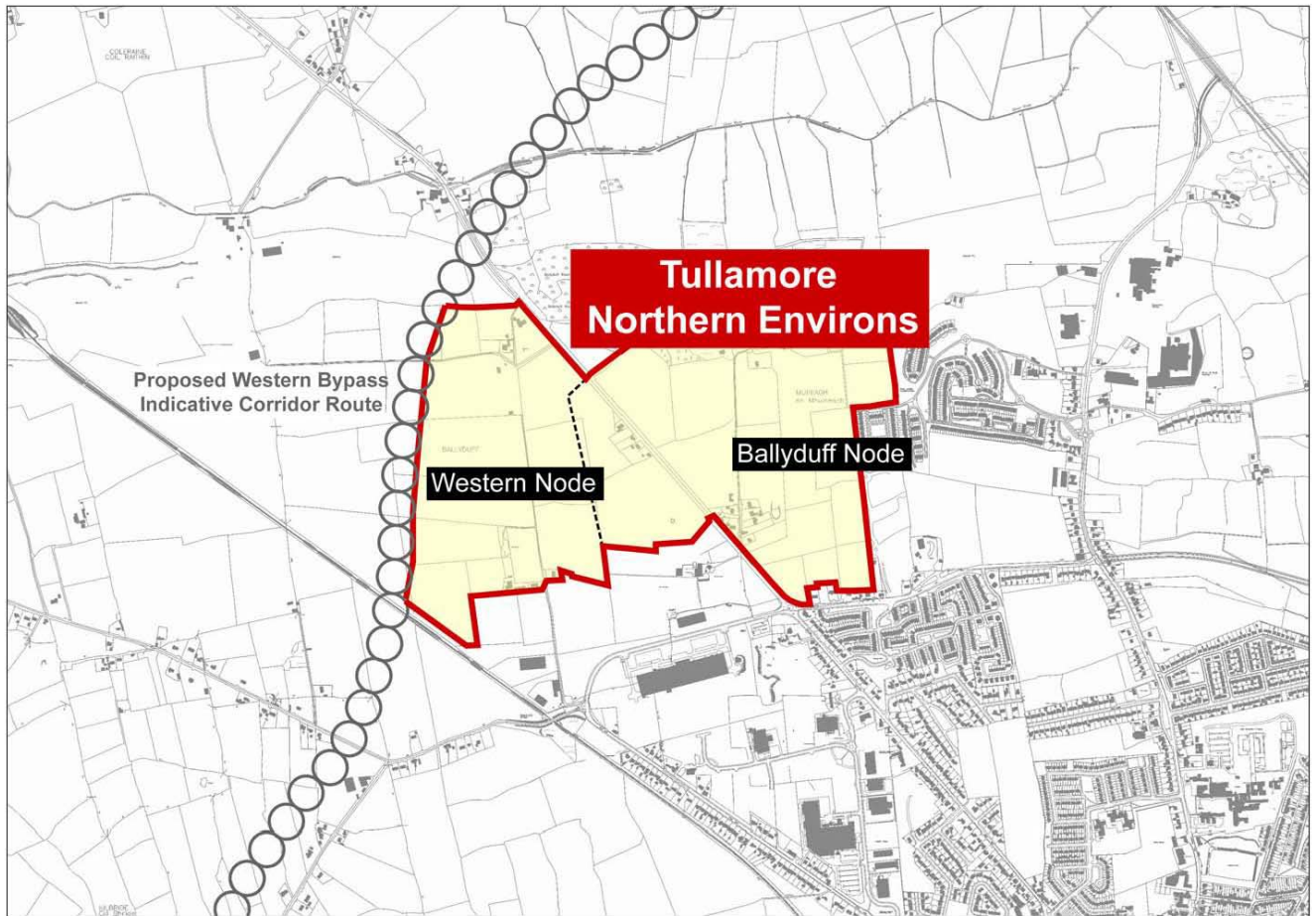
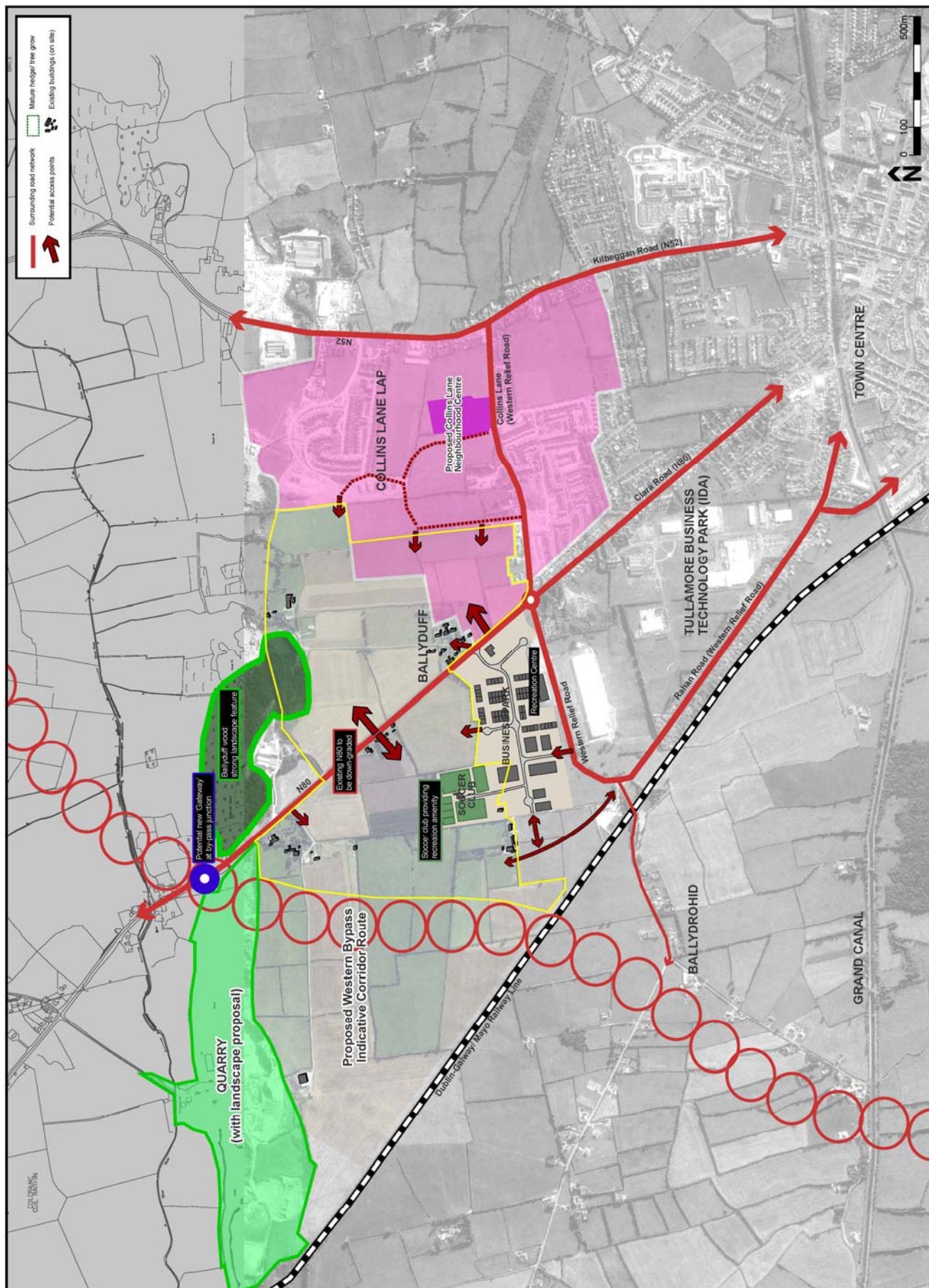


Table 5.10
Northern Environs Masterplan
Opportunities and Constraints

Item	Opportunity	Constraint
Existing Business Park	<p>Existing employment in the area with a retail element provide opportunities for a mix of uses.</p> <p>A recreational centre and the soccer club are existing recreational facilities located in or adjacent to the site. The consolidation of such uses would provide the opportunity to supply the recreational facilities necessary for a new community in the area.</p>	<p>The warehouse character is a major barrier between the existing residential estates of Tullamore and the western part of the site. There is a potential traffic conflict as the N80 will be the only access to the proposed by-pass for commercial vehicles.</p>
Bypass	<p>(NB: The location of the western bypass is not yet confirmed). A junction of the N80 and the western bypass north of the site is likely, which would offer good connectivity to the national road network.</p> <p>The location of the By-pass would enable the re-grading of the existing N80 to a regional road, offering the potential for environmental improvement to provide an urban street character.</p> <p>A second junction from the bypass to the business park could provide more direct access for commercial areas, allowing a reduction of commercial vehicles on the re-graded N80.</p>	<p>The bypass will be a barrier to the surrounding landscape. By-pass may impact residential amenity value of adjacent sites if not considered carefully.</p>
Access to site	<p>An existing and proposed series of access points from the existing N80 to both the western and eastern sides of the site provide good connectivity. The eastern site will have access to the Collins Lane area through a new street (under construction)</p>	
Quarry and Ballyduff Wood	<p>The quarry (ultimately to be landscaped) and the forest to the north provide large amenity space and could provide a recreational/leisure space.</p>	
Collins Lane Area	<p>The Collins Lane development gives the opportunity to link development into an existing housing estate and neighbourhood centre.</p>	

Tullamore Northern Environs – Opportunities and Constraints



5.6.3 Masterplan

The masterplan area is divided into 'nodes'. In addition to the Development Control Guidelines presented in Chapter 14, a set of specific objectives been developed for each individual node. The development guidelines and these specific objectives should be adhered to in the development of these nodes. As may be appropriate, planning conditions or agreement under Section 47 of the Planning and Development Act 2000 may be used to manage the implementation of these specific objectives.

It is the policy of the Council that a detailed masterplan shall be prepared for each of the nodes in consultation with the Planning Authority prior to the submission of a planning application for the development of that node. Developers and landowners shall be required to coordinate and work together in order to achieve integrated masterplan areas. A detailed ecological and landscape appraisal shall be required in association with each of these nodal masterplans. Mitigation shall be carried out to reduce the impact on any area of ecological or landscape importance.

In circumstances where the joint approach does not prove possible, development proposals must include the details of efforts made to engage with other landowners. Consequently, the developer/ landowner of one segment of a wider nodal area will be required to demonstrate the manner in which the development of that segment will facilitate the development of other segments within the node and nodes adjacent where appropriate, which accords with the general principles and objectives identified for the node and the wider masterplan area. In addition it must also be demonstrated that proposed developments within nodes will not frustrate the delivery of other nodes within the masterplan, particularly in relation to the delivery of critical infrastructure.

In the case of infrastructure requirements, the relevant landowners and developers shall work in cooperation with infrastructure providers and other relevant agencies and bodies to ensure that infrastructure is delivered in tandem with the development of the relevant nodes. The following items must be presented for the Planning Authority's agreement as part of the detailed masterplan for the any of the nodes.

- Estimated cost in the form of a proposed scheme,
- indicative location, and
- design detail.

The Planning Authority would be willing to assist in the scheme whereby development contributions are levied on 'non lead' developers whose lands, if developed, would benefit from the infrastructure.

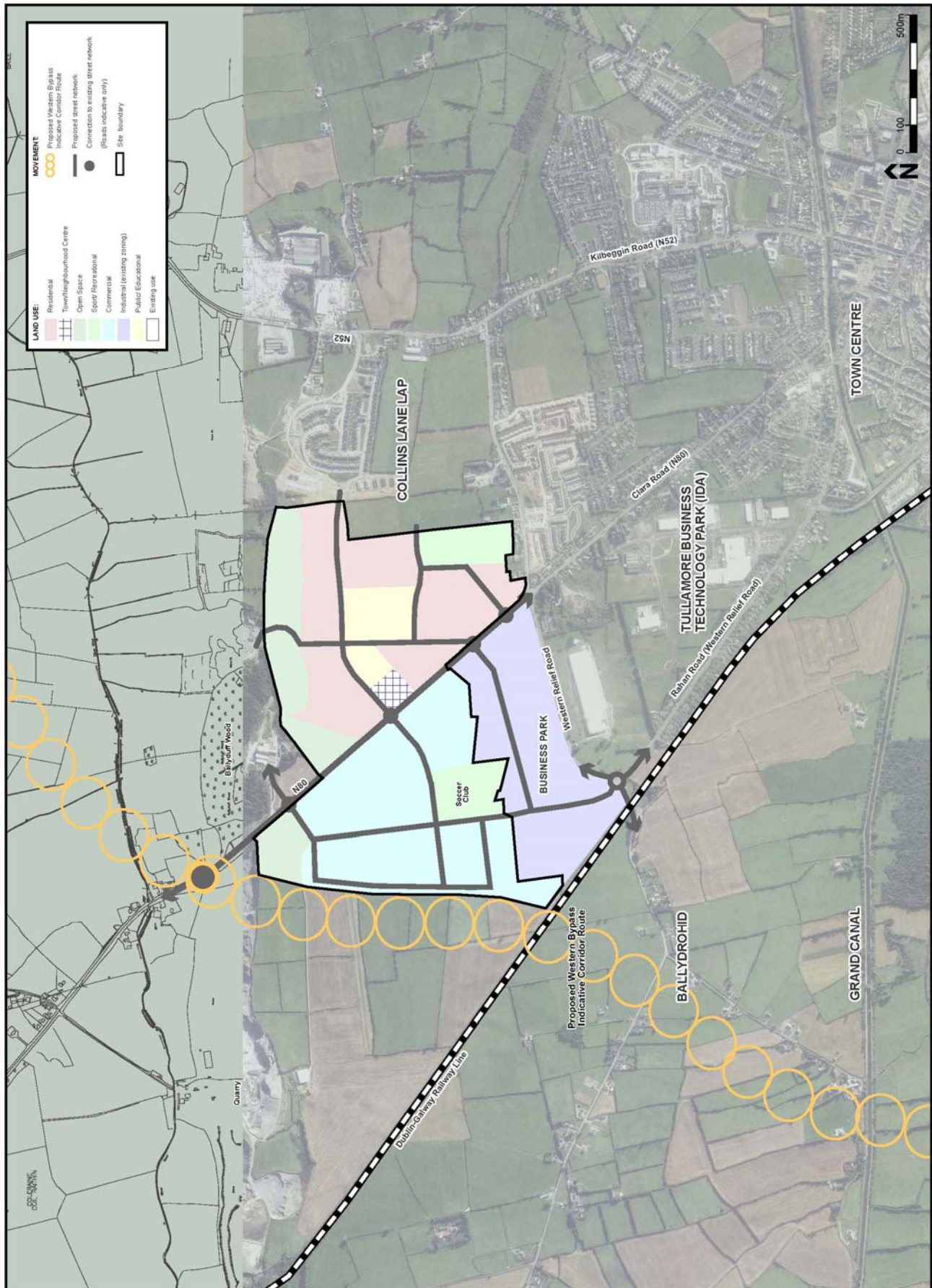
Table 5.11
Northern Environs Objectives

NODE	FUTURE DEVELOPMENT	SPECIFIC OBJECTIVES
Ballyduff	To be developed as a high quality residential area with a focus on a neighbourhood centre containing community facilities and open space. This node should seamlessly link into the developed areas adjacent and other relevant policies and objectives relating to the development of this area.	<p>BN1. A new character will be created for the area through the provision of a quality residential environment focused on a neighbourhood centre containing community facilities and open space.</p> <p>BN2. Create a neighbourhood centre with higher density residential development. The provision of this neighbourhood centre shall occur concurrent with the provision of residential development within this node.</p> <p>BN3. Provide a road connecting the Western Node, as identified in Figure 23, to the area to the east of the Ballyduff Node (ensuring connectivity with existing constructed roads in this area). The delivery of this route shall be prioritised in the preparation of the masterplan for this and the other relevant nodes in the Southern Environs and the occupation of buildings permitted shall occur in tandem with its construction.</p> <p>BN4. Provide open space to protect views of Ballyduff Wood and facilitate the creation of a 'gateway' urban space along the N80 through the provision of a landmark 'gateway' development.</p> <p>BN5. Provide a primary and post school and associated playing fields to service the residents of this node, Tullamore Northern Environs and the wider area. The development of the schools shall occur concurrently with the provision of residential development within the node. In addition, as part of the preparation of a more detailed masterplan for this node, it must be demonstrated that consultation has taken place with the Department of Education in relation to the provision of schools in this node.</p> <p>BN6. No building shall be occupied within this node prior to the provision of water, foul sewerage and surface water infrastructure to the satisfaction of the Planning Authority.</p> <p>BN7. Protect the amenity of existing dwellings.</p>
Western	Support, consolidate and strengthen of existing business uses south of this node.	<p>WN1. Encourage development in this node which provides a visually pleasing 'gateway' to the town.</p> <p>WN2. Facilitate the expansion of business uses into this area from the existing business park south of this node.</p>

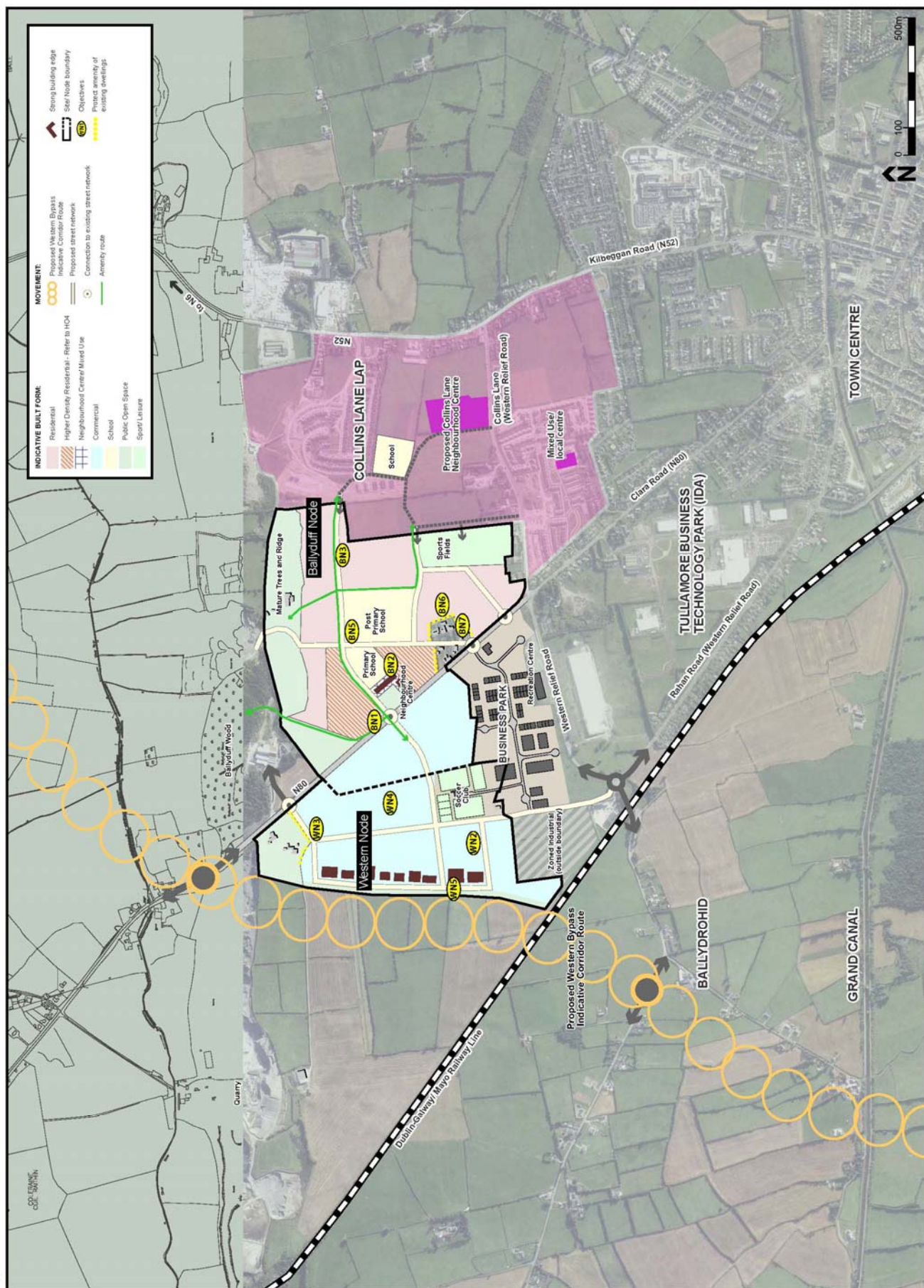
Table 5.11
Northern Environs Objectives

NODE	FUTURE DEVELOPMENT	SPECIFIC OBJECTIVES
		<p>WN3. Provide a north south access road connecting to the N80 at both the northern and southern ends of this node. The delivery of this route shall be prioritised in the preparation of the masterplan for this and the other relevant nodes in the Southern Environs and the occupation of buildings permitted shall occur in tandem with its construction.</p> <p>WN4. No building shall be occupied within this node prior to the provision of water, foul sewerage and surface water infrastructure to the satisfaction of the Planning Authority.</p> <p>WN5. A strong landscaped buffer, comprising a minimum of 20m depth, shall be provided along the northern edge prior to any development commencing within this Node. The landscape buffer shall be managed in accordance with a Management Plan to be approved in advance by the Planning Authority. This landscaped buffer shall be completed prior to the occupation of any buildings in the western node.</p>

Tullamore Northern Environs – Urban Design Strategy



Tullamore Northern Environs – Indicative Built Form



5.6.4 Phasing

Although a certain degree of flexibility must be provided to reflect market demands, it is foreseen that the implementation of this masterplan will occur on a phased basis. Subject to the provisions of the Specific Objectives outlined above, it is foreseen that the sequential development of these lands will occur as summarised below:

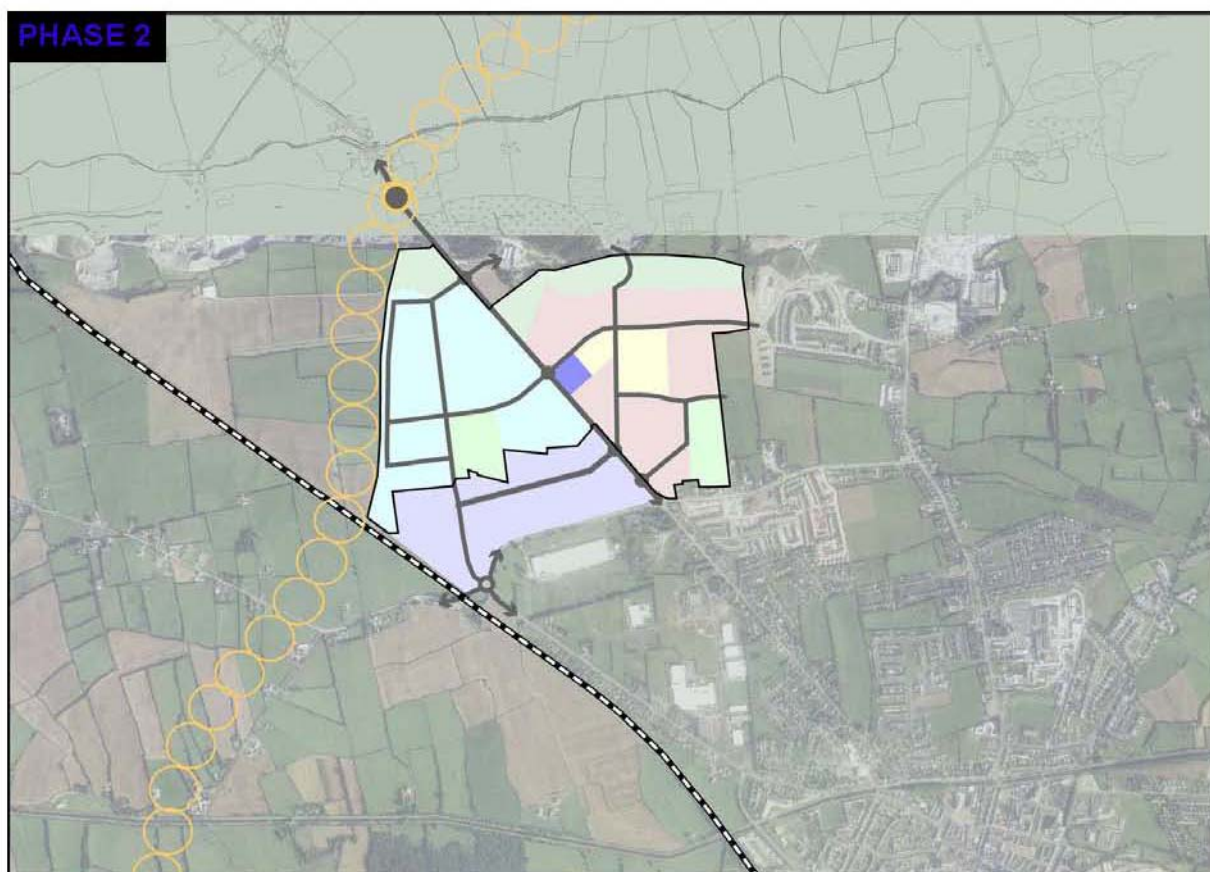
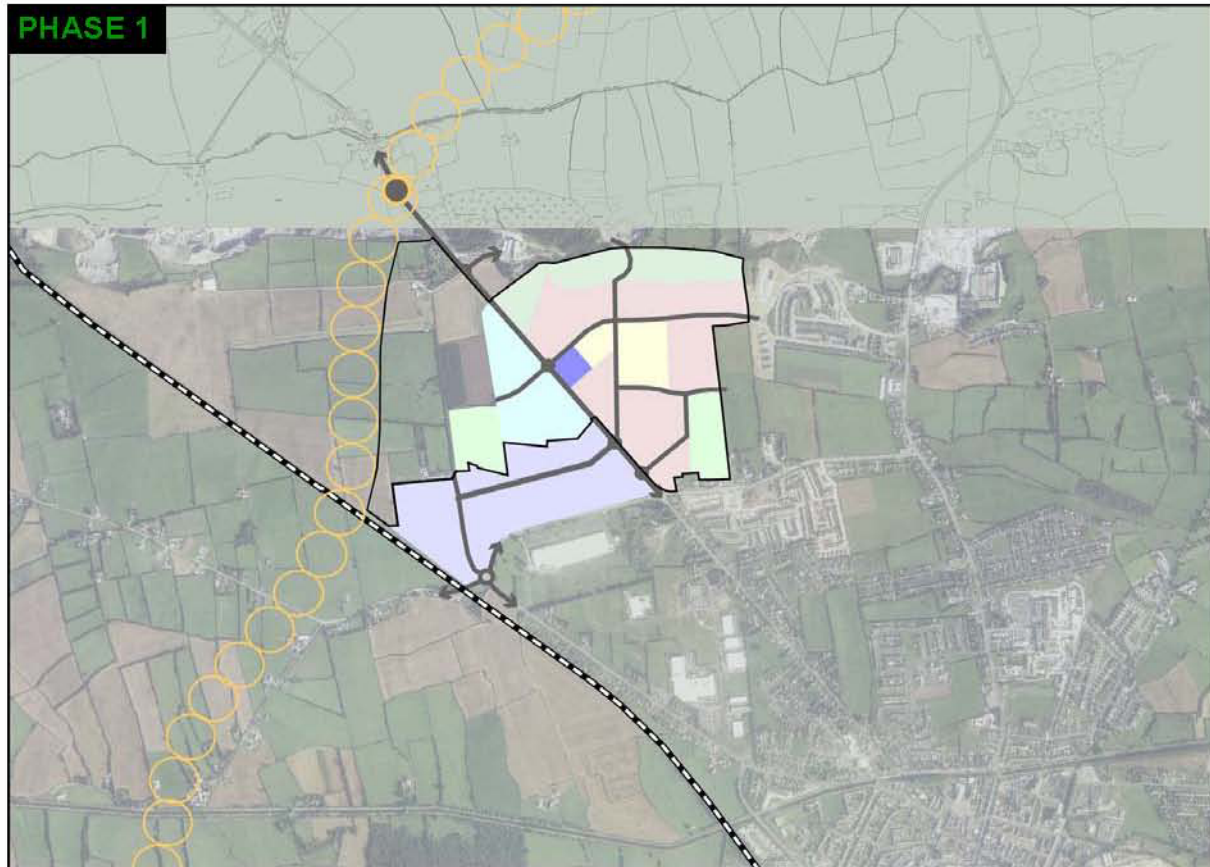
5.6.4.1 The Ballyduff Node will be extensively developed prior to the commencement of development works on the Western Node.

5.6.4.2 The Ballyduff Node be developed on a phased basis as follows:

- i. The neighbourhood centre, school and residential areas in the south and east of the Ballyduff Node should be developed simultaneously. The residential lands in the eastern portion of this node should seamlessly integrate with existing residential areas to the east of this node.
- ii. Following the development of these lands, the residentially zoned lands in the northern portion of this zone should be developed.

5.6.4.3 The development of the Western Node for business uses should occur following the development of the Ballyduff Node. A limited degree of business development may be permitted in the south eastern portion of this node prior to the completion of the Ballyduff Node.

Tullamore Northern Environs – Phasing



5.7 Tullamore North Eastern Environs Masterplan

Table 5.12 Tullamore North Eastern Environs		
Use	Area (Ha)	% of Total Area
Industrial	40.6	35.4
Residential	34.5	30.1
Open Space/Sports/ Recreation/Amenity	24.3	21.2
Public/Community/ Educational	1.7	1.5
Neighbourhood Centre	4	3.5
Commercial	9.6	8.4
Total	c. 115	100

5.7.1 The Site in Context

Land Uses Adjacent to the Site

The surrounding areas to the north, east and south of the site are in agricultural use. To the west of the site there are industrial uses along the northern part of the Arden Road, including a cattle mart and gravel quarry. Further south along the Arden Road the Collins Lane area is under development for residential use.

Site Infrastructural Connectivity

Movement

The site is currently accessed along the Arden Road. The by-pass road is constructed to the east with connectivity to the east and south.

Services

This site is currently serviced by foul sewerage and surface water infrastructure; however the water supply to the north eastern portion of the site will require boosting.

5.7.2 Site Analysis

Land Uses

The masterplan has an area of c. 115 hectares. The site is predominantly in agricultural use with some existing residential use along the western boundary on Arden Road and in the centre of the site.

The North West portion of the site is occupied by a concrete works, with other industrial/commercial uses along the boundary of Arden Road. A pitch and putt course is located directly to the east of this.

Topography

Landscape Character

The site is generally level, with a rise in levels to the north at the esker. There are low rolling mounds to the centre of the site around the pitch and putt course.

Significant Views

There is a panoramic view looking south from the Arden Road, adjacent to the concrete works. This view is significant as it creates a 'gateway' experience on the main route into the town from the M6 to the north. This is currently compromised by public realm and industrial uses with poor visual quality.

Natural Heritage

The site contains several mature hedgerows.

Built and Cultural Heritage

The site contains one archaeological site (RMP OF 017-002), a rath, which is situated on a hillock to the south of Arden House. The form of this archaeological site is of a raised platform with a partial external bank.

Connectivity and Movement

Due to the predominantly agricultural land uses on the site there is little route permeability. There is one lane traversing the site in an east west direction serving the pitch and putt course and a small number of houses.

Tullamore North Eastern Environs – Location

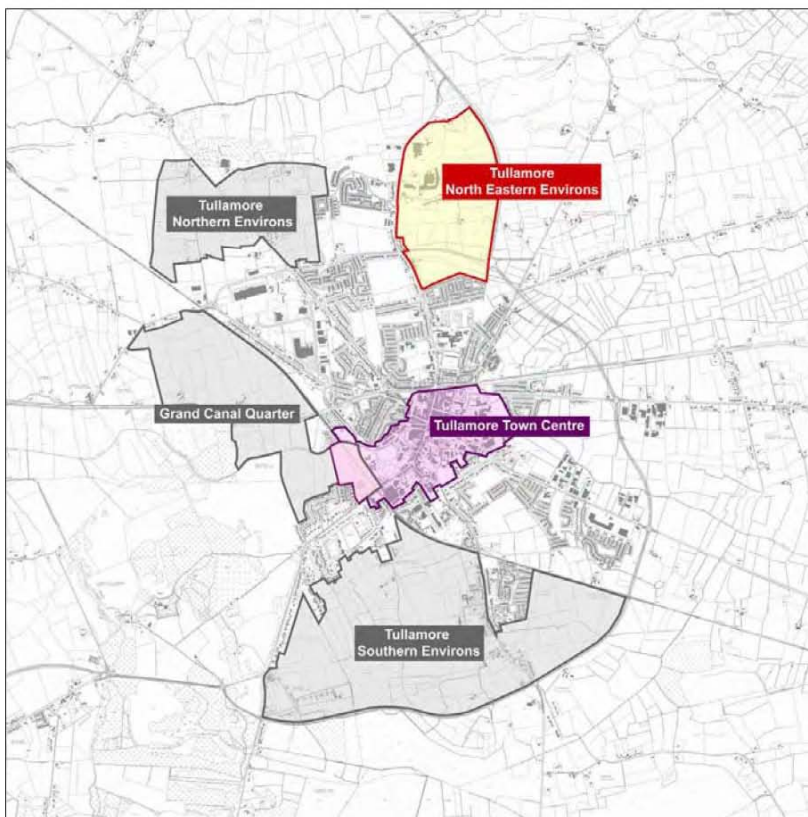
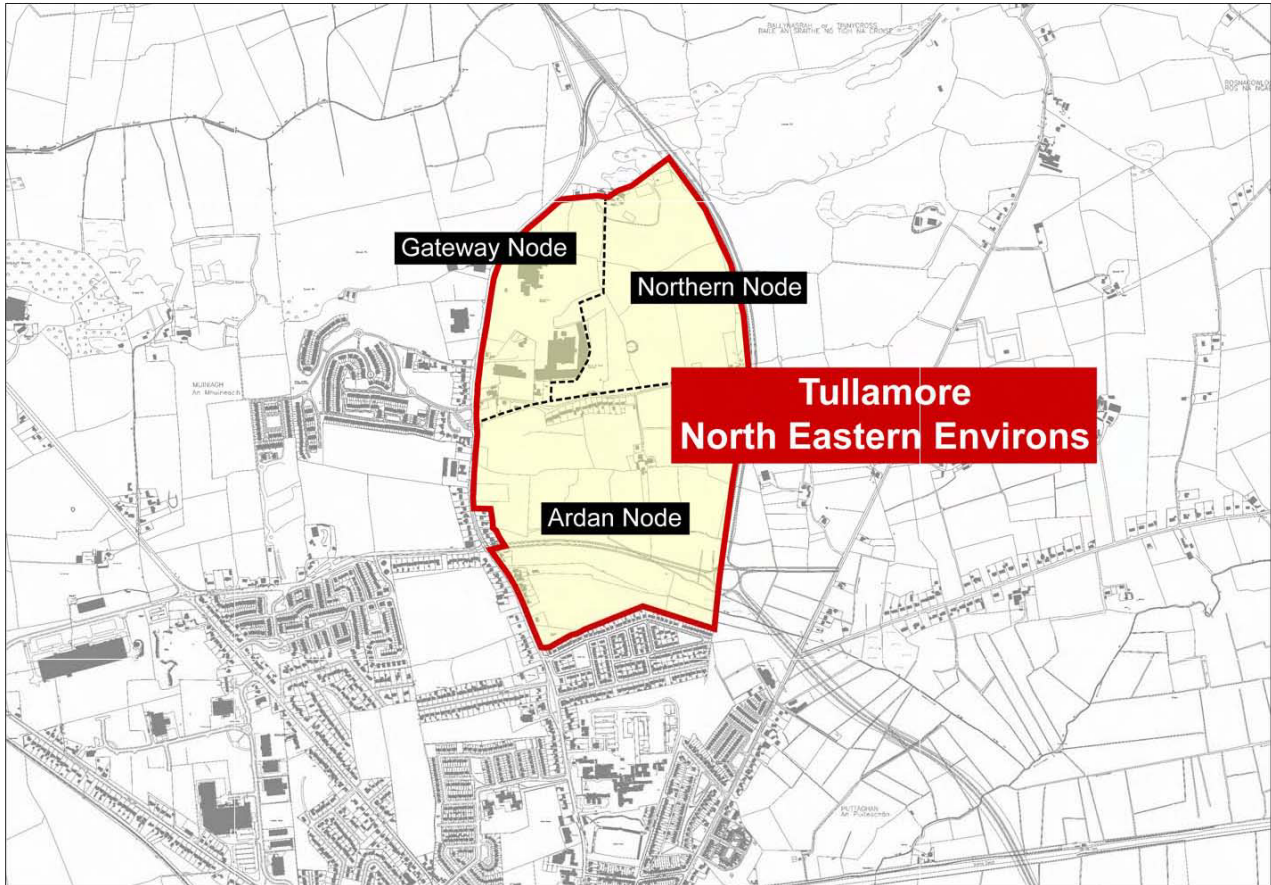
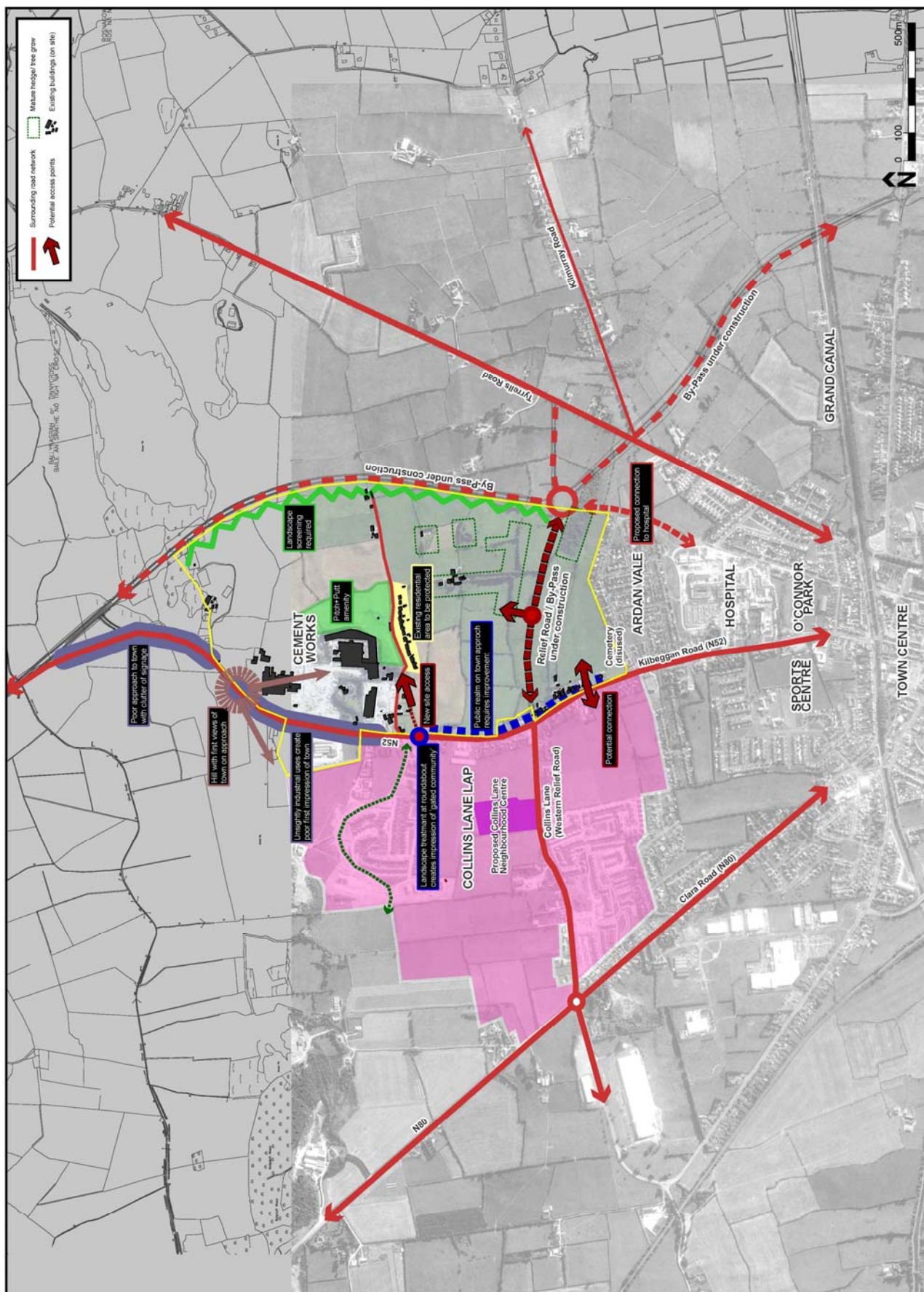


Table 5.13
North Eastern Masterplan
Opportunities and Constraints

Item	Opportunity	Constraint
Gateway to Town	The N52 is the main gateway to Tullamore from the N6. The site has the opportunity to create a positive entrance to the town.	The cement works is an existing heavy industrial use in the area and does not provide the 'landmark' building appropriate for this town 'gateway' location. Poor quality public realm and landscaping along Arden Road e.g. margins between property boundaries and carriageway, create poor approach to town.
Bypass	The Eastern Bypass and the extension of the western relief create well-defined boundaries to the site with good connections to the national road network. Considered treatment of the site along the by-pass has the potential to create a good impression of town from the by-pass.	The bypass could potentially be a barrier to surrounding open areas. The proposed relief road will be a barrier between north and south of the site.
Collins Lane area	The proposed new street alignment to the west of the pitch & putt course has the potential to connect the site to Collins Lane residential areas and neighbourhood centre.	
Landscape	Existing hedgerows and mature trees may be integrated in open space.	
Pitch and putt course	The pitch and putt course is an existing recreational facility on the site which provides a buffer to the existing industrial uses. This has the potential for integration as a visual amenity within a wider open space proposal.	

Tullamore North Eastern Environs – Opportunities and Constraints



5.7.3 Masterplan

The masterplan area is divided into 'nodes'. In addition to the Development Control Guidelines presented in Chapter 14, a set of specific objectives been developed for each individual node. The development guidelines and these specific objectives should be adhered to in the development of these nodes. As may be appropriate, planning conditions or agreement under Section 47 of the Planning and Development Act 2000 may be used to manage the implementation of these specific objectives.

It is the policy of the Council that a detailed masterplan shall be prepared for each of the nodes in consultation with the Planning Authority prior to the submission of a planning application for the development of that node. Developers and landowners shall be required to coordinate and work together in order to achieve integrated masterplan areas. A detailed ecological and landscape appraisal shall be required in association with each of these nodal masterplans. Mitigation shall be carried out to reduce the impact on any area of ecological or landscape importance.

In circumstances where the joint approach does not prove possible, development proposals must include the details of efforts made to engage with other landowners. Consequently, the developer/ landowner of one segment of a wider nodal area will be required to demonstrate the manner in which the development of that segment will facilitate the development of other segments within the node and nodes adjacent where appropriate, which accords with the general principles and objectives identified for the node and the wider masterplan area. In addition it must also be demonstrated that proposed developments within nodes will not frustrate the delivery of other nodes within the masterplan, particularly in relation to the delivery of critical infrastructure.

In the case of infrastructure requirements, the relevant landowners and developers shall work in cooperation with infrastructure providers and other relevant agencies and bodies to ensure that infrastructure is delivered in tandem with the development of the relevant nodes. The following items must be presented for the Planning Authority's agreement as part of the detailed masterplan for the any of the nodes.

- Estimated cost in the form of a proposed scheme,
- indicative location, and
- design detail.

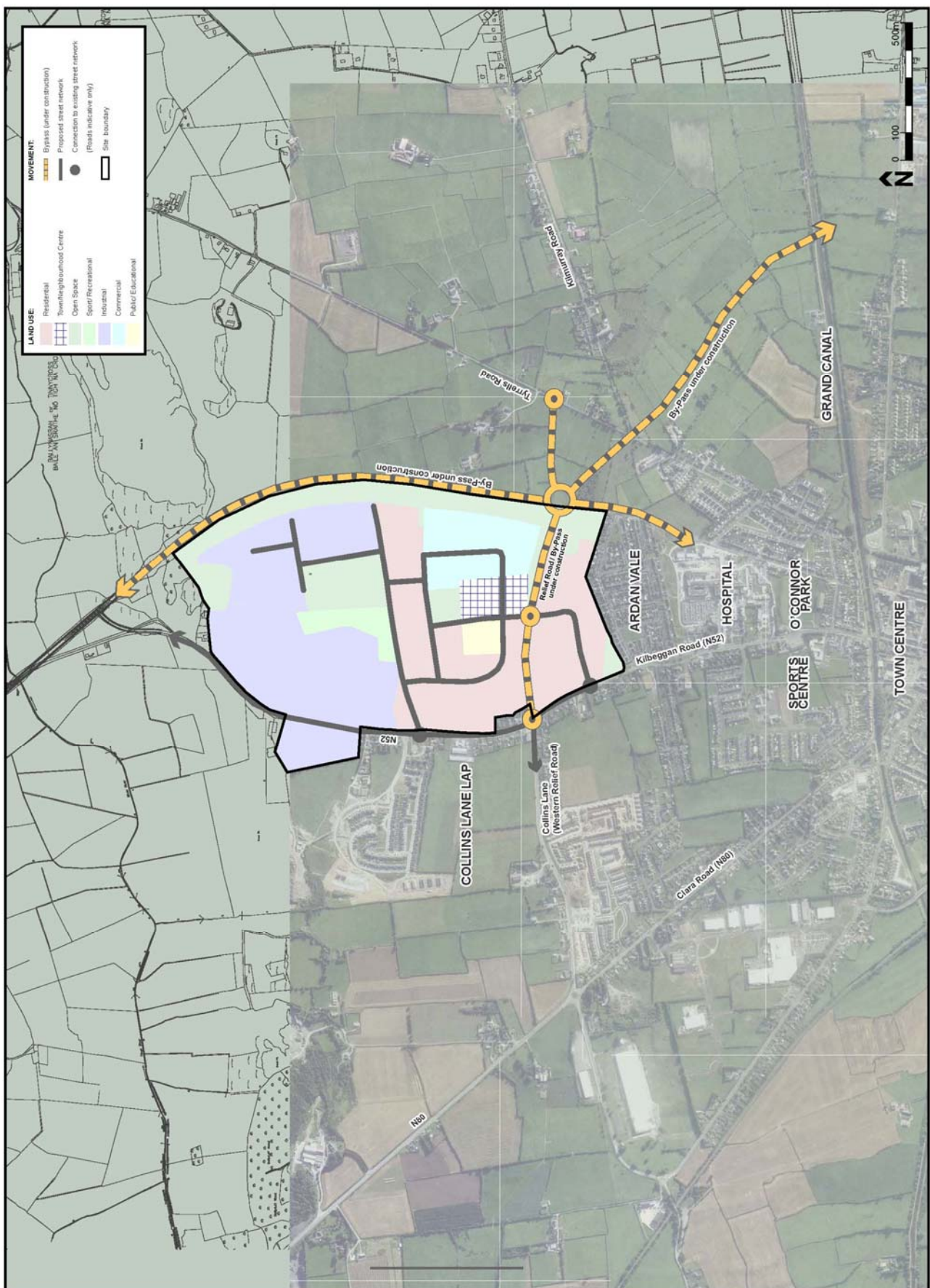
The Planning Authority would be willing to assist in the scheme whereby development contributions are levied on 'non lead' developers whose lands, if developed, would benefit from the infrastructure.

Table 5.14
North Eastern Masterplan Objectives

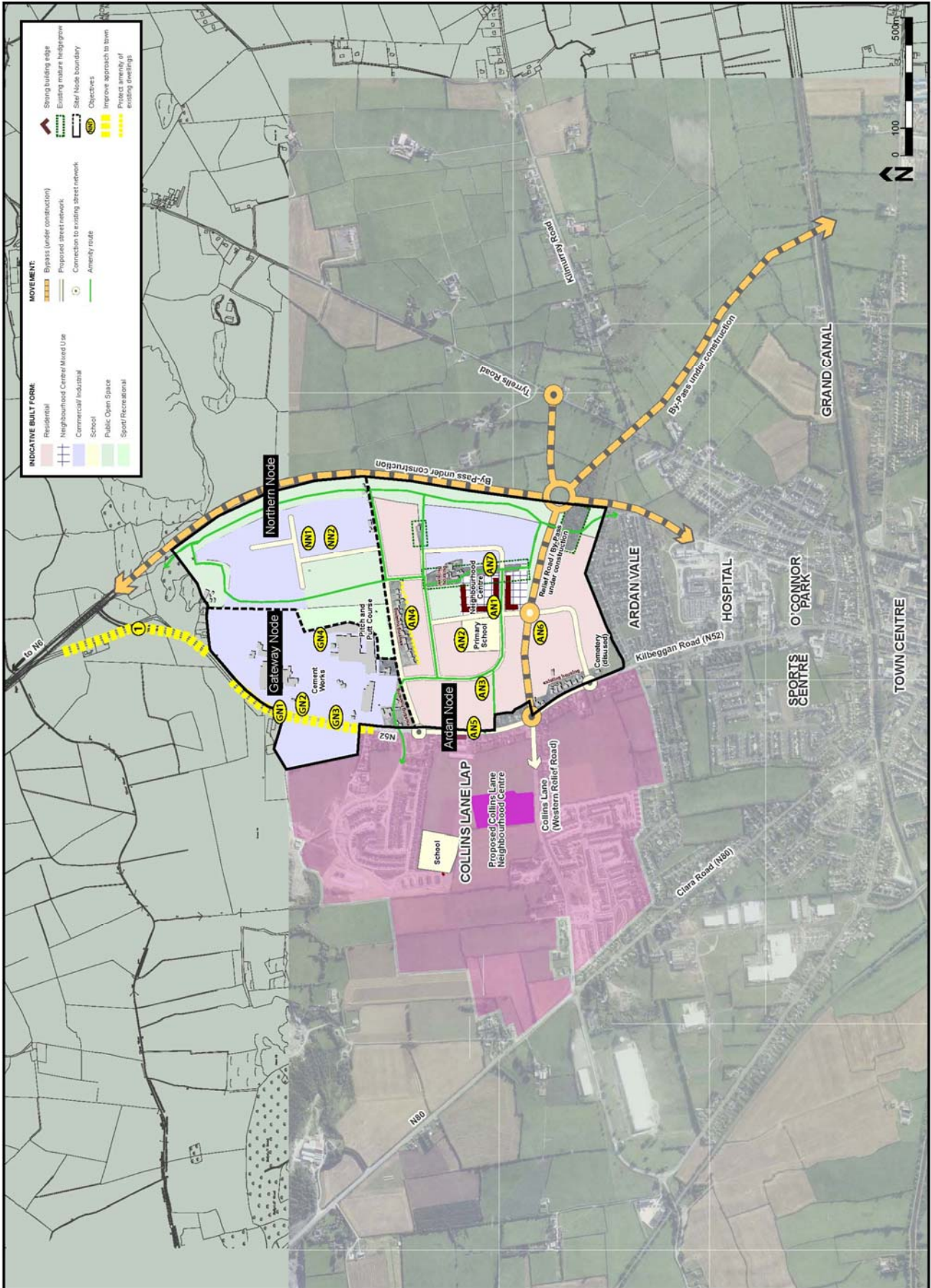
NODE	FUTURE DEVELOPMENT	SPECIFIC OBJECTIVES
Gateway	Create an identifiable 'gateway' to the town	<p>GN1. Improve the quality of the approach, particularly the roads, to the town from the M6 and the N52.</p> <p>GN2. Seek the development of a landmark building which provides a strong 'gateway' element to the town.</p> <p>GN3. Create a landscape screen to the concrete works on the N52 approach road to the town. The maintenance and management of this landscape screen shall be undertaken in accordance with a Management Plan to be approved by the Planning Authority in advance of any new development commencing on this site.</p> <p>GN4. No new buildings shall be occupied within this node prior to the provision or upgrading, where appropriate, of water, foul sewerage and surface water sewerage infrastructure to the satisfaction of the Planning Authority.</p>
Arden	To be developed as a high quality residential area with a focus on a neighbourhood centre and open space.	<p>AN1. Create a neighbourhood centre with a civic space. Encourage high density residential and mixed use development in this area which creates high quality street and active frontages to civic spaces. The provision of this neighbourhood centre shall occur concurrent with the provision of residential development within this node.</p> <p>AN2. Provide a school and community facilities adjacent to the neighbourhood centre. The development of the school and community facilities shall occur concurrently with the provision of residential development within this node. In addition, as part of the preparation of a more detailed masterplan for this node, it must be demonstrated that consultation has taken place with the Department of Education in relation to the provision of any schools in this node. The maintenance and management of the community facilities shall be undertaken in accordance with a Management Plan to be approved by the Planning Authority in advance of their provision.</p> <p>AN3. No new buildings shall be occupied within this node prior to the provision or upgrading, where appropriate, of water, foul sewerage and surface water sewerage infrastructure to the satisfaction of the Planning Authority.</p> <p>AN4. Protect the amenity of existing dwellings.</p> <p>AN5. Improve the public realm and landscaping on Arden Road.</p> <p>AN6. Utilise the proposed inner relief road and roundabout to</p>

Table 5.14 North Eastern Masterplan Objectives		
		<p>provide access to south of the masterplan site.</p> <p>AN7. Protect existing mature trees and hedgerows and utilise them in creating amenity routes and wildlife corridors.</p>
Northern	To consolidate businesses uses in the area.	<p>NN1. Facilitate the expansion of business uses into this area from the exiting adjacent business areas.</p> <p>NN2. No new buildings shall be occupied within this node prior to the provision or upgrading, where appropriate, of water, foul sewerage and surface water sewerage infrastructure to the satisfaction of the Planning Authority.</p>

Tullamore North Eastern Environs – Urban Design Strategy



Tullamore North Eastern Environs – Indicative Built Form



5.7.4 Phasing

Although a certain degree of flexibility must be provided to reflect market demands, it is foreseen that the implementation of this masterplan will occur on a phased basis. Subject to the provisions of the Specific Objectives outlined above, it is foreseen that the sequential development of these lands will occur as summarised below:

- 5.7.4.1 Priority will be given to locating a 'gateway building' on the Gateway Node. However, delays in the development of this node should not preclude development from occurring elsewhere in the Arden Extension Masterplan.
- 5.7.4.2 Providing an extension to the town and integrating with the existing developed residential area to the north of the town, the neighbourhood centre and the residentially zoned lands to the south of the pitch and putt course in the Arden Node shall be developed simultaneously in a west to east direction.
- 5.7.4.3 The Northern Node shall be developed for business uses following the development of the Arden Node.

Tullamore North Eastern Environs – Phasing

