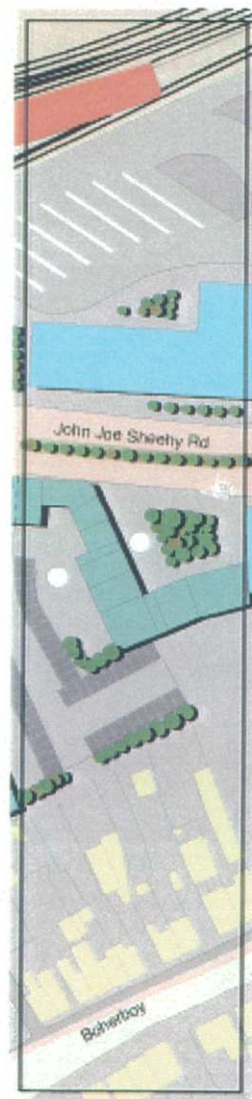


BOHERBOY, TRALEE

Action Area Plan 2000



Tralee Urban District Council

***Technical Assistance by
Brady Shipman Martin***

Boherboy, Tralee

Action Area Plan

Contents

- 1.0 Introduction
 - 2.0 Station Area
 - 3.0 Analysis and Development Proposals
-

- Figure 1 Location of Area
- Figure 1A Proposed Designated Areas
- Figure 2 Site Layout – Boherboy

INTRODUCTION

- 1.1 The Station Area is one of two important action area sites situated on the eastern side of Tralee. It is located immediately to the north east of the existing central retail area. The other action area is Manor West and it is located on the south eastern perimeter of the UDC area. The location of both action areas is shown in figure 1. The two action areas are closely linked due to current proposals to relocate land extensive uses from the central Station Area, to Manor West and to redevelop the valuable Station Area lands in appropriate uses.

STATION AREA

- 2.1 The action area has been defined as shown outlined in red on figure 1A. It comprises approximately 18 hectares and is dissected by the new John Joe Sheehy Road which runs south east from the front of the station to Boherboy. Some of the land north of the new road is in CIE ownership and the remainder is occupied by the Austin Stack Park and the John Mitchel's GAA Club. All of the uses north of the new road are bounded by high walls, which are in a rundown state and detract both from the appearance of the road, and from the vitality of the area in general.
- 2.2 The new road has only one footpath, which is relatively narrow and which runs alongside the high walls enclosing the GAA grounds. This footpath is heavily used, particularly by school children. There is no footpath to the south of the road. The median strip separating the slip road from the new road has been planted with trees and the slip road itself indicates vehicular priority. (Plate 1)
- 2.3 The land south of the new road is in mixed use and multiple ownership. It comprises an urban block, bounded by Boherboy to the south. The frontage of the road is in mixed residential and retail uses, with the latter becoming dominant to the west, closest to the town centre. (Plate 2 & 3) The north of the block is bounded by a slip road accessed off John Joe Sheehy Road, and is occupied in part by miscellaneous uses, including a preponderance of motor service facilities. (Plate 4 & 5) There are a number of vacant plots along the frontage, while the stretch opposite the railway station is occupied by the back gardens of properties fronting onto Boherboy. This facade lacks a formal physical form and is typical of a backlands area which has been opened up by the construction of a new road.
- 2.4 The block is bounded to the west by Edward Street which runs north eastwards from Castle Street, and which is one of the principal routes to the railway station.

IAP Designation

- 2.5.1 Much of the block bounded by John Joe Sheehy Road, Castle Street and Edward Street is in transitional use. The entire block was proposed for designation, under the recent Urban Renewal Initiative, the bulk for owner occupier residential tax relief only, to encourage the development of a permanent inner urban residential community, but with a strategic site at the junction of John Joe Sheehy Road and Boherboy proposed for commercial designation. Within the residential area, the Council recommends that a minimum of 80% of units in any development of more than 4 units should have their own front door (houses or maisonettes). The areas for designation are shown in Figure 1A.

Ongoing Developments

- 2.6 Developments have recently been completed within the block, of a three to four storey residential development comprising a number of units accessed off McCowen's Lane (Plate 6) and backing onto Walpole's Lane (Plate 7), while a business institute has been developed on Walpole's Lane. A planning application has also recently been received for the demolition of miscellaneous garage buildings

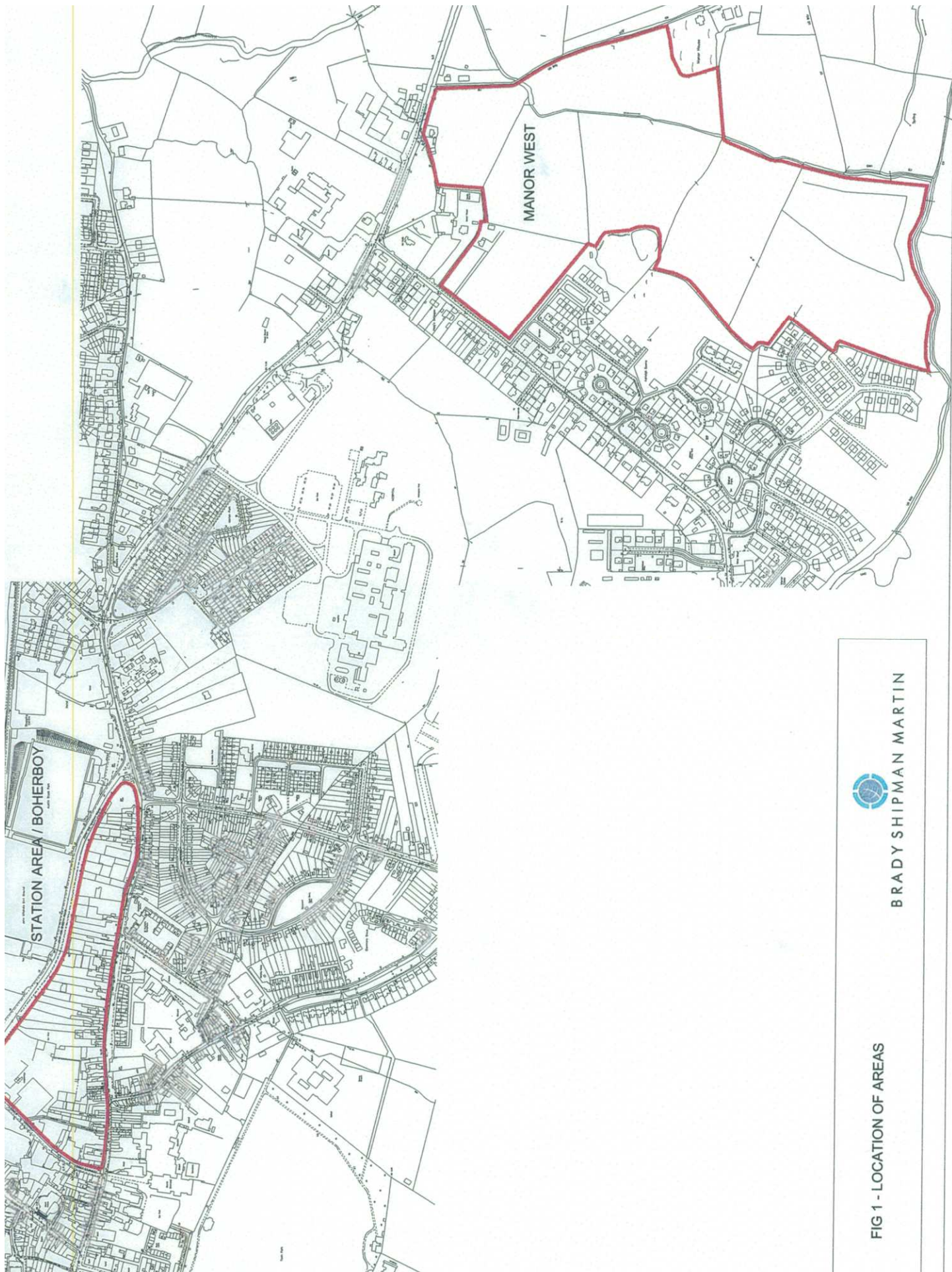
along Edward Street and their replacement with a multi-storey car park, two retail units and two apartments.

- 2.7 Beyond the boundary of the Action Area, there has been significant new development, of 52 apartments on five storeys over basement parking and raised ground floor offices (Plate 8), while further to the west there has been significant new residential (townhouse and apartment) and retail (Dunnes Stores) development.

ANALYSIS AND DEVELOPMENT PROPOSALS

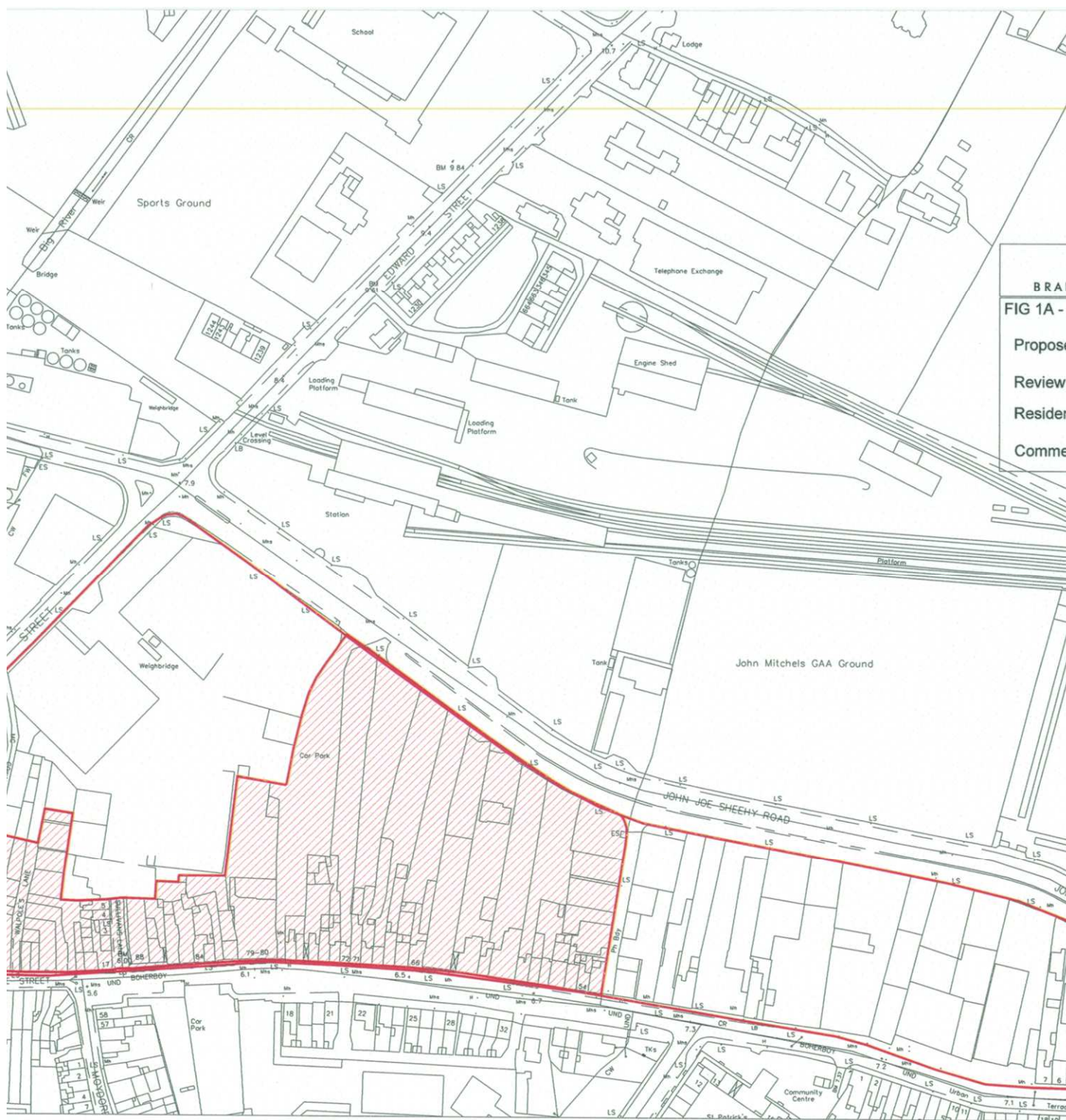
- 3.1 The Station Action Area is strategically situated on the eastern and north eastern approaches to the town centre, on Boherboy and Edward Street respectively. The eastern perimeter of the Area is bounded by a new shopping centre, garage, etc, which is set back from the road within a large parking area and is predominantly single storey. As such it is typical of such developments, which lack definite cohesion and are suburban in form. Indeed, Boherboy creates the impression over much of its length of a 'Vegas' type strip. (Plate 9, 10 & 11)
- 3.2 The junction of John Joe Sheehy Road and Boherboy provides a 'node' where communication routes converge and from where routes diverge, leading directly to the railway station or into the town centre respectively. This 'node' is currently defined only by the traffic junction and by the buildings of Coiste Contae Ciarraí CLG. There is an undeveloped patch of land at the apex of this junction, bounded to the west by the side of a ceramics warehouse. Road markings lead the pedestrian from the south of this street onto the traffic island and the footpath to the north, but this peters out as it turns the corner, leaving the pedestrian on a busy roadway without protection. Some remodelling of the corner site, which is currently partly occupied by a small car park, would alleviate this problem.
- 3.3 There is an opportunity to create a Gateway at the junction of John Joe Sheehy Road and Boherboy, to give the junction a more definite identity and to create a 'sense of place' at the eastern node of the Action Area (Plate 12). Some of the uses along the north of the John Joe Sheehy Road are part of a current proposal to relocate to the Manor West area creating the opportunity to redevelop the town centre sites in more productive uses. A possible scheme concept for the redevelopment of these lands is presented in Figure 2. This concept suggests building locations and massing, as well as means of access, in principle only and is intended to guide the preparation of more detailed layouts and design drawings.
- 3.4 A second node will be created at the junction of John Joe Sheehy Road and Edward Street. The possibility of creating a roundabout at this location has been mooted. This is indicated on the attached proposal, which shows the surrounding buildings developed in a form which expresses this 'circus' shape. In the long term, even if the roundabout concept is not pursued, the redevelopment of the corner frontages will be sought and it will be important to provide a setback to these properties, perhaps in the manner shown, to provide a junction with suitable civic presence.
- 3.5 The railway frontage land is shown developed with buildings lining the road frontages and creating a courtyard in front of the station itself, where it is proposed to operate a set down area only. This can only be achieved by relocating the existing parking from the valuable frontage, eastwards to the railway frontage, thus creating a buffer between the railway and the uses, including residential development proposed for the land south of the railway. The bus parking is reorganised to form a bus station abutting the railway, behind proposed new commercial development along the road frontage.
- 3.6 Kellihers Mill has been modified, to redevelop the corner site as a landmark building. This might be retained in mill use, or the latter might be accommodated by arranging for a land swap of the area shown on plan, part of which is owned by Dunnes Stores and part by CIE. The latter might be prepared to participate in a joint venture and have asked to be kept informed of the plan.

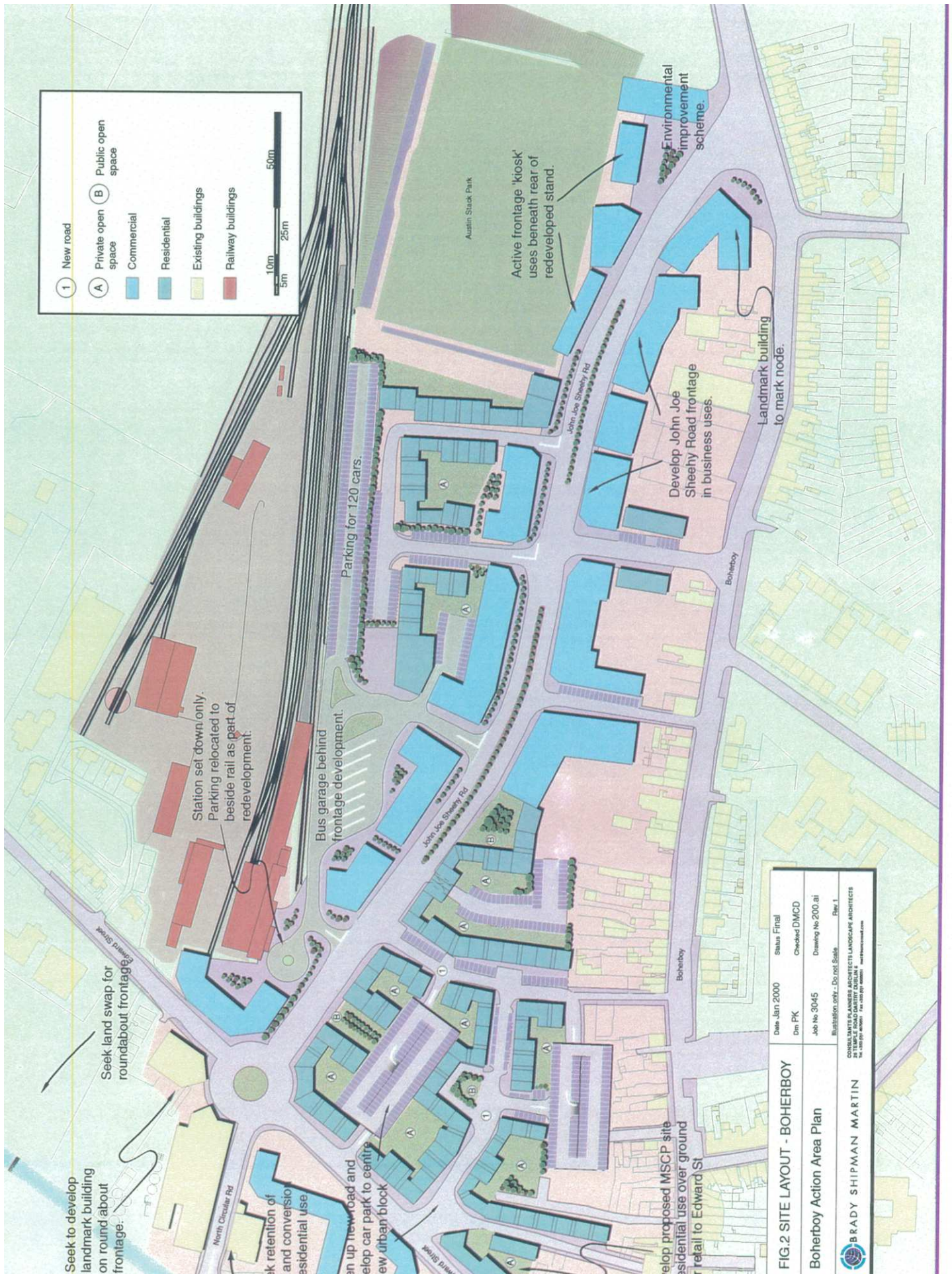
- 3.7 The CIE lands north of the existing rail track are currently heavily used for freight. This use is likely to intensify, due to the redevelopment of the station at Killarney. No significant proposals have therefore been prepared for these lands at this stage, but it will be an objective to secure the retention of all of the existing stone warehouses and structures on the site, as well as the old turntable, with a view to incorporating them into any scheme for the representation of the CIE property in the future. The frontage along the southern side of the road has been shown remodelled principally in commercial uses.
- 3.8 A number of new streets have been created to form a series of urban blocks, which can then be developed in suitable uses. Firstly, a new street has been proposed reflecting the existing desire line through the car park opposite the station (Plate 13). A street has also been proposed to run at right angles to this new street to link it with Edward Street, thus breaking the block into two smaller urban blocks. This will help to open up the centre of the block for redevelopment in residential uses. An additional street has also been proposed between the John Joe Sheehy Road and Boherboy approximately two thirds along its length.
- 3.9 In principle, commercial uses will be encouraged along the main thoroughfares, while residential uses will be encouraged on the internal linking streets, to consolidate the permanent residential community, in conformance with the objectives of the Tralee Development Plan. Residential uses will also be encouraged over commercial frontages, to ensure the creation of a suitably urban scale of development. This will have the contextual benefit of securing a level of surveillance on these streets out of normal business hours.
- 3.10 The development of street facades in uses such as multi-storey car parks can be damaging both to the visual appearance and to the security of the street and this should be avoided. Rather, such developments should be required to provide an active street frontage of other uses, such as single aspect apartments, ground floor retail development, etc. The use of single aspect residential accommodation should also be carefully controlled to ensure that all such apartments are provided with a reasonable standard of daylighting and sunshine. For this reason, single aspect residential development should be avoided on north facing building frontages.
- 3.11 The site currently proposed for the multi storey car park on the Edward Street frontage has been proposed for residential uses above ground floor retail on the Edward Street frontage. The site is very restricted and cannot provide an efficient car parking layout in the space available. Moreover, it would require the Edward Street frontage to be lined for the most part by the facade of the car park. This is not considered appropriate on a street frontage, particularly in the vicinity of the facade and buildings opposite, listed for preservation. The provision of a multi storey car park will be sought instead in the context of the redevelopment of the Heiton McGowan lands immediately to the north, which are proposed to be relocated to Manor West. A second option for a multi storey car park is shown further to the south is shown for this and it may be that this will be required in any case to facilitate the development of the residential neighbourhood, in addition to serving the adjacent commercial sector.



BRADY SHIPMAN MARTIN

FIG 1 - LOCATION OF AREAS





Boherboy Action Area Plan	Date: Jan 2000	Status: Final
	Drawn: PK	Checked: DMCD
	Job No: 3045	Drawing No: 200.01
BRADY SHIPMAN MARTIN CONSULTANTS PLANNERS ARCHITECTS LANDSCAPE ARCHITECTS 25 TEMPLER ROAD DARTMOUTH DUBLIN 4 TEL: 01 454 4000 FAX: 01 454 4001		

FIG.2 SITE LAYOUT - BOHERBOY

te 1 No provision for the pedestrian:
Footpath with planted with trees, but
sliproad indicates vehicular priority



te 2 Residential frontage along
Boherboy



te 3 Castle Street. Retail uses
become dominant closer to the
town centre



te 4 Vacant or underused sites close frontage of the



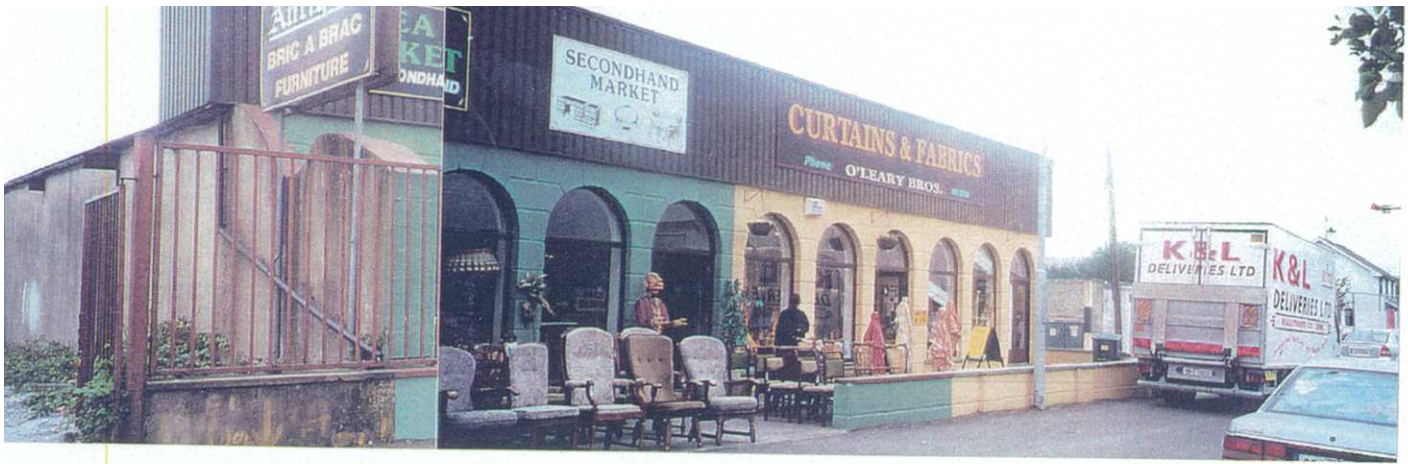


Plate 5 Bulk goods and motor services dominate uses along the slip road off the John Joe Sheehy Road

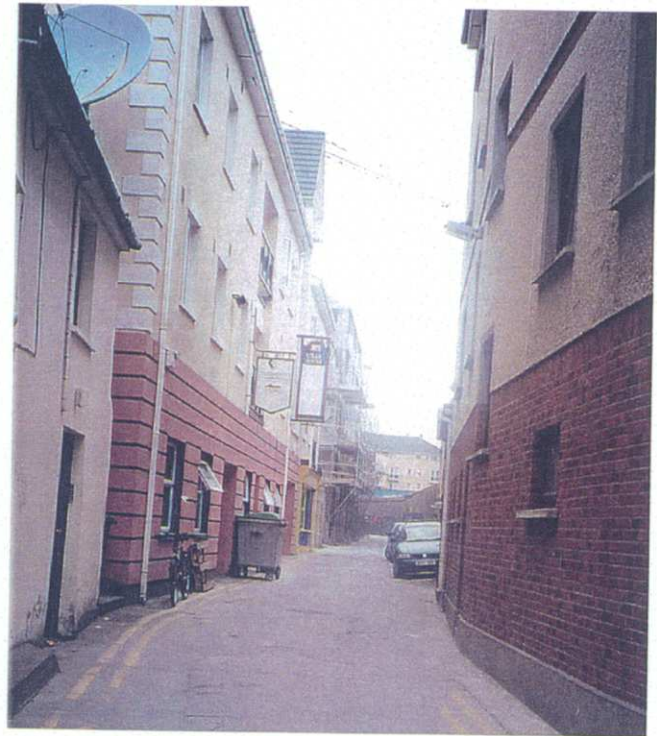


Plate 6 Residential development behind the Castle Street frontage, on McCowen's Lane.

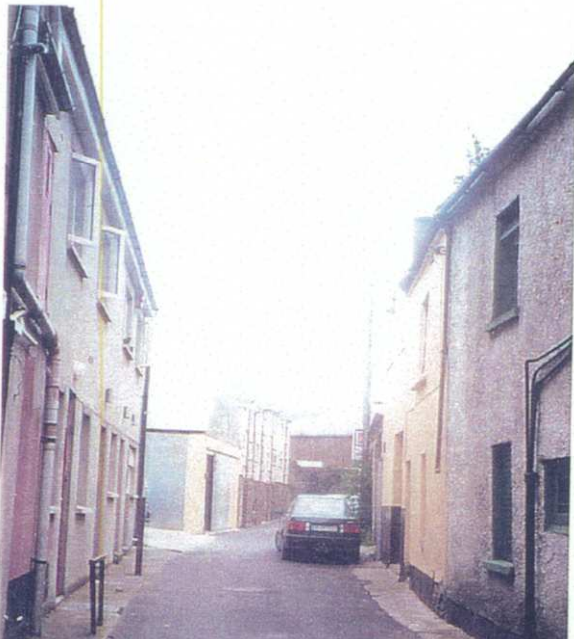


Plate 7 Residential development behind the Castle Street frontage, on McCowen's Lane.

9 New apartment development on Edward Street: five storeys of residential over basement parking.



10, 11 The car dominate new development along the Boherboy. Car park destroys continuity of street frontage. Scale of adjacent buildings 'suburban' and unable to compensate for this





Plate 12 'Gateway' site at junction of John Joe Sheehy Road and Boherboy is currently underutilised. Scale or civic design of adjacent buildings a 'missed opportunity'.



Plate 13 Site opposite railway station is used for surface parking and provides well used informal pedestrian link to town centre.



Plate 14 Blank walls hide the railway station behind . Agricultural silos at junction with Edward Street create an urban 'landmark'.



Plate 15 'Gateway' site adjacent to station at junction of John Joe Sheehy Road and Edward Street is dominated by motor vehicles. Enhanced programme could transform this junction into a civic space by appropriate redevelopment of

