

# TULLAMORE DRAFT TOWN CENTRE REGENERATION FRAMEWORK SEA SCREENING REPORT

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## 1 Introduction

Offaly County Council (OCC) has prepared a Tullamore Draft Town Centre Regeneration Framework which aims to serve as a model for regeneration, promoting compact growth, creating healthy and appealing public spaces, enhancing urban resilience, improving permeability, fostering vibrancy, and encouraging sustainable mobility within Tullamore.

The Tullamore Regeneration Framework aims to revitalise vacant, derelict, and underutilised sites in the town centre, actively encouraging the reuse of vacant buildings in a coordinated and integrated manner. It also incorporates a number of tailored public realm projects which have emerged from opportunities identified through the public consultation process and detailed analysis by the design team.

Brady Shipman Martin (BSM) has been appointed by Offaly County Council to carry out screening for Strategic Environmental Assessment (SEA) and a screening for Appropriate Assessment (AA) in respect of the Tullamore Draft Town Centre Regeneration Framework (hereafter either the 'Tullamore Framework' or the 'Framework').

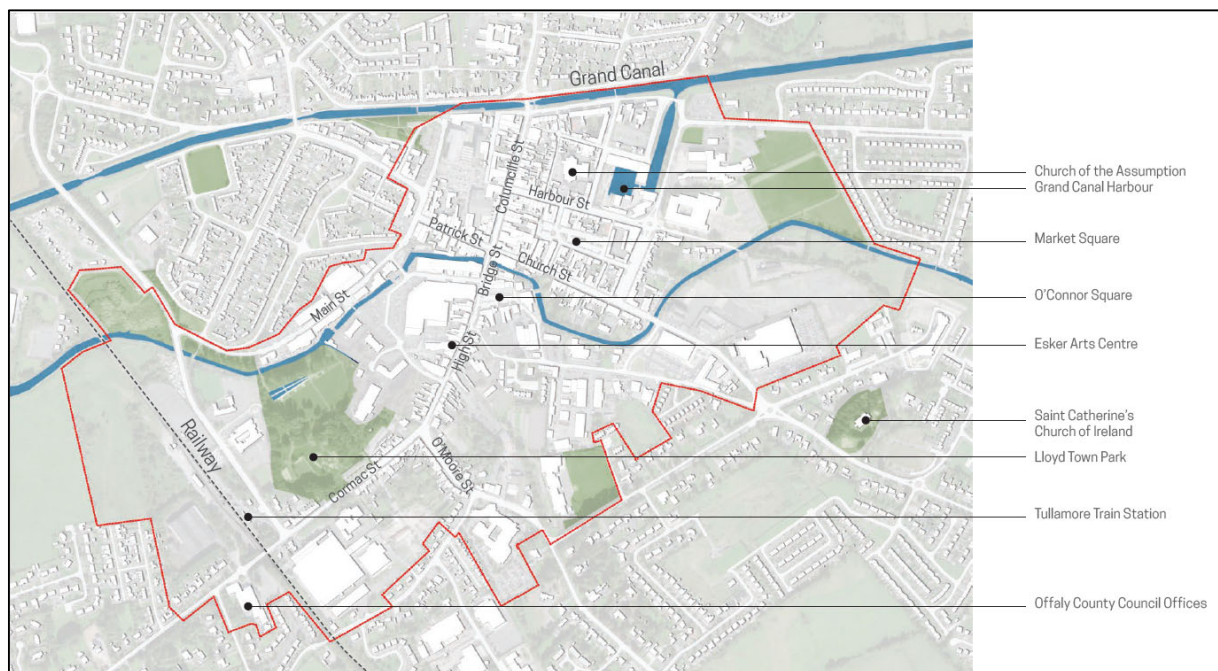
This report documents the screening exercise for SEA in respect of the Framework for the purposes of consultation, in accordance with Article 9(7) of S.I. 435 of 2004 (the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004), as amended by S.I. 200 of 2011.

This SEA Screening should be read in conjunction with the Tullamore Draft Town Centre Regeneration Framework and the Appropriate Assessment (AA) Screening Report (BSM, 2024).

### 1.1 Study Area

The Framework addresses the existing Town Centre area which is situated between the Grand Canal to the north and the Dublin/Galway railway line to the south with the busiest part of the town along Columcille St / High St and Patrick St / Church St with O'Connor Square located in the centre. Refer to **Figure 1.1** below.

**Figure 1.1 Tullamore Town Centre Regeneration Framework Study area (Source: Tullamore Draft Town Centre Regeneration Framework)**



## 2 Strategic Environmental Assessment (SEA)

### 2.1 Introduction

Directive 2001/42/EC<sup>1</sup> of the European Parliament and of the Council on the assessment of the effects of certain plans and programmes on the environment (the ‘SEA Directive’) requires EU Member States to assess the ‘likely significant environmental effects’ of plans and programmes prior to their adoption. This provides for the assessment of strategic environmental considerations at an early stage in the decision-making process.

Article 1 of the SEA Directive states that:

*“The objective of this directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development, by ensuring that, in accordance with this directive, an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment.”*

The SEA Directive was transposed into Irish law through:

- Statutory Instrument (S.I.) No. 435 of 2004 (the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004), as amended by S.I. No. 200 of 2011 (the European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011); and
- S.I. No. 436 of 2004 (the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2004), as amended by S.I. No. 201 of 2011 (the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011).

S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, relates to SEA as it applies to plans or programmes prepared for *“agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism and town and country planning or land use”*<sup>2</sup>.

S.I. No. 436 of 2004, as amended by S.I. No. 201 of 2011, relates to SEA as it applies to plans or programmes where the context requires, *“a development plan, a variation of a development plan, a local area plan (or an amendment thereto), regional planning guidelines or a planning scheme”*<sup>3</sup>.

As a non-statutory plan, the *Tullamore Town Centre Regeneration Framework* is being screened for the requirement for SEA under the requirements of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011.

### 2.2 SEA Screening

Article 3(4) of the SEA Directive requires that *“Member States shall determine whether plans and programmes, other than those referred to in paragraph 2, which set the framework for future development consent of projects, are likely to have significant environmental effects.”* This process for deciding whether a particular plan, other than those for which SEA is mandatory, would be likely to have significant environmental effects and, therefore, would require SEA, is known as ‘screening’.

The criteria for screening, *i.e.* determining whether a particular plan is likely to have significant environmental effects, are set out in Annex II of the SEA Directive. These criteria are reproduced in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011. The criteria are set out under two principal headings, each of which have a number of sub-criteria (refer to [Section 6](#) of this report):

- Characteristics of a Plan / Programme; and

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<sup>1</sup> SEA Directive: <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32001L0042&from=EN>

<sup>2</sup> See Section 9(1)(a)

<sup>3</sup> Section 5(c)

- Characteristics of the effects and of the area likely to be affected.

Article 9(1) of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, states that:

*“Subject to sub-article (2), an environmental assessment shall be carried out for all plans and programmes:*

- (a) which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism and town and country planning or land use, and which set the framework for future development consent of projects listed in Annexes I and II to the Environmental Impact Assessment Directive, or*
- (b) which are not directly connected with or necessary to the management of a European site but, either individually or in combination with other plans, are likely to have a significant effect on any such site.”*

Article 9(2) of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, further states that:

*“A plan or programme referred to in sub-article (1) which determines the use of a small area at local level or a minor modification to a plan or programme referred to in sub-article (1) shall require an environmental assessment only where the competent authority determines that it is likely to have significant effects on the environment and, for this purpose, the competent authority shall make any necessary determination.”*

## 2.3 Requirement for SEA Screening

The *Tullamore Town Centre Regeneration Framework* is a non-statutory land use plan and is being screened for the requirement for SEA in accordance with the requirements of:

- The SEA Directive, particularly Articles 3(3), 3(4) and 3(5) in relation to ‘screening’; and
- The European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. No. 435 of 2004), as amended by the European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011 (S.I. No. 200 of 2011), particularly Schedule 1, which sets out the *“Criteria for determining whether a plan or programme is likely to have significant effects on the environment”*.

This report constitutes a screening of the Framework for the requirement for SEA in accordance with the above legislation.

## 2.4 Appropriate Assessment (AA)

Articles 6(3) and 6(4) of Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the ‘Habitats Directive’) require Appropriate Assessment (AA) to be carried out where a plan or project is likely to have a significant impact on a Natura 2000 site. Natura 2000 sites include:

- Special Areas of Conservation (SAC) and candidate Special Areas of Conservation (cSAC), designated for the conservation of Annex I habitats and Annex II species of the Habitats Directive; and
- Special Protection Areas (SPA), designated for the protection of Annex I birds of Directive 2009/147/EC on the conservation of wild birds (the ‘Birds Directive’) and other regularly occurring migratory birds and their habitats.

Stage 1 in the AA process is to establish whether AA is required for the particular plan or project. This stage is referred to as ‘screening for the requirement for AA’, and its purpose is to determine:

- Whether a plan or project is directly connected to or necessary for the management of the site; and
- Whether a plan or project, alone or in combination with other plans and projects, is likely to have significant effects on a Natura 2000 site in view of its conservation objectives.

## Tullamore Draft Town Centre Regeneration Framework SEA Screening Report

As set out in Department Circular Letter SEA 1/08 & NPWS 1/08<sup>4</sup> (15 February 2008), Screening for AA is of relevance to SEA in that “where following screening, it is found that the draft plan or amendment may have an impact on the conservation status of a Natura 2000 site or that such an impact cannot be ruled out, adopting the precautionary approach:

- An AA of the plan must be carried out, and
- In any case where SEA would not otherwise be required, it must also be carried out.”

Hence, if the Framework requires AA, it shall also require SEA.

The *Tullamore Draft Town Centre Regeneration Framework* has been screened for the requirement for AA. The AA Screening Report, (BSM, 2024: refer to standalone report under separate cover) has concluded that:

*‘Following review of the Tullamore Draft Town Centre Regeneration Framework against the Conservation Objectives of the relevant European sites, it is concluded that there is no possibility that the implementation of the Framework could result in any likely significant effects on European sites on its own or in combination with other plans and programmes. This conclusion was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites.*

*In view of best scientific knowledge therefore, this report concludes that the Tullamore Draft Town Centre Regeneration Framework, individually or in combination with another plan or project, is not likely to have a significant effect on European sites under Article 6 of the Habitats Directive (92/43/EEC) in light of their conservation objectives. The Framework does not require an Appropriate Assessment and the preparation of a Natura Impact Report.’*

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<sup>4</sup> NPWS SEA letter: <https://www.npws.ie/sites/default/files/general/circular-sea-01-08.pdf>

## 3 Description of the Tullamore Draft Town Centre Regeneration Framework

### 3.1 Overview

The Framework follows the town's current Regeneration Strategy that aims to provide a collective vision for the town centre, driving forward the continued success that has already been building and to guide investment across the town centre over the next 20 years. The '**Regeneration Themes**' includes:

- **A thriving and broadened town centre (Opportunity Sites Include: Grand Canal Harbour, Texas, Lands Behind High Street/ O'Moore Street, Lands South of O'Connor Square, Railway Lands, Coen, Lands Behind the Court and Tanyard Lands)**
  - *Expand the perceived extent of the town centre*
  - *Activate key opportunity sites*
  - *Promote a diverse range of town centre uses*
  - *Promote investment in the town centre*
  - *Re-purpose vacant and underutilized buildings*
  - *Create employment opportunities*
- **A connected town centre (Central Spine, Town Quarters and Spaces, Internal Permeability & Public Spaces, Wayfinding and Improved Pedestrian Connectivity & Wayfinding)** (for potential improvement works (37no.) refer to Page 53 of the Framework)
  - *Enhance connectivity and reduce walking and cycling distances*
  - *Enhance the quality of the pedestrian and cycling environment in Tullamore*
  - *Prioritize the transition to active travel and eliminate traffic dominance in the Town Centre*
  - *Enhance services, facilities, and wayfinding signage*
  - *Create an accessible and inclusive streetscape*
- **A beautiful and characterful town centre (Public Realm Materials Palette, Zones and Spaces, Street Furniture, Street Lighting, Way Finding & Interpretation, Public Art Installations, Heritage Buildings Refurbishment, Shopfront Enhancement)**
  - *Regenerate the Town Centre Public Realm*
  - *Identify, adapt, restore, and re-purpose historic buildings*
  - *Address dereliction and enhance the appearance of buildings*
  - *Enhance and diversify public and green spaces*
  - *Create a timeless and cohesive public realm*
- **A greener & healthier town centre (Town Centre Greening Opportunities – refer to Page 64 for list of Potential Improvement works (26no.), Greening Recommendations, Climate Action Opportunities)**
  - *Introduce greening, planting, and sustainable drainage measures*
  - *Introduce town greening measures to support higher property values*
  - *Implement sustainable mobility measures*
  - *Incorporate high-quality energy systems*
- **Activated Grand Canal & Tullamore River (Blue Network Opportunities - for potential improvement works (25no.) refer to Page 68 of the Framework)**
  - *Integrate the Grand Canal and Tullamore River*
  - *Capitalize on the Tullamore River and Grand Canal as valuable assets*
  - *Create and improve walking and cycling routes along Tullamore River and Grand Canal*
  - *Introduce new spaces for Tullamore River and Grand Canal interaction*



- **A welcoming town centre (Town Centre Gateways Opportunities – town centre gateway improvement potential & pedestrian town centre gateway improvement potential)**
  - *Create legible and attractive entry points*
  - *Enhance the town centre “welcome” experience*
  - *Introduce interactive displays that provide information*
- **A vibrant town centre (Events and Community Interaction Opportunities (refer to Page 72 for Town Centre Event Spaces (11no.))**
  - *Enhance the town’s program of events and activities*
  - *Improve existing and create flexible spaces*
  - *Create a new range of more intimate spaces*
  - *Explore options for more frequent temporary street closures*
- **A sustainable and integrated movement (refer to Page 74 for Existing Network Potential Improvement works (40no.))**
  - *Promote the expanded provision of sustainable travel modes*
  - *Achieve a better balance between public space and road space*
  - *Find a middle ground between managing car parking and addressing other priorities for the town centre*
  - *Enhance the existing transport services, facilities, and signage*

### 3.2 Public Consultation and Key Issues

Public consultation formed an integral part of the preparation of the Framework. The online public survey surveyed about the people of Tullamore, the Town Centre’s strengths, what required improvement, the people’s aspirations and desires for the town and received 182 responses. This survey was advertised through Offaly County Council’s website, local news outlets, and local radio service. The findings of this survey have informed the Project Team’s outlook and approach to regeneration within the town.

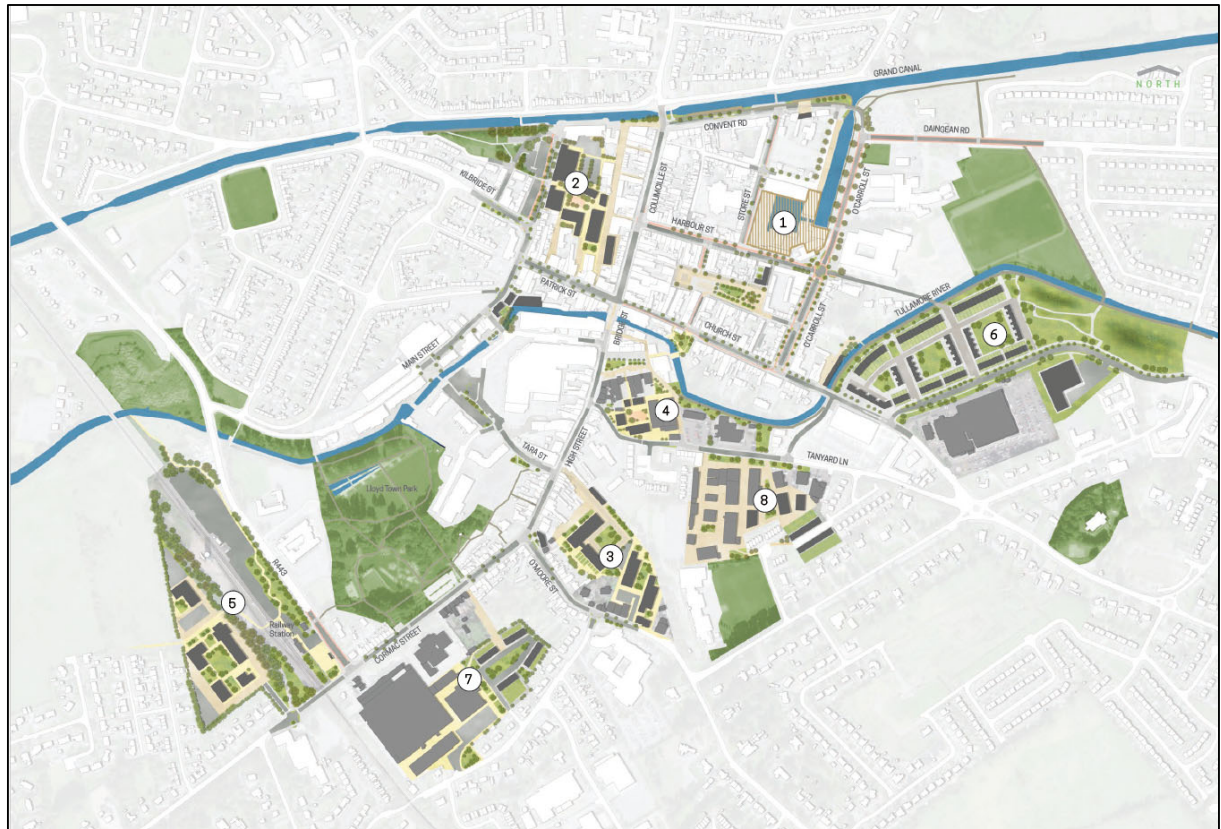
In summary, a number of issues were raised on a consistent basis during the public consultation process and these were carried forward to inform the preparation of this Framework. These **key issues** related to the need to:

- Town Centre Vacancy Rates & Dereliction;
- Lack of retail & shopping opportunities;
- Lack of availability of housing;
- Vehicular traffic congestion;
- Lack of variety and availability of employment in the Town;
- Issues regarding quality and safety for cyclists;
- Lack of hospitality & tourism sector;
- Lack of accessibility for pedestrians;
- Lack of recreation and leisure opportunities; and
- Quality of the public realm.

### 3.3 Key Opportunity Sites Regeneration Projects

The key opportunity sites within the study area are represented below in **Figure 3.1** and are described in Table 3.1 below:

Figure 3.1 Key Opportunity Sites Regeneration Projects (Extract from Tullamore Town Centre Regeneration Framework)



## Tullamore Draft Town Centre Regeneration Framework

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Table 3.1 Key Opportunity Sites Regeneration Projects

Key Opportunity Sites Regeneration Projects	Key Potential Features
<p><b>1. Grand Canal Harbour Site</b> The Grand Canal Harbour Site is an ongoing project.</p>	-
<p><b>2. Texas Site</b> The proposal aims to reactivate this site and to provide a mix of public and private uses and create inviting connections from the canal to the town centre. Opportunity Site 02 occupies the former Texas site within the town centre.</p>	<p>Key potential features include:</p> <ul style="list-style-type: none"> <li>• New retail options</li> <li>• Day and night activity with work/live opportunities</li> <li>• Pedestrian priority zone</li> <li>• Strong laneway character</li> <li>• Intimate Public Space</li> <li>• Proximity to proposed bike-share location</li> </ul>
<p><b>3. Lands behind High Street/ O'Moore</b> This site includes proposals for diverse housing typologies close to town centre, senior living scheme located in town centre, new retail/commercial units fronting O'Moore Street with pedestrian friendly zone and increased green and planted areas.</p>	<p>Key potential features include:</p> <ul style="list-style-type: none"> <li>• Diverse housing typologies close to town centre</li> <li>• Senior Living scheme located in town centre</li> <li>• Pedestrian friendly zone</li> <li>• Increased green and planted areas</li> <li>• Activating a backlands site</li> </ul>
<p><b>4. Lands South of O'Connor Square</b> This site includes proposals for reusing of the protected Malthouse and providing new commercial and cultural uses for the west part of the site with two options (Option A and Option B) for the east part of the site, one including retention of existing buildings and a second one proposing new residential uses.</p>	<p>Key potential features include:</p> <ul style="list-style-type: none"> <li>• Heritage Restoration and Re-use</li> <li>• Placemaking through heritage assets and public space</li> <li>• Improved pedestrian connection</li> <li>• Reduce car dominated roads</li> <li>• Pedestrian priority zone</li> <li>• High-density housing scheme for town centre living</li> <li>• Connections to O'Connor Square</li> </ul>

## Tullamore Draft Town Centre Regeneration Framework

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Key Opportunity Sites Regeneration Projects	Key Potential Features
<p><b>5. Railway Lands</b> This site is a prime opportunity for high density and multi residential development with the potential for a mobility/ public transport hub at the station.</p>	<p>Key potential features include:</p> <ul style="list-style-type: none"> <li>• Proposed Multi-Modal Transport Hub</li> <li>• Introduction of Green links to surrounding areas</li> <li>• Proposed high density housing near transport hub</li> </ul>
<p><b>6. Coen Site</b> There is potential for this site to be developed as a town centre perimeter housing scheme with a large retail zone retained and additional retail opportunity added to the site.</p>	<p>Key potential features include:</p> <ul style="list-style-type: none"> <li>• Diverse housing typologies close to town centre</li> <li>• Proposed River Walk that connects the town centre to the wetlands zone and beyond</li> <li>• Large retail zone retained and additional retail opportunity added to the site</li> <li>• Increased permeability proposed through site along the north-south and east-west axes</li> </ul>
<p><b>7. Lands Behind the Court</b> Site strategy proposes retaining the majority of commercial uses on the site at Kilcruttin Business Park and re-inforcing this future use. To the north end of the site interior, a new residential infill development of terrace housing is proposed increasing the density of the block.</p>	<p>Key potential features include:</p> <ul style="list-style-type: none"> <li>• New pedestrian link from Cormac street to Kilcruttin Business Park</li> <li>• Improved pedestrian friendly public realm</li> <li>• Increased greening and planting</li> <li>• Increased housing density close to public transport links</li> </ul>
<p><b>8. Tanyard Lands</b> It is proposed that this site retains its industrial use, extending new units to the back of the site to create a denser industrial park area. To the south of the site, the strategy proposes extending the existing street of terrace units with a similar scale and typology.</p>	<p>Key potential features include:</p> <ul style="list-style-type: none"> <li>• New pedestrian link from Cormac street to Kilcruttin Business Park</li> <li>• Improved pedestrian friendly public realm</li> <li>• Increased greening and planting</li> <li>• Increased housing density close to public transport links</li> </ul>

### 3.4 Public Realm Regeneration Projects

The public realm regeneration projects proposed within the study area are presented and described below in **Table 3.2:**

Table 3.2 Key Public Realm Regeneration Projects

Key Public Realm Regeneration Projects	Key Potential Features
<p><b>1. Market Square</b></p>	<ol style="list-style-type: none"> <li>1. One way street with contraflow cycle lane</li> <li>2. Ramp up/down (whole square area at one level)</li> <li>3. Dedicated outdoor dining/seating area</li> <li>4. Formal Square with water features, public art and seating</li> <li>5. Bicycle parking</li> <li>6. Existing parking/ loading retained with EV charging bays</li> <li>7. Open lawn area for passive recreation</li> <li>8. Sensory garden with seating</li> <li>9. One way street</li> <li>10. 2-way cycle track</li> <li>11. One way street</li> <li>12. Retained parking</li> <li>13. 2-way street</li> <li>14. Red outline of structure to be potentially demolished</li> <li>15. Rationalised parking with EV charging bays</li> <li>16. Potential pedestrian link from Church St</li> <li>17. Potential for new development</li> <li>18. Potential public space and link to Harbour St through redeveloped site</li> <li>19. One way street with widened footpath on east side</li> </ol>



Key Public Realm Regeneration Projects	Key Potential Features
	<p>20. Pedestrian priority vehicular access treatment</p>
<p><b>2. O'Carroll Street</b></p>	<ol style="list-style-type: none"> <li>1. Raised table treatment</li> <li>2. Contra-flow cycle track at Church Street</li> <li>3. 2-way street, width reduced to required minimum</li> <li>4. Raised table treatment with uncontrolled crossings and rain gardens at the corners</li> <li>5. Existing roundabout changed to signalised protected junction</li> <li>6. Rain gardens to create green buffer around the junction</li> <li>7. Special treatment space in front of St Mary's Centre with greening and public art</li> <li>8. Widened footpaths and cycle facilities on the route to schools and to canal (CPO might be required on schools side)</li> <li>9. Series of rain gardens and raised planters along the street with gallery of public art and occasional seating between</li> <li>10. Dedicated outdoor dining/seating area</li> <li>11. Perpendicular parking reorientated to parallel</li> <li>12. Protected cycle tracks on both sides of the road</li> </ol>
<p><b>3. Harbour Street</b></p>	<ol style="list-style-type: none"> <li>1. 2-way street</li> </ol>

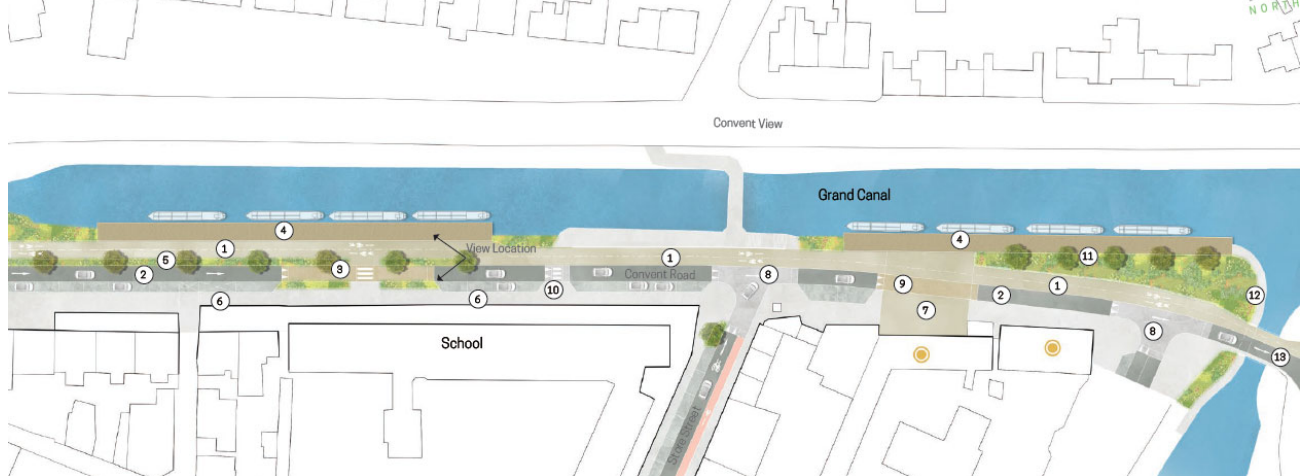

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Key Public Realm Regeneration Projects	Key Potential Features
	<ol style="list-style-type: none"> <li>2. Raised table treatment</li> <li>3. 2-way cycle track</li> <li>4. Main entry area to Grand Canal Harbour site</li> <li>5. Widened footpaths with tree planting</li> <li>6. Pedestrian priority junction treatment</li> <li>7. Pedestrian priority vehicular access treatment</li> <li>8. Shared street treatment to Chapel Street</li> <li>9. Dedicated outdoor dining/seating area (parking)</li> <li>10. Red outline of structure to be potentially demolished</li> <li>11. Potential for new development</li> <li>12. Potential public space and link to Harbour St through redeveloped site</li> <li>13. One way traffic street with widened footpath on east side</li> <li>14. High quality feature surface treatment to emphasize front of entrance area to the Church of the Assumption</li> </ol>
<p><b>4. Church Street</b></p>	<ol style="list-style-type: none"> <li>1. One way street with contra-flow cycle track, limited parking</li> <li>2. Raised table treatment with uncontrolled crossings</li> <li>3. One way street with parking reorientated to parallel to reduce risk of</li> </ol>




Key Public Realm Regeneration Projects	Key Potential Features
	<ul style="list-style-type: none"> <li>reversing into a cyclist or to another vehicle</li> <li>4. Contra-flow protected cycle track</li> <li>5. Widened footpaths with tree planting</li> <li>6. Raised table treatment</li> <li>7. Part 8 pedestrian link and public space connecting O'Connor Square to Church Street</li> <li>8. Special treatment space as an extension of planned part 8 pedestrian link</li> <li>9. Potential pedestrian link through disused laneway</li> <li>10. Market Square Lane with wider footpaths and contraflow cycle lane</li> <li>11. Potential upgrade of Market Lane to shared space</li> <li>12. Pedestrian priority junction treatment</li> </ul>
<p><b>5. Convent Road</b></p>	<ul style="list-style-type: none"> <li>1. Dedicated greenway / shared way for pedestrians and cyclists</li> <li>2. Carriageway reduced to one lane, 1 way street</li> <li>3. Raised table treatment along school frontage with dedicated crossing</li> <li>4. Potential water interaction space and boats moorings</li> <li>5. Potential green buffer along shared way with tree planting</li> <li>6. Widened footpaths</li> </ul>

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Key Public Realm Regeneration Projects	Key Potential Features
 <p>This map shows the regeneration of Convent Road. It features a blue Grand Canal at the top, a 'View Location' arrow pointing to a specific spot, and a 'School' building below. Numbered features 1 through 13 are distributed along the road and its junctions, indicating various proposed improvements like crossings, crossings, and planting.</p>	<ul style="list-style-type: none"> <li>7. Plaza in front of re-purposed vacant former warehouse building</li> <li>8. Raised table crossing with uncontrolled crossings</li> <li>9. Raised table crossing as an extension of proposed new plaza</li> <li>10. Retained raised table crossing</li> <li>11. Additional tree planting along the moorings</li> <li>12. New path passes under the bridge</li> <li>13. Carriageway reduced to one lane of traffic to allow for footpath</li> </ul>
<p><b>6. O'Connell Street/Kilbride Street</b></p>  <p>This map illustrates the regeneration of O'Connell Street and Kilbride Street. It shows a 'Texas Opportunity Site' at the top, 'St. Kyran's St' running horizontally, and 'Kilbride St' running vertically. Numbered features 1 through 16 are placed along these streets and at their junctions, detailing proposed changes such as public space upgrades, crossings, and parking rearrangements.</p>	<ul style="list-style-type: none"> <li>1. Public space upgrade potential</li> <li>2. Raised table treatment with uncontrolled crossings</li> <li>3. 2 way street</li> <li>4. Raised street junction treatment with dedicated pedestrian crossing and pedestrian priority vehicular access</li> <li>5. New pedestrian link through carpark to Kilbride Park</li> <li>6. Existing carpark layout rearranged</li> <li>7. Raised table treatment with uncontrolled crossings</li> <li>8. Optimised road width with retained parking at Kilbride St</li> <li>9. Potential rain gardens with seating</li> <li>10. Dedicated outdoor dining/seating area</li> </ul>



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Key Public Realm Regeneration Projects	Key Potential Features
	<ul style="list-style-type: none"> <li>11. Widened footpaths with tree planting and occasional rain gardens</li> <li>12. New footpath with tree planting</li> <li>13. Raised table treatment with uncontrolled crossings and rain gardens at the corners</li> <li>14. Potential Texas site vehicular access</li> <li>15. Pedestrian link to Texas site through shared street</li> <li>16. Potential 2-way cycle track</li> </ul>
<p><b>7. Patrick Street</b></p> 	<ul style="list-style-type: none"> <li>1. Raised table signalised junction with traffic lights controlled crossings and rain gardens at the corners to replace existing roundabout</li> <li>2. Widened footpaths at Water Lane</li> <li>3. Dedicated loading bay/ parking</li> <li>4. Cyclists/vehicles shared street with central textured strip in the road that prompts drivers to take extra care</li> <li>5. Dedicated raised table zebra pedestrian crossing</li> <li>6. Widened footpaths with tree planting</li> <li>7. Signalised junction unchanged</li> <li>8. Pedestrian link to Texas site through shared street</li> <li>9. Potential pedestrian link to Texas site</li> </ul>
<p><b>8. Store Street</b></p>	<ul style="list-style-type: none"> <li>1. Pedestrian priority junction treatment</li> <li>2. New footpath</li> </ul>

Key Public Realm Regeneration Projects	Key Potential Features
	<ol style="list-style-type: none"> <li>3. Widened footpath with occasional tree planting and retained parking</li> <li>4. High quality feature surface treatment to emphasize front of entrance area to the Church of the Assumption with potential pedestrian link to Grand Canal Harbour site</li> <li>5. Raised table treatment with uncontrolled crossings and rain gardens at the corners</li> <li>6. 1 way street with contra-flow cycle track</li> <li>7. Raised table treatment with uncontrolled crossings</li> <li>8. Dedicated greenway / shared way for pedestrians and cyclists</li> <li>9. Carriageway reduced to one lane, 1 way street</li> <li>10. Widened footpath</li> </ol>
<p><b>9. Water Lane</b></p>	<ol style="list-style-type: none"> <li>1. Raised table treatment with uncontrolled crossings and rain gardens at the corners</li> <li>2. Cyclists/vehicles shared street with central textured strip in the road that prompts drivers to take extra care</li> <li>3. Dedicated loading bay/ parking</li> <li>4. Dedicated outdoor dining/seating area</li> <li>5. Widened footpaths with tree planting</li> </ol>



Key Public Realm Regeneration Projects	Key Potential Features
	<ul style="list-style-type: none"> <li>6. Raised table signalised junction with traffic lights controlled crossings and rain gardens at the corners to replace existing roundabout</li> <li>7. Pedestrian priority junction treatment</li> <li>8. Cyclists/vehicles shared street with central textured strip in the road that prompts drivers to take extra care</li> <li>9. Potential small public space with planting, public art and outdoor seating</li> <li>10. Potential for new development (residential with food&amp;bewerege at the ground floor)</li> <li>11. Derelict historic structures to be refurbished and redeveloped</li> <li>12. The restoration and redevelopment of the former grain mill distillery building into a mixed-use building (planning permission ref. 21/376)</li> </ul>
<p><b>10. Cormac Street Roundabout</b></p>	<ul style="list-style-type: none"> <li>1. Raised platform signalised t-junction</li> <li>2. Dedicated pedestrian crossings</li> <li>3. Introduced right turn lane</li> <li>4. Widened footpaths</li> <li>5. Retained parking / loading</li> <li>6. Cyclists/vehicles shared street with central textured strip in the road that prompts drivers to take extra care</li> </ul>


Key Public Realm Regeneration Projects	Key Potential Features
	<ul style="list-style-type: none"> <li>7. Proposed public space with planting, seating, public art etc.</li> <li>8. Access retained</li> </ul>
<p><b>11. High Street-Main Street Link</b></p> 	<ul style="list-style-type: none"> <li>1. Proposed pedestrian crossings across Main Street</li> <li>2. Retained Bridge Shopping Centre carpark</li> <li>3. New dedicated pedestrian path through the carpark (minimal loss of parking spaces)</li> <li>4. Proposed pedestrian crossings across Tara Street</li> <li>5. Footpath upgrade and widening</li> <li>6. Potential green space with seating and tree planting</li> <li>7. Proposed bicycle parking</li> <li>8. Loading bay</li> <li>9. Raised table junction with dedicated pedestrian crossings</li> <li>10. Access to High Street Opportunity Site</li> </ul>


Key Public Realm Regeneration Projects	Key Potential Features
	<p>11. Potential future pedestrian link to Lloyd Town Park and Railway Station through the backlands</p>
<p><b>12. Bridge Street</b></p> 	<p><b>Bus Gate Potential Features (on left):</b></p> <ol style="list-style-type: none"> <li>1. Raised table, bus/cyclists access only / Bridge Lane local access / time plated deliveries access (no through traffic)</li> <li>2. Pedestrian priority junction treatment</li> <li>3. Traffic lights controlled public transport route only</li> <li>4. Widened footpaths with additional outdoor seating/dining areas</li> <li>5. Raised table, bus/cyclists traffic lights controlled access only (no through traffic)</li> <li>6. Shared street treatment</li> </ol> <p><b>Pedestrian Street Potential Features (on right):</b></p> <ol style="list-style-type: none"> <li>1. Raised table, Bridge Lane local access only / time plated deliveries access</li> <li>2. Pedestrian priority junction treatment</li> <li>3. Pedestrianised street with additional outdoor seating/dining areas</li> <li>4. Raised table, no vehicular access</li> </ol>

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Key Public Realm Regeneration Projects	Key Potential Features
	5. Time plated deliveries access only (no through traffic)
13. Tullamore River Walk	Active travel and connectivity enhancement scheme. Potential proposals include habitats protection, walking, cycling routes along river with occasional water interaction spaces.
14. Cormac Street	Public realm and active travel enhancement scheme. Potential proposals include widened pavements and additional pedestrian crossing points at the Lloyd Town Park entrances.
15. Lloyd Town Park – Railway Station Link	Active travel and connectivity enhancement scheme. Potential proposals include new pedestrian / cycle route along eastern school boundary to connect Lloyd Town Park and railway station.
16. School Zones	<p><b>General Recommendations:</b></p> <ul style="list-style-type: none"> <li>• Footpaths outside schools should be wider if possible due to peak loading.</li> <li>• Reduce street clutter.</li> <li>• If possible, create space for cycling by making the street one way or restricting vehicular traffic during school opening and closing times (e.g. create a school street).</li> </ul>



Key Public Realm Regeneration Projects	Key Potential Features
	<ul style="list-style-type: none"> <li>• Combine seating, landscaping, street lighting to reduce footprint.</li> <li>• Provide crossings at pedestrian desire lines.</li> <li>• Reduce carriageway width to restrict space for parking.</li> <li>• Use traffic management measures such as horizontal and vertical deflections.</li> <li>• Use Vertical elements, such as trees to narrow the perceived width of the road.</li> <li>• Introduce surface colour/texture changes.</li> <li>• Provide gateways at start of school zone to reduce speeds and highlight the presence of the school</li> <li>• Drop-off parking should be discouraged in School Zone.</li> </ul>
<p>17. Town Centre Laneways</p>	<p><b>General Recommendations:</b></p> <ul style="list-style-type: none"> <li>• Re-surfacing in variety of quality materials to create unique character for each lane.</li> <li>• Accentuating laneway entrances, e.g. by decorative archways and/or inserts into the pavement.</li> <li>• Removal of graffiti, rubbish, clutter and eye-sores.</li> </ul>

Key Public Realm Regeneration Projects	Key Potential Features
	<ul style="list-style-type: none"> <li>• Enlivening with colour washing of buildings and structures, bunting and hanging baskets etc. as appropriate.</li> <li>• Improved directional signage.</li> <li>• Street furniture should be located on the edges of spaces to provide clear pedestrian access ways and allow for a wide range of outdoor activities to occur.</li> <li>• Art should be incorporated into the design of buildings, public spaces, street furniture and paving in a way that is reflective of lane characteristics or the theme of the lane.</li> <li>• To provide robust and durable street furniture that copes with intensive use.</li> <li>• Provide opportunities for passive amenity in public places throughout the lanes network.</li> <li>• To ensure lighting infrastructure is discrete and maintains the flexibility of the lane spaces.</li> <li>• Feature lighting should be used in moderation, and could be developed in conjunction with artists and combined with other street furniture.</li> </ul>
<p><b>18. Lloyd Town Park – Tara Street Link</b></p>	<p>Active travel and connectivity enhancement scheme. Potential proposals include new pedestrian / cycle structure in form of steps and</p>

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Key Public Realm Regeneration Projects	Key Potential Features
	ramps opposite Etb, Further Education Centre to connect Lloyd Town Park and Tara Street.

### 3.5 Sustainable Access and Permeability Strategy

The Tullamore Town Centre Regeneration Framework comprises a diverse but complementary set of interventions to improve the quality of the public realm within the town. In tandem with the Tullamore Local Transport Plan (LTP) concurrently in preparation by DBFL Consulting Engineers, these interventions include provisions for reducing the dominance of motor vehicles, creating an environment more conducive to walking and cycling, and supporting more sustainable and lower-carbon transport modes.

#### 3.5.1 Reducing Travel Demand

The demand for vehicular travel into Tullamore may be reduced in the long term by higher-density residential development within and close to the town centre. In this respect, the Opportunity Sites identified in the Tullamore Town Centre Regeneration Framework provide the greatest potential for increasing population density.

#### 3.5.2 Promoting Sustainable Modes of Travel

Measures recommended to achieve this include:

- *High quality pedestrian and cyclist infrastructure within the town, to improve comfort, convenience, and safety for those walking and cycling.*
- *Reorganisation of car parking within the town, with a reallocation of parking space from on-street locations to off-street areas.*
- *Measures to reduce vehicle speeds and to control vehicle movements at key locations.*
- *Implementation of a town bus service, to provide reliable public transport connectivity between the town centre, outlying areas, and railway station.*
- *Park and Ride facilities at the town periphery, to allow car journeys into Tullamore to be completed as public transport, cycling, or walking trips.*

#### 3.5.3 Supporting Infrastructure

Specific supporting infrastructure is required or recommended for promoting sustainable modes of travel. This includes:

- *Implementation of a dedicated Tullamore Cycle Network, to include cycle facilities within the town centre and to connect these to Tullamore's surrounding areas and neighbouring towns.*
- *Implementation of a transport hub at Tullamore railway station, which may take the form of a Mobility Hub. At minimum, this should provide for public transport interchange between bus and rail services.*
- *Provision of Mobility Points at suitable locations within the town. These may integrate car and bicycle sharing services (including cargo bikes), reducing the need for car ownership among residents.*
- *Good quality, sheltered and secure bicycle parking facilities within the town centre and at transport interchange points.*
- *EV charging facilities at suitable car parking locations.*

#### 3.5.4 Access for All

At detailed design stage, all proposed changes to the public realm within Tullamore town centre are to be designed with regard to the principles of Universal Design, ensuring the public realm is as accessible as possible to all users. Key considerations in this regard include:

- *Providing sufficient footpath widths and avoiding street furniture clutter.*
- *Ensuring appropriate transitions (e.g. dropped kerbs) at changes of level.*
- *Providing tactile paving at crossing/hazard locations, and auditory signals at signal-controlled crossings.*
- *Avoiding excessive gradients on footpaths and cycle facilities.*
- *Ensuring that parking for adapted vehicles (including non-standard cycles) is catered for.*

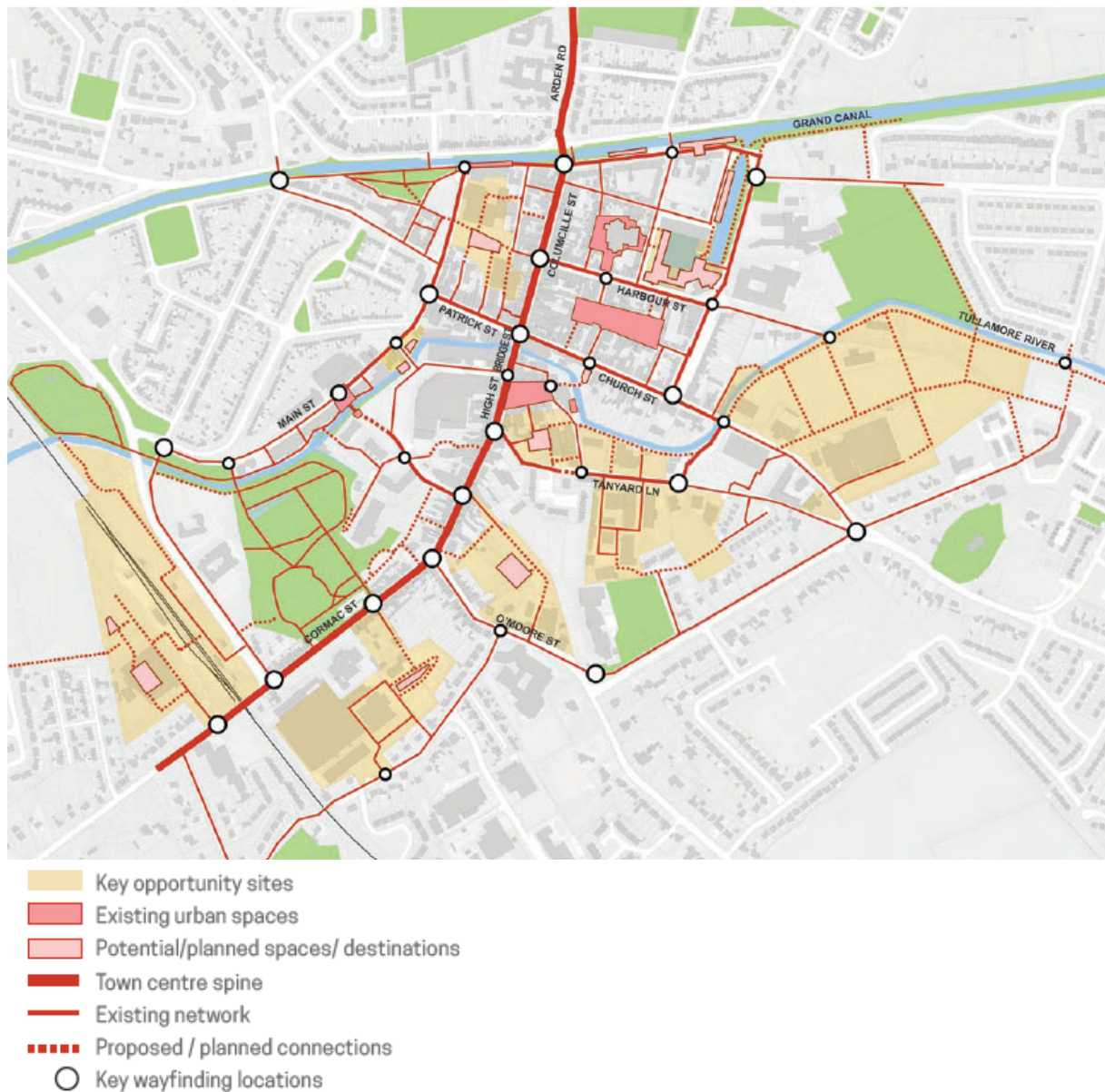


- Effectively using surface materials, signage, and other design aspects to ensure that pedestrian and cyclist routes are clear and legible.
- Providing comprehensive and good quality public lighting.

### 3.5.5 Improved Pedestrian Connectivity & Wayfinding

Tullamore Town Centre Regeneration Framework details proposed new pedestrian and cyclist connections to enhance permeability, as well as identifying locations at which wayfinding measures should be implemented to encourage and facilitate active travel modes, refer to **Figure 3.2** below.

**Figure 3.2 Potential New Connections and Wayfinding** (Source: Figure 5 of the Tullamore Town Centre Regeneration Framework)



### 3.5.6 Vehicular Speed Restriction

The Tullamore Town Centre Regeneration Framework proposes to implement a 30km/h speed limit throughout the town centre (see Figure 3.3 below), to reduce the negative effects of vehicular traffic and to create an environment that is safer for – and more conducive to – sustainable transport modes such as walking.

Figure 3.3 Existing network potential improvements (Source: Figure 6 of the Tullamore Town Centre Regeneration Framework)



### 3.5.7 Junction and Crossing Improvements

The Tullamore Town Centre Regeneration Framework includes proposals for improving junctions and pedestrian crossings, to further reduce the dominance of motor vehicle traffic. The locations of these proposals are shown in Figure 3.2 above. They include:

- Tightening junctions by reducing kerb radii, to lower vehicle speeds, improve intervisibility, and give more space to pedestrians.
- Providing new controlled and uncontrolled pedestrian crossings to cater for pedestrian desire lines.
- Providing raised tables at junctions and at crossings, to reduce vehicle speeds and to emphasize pedestrian priority.
- Implementing Cycle Design Manual guidance at junctions to better segregate bicycle and motor vehicle traffic.

### 3.5.8 Civic Spaces and Street Link Improvements

Tullamore Town Centre Regeneration Framework identifies specific principal streets along which comprehensive public realm improvement measures may be implemented to deliver an environment much more conducive to sustainable transport modes. The measures proposed include:

- Widened footpaths.
- Rationalised car parking.
- Restrictions on certain vehicle movements (including one-way street sections).
- Dedicated cycle tracks and cycle lanes (both with-flow and contraflow).

At key locations, Tullamore Town Centre Regeneration Framework proposes implementing some of these measures to create civic spaces that allow for economic, leisure, and cultural activities as well as the movement of people and vehicles. These locations include, in particular: Market Square, O'Carroll Street, Convent Road, Church Street, Harbour Street, Patrick Street, Store Street and Kilbride Street, Cormac Street Roundabout and Bridge Street.

### 3.5.9 Laneway Improvements

The Tullamore Town Centre Regeneration Framework report also recognises that laneways within the town centre provide a vital pedestrian permeability function but that these are often in poor condition or feel unsafe to use. Measures are proposed to encourage their use through improvements to surface materials, public lighting, and signage, as also described in **Table 3.2**.

### 3.5.10 School Zones

School zones represent discrete sections of the street network at which it is particularly beneficial to introduce traffic calming and pedestrian-priority. Centre Regeneration Framework report identifies several recommended locations for such treatment, as also described in **Table 3.2**.

### 3.5.11 Cycle Network

The DBFL Draft Tullamore Local Transport Plan notes that existing cycling facilities in and around Tullamore are extremely limited, and that proposals exist to develop a dedicated Tullamore Cycle Network by 2040. Elements of this cycle network are to be delivered under the following initiatives:

- Draft CycleConnects Network
- Draft National Cycle Network (NCN)
- Draft Tullamore Cycle Network (Phase 1)
- Tullamore Urban Greenway Project

### 3.5.12 Town Bus Service

The DBFL Draft Tullamore Local Transport Plan notes that:

- *An ideal town bus service for Tullamore would see a high-frequency timetable operating throughout the town daily, both on weekdays and at weekends.*



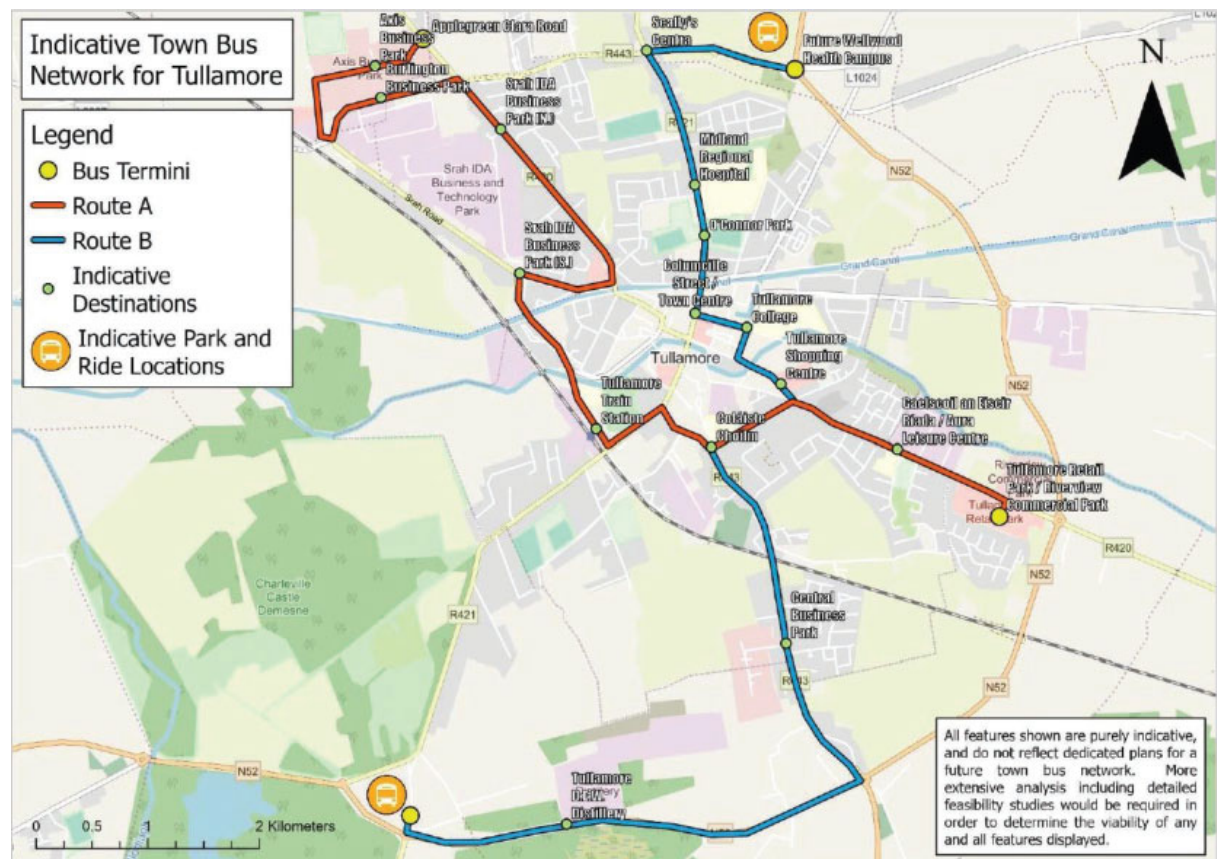
- Locations chosen for bus depots could additionally serve as termini for a Park and Ride service, should one be deemed feasible for Tullamore.

### 3.5.13 Park and Ride

The DBFL Draft Tullamore Local Transport Plan notes that, to encourage the use of a Park and Ride, it needs to be convenient and offer some advantages over parking in Tullamore Town Centre or closer to their destination, such as:

- Direct and high-quality connections to the Town Centre, including a frequent public transport service and a sustainable bike and/or e-bike share scheme.
- Cheaper parking charges, particularly for long stay parking, compared to the Town Centre
- Electric vehicle charging points.
- Co-locating a Park and Ride with other services and amenities such as parcel collection, public toilets, etc. can make them more attractive.
- Proposed Park and Ride facility locations include (Refer to **Figure 3.4**):
  - Adjacent to the Arden Road Roundabout, outside of the N52.
  - Adjacent to the Charleville Road Roundabout, outside of the N52.

Figure 3.4 Indicative potential Tullamore town bus network structure and indicative park and ride locations (Source: Figure 12 of the Tullamore Town Centre Regeneration Framework)



### 3.5.14 Mobility Hubs and Mobility Points

In the context of Tullamore, the DBFL Draft Tullamore Local Transport Plan notes that Mobility Hubs may be appropriate for:



- Tullamore’s Opportunity Sites
- Retrofitting an existing car parks
- Tullamore Railway Station (Offaly County Development Plan SMAP-17 objective aims to establish the Station and adjoining lands as a transport node)
- Midland Regional Hospital

Mobility Points differ from Mobility Hubs in that they are “smaller scale, typically on-street interventions entailing the co-location of sustainable transport measures near public transport stops”. At a minimum, Mobility Points include bus stops, cycle parking and car club spaces but can be expanded to include E.V. Charge Points, shared bike schemes and seating.

### 3.5.15 Potential changes to Car Parking

The Tullamore Town Centre Regeneration Framework report details potential changes to the public realm (all proposals are subject to further investigation prior to detailed design, traffic studies, technical consideration, engagement with private landowners/ stakeholders and planning consent etc.) that include the reorganisation of car parking in several on-street locations and several public use car parks.

The projected future demand has been established on the assumption of a 10% overall reduction in car use for journeys into Tullamore, which is within the modal shift projection given in the DBFL Draft Tullamore Local Transport Plan. This shows that the proposed future provision of car parking within the town centre core is sufficient to meet the overall projected future demand, allowing for some relocation of parking activity from on-street locations to off-street car parks.

## 3.6 Implementation

The **Tables 3.3 and 3.4** outlines implementation plan for the Framework where each of the key identified projects is assigned a short, medium, or longer-term time-scale. Additionally, projects are evaluated based on their respective priority, and potential stakeholders are identified.

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Table 3.3 Implementation of Key Opportunity Sites Regeneration Projects (Extract from Page 190 of Draft Framework)

ID	Project/ Description	Timeframe	Priority	Stakeholders
1	<b>Grand Canal Harbour Site</b> Description: Opportunity site. Ongoing Project.	S / M / L	★★☆	WI, OCC
2	<b>Texas Site</b> Description: Opportunity site. The proposal aims to reactivate this site and to provide a mix of public and private uses and create inviting connections from the canal to the town centre.	S / M / L	★★☆	Private Landowner(s), OCC
3	<b>Lands behind High Street/ O'Moore Street</b> Description: Opportunity site regeneration. Proposals include diverse housing typologies close to town centre, senior living scheme located in town centre, new retail/commercial units fronting O'Moore Street with pedestrian friendly zone and increased green and planted areas.	S / M / L	★☆☆	Private Landowner(s), OCC
4	<b>Lands South of O'Connor Square</b> Description: Opportunity site. Proposals include re-using of protected Malthouse and providing new commercial and cultural uses for the west part of the site with 2 no options for east part of the site considered, one including retention of existing buildings and a second one proposing new residential uses.	S / M / L	★☆☆	Private Landowner(s), OCC
5	<b>Railway Lands</b> Description: Opportunity site. This site is a prime opportunity for high density and multi residential development with the potential for a mobility/ public transport hub at the station.	S / M / L	★★☆	Private Landowner(s), OCC, Department of Transport, CIÉ
6	<b>Coen Site</b> Description: Opportunity site. Potential for the site to be developed as a town centre perimeter housing scheme with large retail zone retained and additional retail opportunity added to the site.	S / M / L	★☆☆	Private Landowner(s), OCC
7	<b>Lands Behind the Court</b> Description: Opportunity site. Site strategy proposes retaining the majority of commercial uses on the site at Kilcruttin Business Park and re-inforcing this future use. To the north end of the site interior, a new residential infill development of terrace housing is proposed increasing the density of the block.	S / M / L	★☆☆	Private Landowner(s), OCC
8	<b>Tanyard Lands</b> Description: Opportunity site. It is proposed that this site retains its industrial use, extending new units to the back of the site to create a denser industrial park area. To the south of the site, the strategy proposes extending the existing street of terrace units with a similar scale and typology.	S / M / L	★☆☆	Private Landowner(s), OCC

- S Short term: 0 - 2 years
- M Medium term: 2 - 5 years
- L Long term: 5+ years
- ★ Lower priority desirable but not critical
- ★★ Medium priority - an important local project for Tullamore
- ★★★ High priority - a project of strategic importance to the town

## Tullamore Draft Town Centre Regeneration Framework

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Table 3.4 Implementation of Public Realm Regeneration Projects (Extract from Page 191-192 of Draft Framework)

ID	Project/ Description	Timeframe	Priority	Stakeholders
1	<b>Market Square</b> Description: Public realm enhancement scheme. Opportunity for new identity to Market Square as an attractive flexible public space (multi functional park, town market location, bicycle hub with some elements of carparking retained) with loads of greenery, 'canvas' for public art and the creative, sociable and playful opportunities of town life, new functional space for people.	S / M / L	★★★	OCC, Department of Transport
2	<b>O'Carroll Street</b> Description: Public realm and active travel enhancement scheme. Potential proposals include widened and upgraded pavements, re-arranged parking, upgraded junctions and crossings, cycle facilities on both sides of the road with potential new tree and low level planting and street furniture.	S / M / L	★★☆	OCC, Department of Transport
3	<b>Harbour Street</b> Description: Public realm and active travel enhancement scheme. Potential proposals include widened and upgraded pavements, 2-way cycle track, upgraded junctions and crossings, parking rationalisation with potential tree planting and street furniture.	S / M / L	★★☆	OCC, Department of Transport
4	<b>Church Street</b> Description: Public realm and active travel enhancement scheme. Potential proposals include widened pavements, contra flow cycle track, parking re-arrangement with potential tree planting and street furniture.	S / M / L	★★☆	OCC, Department of Transport
5	<b>Convent Road</b> Description: Public realm and active travel enhancement scheme. Potential proposals include widened and upgraded pavements, urban greenway on the canal side, carriageway narrowing to 1 lane, optional boats moorings, tree planting, street furniture and upgraded junctions and crossings.	S / M / L	★★☆	OCC, Department of Transport, WI
6	<b>O'Connell Street / Kilbride St</b> Description: Public realm and active travel enhancement scheme. Potential proposals include new footpath and 2-way cycle track along O'Connell St to connect Kilbride St to Grand Canal Greenway, existing pavements upgrade, new tree planting, street furniture and upgraded junctions and crossings with new links to surrounding areas including Texas Site.	S / M / L	★☆☆	OCC, Department of Transport
7	<b>Patrick Street</b> Description: Public realm and active travel enhancement scheme. Potential proposals include widened and upgraded pavements, upgraded junctions and crossings, optional cycle facilities on both sides of the road with potential new tree and low level planting and street furniture.	S / M / L	★☆☆	OCC, Department of Transport
8	<b>Store Street</b> Description: Public realm and active travel enhancement scheme. Potential proposals include widened pavements, contra flow cycle track, new footpath along Grand Canal Harbour Site, upgraded junctions and crossings, potential tree planting and street furniture.	S / M / L	★☆☆	OCC, Department of Transport

S Short term: 0 - 2 years  
 M Medium term: 2 - 5 years  
 L Long term: 5+ years

★ Lower priority desirable but not critical  
 ★★ Medium priority - an important local project for Tullamore  
 ★★★ High priority - a project of strategic importance to the town

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ID	Project/Description	Timeframe	Priority	Stakeholders
9	<b>Water Lane</b> Description: Public realm and active travel enhancement scheme. Potential proposals include widened and upgraded pavements, junctions and crossings improvements with potential tree planting and street furniture.	S / M / L	★☆☆	OCC, Department of Transport
10	<b>Cormac Street Roundabout</b> Description: Public realm and active travel enhancement scheme. Potential proposals include rearranged roundabout to signalised raised table T-junction with pedestrian crossings on all arms, widened footpaths, greening, tree planting and street furniture.	S / M / L	★★★	OCC, Department of Transport
11	<b>High Street - Main Street Link</b> Description: Public realm and active travel enhancement scheme. Potential proposals include new dedicated pedestrian connection through private carpark between High Street and Main Street, improved streetscape, upgraded junctions and new pedestrian crossings, with potential green space and bicycle parking at the top of Tara Street.	S / M / L	★★★	Private Landowner(s), OCC
12	<b>Bridge Street</b> Description: Public realm and movement enhancement scheme. Potential proposals include introduction of 'bus gate' or pedestrian only zone at Bridge Street to reduce congestion and improve safety in the heart of the town centre and to create a space that pedestrians and cyclists can enjoy and use safely.	S / M / L	★☆☆	OCC
13	<b>Tullamore River Walk</b> Description: Active travel and connectivity enhancement scheme. Potential proposals include habitats protection, walking, cycling routes along river with occasional water interaction spaces.	S / M / L	★★☆	Private Landowner(s), OCC
14	<b>Cormac Street</b> Description: Public realm and active travel enhancement scheme. Potential proposals include widened pavements and additional pedestrian crossing points at the Lloyd Town Park entrances.	S / M / L	★☆☆	OCC, Department of Transport
15	<b>Lloyd Town Park - Railway Station Link</b> Description: Active travel and connectivity enhancement scheme. Potential proposals include new pedestrian / cycle route along eastern school boundary to connect Lloyd Town Park and railway station.	S / M / L	★★☆	OCC, Department of Education
16	<b>School Zones</b> Description: Active travel and safety enhancement scheme. Potential proposals include Safe Routes to School design treatments ie. new crossings, pencil bollards, greening opportunities and street furniture.	S / M / L	★☆☆	OCC, Department of Transport
17	<b>Town Centre Laneways</b> Description: Public realm and active travel enhancement scheme. Potential to reinforce the pedestrian linkages and opportunity to enhance laneways by creating unique visual experience through quality materials, furniture and lighting.	S / M / L	★☆☆	OCC
18	<b>Lloyd Town Park - Tara Street Link</b> Description: Active travel and connectivity enhancement scheme. Potential proposals include new pedestrian / cycle structure in form of steps and ramps opposite Etb to connect Lloyd Town Park and Tara Street.	S / M / L	★★☆	OCC

S Short term: 0 - 2 years  
 M Medium term: 2 - 5 years  
 L Long term: 5+ years

★ Lower priority desirable but not critical  
 ★★ Medium priority - an important local project for Tullamore  
 ★★★ High priority - a project of strategic importance to the town

## 4 Description of the Receiving Environment

The study area is situated between the Grand Canal to the north and the Dublin/Galway railway line to the south with the busiest part of the town along Columcille St / High St and Patrick St / Church St with O'Connor Square located in the centre. Refer to **Figure 1.1**. The overall Framework is carried out having cognisance of the Offaly County Development Plan 2021-2027, the new Tullamore Local Area Plan which is being drafted and should also be read in conjunction with Draft Tullamore Local Transport Plan (LTP) and Area Based Transport Assessment (ABTA) that are concurrently in preparation.

The Offaly County Development Plan 2021-2027 recognises Tullamore's regional role as providing key employment and services for its extensive hinterlands. The Plan has set the following Policies:

*SSP-06: It is Council policy to strategically prioritise the development of Tullamore to underpin its role as a designated Key Town and driver of economic development for the county.*

*SSP-07: It is Council policy to require sustainable, compact, sequential growth and urban regeneration in Tullamore by consolidating the built-up footprint through a focus on regeneration and development of town centre infill and brownfield sites, and encouraging regeneration of underutilised, vacant and derelict lands for residential development and mixed use to facilitate population growth.*

The Offaly County Development Plan 2021-2027 further includes the following development policies for Tullamore:

*ENTP-11: It is Council policy to strengthen and channel development into Tullamore the primary driver for economic development within the county, which is designated as a Key Town in the Regional Spatial and Economic Strategy.*

*ENTP-12: It is Council policy to promote Tullamore as a key location for economic development supporting the provision of increased employment through the expansion of the existing enterprise ecosystem in the town and smart specialisation and support the provision of physical infrastructure and zoned lands to realise the delivery of strategic employment lands in central accessible locations.*

*ENTP-13: It is Council policy to support infrastructural development in Tullamore to facilitate the development of Strategic Employment Zones.*

*RP-12: It is Council policy to consider the development of taller buildings on the 'Harbour site' and 'Texas site' in Tullamore as identified in Figure 7.8 of the County Development Plan [...].*

Tullamore in County Offaly is located on the Grand Canal, in the middle of the County. Tullamore is located between Kilbeggan and Portlaoise on the N52 and is strategically located as inter-regional portal to the Northern, Western and Southern regions. Tullamore's neighbouring settlements include Athlone, Newbridge, Mullingar and Portlaoise.

Tullamore hosts various cultural and social events and festivals, contributing to the cultural vibrancy of the region. It has a variety of assets ranging from the Mesolithic period to quality 18<sup>th</sup> and 19<sup>th</sup> century houses. These sites include but are not limited to Lough Boora, Clara Bog, Birr Castle, Charleville Castle, Tullamore Distillery, Cathole Falls, etc.

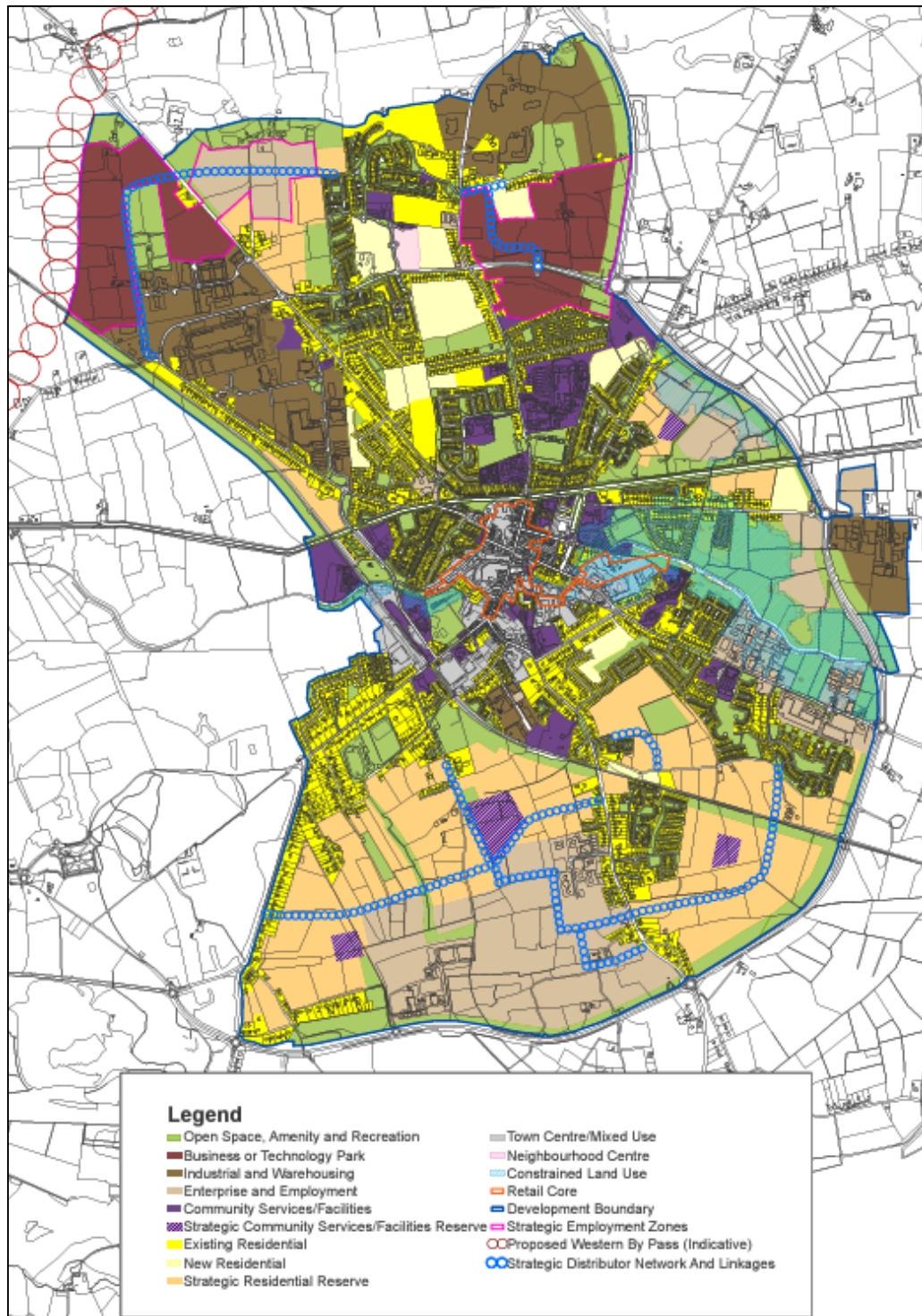
Tullamore is served by the rail network and provides access to rail destinations such as Dublin Heuston, Galway, Westport, Ballina and Limerick. The main road access from the north is provided by the M6 via N52 or R420 and access from the south is provided by the M7 via N80 or N52 with local access via R421. The public bus routes provide access from locations such as Kinnegad, Portlaoise, Banagher and Dublin City Centre.

The Central Statistics Office (CSO) data from the 2016 and 2022 census illustrates that Tullamore is divided between two Electoral Divisions – Tullamore Urban and Tullamore Rural. The rate of population changes between 2016 and 2022 in Offaly was 6.7%. Between 2016 and 2022, urban Tullamore's Population grew by 4.5% compared to rural Tullamore's population growth of 11.1%. The population distribution of Tullamore is well aligned with both the National and county-level distribution of ages.



As per the Offaly County Development Plan 2021-2027, the lands within the study area are zoned as 'Town Centre/Mixed Use' which seeks to: 'Provide for, protect and strengthen the vitality and viability of town/village centres, through consolidating development, encouraging a mix of uses and maximising the use of land, to ensure the efficient use of infrastructure and services.' Refer to **Figure 4.1** below.

Figure 4.1 Extract from the Offaly County Development Plan 2021-2027 (Volume II Settlement Plans)



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Tullamore town centre includes a historic town core with Grand Canal and Tullamore River flowing through the centre of town.

As per the Geological Survey of Ireland (GSI) database the study area is underlain by dark limestone and shale of the Lucan Formation and Visean Limestones. The groundwater vulnerability within the study area ranges between Extreme, High and Moderate.

The study area is located within the Lower Shannon catchment (25A), the Tullamore\_SC\_010 sub-catchment (25A\_4) and the Tullamore\_030 river sub basin. The Water Framework Directive (WFD) status of the rivers, transitional & coastal waterbodies in the vicinity of the study area ranges from 'poor' to 'good' during the 2016-2021 monitoring period. The waterbodies are (refer to **Figure 4.3**):

- Tullamore River (IE\_SH\_25T030300) (Poor and 'at risk of not achieving good status');
- Grand Canal Main Line (Lower Shannon) (IE\_25A\_AWB\_GCMLW) (Good and 'not at risk').

Tullamore River (IERI\_SH\_1994\_0006) downstream of the study area is identified as a nutrient sensitive river under the Urban Waste Water Treatment Directive Sensitive Area.

There are no European (Natura 2000) sites within the Framework study area. The nearest sites are listed below (and shown in **Figure 4.4**):

- **Special Areas of Conservation (SAC):**
  - Charleville Wood SAC (site code 000571), c. 600m to the west;
  - Clara Bog SAC (site code 000572), c. 7.68km to the north-west;
  - River Barrow and River Nore SAC (site code 002162), c. 10.08km to the south;
  - Raheenmore Bog SAC (site code 000582), c. 10.55km to the north-east;
  - Split Hills and Long Hill Esker SAC (site code 001831), c. 10.75km to the north-east;
  - Clonaslee Eskers and Derry Bog SAC (site code 000859), c. 12.84km to the south-west;
  - Slieve Bloom SAC (site code 000412), c. 13.11km to the south;
  - Lough Ennell SAC (site code 000685), c. 17.54km to the north;
  - Ferbane Bog SAC (site code 000575), c. 21.42km to the west;
  - Mountmellick SAC (site code 002141), c. 21.82km to the south-east.
- **Special Protection Areas (SPA):**
  - Slieve Bloom Mountains SPA (site code 004160), c. 13.11km to the south;
  - Lough Ennell SPA (site code 004044), c. 17.54km to the north.

Designated sites (i.e. proposed Natural Heritage Areas (pNHA) and designated Natural Heritage Areas (NHA)) within the potential Zone of Influence have been included in this assessment in order to address their potential to act as supporting sites for European sites. The nearest sites are listed below:

- **Natural Heritage Area (NHA):**
  - Hawkswood Bog NHA (site code 002355), c. 4.79km to the south;
  - Screggan Bog NHA (site code 000921), c. 5.04km to the south-west;
  - Daingean Bog NHA (site code 002033), c. 10.01km to the east;
  - Cloncrow Bog (New Forest) NHA (site code 000677), c. 13.50km to the north-east;
  - Nure Bog NHA (site code 001725), c. 18.40km to the north;
  - Ballynagrenia and Ballinderry Bog NHA (site code 000674), c. 20.42km to the north-west;
  - Clonydonnin Bog NHA (site code 000565), c. 21.80 Km to the north-west;
  - Clonreher Bog NHA (site code 002357), c. 23.61km to the south-east.
- **Proposed Natural Heritage Area (pNHA):**
  - Grand canal pNHA (site code 002104), within the site;
  - Charleville Wood pNHA (site code 000571), c. 600m to the south-west;

## Tullamore Draft Town Centre Regeneration Framework

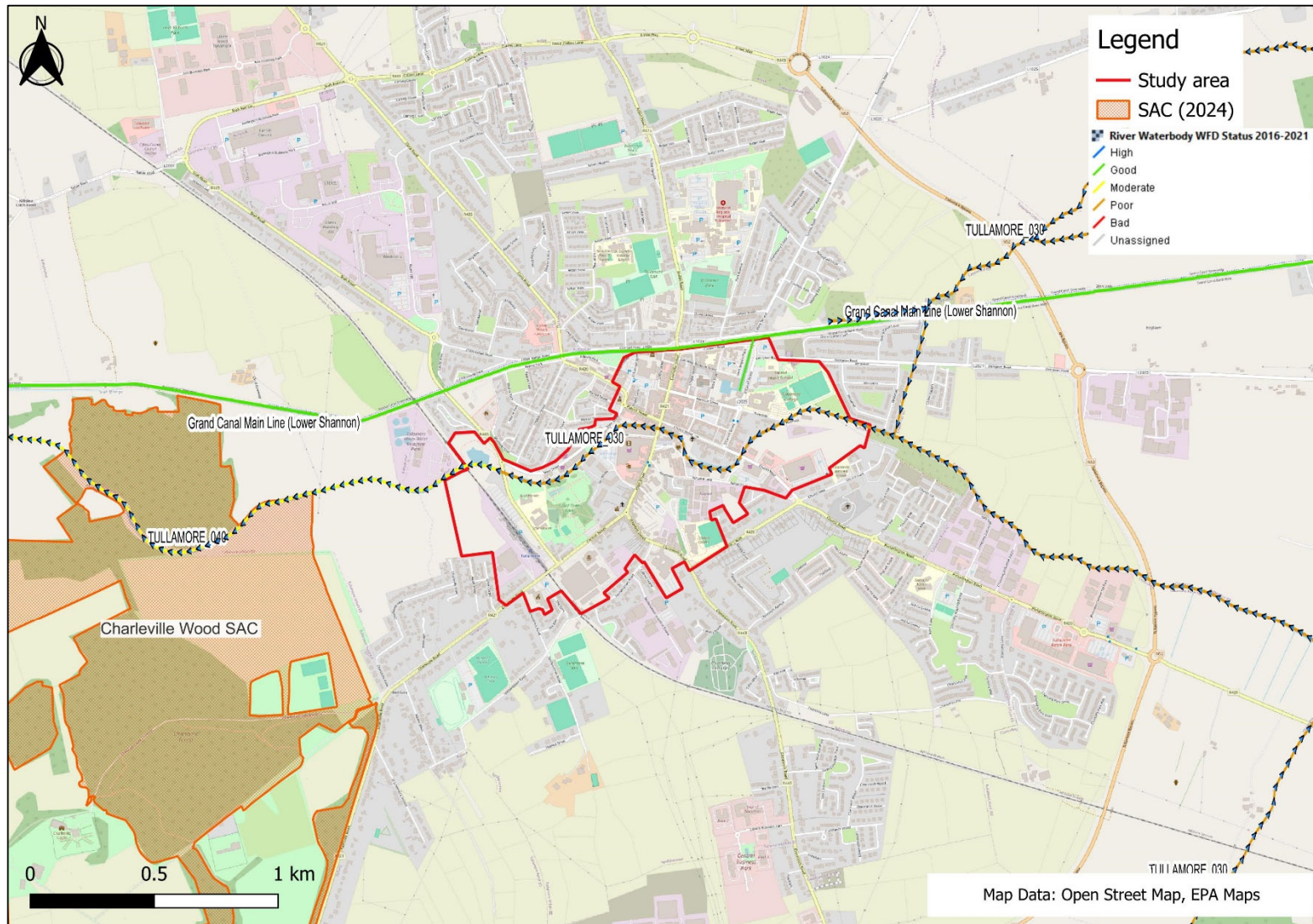
### SEA Screening Report

- Ballyduff Wood pNHA (site code 001777), c. 3.18 Km to the north;
- Ballyduff Esker pNHA (site code 000885), c. 4.03 Km to the north-west;
- Clonad Wood pNHA (site code 000574), c. 4.78km to the south;
- Derrygolán Esker pNHA (site code 000896), c. 6.04 Km to the north;
- Murphys Bridge Esker pNHA (site code 001775), c. 6.11 Km to the north-east;
- Kilcormac Esker pNHA (site code 000906), c. 6.52km to the south-west;
- Pallas Lough pNHA (site code 000916), c. 7.26km to the south-west;
- Rahugh Ridge (Kiltober Esker) pNHA (site code 000918), c. 7.70 Km to the north-east;
- Clara Bog pNHA (site code 000572), c. 7.72 Km to the north-west;
- Annaghmore Lough Fen pNHA (Offaly) (site code 000413,) c. 9.1km to the south-west;
- Ardan Wood pNHA (site code 001711), c. 9.4km to the north-east;
- Raheenmore Bog pNHA (site code 000582), c. 10.82 km to the north-east;
- Woodfield Bog pNHA (site code 000586), c. 11.33 Km to the north;
- Split Hills and Long Hill Esker pNHA (site code 001831), c. 13.01 Km to the north;
- Clonaslee Eskers and Derry Bog PNHA (site code 000859), c. 13.11km to the south;
- Raheen Lough pNHA (site code 000917), c. 13.43 Km to the south-east
- Slieve Bloom mountains pNHA (site code 000412), c. 15.19km to the south;
- Lough Ennell pNHA (site code 000685), c.17.58km to the north
- Lough Boora pNHA (site code 001365), c. 18.13km to the west;
- Ballynagarby pNHA (site code 001713), c. 21.05 Km to the north-west;
- Ferbane Bog pNHA (site code 000575), c. 21.7km to the west;
- Camcor Wood pNHA (site code 000889), c. 23km to the south-west;
- Lough Coura pNHA (site code 000909), c. 23.94km to the south-west;
- Doon Esker pNHA (site code 001830), c. 24km to the north-west.



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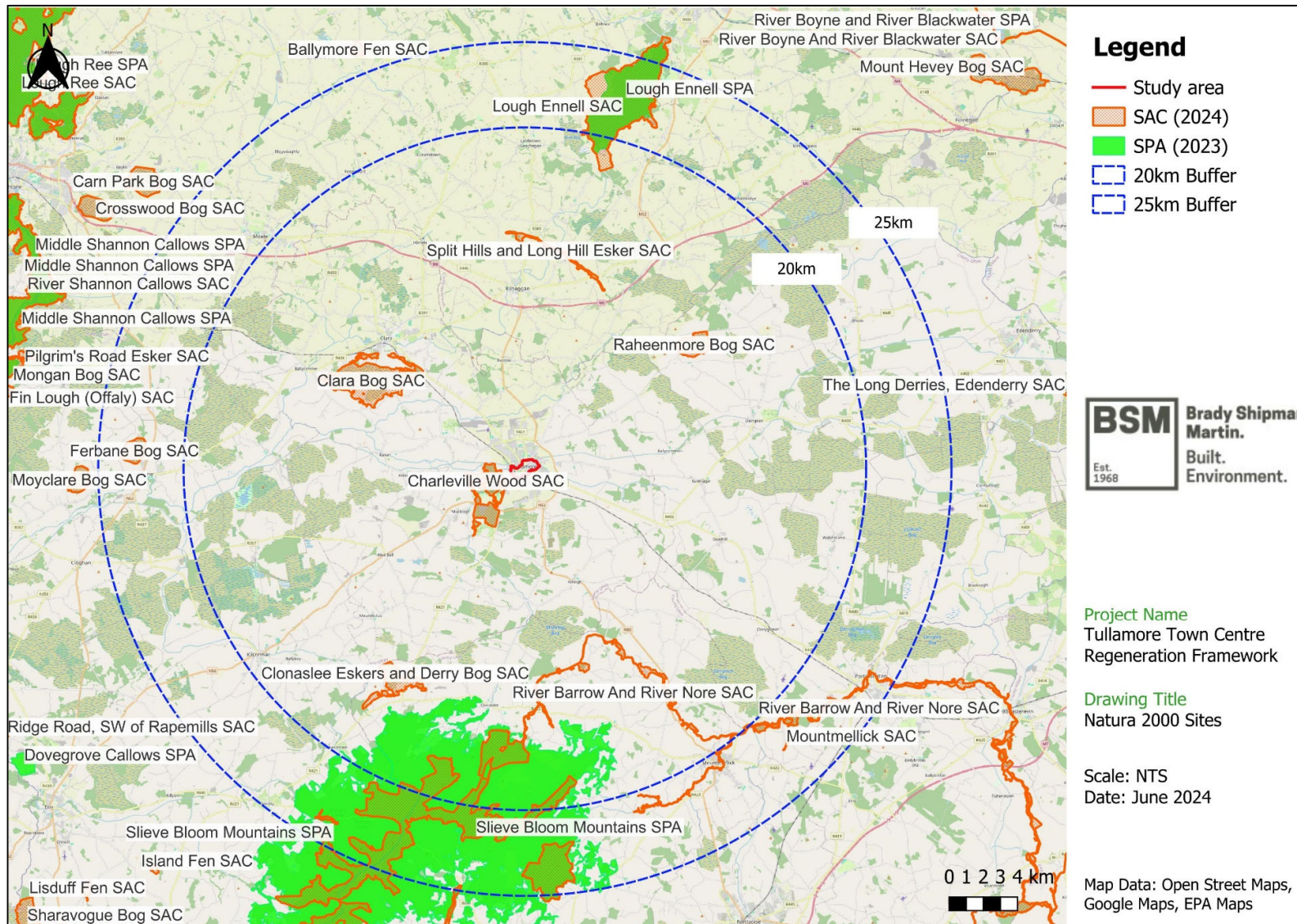
Figure 4.2 WFD waterbody status within the Tullamore Framework





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Figure 4.4 European sites within zone of influence of the Tullamore Framework. A 20km and 25km radius is shown for scale.



## 5 Planning Context

Implementation of the Tullamore Town Centre Regeneration Framework will be informed and contextualised by a range of policies and plans at international, national, and local level.

### 5.1 International

- ‘United Nations’ Sustainability Development Goals (SDGs) as set out in the 2030 Agenda for Sustainable Development Transforming our World.
- United Nations Convention on the Rights of Persons with Disabilities (UNCRPD);
- UN (1992) The Convention on Biological Diversity (CBD);
- Council of Europe (1996) The Pan-European Biological and Landscape Diversity Strategy;
- Council of Europe (1996) The European Landscape Convention 2000;
- EU Water Framework Directive (WFD);
- Birds (2009/147/EC) and Habitats Directive (92/43/EEC);
- EU Floods Directive;
- EU Green Infrastructure Strategy.

### 5.2 National

- Project Ireland 2040, The National Planning Framework (NPF) is the Government’s high-level strategic vision for shaping future growth and development in the entire country over a 20-year period, which identifies heritage as a strategic investment priority, recognising ‘Enhanced Amenities and Heritage’ as a National Strategic Outcome;
- Regional Spatial and Economic Strategies (RSES) for the East and Midlands Area;
- Our Rural Future (2021-2025);
- Town Centre First (2022);
- National Smart Specialisation Strategy (2022-2027);
- Climate Action Plan (2023);
- 4th National Biodiversity Action Plan 2023–2030.

### 5.3 County

The Offaly County Development Plan 2021-2027 sets out the spatial framework to guide future development within the County acknowledges, supports, and reinforces the integral role heritage, culture and the arts play in sustaining and creating attractive, vibrant, and engaging places to live, work and enjoy.

- Offaly County Development Plan 2021-2027;
- Offaly Climate Action Plan 2024 – 2029;
- Draft Offaly Biodiversity Plan 2024 – 2030;
- Draft Tullamore Transport Plan 2024;
- Local Area Plan 2024 – 2030 (under development);
- Tullamore Grand Canal Harbour Masterplan 2024 (Opportunity Site 1).

## 6 Screening for Requirement for SEA

The screening for the requirement for SEA has been conducted in accordance with the criteria set out in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011.

The criteria are set out under two principal headings:

- Characteristics of a Plan / Programme; and
- Characteristics of the effects and of the area likely to be affected.

The corresponding sub-criteria are addressed in [Tables 6.1](#) and [6.2](#), below, respectively.

A screening for SEA of the themes and projects in the Tullamore Draft Town Centre Regeneration Framework is also provided in [Table A1](#) in [Appendix 1](#).

**Table 6.1: Characteristics of the Plan / Programme, having regard, in particular, to:**

<i>The degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions, or by allocating resources</i>
<p>The non-statutory Framework document will guide future development within the Tullamore town centre area to create a vibrant and sustainable town core which will support and encourage economic, social and cultural development and provide an attractive, high-quality environment for existing and future residents.</p> <p>The structure of the Framework focuses on the following core elements:</p> <ul style="list-style-type: none"> <li>• Building on the town’s regeneration themes</li> <li>• Opportunity Sites;</li> <li>• Tullamore Public Realm; &amp;</li> <li>• Access &amp; Permeability Strategy.</li> </ul> <p>The Framework document provides the basis for a design brief for each of the elements listed above. The Framework outlines a series of projects for each theme, and the priorities were identified in consultation with the community and stakeholders across the local government, state, and non-governmental sectors.</p> <p>The Framework also sets an implementation plan and outlines schedule of the main actions arising from the Tullamore Framework. The schedule includes details as to the ownership of each action, bodies which are expected to provide project support, sources of potential funding as well as indicative timelines.</p> <p>It should be noted that as many of the projects identified as part of this Framework are likely to be subject to additional detailed design and permitting and environmental assessments.</p>
<i>The degree to which the plan influences other plans, including those in a hierarchy</i>
<p>In the context of global, European, national, regional and local plans; the Tullamore Framework is at a low level in the hierarchy of plans. The key related plans and policy documents are highlighted in <a href="#">Section 5</a> above. The adoption and implementation of the final version of the Framework will support the implementation / objectives of various plans and policies at higher levels in the planning hierarchy, including the <i>Offaly County Development Plan 2021-2027</i>.</p>
<i>The relevance of the plan for the integration of environmental considerations, in particular with a view to promoting sustainable development</i>
<p>The Framework aims to serve as a model for regeneration, promoting compact growth, creating healthy and appealing public spaces, enhancing urban resilience, improving permeability, fostering vibrancy, and encouraging sustainable mobility. The Framework follows the town’s current Regeneration Strategy that aims to provide a collective vision for the town centre, driving forward the continued success that has</p>

already been building and to guide investment across the town centre over the next 20 years. The 'Regeneration Themes' includes:

- *A thriving and broadened town centre*
- *A connected town centre*
- *A beautiful and characterful town centre*
- *A greener & healthier town centre*
- *Activated Grand Canal & Tullamore River*
- *A welcoming town centre*
- *A vibrant town centre (Events and Community Interaction Opportunities)*
- *A sustainable and integrated movement*

The Framework identifies specific public realm works, identifies potential opportunity sites for new commercial or community development and addresses accessibility and connectivity throughout the Framework study area. The Framework includes a series of Key Regeneration Projects comprising Opportunity Sites and Public Realm interventions.

It is the guiding principle of the Framework to promote environmental setting pedestrian priority zones, public spaces, increased green and planted areas, heritage restoration, reduction in car dominated roads, high-density housing scheme for town centre, multi-modal transport hubs, etc. The Framework also aims to enhance walkability and promote sustainable transport modes, encouraging people to take a trip into the town centre either by walking or cycling.

#### *Environmental problems relevant to the plan or programme*

Environmental problems of greatest relevance to the Framework are as follows:

- Impact on the protected sites (Natura 2000 sites) and species;
- Impact on water quality;
- Impact on air quality and noise;
- Sustainable urban drainage solutions;
- Impacts of climate change in form of coastal erosion and flooding;
- Shortfalls in the current provision of pedestrian and cycling facilities as well as any existing road safety issues.

The above issues, including any strategic planning issues have been addressed within the Framework document to provide for structured and balanced development in Tullamore.

#### *The relevance of the plan for the implementation of European Union legislation on the environment (e.g. plans linked to waste management or water protection)*

The Tullamore Framework is of relevance to the implementation of International / European Union legislation, particularly the following:

- 'United Nations' Sustainability Development Goals (SDGs) as set out in the 2030 Agenda for Sustainable Development Transforming our World;
- United Nations Convention on the Rights of Persons with Disabilities (UNCRPD);
- UN (1992) The Convention on Biological Diversity (CBD);
- Council of Europe (1996) The Pan-European Biological and Landscape Diversity Strategy;
- Council of Europe (1996) The European Landscape Convention 2000;
- EU Water Framework Directive (WFD);
- Birds (2009/147/EC) and Habitats Directive (92/43/EEC);
- EU Floods Directive;



- EU Green Infrastructure Strategy.

**Table 6.2: Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:**

<i>The probability, duration, frequency and reversibility of the effects</i>
<p>The projects of the Tullamore Framework have been reviewed with regard to the potential for unintended negative environment effects and it is considered that there is no real likelihood of significant negative environmental effects occurring as result of the implementation of the Framework.</p> <p>The significance, duration, frequency and reversibility of effects will vary between the different actions proposed and the aspects of the receiving environment affected.</p>
<i>The cumulative nature of the effects</i>
<p>The implementation of the Tullamore Framework will result in the implementation of projects and strategies (refer to <a href="#">Appendix 1</a>) potentially set out in the Framework all of which are likely to result in positive or neutral environmental effects. On the basis of information presented in previous sections it can be excluded that the implementation of the Framework, individually or in-combination with other plans or projects, will have a significant effect on the environment.</p>
<i>The trans-boundary nature of the effects</i>
<p>The area of relevance for the Tullamore Framework is localised to Tullamore town centre. It is not located on or near any international boundary. No transboundary effects are predicted to occur.</p>
<i>The risks to human health or the environment (e.g. due to accidents)</i>
<p>There are no projects, themes or strategies set out in the Framework whose implementation would significantly increase the risk to human health or the environment (e.g. due to accidents) relative to the baseline. On the contrary, certain actions of the Framework– particularly those around repair and improvement of the townscape, new civic infrastructure and improving accessibility and permeability within the area– may be expected to have positive effects for human health and to enhance climate resilience of the receiving environment in the Local Authority area, thereby reducing vulnerability to accidents and extreme events such as flooding, drought, storms and accidental pollution events.</p>
<i>The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)</i>
<p>The adoption and implementation of the Tullamore Framework is expected to contribute to the future development within the Tullamore town centre area. The extent of the geographical area is shown in <b>Figure 1.1</b>.</p> <p>In 2022, the Small Area Population Statistics (SAP) for Tullamore Urban Electoral Division noted a population of 11,957, which was an increase from the 2016 population of 11,437 (CSO, 2024).</p>
<i>The value and vulnerability of the area likely to be affected due to:</i>
<i>(a) special natural characteristics or cultural heritage</i>
<p>The natural environment and cultural heritage assets within and in close proximity to Tullamore town are described in detail in Section 4.</p>

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<i>(b) exceeded environmental quality standards or limit values</i>
The implementation of the Framework is likely to result in sustainable future development within Tullamore town centre. No likely significant negative effects are predicted to occur in relation to any aspects of the environmental standards or limit values.
<i>(c) intensive land-use</i>
The implementation of the Framework is likely to result in provision of high quality architecture and urban design, encourage sustainable transport, improve accessibility and permeability within the area. The Framework is not likely to give rise to any significant negative impacts in this regard, but rather will serve to address the existing pressures negatively affecting development in the area.
<i>The effects on areas or landscapes which have a recognised national, European Union or international protection status</i>
It is considered that the adoption and implementation of the Framework is likely to result in neutral or positive effects on such areas or landscapes.  An AA Screening Report is being prepared in respect of the Framework and it has concluded that there will be no impact on the integrity of any European sites as a result of implementing the Framework.

## 7 Recommendation on Requirement for SEA

The *Tullamore Draft Town Centre Regeneration Framework* is a non-statutory land use plan. The Framework aims to serve as a model for regeneration, promoting compact growth, creating healthy and appealing public spaces, enhancing urban resilience, improving permeability, fostering vibrancy, and encouraging sustainable mobility.

As a non-statutory land use plan, the Framework document has been screened for the requirement for SEA under the requirements of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011. The Framework has been considered in respect of the SEA screening criteria set out in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, and the findings are set out in [Section 5](#) of this report. It is considered, on the basis of this exercise, that the implementation of the Framework has no real likelihood of having likely significant negative effects on the environment.

On the contrary, the implementation of the Tullamore Framework will guide future development within the Tullamore town centre area to create a vibrant and sustainable town core which will support and encourage economic, social and cultural development and provide an attractive, high-quality environment for existing and future residents.

It is, therefore, recommended that the competent authority reach a determination that the **Tullamore Draft Town Centre Regeneration Framework is not likely to have significant negative effects on the environment and, therefore, that SEA is not required.**

In accordance with Article 9(7) of S.I. 435 of 2004, as amended by S.I. 200 of 2011, Offaly County Council will notify the SEA environmental authorities of its Determination that SEA is not required, and place a copy of its Determination on public display together with this SEA Screening Report and associated documentation relating to the **Tullamore Draft Town Centre Regeneration Framework**.

## 8 References

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OPW (2009). *The Planning System and Flood Risk Management – Guidelines for Planning Authorities.*

*Planning and Development Act 2000, as amended.*

*Planning and Development Regulations 2001, as amended.*

*Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2004 (S.I. 201/2011).*

*Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436/2004).*

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## Appendix 1: Screening of Projects within the Tullamore Draft Town Centre Regeneration Framework

Table A1 Assessment of potential impact of the Tullamore Draft Town Centre Regeneration Framework

Project	Potential Features	Potential Environmental Effects	Mitigation Required?
<b>Key Opportunity Sites Regeneration Projects</b>			
<b>2. Texas Site</b>	<p>Key potential features include:</p> <ul style="list-style-type: none"> <li>■ New retail options</li> <li>■ Day and night activity with work/live opportunities</li> <li>■ Pedestrian priority zone</li> <li>■ Strong laneway character</li> <li>■ Intimate Public Space</li> <li>■ Proximity to proposed bike-share location</li> </ul>	No likely significant negative environmental effects or positive effects.	<b>No</b>
<b>3. Lands behind High Street/ O’Moore</b>	<p>Key potential features include:</p> <ul style="list-style-type: none"> <li>■ Diverse housing typologies close to town centre</li> <li>■ Senior Living scheme located in town centre</li> <li>■ Pedestrian friendly zone</li> <li>■ Increased green and planted areas</li> <li>■ Activating a backlands site</li> </ul>	No likely significant negative environmental effects or positive effects.	<b>No</b>
<b>4. Lands South of O’Connor Square</b>	<p>Key potential features include:</p> <ul style="list-style-type: none"> <li>■ Heritage Restoration and Re-use</li> <li>■ Placemaking through heritage assets and public space</li> <li>■ Improved pedestrian connection</li> <li>■ Reduce car dominated roads</li> <li>■ Pedestrian priority zone</li> <li>■ High-density housing scheme for town centre living</li> </ul>	No likely significant negative environmental effects or positive effects.	<b>No</b>



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Project	Potential Features	Potential Environmental Effects	Mitigation Required?
	<ul style="list-style-type: none"> <li>■ Connections to O'Connor Square</li> </ul>		
<b>5. Railway Lands</b>	<p>Key potential features include:</p> <ul style="list-style-type: none"> <li>■ Proposed Multi-Modal Transport Hub</li> <li>■ Introduction of Green links to surrounding areas</li> <li>■ Proposed high density housing near transport hub</li> </ul>	No likely significant negative environmental effects or positive effects.	<b>No</b>
<b>6. Coen Site</b>	<p>Key potential features include:</p> <ul style="list-style-type: none"> <li>■ Diverse housing typologies close to town centre</li> <li>■ Proposed River Walk that connects the town centre to the wetlands zone and beyond</li> <li>■ Large retail zone retained and additional retail opportunity added to the site</li> <li>■ Increased permeability proposed through site along the north-south and east-west axes</li> </ul>	No likely significant negative environmental effects or positive effects.	<b>No</b>
<b>7. Lands Behind the Court</b>	<p>Key potential features include:</p> <ul style="list-style-type: none"> <li>■ New pedestrian link from Cormac street to Kilcruttin Business Park</li> <li>■ Improved pedestrian friendly public realm</li> <li>■ Increased greening and planting</li> <li>■ Increased housing density close to public transport links</li> </ul>	No likely significant negative environmental effects or positive effects.	<b>No</b>
<b>8. Tanyard Lands</b>	<p>Key potential features include:</p> <ul style="list-style-type: none"> <li>■ New pedestrian link from Cormac street to Kilcruttin Business Park</li> <li>■ Improved pedestrian friendly public realm</li> <li>■ Increased greening and planting</li> <li>■ Increased housing density close to public transport links</li> </ul>	No likely significant negative environmental effects or positive effects.	<b>No</b>
<b>Public Regeneration Projects</b>			
<b>1. Market Square</b>	<ol style="list-style-type: none"> <li>1. One way street with contraflow cycle lane</li> <li>2. Ramp up/down (whole square area at one level)</li> <li>3. Dedicated outdoor dining/seating area</li> </ol>	No likely significant negative environmental effects or positive effects.	<b>No</b>

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Project	Potential Features	Potential Environmental Effects	Mitigation Required?
	<ul style="list-style-type: none"> <li>4. Formal Square with water features, public art and seating</li> <li>5. Bicycle parking</li> <li>6. Existing parking/ loading retained with EV charging bays</li> <li>7. Open lawn area for passive recreation</li> <li>8. Sensory garden with seating</li> <li>9. One way street</li> <li>10. 2-way cycle track</li> <li>11. One way street</li> <li>12. Retained parking</li> <li>13. 2-way street</li> <li>14. Red outline of structure to be potentially demolished</li> <li>15. Rationalised parking with EV charging bays</li> <li>16. Potential pedestrian link from Church St</li> <li>17. Potential for new development</li> <li>18. Potential public space and link to Harbour St through redeveloped site</li> <li>19. One way street with widened footpath on east side</li> <li>20. Pedestrian priority vehicular access treatment</li> </ul>		
<p><b>2. O'Carroll Street</b></p>	<ul style="list-style-type: none"> <li>1. Raised table treatment</li> <li>2. Contra-flow cycle track at Church Street</li> <li>3. 2-way street, width reduced to required minimum</li> <li>4. Raised table treatment with uncontrolled crossings and rain gardens at the corners</li> <li>5. Existing roundabout changed to signalised protected junction</li> <li>6. Rain gardens to create green buffer around the junction</li> <li>7. Special treatment space in front of St Mary's Centre with greening and public art</li> <li>8. Widened footpaths and cycle facilities on the route to schools and to canal (CPO might be required on schools side)</li> <li>9. Series of rain gardens and raised planters along the street with gallery of public art and occasional seating between</li> <li>10. Dedicated outdoor dining/seating area</li> </ul>	<p>No likely significant negative environmental effects or positive effects.</p>	<p><b>No</b></p>

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Project	Potential Features	Potential Environmental Effects	Mitigation Required?
	<ul style="list-style-type: none"> <li>11. Perpendicular parking reorientated to parallel</li> <li>12. Protected cycle tracks on both sides of the road</li> </ul>		
<p><b>3. Harbour Street</b></p>	<ul style="list-style-type: none"> <li>1. 2-way street</li> <li>2. Raised table treatment</li> <li>3. 2-way cycle track</li> <li>4. Main entry area to Grand Canal Harbour site</li> <li>5. Widened footpaths with tree planting</li> <li>6. Pedestrian priority junction treatment</li> <li>7. Pedestrian priority vehicular access treatment</li> <li>8. Shared street treatment to Chapel Street</li> <li>9. Dedicated outdoor dining/seating area (parking)</li> <li>10. Red outline of structure to be potentially demolished</li> <li>11. Potential for new development</li> <li>12. Potential public space and link to Harbour St through redeveloped site</li> <li>13. One way traffic street with widened footpath on east side</li> <li>14. High quality feature surface treatment to emphasize front of entrance area to the Church of the Assumption</li> </ul>	<p>No likely significant negative environmental effects or positive effects.</p>	<p><b>No</b></p>
<p><b>4. Church Street</b></p>	<ul style="list-style-type: none"> <li>1. One way street with contra-flow cycle track, limited parking</li> <li>2. Raised table treatment with uncontrolled crossings</li> <li>3. One way street with parking reorientated to parallel to reduce risk of reversing into a cyclist or to another vehicle</li> <li>4. Contra-flow protected cycle track</li> <li>5. Widened footpaths with tree planting</li> <li>6. Raised table treatment</li> <li>7. Part 8 pedestrian link and public space connecting O'Connor Square to Church Street</li> <li>8. Special treatment space as an extension of planned part 8 pedestrian link</li> <li>9. Potential pedestrian link through disused laneway</li> <li>10. Market Square Lane with wider footpaths and contraflow cycle lane</li> <li>11. Potential upgrade of Market Lane to shared space</li> <li>12. Pedestrian priority junction treatment</li> </ul>	<p>No likely significant negative environmental effects or positive effects.</p>	<p><b>No</b></p>

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5. Convent Road	<ol style="list-style-type: none"> <li>1. Dedicated greenway / shared way for pedestrians and cyclists</li> <li>2. Carriageway reduced to one lane, 1 way street</li> <li>3. Raised table treatment along school frontage with dedicated crossing</li> <li>4. Potential water interaction space and boats moorings</li> <li>5. Potential green buffer along shared way with tree planting</li> <li>6. Widened footpaths</li> <li>7. Plaza in front of re-purposed vacant former warehouse building</li> <li>8. Raised table crossing with uncontrolled crossings</li> <li>9. Raised table crossing as an extension of proposed new plaza</li> <li>10. Retained raised table crossing</li> <li>11. Additional tree planting along the moorings</li> <li>12. New path passes under the bridge</li> <li>13. Carriageway reduced to one lane of traffic to allow for footpath</li> </ol>	No likely significant negative environmental effects or positive effects.	No
6. O'Connell Street/Kilbride Street	<ol style="list-style-type: none"> <li>1. Public space upgrade potential</li> <li>2. Raised table treatment with uncontrolled crossings</li> <li>3. 2 way street</li> <li>4. Raised street junction treatment with dedicated pedestrian crossing and pedestrian priority vehicular access</li> <li>5. New pedestrian link through carpark to Kilbride Park</li> <li>6. Existing carpark layout rearranged</li> <li>7. Raised table treatment with uncontrolled crossings</li> <li>8. Optimised road width with retained parking at Kilbride St</li> <li>9. Potential rain gardens with seating</li> <li>10. Dedicated outdoor dining/seating area</li> <li>11. Widened footpaths with tree planting and occasional rain gardens</li> <li>12. New footpath with tree planting</li> <li>13. Raised table treatment with uncontrolled crossings and rain gardens at the corners</li> <li>14. Potential Texas site vehicular access</li> <li>15. Pedestrian link to Texas site through shared street</li> <li>16. Potential 2-way cycle track</li> </ol>	No likely significant negative environmental effects or positive effects.	No

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Project	Potential Features	Potential Environmental Effects	Mitigation Required?
7. Patrick Street	<ol style="list-style-type: none"> <li>1. Raised table signalised junction with traffic lights controlled crossings and rain gardens at the corners to replace existing roundabout</li> <li>2. Widened footpaths at Water Lane</li> <li>3. Dedicated loading bay/ parking</li> <li>4. Cyclists/vehicles shared street with central textured strip in the road that prompts drivers to take extra care</li> <li>5. Dedicated raised table zebra pedestrian crossing</li> <li>6. Widened footpaths with tree planting</li> <li>7. Signalised junction unchanged</li> <li>8. Pedestrian link to Texas site through shared street</li> <li>9. Potential pedestrian link to Texas site</li> </ol>	No likely significant negative environmental effects or positive effects.	No
8. Store Street	<ol style="list-style-type: none"> <li>1. Pedestrian priority junction treatment</li> <li>2. New footpath</li> <li>3. Widened footpath with occasional tree planting and retained parking</li> <li>4. High quality feature surface treatment to emphasize front of entrance area to the Church of the Assumption with potential pedestrian link to Grand Canal Harbour site</li> <li>5. Raised table treatment with uncontrolled crossings and rain gardens at the corners</li> <li>6. 1 way street with contra-flow cycle track</li> <li>7. Raised table treatment with uncontrolled crossings</li> <li>8. Dedicated greenway / shared way for pedestrians and cyclists</li> <li>9. Carriageway reduced to one lane, 1 way street</li> <li>10. Widened footpath</li> </ol>	No likely significant negative environmental effects or positive effects.	No
9. Water Lane	<ol style="list-style-type: none"> <li>1. Raised table treatment with uncontrolled crossings and rain gardens at the corners</li> <li>2. Cyclists/vehicles shared street with central textured strip in the road that prompts drivers to take extra care</li> <li>3. Dedicated loading bay/ parking</li> <li>4. Dedicated outdoor dining/seating area</li> <li>5. Widened footpaths with tree planting</li> </ol>	No likely significant negative environmental effects or positive effects.	No



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Project	Potential Features	Potential Environmental Effects	Mitigation Required?
	<ul style="list-style-type: none"> <li>6. Raised table signalised junction with traffic lights controlled crossings and rain gardens at the corners to replace existing roundabout</li> <li>7. Pedestrian priority junction treatment</li> <li>8. Cyclists/vehicles shared street with central textured strip in the road that prompts drivers to take extra care</li> <li>9. Potential small public space with planting, public art and outdoor seating</li> <li>10. Potential for new development (residential with food&amp;bewerege at the ground floor)</li> <li>11. Derelict historic structures to be refurbished and redeveloped</li> <li>12. The restoration and redevelopment of the former grain mill distillery building into a mixed-use building (planning permission ref. 21/376)</li> </ul>		
<p><b>10. Cormac Street Roundabout</b></p>	<ul style="list-style-type: none"> <li>1. Raised platform signalised t-junction</li> <li>2. Dedicated pedestrian crossings</li> <li>3. Introduced right turn lane</li> <li>4. Widened footpaths</li> <li>5. Retained parking / loading</li> <li>6. Cyclists/vehicles shared street with central textured strip in the road that prompts drivers to take extra care</li> <li>7. Proposed public space with planting, seating, public art etc.</li> <li>8. Access retained</li> </ul>	<p>No likely significant negative environmental effects or positive effects.</p>	<p>No</p>
<p><b>11. High Street-Main Street Link</b></p>	<ul style="list-style-type: none"> <li>1. Proposed pedestrian crossings across Main Street</li> <li>2. Retained Bridge Shopping Centre carpark</li> <li>3. New dedicated pedestrian path through the carpark (minimal loss of parking spaces)</li> <li>4. Proposed pedestrian crossings across Tara Street</li> <li>5. Footpath upgrade and widening</li> <li>6. Potential green space with seating and tree planting</li> <li>7. Proposed bicycle parking</li> <li>8. Loading bay</li> <li>9. Raised table junction with dedicated pedestrian crossings</li> <li>10. Access to High Street Opportunity Site</li> </ul>	<p>No likely significant negative environmental effects or positive effects.</p>	<p>No</p>

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	11. Potential future pedestrian link to Lloyd Town Park and Railway Station through the backlands.		
12. Bridge Street	<p><b>Bus Gate Potential Features (on left):</b></p> <ol style="list-style-type: none"> <li>1. Raised table, bus/cyclists access only / Bridge Lane local access / time plated deliveries access (no through traffic)</li> <li>2. Pedestrian priority junction treatment</li> <li>3. Traffic lights controlled public transport route only</li> <li>4. Widened footpaths with additional outdoor seating/dining areas</li> <li>5. Raised table, bus/cyclists traffic lights controlled access only (no through traffic)</li> <li>6. Shared street treatment</li> </ol> <p><b>Pedestrian Street Potential Features (on right):</b></p> <ol style="list-style-type: none"> <li>1. Raised table, Bridge Lane local access only / time plated deliveries access</li> <li>2. Pedestrian priority junction treatment</li> <li>3. Pedestrianised street with additional outdoor seating/dining areas</li> <li>4. Raised table, no vehicular access</li> <li>5. Time plated deliveries access only (no through traffic)</li> </ol>	No likely significant negative environmental effects or positive effects.	No

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13. Tullamore River Walk	Active travel and connectivity enhancement scheme. Potential proposals include habitats protection, walking, cycling routes along river with occasional water interaction spaces.	No likely significant negative environmental effects or positive effects.	No
14. Cormac Street	Public realm and active travel enhancement scheme. Potential proposals include widened pavements and additional pedestrian crossing points at the Lloyd Town Park entrances.	No likely significant negative environmental effects or positive effects.	No
15. Lloyd Town Park – Railway Station Link	Active travel and connectivity enhancement scheme. Potential proposals include new pedestrian / cycle route along eastern school boundary to connect Lloyd Town Park and railway station.	No likely significant negative environmental effects or positive effects.	No
16. School Zones	<p><b>General Recommendations:</b></p> <ul style="list-style-type: none"> <li>• Footpaths outside schools should be wider if possible due to peak loading.</li> <li>• Reduce street clutter.</li> <li>• If possible, create space for cycling by making the street one way or restricting vehicular traffic during school opening and closing times (e.g. create a school street).</li> <li>• Combine seating, landscaping, street lighting to reduce footprint.</li> <li>• Provide crossings at pedestrian desire lines.</li> <li>• Reduce carriageway width to restrict space for parking.</li> <li>• Use traffic management measures such as horizontal and vertical deflections.</li> <li>• Use Vertical elements, such as trees to narrow the perceived width of the road.</li> <li>• Introduce surface colour/texture changes.</li> <li>• Provide gateways at start of school zone to reduce speeds and highlight the presence of the school</li> </ul>	No likely significant negative environmental effects or positive effects.	No

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	<ul style="list-style-type: none"> <li>Drop-off parking should be discouraged in School Zone.</li> </ul>		
<p><b>17. Town Centre Laneways</b></p>	<p><b>General Recommendations:</b></p> <ul style="list-style-type: none"> <li>Re-surfacing in variety of quality materials to create unique character for each lane.</li> <li>Accentuating laneway entrances, e.g. by decorative archways and/or inserts into the pavement.</li> <li>Removal of graffiti, rubbish, clutter and eye-sores.</li> <li>Enlivening with colour washing of buildings and structures, bunting and hanging baskets etc. as appropriate.</li> <li>Improved directional signage.</li> <li>Street furniture should be located on the edges of spaces to provide clear pedestrian access ways and allow for a wide range of outdoor activities to occur.</li> <li>Art should be incorporated into the design of buildings, public spaces, street furniture and paving in a way that is reflective of lane characteristics or the theme of the lane.</li> <li>To provide robust and durable street furniture that copes with intensive use.</li> <li>Provide opportunities for passive amenity in public places throughout the lanes network.</li> <li>To ensure lighting infrastructure is discrete and maintains the flexibility of the lane spaces.</li> <li>Feature lighting should be used in moderation, and could be developed in conjunction with artists and combined with other street furniture.</li> </ul>	<p>No likely significant negative environmental effects or positive effects.</p>	<p>No</p>
<p><b>18. Lloyd Town Park – Tara Street Link</b></p>	<p>Active travel and connectivity enhancement scheme. Potential proposals include new pedestrian / cycle structure in form of steps and ramps opposite Etb, Further Education Centre to connect Lloyd Town Park and Tara Street.</p>	<p>No likely significant negative environmental effects or positive effects.</p>	<p>No</p>
<p><b>Sustainable Access and Permeability Strategy</b></p>			

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1.Reducing Travel Demand	The demand for vehicular travel into Tullamore may be reduced in the long term by higher-density residential development within and close to the town centre.	No likely significant negative environmental effects or positive effects.	No
2. Promoting Sustainable Modes of Travel	<p>Measures recommended to achieve this include:</p> <ul style="list-style-type: none"> <li>■ <i>High quality pedestrian and cyclist infrastructure within the town, to improve comfort, convenience, and safety for those walking and cycling.</i></li> <li>■ <i>Reorganisation of car parking within the town, with a reallocation of parking space from on-street locations to off-street areas.</i></li> <li>■ <i>Measures to reduce vehicle speeds and to control vehicle movements at key locations.</i></li> <li>■ <i>Implementation of a town bus service, to provide reliable public transport connectivity between the town centre, outlying areas, and railway station.</i></li> <li>■ <i>Park and Ride facilities at the town periphery, to allow car journeys into Tullamore to be completed as public transport, cycling, or walking trips.</i></li> </ul>	No likely significant negative environmental effects or positive effects.	No



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<p><b>3. Supporting Infrastructure</b></p>	<p>Specific supporting infrastructure is required or recommended for promoting sustainable modes of travel. This includes:</p> <ul style="list-style-type: none"> <li>■ <i>Implementation of a dedicated Tullamore Cycle Network, to include cycle facilities within the town centre and to connect these to Tullamore’s surrounding areas and neighbouring towns.</i></li> <li>■ <i>Implementation of a transport hub at Tullamore railway station, which may take the form of a Mobility Hub. At minimum, this should provide for public transport interchange between bus and rail services.</i></li> <li>■ <i>Provision of Mobility Points at suitable locations within the town. These may integrate car and bicycle sharing services (including cargo bikes), reducing the need for car ownership among residents.</i></li> <li>■ <i>Good quality, sheltered and secure bicycle parking facilities within the town centre and at transport interchange points.</i></li> <li>■ <i>EV charging facilities at suitable car parking locations.</i></li> </ul>	<p>No likely significant negative environmental effects or positive effects.</p>	<p><b>No</b></p>
<p><b>4. Access for All</b></p>	<p>Key considerations in this regard include:</p> <ul style="list-style-type: none"> <li>■ <i>Providing sufficient footpath widths and avoiding street furniture clutter.</i></li> <li>■ <i>Ensuring appropriate transitions (e.g. dropped kerbs) at changes of level.</i></li> <li>■ <i>Providing tactile paving at crossing/hazard locations, and auditory signals at signal-controlled crossings.</i></li> <li>■ <i>Avoiding excessive gradients on footpaths and cycle facilities.</i></li> <li>■ <i>Ensuring that parking for adapted vehicles (including non-standard cycles) is catered for.</i></li> <li>■ <i>Effectively using surface materials, signage, and other design aspects to ensure that pedestrian and cyclist routes are clear and legible.</i></li> <li>■ <i>Providing comprehensive and good quality public lighting.</i></li> </ul>	<p>No likely significant negative environmental effects or positive effects.</p>	<p><b>No</b></p>

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5. Improved Pedestrian Connectivity & Wayfinding	Tullamore Town Centre Regeneration Framework details proposed new pedestrian and cyclist connections to enhance permeability, as well as identifying locations at which wayfinding measures should be implemented to encourage and facilitate active travel modes.	No likely significant negative environmental effects or positive effects.	No
6. Vehicular Speed Restrictions	The Tullamore Town Centre Regeneration Framework proposes to implement a 30km/h speed limit throughout the town centre, to reduce the negative effects of vehicular traffic and to create an environment that is safer for – and more conducive to – sustainable transport modes such as walking	No likely significant negative environmental effects or positive effects.	No
7. Junction and Crossing Improvements	<ul style="list-style-type: none"> <li>■ Tightening junctions by reducing kerb radii, to lower vehicle speeds, improve intervisibility, and give more space to pedestrians.</li> <li>■ Providing new controlled and uncontrolled pedestrian crossings to cater for pedestrian desire lines.</li> <li>■ Providing raised tables at junctions and at crossings, to reduce vehicle speeds and to emphasize pedestrian priority.</li> <li>■ Implementing Cycle Design Manual guidance at junctions to better segregate bicycle and motor vehicle traffic.</li> </ul>	No likely significant negative environmental effects or positive effects.	No
8. Civic Spaces and Street Link Improvements	<p>The measures proposed include:</p> <ul style="list-style-type: none"> <li>■ Widened footpaths.</li> <li>■ Rationalised car parking.</li> <li>■ Restrictions on certain vehicle movements (including one-way street sections).</li> <li>■ Dedicated cycle tracks and cycle lanes (both with-flow and contraflow).</li> </ul>	No likely significant negative environmental effects or positive effects.	No
9. Laneway Improvements	Measures are proposed to encourage their use through improvements to surface materials, public lighting, and signage.	No likely significant negative environmental effects or positive effects.	No

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10. School Zones	School zones represent discrete sections of the street network at which it is particularly beneficial to introduce traffic calming and pedestrian-priority. Centre Regeneration Framework report identifies several recommended locations for such treatment.	No likely significant negative environmental effects or positive effects.	No
11. Cycle Network	<p>Elements of this cycle network are to be delivered under the following initiatives:</p> <ul style="list-style-type: none"> <li>■ Draft CycleConnects Network</li> <li>■ Draft National Cycle Network (NCN)</li> <li>■ Draft Tullamore Cycle Network (Phase 1)</li> <li>■ Tullamore Urban Greenway Project</li> </ul>	No likely significant negative environmental effects or positive effects.	No
12. Town Bus Service	<p>The DBFL Draft Tullamore Local Transport Plan notes that:</p> <ul style="list-style-type: none"> <li>■ <i>An ideal town bus service for Tullamore would see a high-frequency timetable operating throughout the town daily, both on weekdays and at weekends.</i></li> <li>■ <i>Locations chosen for bus depots could additionally serve as termini for a Park and Ride service, should one be deemed feasible for Tullamore.</i></li> </ul>	No likely significant negative environmental effects or positive effects.	No

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<p><b>13. Park and Ride</b></p>	<ul style="list-style-type: none"> <li>■ Direct and high-quality connections to the Town Centre, including a frequent public transport service and a sustainable bike and/or e-bike share scheme.</li> <li>■ Cheaper parking charges, particularly for long stay parking, compared to the Town Centre</li> <li>■ Electric vehicle charging points.</li> <li>■ Co-locating a Park and Ride with other services and amenities such as parcel collection, public toilets, etc. can make them more attractive.</li> <li>■ Proposed Park and Ride facility locations include:               <ul style="list-style-type: none"> <li>□ Adjacent to the Arden Road Roundabout, outside of the N52.</li> <li>□ Adjacent to the Charleville Road Roundabout, outside of the N52.</li> </ul> </li> </ul>	<p>No likely significant negative environmental effects or positive effects.</p>	<p>No</p>
<p><b>14. Mobility Hubs and Mobility Points</b></p>	<p>Mobility Hubs may be appropriate for:</p> <ul style="list-style-type: none"> <li>■ Tullamore’s Opportunity Sites</li> <li>■ Retrofitting an existing car parks</li> <li>■ Tullamore Railway Station (Offaly County Development Plan SMAP-17 objective aims to establish the Station and adjoining lands as a transport node)</li> <li>■ Midland Regional Hospital</li> </ul> <p>Mobility Points include bus stops, cycle parking and car club spaces but can be expanded to include E.V. Charge Points, shared bike schemes and seating.</p>	<p>No likely significant negative environmental effects or positive effects.</p>	<p>No</p>

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15. Potential changes to Car Parking	The Tullamore Town Centre Regeneration Framework report details potential changes to the public realm (all proposals are subject to further investigation prior to detailed design, traffic studies, technical consideration, engagement with private landowners/ stakeholders and planning consent etc.) that include the reorganisation of car parking in several on-street locations and several public use car parks.	No likely significant negative environmental effects or positive effects.	No





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