

# Tullamore Street Enhancement Programme

## Preliminary Consultation



- Paving
- Lighting
- Street Furniture
- Traffic Management
- Shopfronts
- Signage
- Trees and planting
- Overhead Wires
- Civic Art and Monuments

### About

At this stage the Council has identified a need to make changes and improvements to the central streets of Tullamore, we are now requesting your input on how to do this in the most effective way. This is a 'preliminary consultation period' meaning that we are seeking your views before pen is put to paper in deciding the details of what to do or how the streets should be laid out.

It is important to note that this Street Enhancement Programme, is a longer term plan for the streets concerned and no funds have yet been allocated for the completion of any project that is identified through this consultation. However the Council feel that it is important to plan ahead, and ensure that all money spent, even in ongoing maintenance, is done so in a co-ordinated way, working towards an agreed end goal. Agreed projects, that have already have input from the members of the public are also more competitive when seeking funding from central government, European and other sources, and so it is prudent to put this programme in place to increase the likelihood of receiving funding.

### Some items for discussion:

- pedestrian and vehicular movement,
- treatment of open spaces,
- parking,
- signage,
- Pavement,
- lighting and street furniture

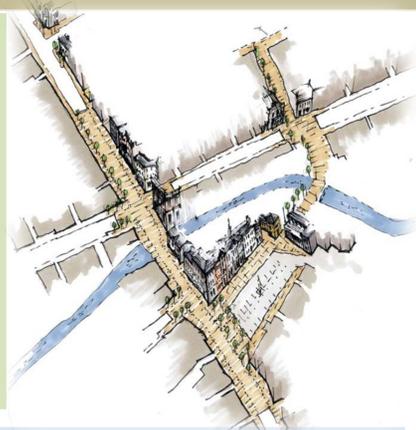
Creating a 'sense of place' for the town centre, the creation of or maintenance of a distinctive identity, more defined legibility, civic pride and a safer more secure environment for people to live, visit and invest in.



Central Area	
Street Improvements	
Future Pedestrian Links	
Train Station/ Bury Quay Links	

### Central Area

- This refers to the place that most people know and identify with as the centre of Tullamore town, it includes O'Connor Square, High Street, Bridge Street.
- This area is a priority for investment in higher quality landscaping, lighting, pavement, and street furniture,.
- Investment in this area can have the greatest impact on the public image and perception of Tullamore Town.



### Street Improvements

- This refers to the part of High Street and Columcille/William Street – either side of the central area.
- In this area attention will mainly be paid to footpath widening, undergrounding of overhead wires, signage and lighting.
- The 'top of the town' area presents an opportunity for a new civic space and entrance feature

### Future Pedestrian Links

- Two potential options that will increase the options for pedestrians around the town and connect car parking to the central area
- Bridge at Millennium square to Bridge Centre Car Park would improve connection of Main Street to High Street
- Existing bridge behind library could be used to connect O'Connor Square to Market Square more directly

### Train Station/ Bury Quay Links

- Tullamore Dew Visitors Centre and the Tullamore Train Station are major entry points to the town.
- It is proposed to complete and link to works already carried out, to create a more inviting route to the town centre.

### Make a Submission

Comments and suggestions on the outline proposals of Columcille Street, O'Connor Square and High Street are welcome to [enhancetmore@offalycoco.ie](mailto:enhancetmore@offalycoco.ie) or in writing to: TSEP, Forward Planning, OCC, Charleville road, Tullamore, Co. Offaly.





## Photographic Comparison

- **Older photograph (North)** - the graceful, stepped roofscape draws the eye towards the square with the tall, elegant spire of Church of the Assumption in the distance. Large trees frame the entrance of High Street with further planting to the area in front of the Bow House.
- **Current photograph (North)** - replacement building beside the Presbyterian Church, signage and the dominance of poles and cables which detract from the largely unaltered building line.
- **Older photograph (South)** – strong well defined building line emphasising the gracious curve of High Street as it sweeps uphill towards Cormac Street.
- **Current photographs (South)** - shows myriad of cables traversing the skyline, an assortment of street furniture, dominance of cars and extension to former Barrack Masters house (later Kilroys) highlighted with a colour scheme unsuited to its architectural and historic stature.



# High Street



## Outline Proposals



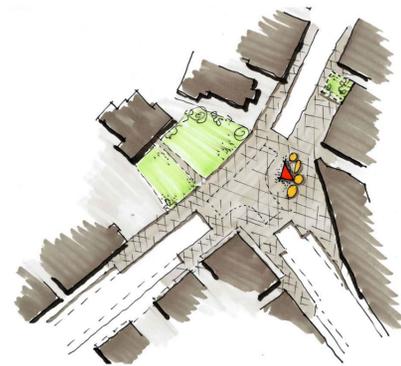
### Enhanced approach to the town

- One of the more important spaces within the town, the south end of High Street is framed with Acres Hall to west, Adams House to Cormac Street and the fine 1758 former Boarding School forming the corner onto High Street opposite the Presbyterian Church
- Possible rearrangement to a T-shaped junction will provide a new public realm space, which should be carefully designed and detailed to maximise the potential of the space while ensuring it does not detract from the surrounding architecture. Consider bespoke feature for the space which may be provided in other key locations where appropriate.

## Outline Plans

### Provide a new approach to High Street

- Viable revised traffic junction, affording increased pedestrian space to Acres Hall and new public space at entrance to High Street. Future upgrading of existing single storey units. Underground cables to reduce the impact of services along the streetscape.
- Consider either possible new public art piece, subject to funding (Option A).
- Alternative proposal (B) to incorporate bespoke landscape or seating feature. Select tree to evoke older High Street image, frame the view and balance existing trees at Acres Hall and Adams House.



Option A



Option B

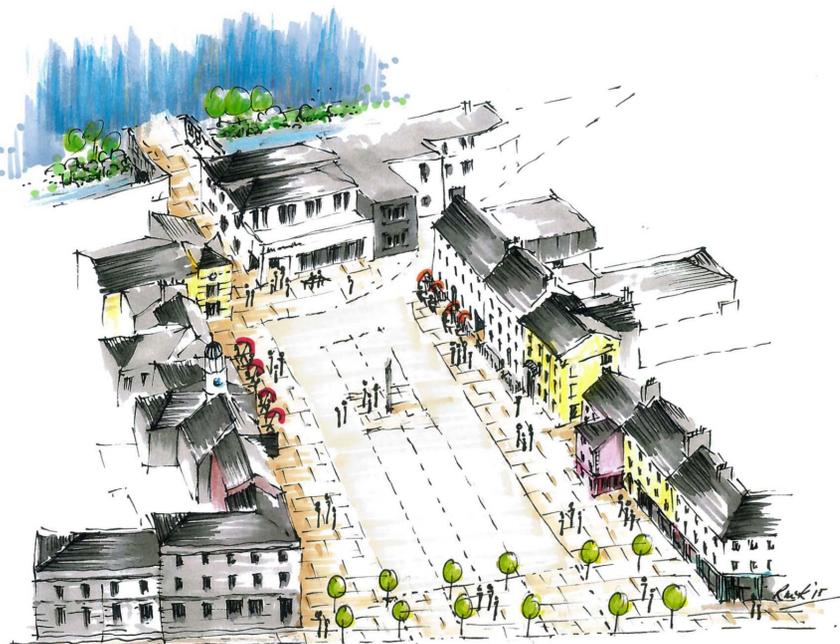
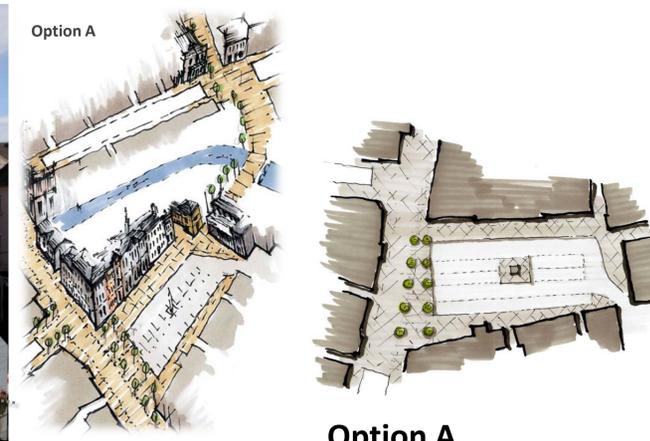


## Photographic Comparison

- **Older photograph** – shows the striking 1789 former market house built by the Earl of Charleville with its highly ornate neighbour and former agricultural supplier's outlet remodelled in the 1870s and the former 3-storey, 7 bay 1750 house closing the square to the east. The square is shown as a full useable space with a predominantly flush finish in preparation for market day.
- **Current photographs** – shows the square relatively unchanged with the recently refurbished County Library (former Vocational School) forming a dynamic backdrop to the square. The current view starkly highlights vehicular dominance.



# O'Connor Square



O'Connor Square – Flush surfaces sketch, centre parking

### A vibrant central square

- 'O'Connor Square is Tullamore's most impressive open space' *Tullamore A Portrait*, M. Byrne. Located in the heart of Tullamore with an excellent variety of striking buildings framing its three sides, including the recently developed County Library to the east.
- Currently the majority of space is given over to cars with only the minor left over areas available for pedestrians.
- There are countless options available for O'Connor Square. With an existing backdrop of superior architectural quality, the redesign of open space within the square, is dependant on the aspiration of the people of Tullamore to allow it develop into a positive, vibrant, civic space to rival many successful European counterparts.

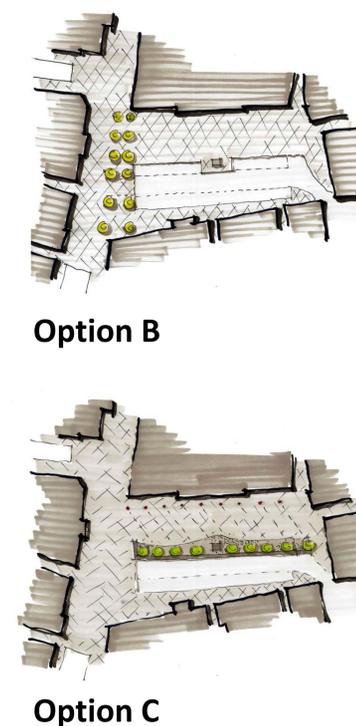
## Outline Plans

'Public spaces are designed. They don't just happen: they are formed through a considered process of planning, survey, analysis, design and implementation.'  
Spaced Out, a guide to award winning spaces

**Option A:** Wide pedestrian space to the north giving a clear unobstructed view of the square. 2-way traffic to the south with parking either side. Sketch shows possible link across Tullamore River to Church Street. By keeping surfaces flush, there is the option to use the space in many different ways: day to day business (with parking), evening or festivals etc (with no parking) and gain the use of the entire square.

**Option B:** Extend paving to north, allow parking to south and double central row of parking. Wide tree lined pedestrian space screens High Street traffic. The option of paving across High Street would increase the size of the square, allowing the buildings on High Street form the fourth side of the square.

**Option C:** Provide strong civic space with new landscape feature (seating, planting) separating vehicles to the south from large permanent space to the north.





## Photographic Comparison

- **Older photograph** - each building reads as a complete, composed entity, within the streetscape. Subtle shop fronts designed within the ground floor space in a co-ordinated, complementary manner. Delicate detailing predominantly flush within the overall facade. Pedestrian dominance with use of full width of street.
- **Current photographs** - show ground floor subdivided with shop fronts competing with each other in terms of colour, signage and display. Deep, heavy fascia over shop windows disturbing the original balance of the facade. Multiple projections including lighting, signage, flagpoles etc.– creating clutter and disorder.



# Columcille Street

## Outline Proposals



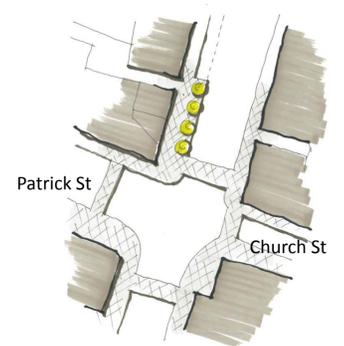
Columcille Street – Sketch looking North

### Pedestrian Spaces

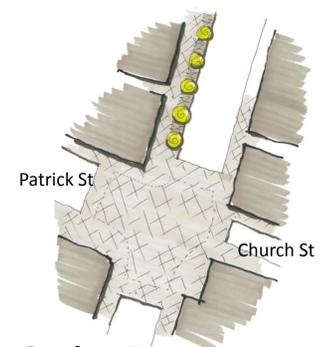
- Columcille Street is a wide street of mixed architectural quality, good building line with range of parapet heights varying from two to three storey.
- Create a variety of public spaces, clear wide pavements, dedicated seating spaces, strong furniture line.
- Consider a single full row of tree planting along west side which can add structure and definition to proposed seating area. Trees provide shade for tables while acting as a buffer between cars and pedestrians offering a sense of privacy.
- Remove clutter from pedestrian route and provide clear, safe, unobstructed passage to and from shops and commercial premises. Underground cables to reduce the impact of services along the streetscape.

## Outline Plans

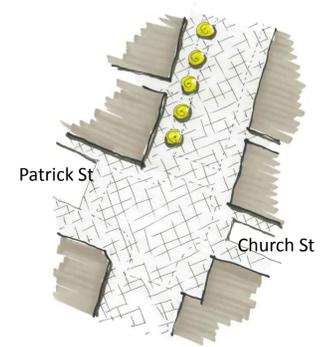
- **Option A:** Provide paved built out areas along existing double yellow lines. Increased pedestrian area with no loss of car parking. Plant with urban trees to west side.
- **Option B:** Provide shared surface signalling strong focal point within the town. Reduce speed of traffic. Continue extended pavement along west side providing seating area between road and clear footpath. Plant with urban trees providing shelter for seating area. Loss of approximately seven spaces to south side.
- **Option C:** Consider full shared surface along Bridge Street and part of Columcille Street for key central spine within Tullamore. Reduce speed of traffic and increase pedestrian priority within this well populated location. Will involve reduction in parking to both sides, but increased pedestrian gain.



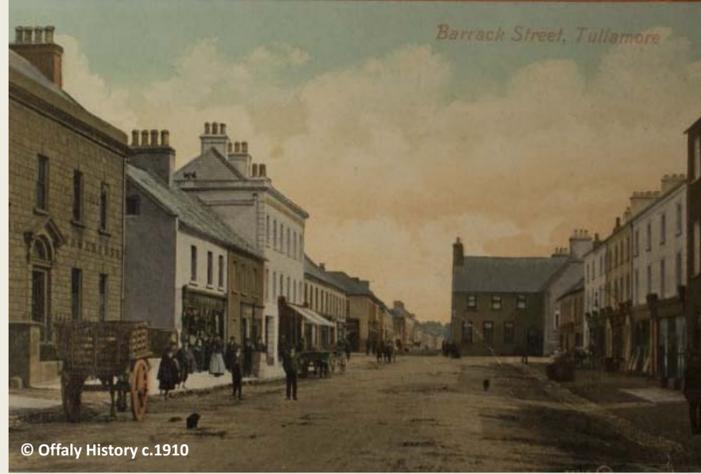
Option A



Option B



Option C



## Photographic Comparison

- **Older photograph** – shows the fine wide street as redeveloped after the Great Balloon Fire of 1785, the impressive limestone D.E. Williams House built in 1760 and the former Hayes Hotel to the east. It was a busy commercial street with a variety of premises, subtle, well proportioned shop fronts, composed colour schemes enlivened with the occasional canopy over goods.
- **Current photographs** - show new build interspersed with some of the former fine buildings. Diverse, inconsistent shopfronts, mixed media signage, an assortment of colour schemes and overhead cables.



# Patrick Street



## Outline Proposals

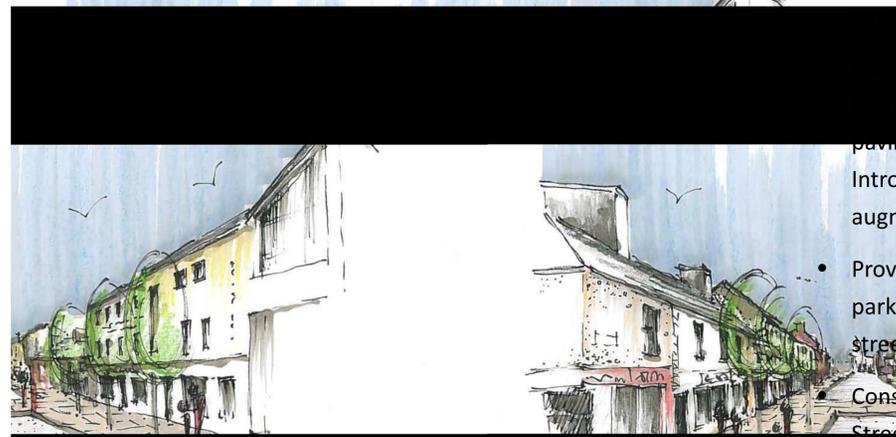


Sketch street Section



### Book ends

- Consider a feature repeated at either end of the street affording maximum visual return.
- Define areas with double yellow lines and no parking – step out these areas with paving and tree planting (where suitable). Introduce mature urban trees to soften and augment the street line.
- Provide strong visual elements with no loss of parking spaces. Reduce the impact of cars on the street and provide enhanced pedestrian areas. Consider Design Manual for Urban Roads and Streets and possible removal of street railings and undergrounding of cables.



Patrick Street – Sketch looking East

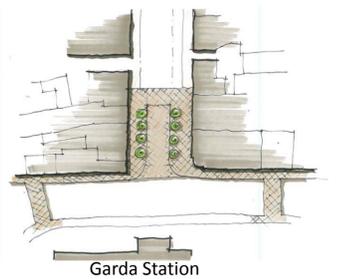
## Outline Plans

- Option A:** Provide paved build out areas along existing double yellow lines. Increased pedestrian area with no loss of car parking. Remove existing railings. Plant with urban trees providing a frame to view the street.
- Option B:** Provide shared surface signalling one of the entrances to the main shopping area, will reduce speed of traffic. Increased pedestrian area with no loss of car parking. Plant with urban trees providing a frame to view the street.
- Option C:** Continue extended pavement along full length of one side of Patrick Street. Allow for 'strip' or outdoor seating area for restaurants. Will involve reduction in parking but increased pedestrian gain. Plant with urban trees providing a frame to view the street.



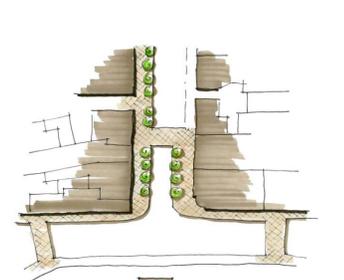
Garda Station

Option A



Garda Station

Option B



Garda Station

Option C