



BRADY SHIPMAN MARTIN

TRALEE CENTRE FRAMEWORK PLAN

FINAL REPORT

***For
Tralee Urban District Council***

**Brady Shipman Martin
In association with
BDO Simpson Xavier**

January 2000

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1. INTRODUCTION

Brady Shipman Martin in association with BDO Simpson Xavier, were commissioned by Tralee Urban District Council to prepare a master plan for part of the town centre of Tralee (see Figure 1.1). This area had been identified in the Integrated Area Plan (IAP) for Tralee as having developed in a *'piecemeal fashion, with large structures such as the Quinnsworth (Tesco) supermarket and the Multi-plex Cinema standing in isolation, largely surrounded by a sea of car parking'*. (Tralee IAP. 1997)

The stated objective of the IAP was to:

Establish a pattern of streets, squares and public open spaces in this precinct to equal the design quality of the neighbouring Georgian terrace of Day Place.

The major constraints on development were identified as:

- The space requirements of a multi-storey car-park; and
- The archaeological remains underlying much of the area.

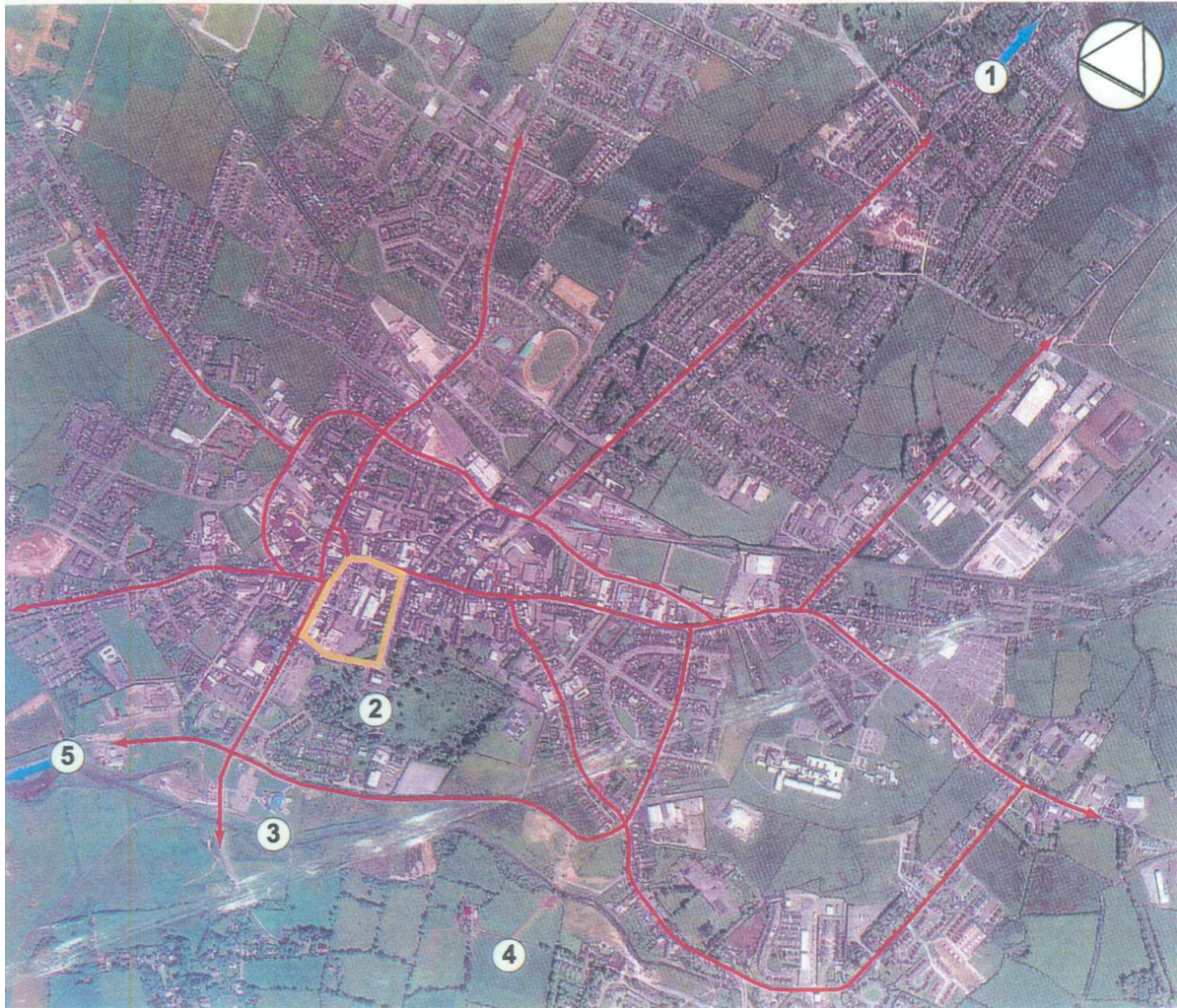
In November 1998, the Council invited development proposals for the area (see Figure 2). Four responses were received and put on public display. The developers were subsequently given until June 18 to augment these proposals with an undertaking to identify the most favoured scheme by July 1999.

Brady Shipman Martin in association with BDO Simpson Xavier have subsequently been commissioned to propose a draft master plan for the precinct, establishing the development pattern for the area that would be in the best interests of the town.

The Consultants were also asked to investigate the benefits/demerits of dividing the overall development package into smaller parcels.

This report summarises the investigations undertaken and raises certain fundamental issues, which the Consultants believe are critical to the long term future of the town and which should be resolved before firm development proposals are prepared.

CONTEXT - Fig 1.1



The Site



Principle Vehicular Routes

①

New Institute of Technology Tralee campus

②

Ashe Memorial Hall

③

The Aqua Dome

④

Lee Valley

⑤

Blennerville / Jeanie Johnston

Figure 1.1 - Context

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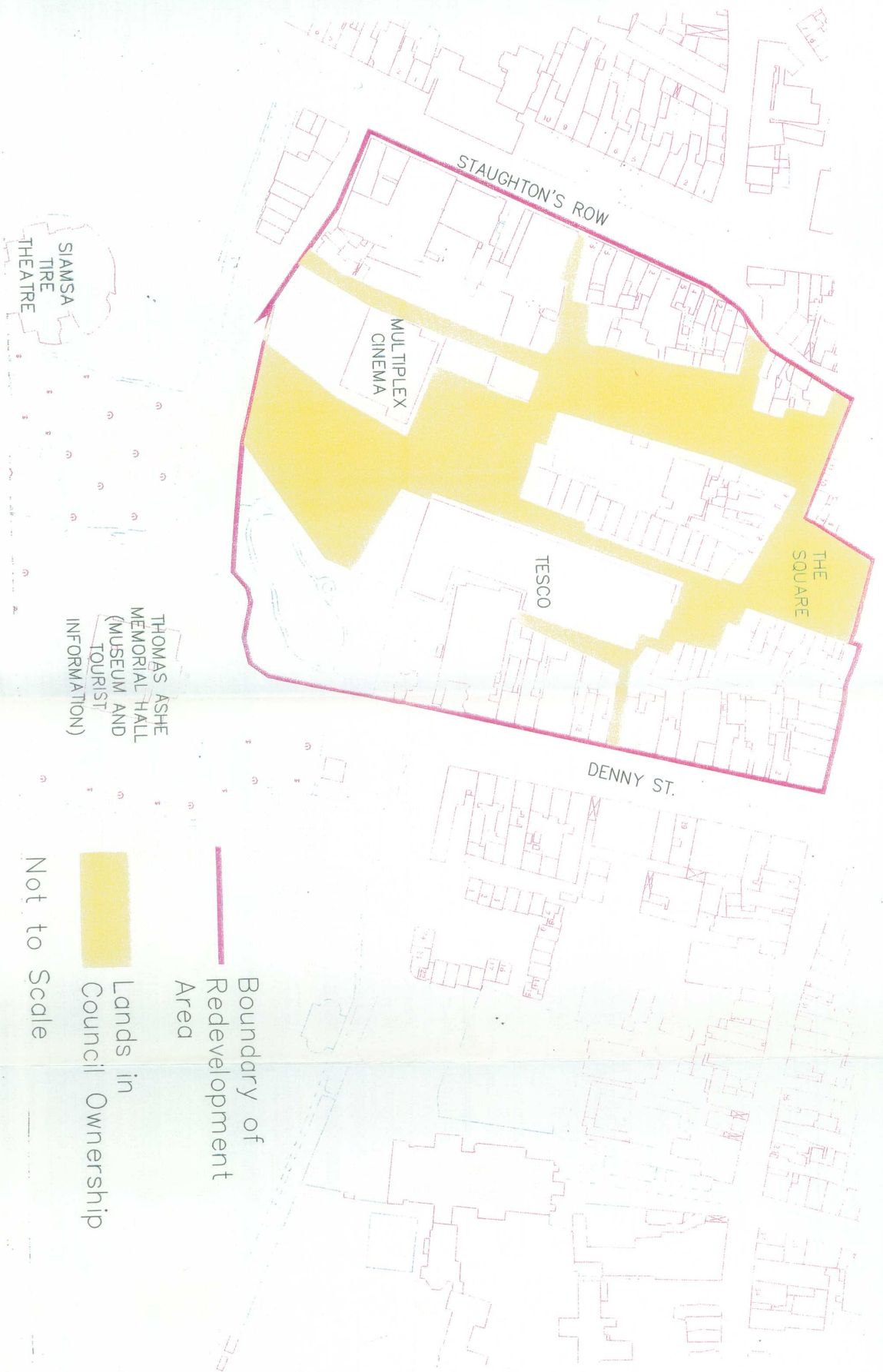


FIG.1.2 STUDY AREA

2. THE STUDY AREA

The study area is approximately 5.6 hectares in extent and forms a significant part of the historic core of the town centre of Tralee; the capital town and administrative centre of County Kerry, founded in the early 13th Century by the Anglo-Normans. The study area is located in the heart of the town centre to the south of The Mall, between Denny Street and Day Place. It contains several fine 18th, 19th and 20th Century buildings and terraces including the archaeological remains of the Dominican Abbey dating to 1200. This Abbey occupied a central place in the life of the town - a focus of temporal power and of worship for more than 400 years.

This area of the town 'developed in a piece meal fashion, with large structures such as the Tesco foodstore and the Multiplex cinema standing in isolation, largely surrounded by a sea of car parking'. Much of the remaining area is devoted to surface car parking with a total of 326 car-parking spaces. These have a particular impact on the southern side of the study area, where the streetscape is fragmented and dominated by views into the site across a sea of parking.

All of the public spaces in the area are currently filled with parked cars. Two of these car-parks provide 150 car spaces adjacent to the existing foodstore, whilst the Abbey car-park provides an additional 95 spaces, within 150m from the foodstore and The Square an additional 30 spaces within 60 metres from the foodstore entrance. In addition, an estimated 185 on-street spaces exist along most of the streets bounding the site.

In addition, there is a large surface level car park (c400 space) close to the town centre, just outside the main study area (opposite the Brandon Hotel). This provides free parking for much of the towns hinterland and is full from an early hour.

At the same time, the multi storey car park situated to the north of the Mall closes at 1800 hrs. Current charge rates equate to on-street (paying) spaces.

An assessment of trends as well as recently published reports, suggests that Tralee is in line to double its population within the next few decades, to become a significant urban and educational centre serving the south west of the country. A major partnership is underway to develop a tourism project in the Lee Valley, which will help to underpin Tralee as an important tourist destination and wet weather centre. The Institute of Technology of Tralee is set to embark on a major period of expansion, linking it directly into information technology related business units.

Nonetheless, the existing town centre is scarcely adequate for its current population and may be adversely affected by the completion of commercial developments at nearby Killarney and at Manor West, within Tralee Urban District.

The current high level of congestion in and surrounding the centre is a major deterrent in attracting, as well as securing ease of access for, larger commercial occupants and their client group, and for the town centre overall.

The attraction of edge or out of town locations to retail interests under these circumstances is indisputable and there is a danger that, without remediation and corresponding strong planning controls, key town centre commercial interests may be displaced by such locations in the longer term.

It is the opinion of the Consultants that the location of the study area is pivotal in the future growth of the town centre and that any future development must take cognisance of this strategic importance.

strategic importance.

Urban Design Analysis

Street facades are well defined to the north of the study area. This breaks down however towards the south and the area is typified by large freestanding buildings surrounded by car parking. These buildings present substandard or inactive frontages, which detract from the overall impression and activity of the area.

The view into the site particularly from the south and southeast is dominated by car parking, a view of the service area of the foodstore, and blank gable walls to the cinema.

Substantial areas are either vacant or underutilised and present a significant development opportunity, particularly when added to the areas already in Council ownership. See Fig.2.1

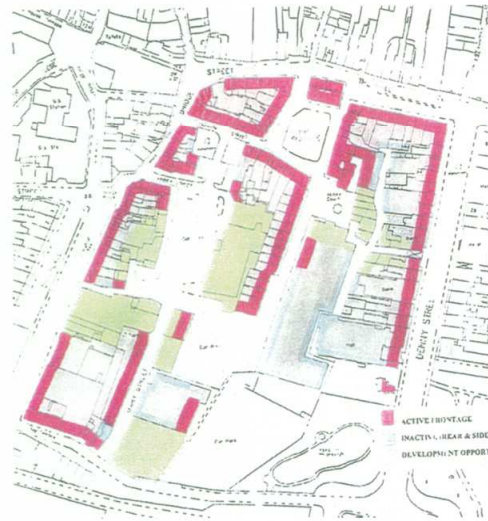


Figure 2.1 Frontages and Development Opportunities

This figure ground reversal emphasises the network of streets and lanes and those areas accessible to the public, such as the parks.

The conjectured footprint of the Abbey has been superimposed in red onto the plan and the scheme proposals subsequently developed have been careful to respect this footprint and to avoid encroaching across it.

Negotiations have been initiated with Dúchas, who have confirmed that a first stage in the process will be to confirm the precise location of the abbey remains and its curtilage before preparing firm development

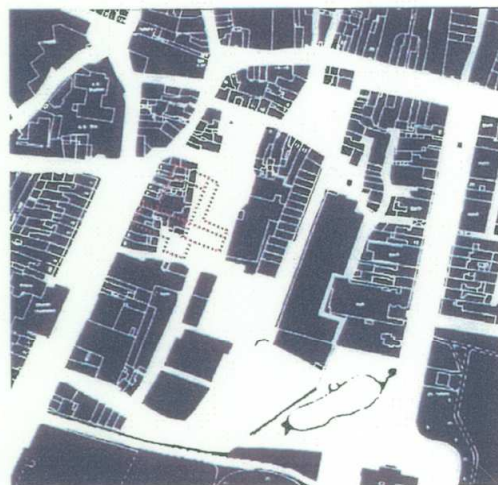


Figure 2.2 Abbey Location

3. STRATEGIC VISION FOR TRALEE

Proposals for the town centre must be evaluated in the context of an informed vision as to how the overall town is likely to develop over the next 20 years. Based on consultations, together with the above analysis, a vision for the development of the town was developed, which envisages:

- *A healthy, thriving service town, located in the middle of a primarily agricultural hinterland, which forms the gateway to one of the most attractive tourist destinations in the country.*
- *A town which is currently extending its traditional market role to cater also for the growing tourist economy, particularly through the development of the Lee Valley development proposal.*
- *A centre which caters both for its permanent residents, of whom the students of the Institute of Technology comprise a significant proportion, and for its visitors. The latter peak in numbers in the summer months but are gradually extending the season in recognition of the benefits and attractions which Tralee in the long term has to offer as a destination.*
- *A quarter, close to the heart of the town, which offers an opportunity to develop an additional aspect of the economy, and which rather than directly competing with the existing town and its development projects, will compliment and extend its role as a centre of education and of associated learning based tourism.*
- *A town quarter which seeks to reflect its 'medieval' origins in a tight grain of streets and lanes, connecting the open spaces and public places, where residents and visitors alike can assemble to enjoy the café and bar culture.*
- *A quarter dedicated to information exchange and education, reflecting the ancient antecedents of the place and its importance as a medieval centre of learning, evidenced now only by the remains of the abbey under Abbey Square.*
- *A quarter which is home to a cross-section of the community, including students who are already and will become to an even greater extent in the future, the life and future of the town as the Institute's focus on information technology and exchange spreads out to avail of the investment in fibre optics within the larger community.*
- *Active public spaces where the uses made of the surrounding buildings spill out into the meeting places, lending them an additional layer of activity and bustle over and above that generated by normal trade.*
- *Streets and lanes which carefully interconnect the main hubs and focus points of the town and which funnel people past a wide range of small businesses, traders, establishments, focused on serving that sector of the population.*
- *Multi use buildings which provide for the commercial and social needs of the community at ground floor level and residential accommodation on the floors above, ensuring activity or occupation, 24 hours of the day.*

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- *A good mix of private, social and possibly student/tourist residential accommodation, designed and built to a specification which will be attractive to a cross-section of the community. It may include residential accommodation for students during term time that can also provide for the visitor, as self catering or conference accommodation, out of term time.*
- *Reflective or semi-private spaces away from the main bustle of activity, accessible as amenity space to the apartments or as cloistered space, available as part of the learning facilities created in the quarter.*
- *Careful and sympathetic expression of the Abbey remains into the modern layout, whilst leaving the bulk of those remaining in situ under the ground to be excavated in future times, when technology or culture have progressed to allow a different or emerging interpretation.*
- *A high quality of hard and soft landscaping, which emphasise the uniqueness of the place and express it in the materials and finishes used throughout.*

4. OBJECTIVES

Arising out of this vision, the following objectives were identified for Tralee, which would assist its realisation in the longer term. These can be divided into four key economic objectives, supported by six urban design objectives, against which ensuing proposals for development can be judged. They are as follows:

Key Objectives

- To support and reinforce town centre activities, particularly retail.
- To extend the traditional town centre retail function to include and support tourist activities.
- To provide for learning-based and educational tourism.
- To provide a mixed use, vibrant, quarter, throughout both the day and the year, through the provision of a range of residential accommodation, including social housing and possibly an element of student accommodation that can cater for tourist uses out of term and in the high season.

Urban Design Objectives

- To provide a quarter of 'equal design quality' to adjacent Georgian terraces, in a contrasting style.
- To retain or reflect the 'medieval' origins of the quarter, through seeking to achieve a fine grain of streets and lanes.
- To provide a hierarchy of public spaces, streets and lanes, edged by a range of appropriate small to larger scale uses, to encourage the development of a vibrant business and residential community, as well as to provide civic amenity space for the town.
- To provide robust ground floor uses, suited to retail or other commercial uses, with residential accommodation above.
- To provide pedestrian priority throughout the quarter, expressed through the quality and landscaping of the public areas.
- To provide for ongoing exploration and preservation of the Abbey remains within the context of, and as a focus for, the overall development of the quarter.

Development Concept

The over-riding design concept is of a vibrant town quarter with small lanes and alleys connecting a series of open spaces or nodes, some which are landmarks and resting places at the town scale and others which are little more than a barely perceptible widening of a street at its junction with another route.

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The lanes and streets are bustling with pedestrians, and there is not a car in sight. They are bounded by a variety of shops, cafes, bars, meeting places, etc, at ground floor level, with residential accommodation at first floor and above, overlooking the streets and lanes.

At the squares and in sunny corners, tables spill onto the street, generating a relaxed and cosmopolitan atmosphere that retains elements reflecting the historic and indigenous character of the town.

The scale of the quarter is carefully controlled, to avoid the narrow lanes from becoming oppressive, with fresh and skillful design providing a modern feel, while at the same time, merging with the older buildings, elements and landmarks.

5. DEVELOPMENT PROPOSAL

The proposal to achieve the objectives identified in Section 4 is based on a number of elements, including:

- The development of a c500 space multi-storey car park, situated to the north of the cinema. This would encompass the existing surface car park and would be screened on all sides by ground floor retail uses with residential accommodation above.
- The development of a building providing additional town centre guest accommodation, at the rear of Abbey Inn, providing definition to the new Abbey Square.
- The development of an 80-100 bedroom hotel to provide a suitable hard edge to the southern side of the foodstore overlooking the park and new civic space.
- Reinforcement of a hard edge further along Ivy Terrace by the development of mixed commercial and residential uses south of the cinema, to fill that strategic gap site.
- The redevelopment of all of the vacant spaces, primarily in commercial uses on the ground floor, with generally, residential uses above.
- The preservation of the abbey remains in open space, as an archaeological feature to be gradually incorporated into the overall urban regeneration scheme. A lightweight moveable superstructure might be erected over the excavation as a pavilion, which could also accommodate the display of the ongoing archaeological dig. This would be visible from a range of vistas, and would help to give prominence to the project. Its connection to adjacent premises believed to contain substantial medieval structures will also be investigated.

An over-riding objective is the retention of an anchor foodstore in this part of the town centre, which is regarded as essential to the future viability of retailing in Tralee. Consequently, the foodstore should be maintained in situ, but a number of remediation works should be undertaken on the façade to render it less intrusive and more in character with the existing town centre, streets and buildings. These remediation works should include the following elements:

- The reorganisation of the service yard to a more compact and urban form, to allow the development of a frontage building overlooking the park and an upgraded car park.
- The immediate reuse of the front of the foodstore in active use, such as café, crèche, etc.
- Façade improvements which would include the removal of the mansard roof, and might include the conversion of the floors above to residential use, perhaps accessed from the Denny Street mews.
- The redevelopment of the surface car park into a landscaped space with civic quality, albeit remaining a car park. This should be an attractive landscaped area when not in use as a car park.

Other possible elements might be the extension of the store to the rear, to incorporate the stage of the Diocesan Hall, subject to agreement.

In the longer-term, if the foodstore is re-located to an alternative town centre site, the property can be re-developed, possibly through sub-division into a range of retail units sized to suit market

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circumstances, without any significant alteration to this Framework Plan. Future elements might also include the development of a frontage building

Traffic and parking

The town centre of Tralee is suffering from traffic congestion, along most of the routes leading to the town centre. This has led to the recent commissioning of a Land Use and Transportation Study. This study will investigate ways in which the town can grow, whilst at the same time facilitating easy access to the centre to fortify its economic and social position.

Aspects to be considered will include policies in respect of parking and access as well as alternative modes of public transportation, designed to reduce the number of cars entering the town centre itself and placing demands on the car parking spaces provided.

Parking requirements generated by the scheme will be accommodated in part in the multi-storey car park. Car parking for a total of 500 cars is proposed, predominantly in the multi-storey car park, but with a small number of spaces at surface level incorporated into a high level of hard landscaping.

Vehicular traffic within the area will be strictly limited to service access on a managed basis, to give pedestrian priority to the network of public streets and spaces, principally reflecting existing routes, but extended to include the mews to the rear of Denny Street and a new direct pedestrian link to Pearse Park from the new civic space east of the cinema.

The main north south route from The Square in the north, to the park and Siamsa Tire in the south will be reestablished and enhanced. Vehicular access to this route is minimal and provides access only to the car park and in the short term to the foodstore loading bay.

East west connections are maintained and achieved by the creation of a new street north of the proposed car park, on the axis of the abbey remains. The vista westwards is closed by a new residential block.

Egress from the car park is achieved across the top of Mary Street and thence to Stoughtons Row, via a new shared street, with textured paving to emphasise pedestrian priority. A precedent for this treatment may be seen in Galway adjacent to the new Jury's Hotel.

On street parking is generally removed and spaces and squares are restored to civic use.

Table 5.1 Summary of Floorspace Provision:

	Element	Proposal
1.	Ground Floor retail (m2)	8611 (+3000*)
2.	Net retail gain (m2) **	4838
3.	Hotel (all floors m2)	3070
4.	Inn (all floors m2)	1744
5.	Residential (all floors m2)	16770
6.	No. of apartments ***	262
7.	Required Parking ****	725
8.	Parking provided	500 – 750 *****

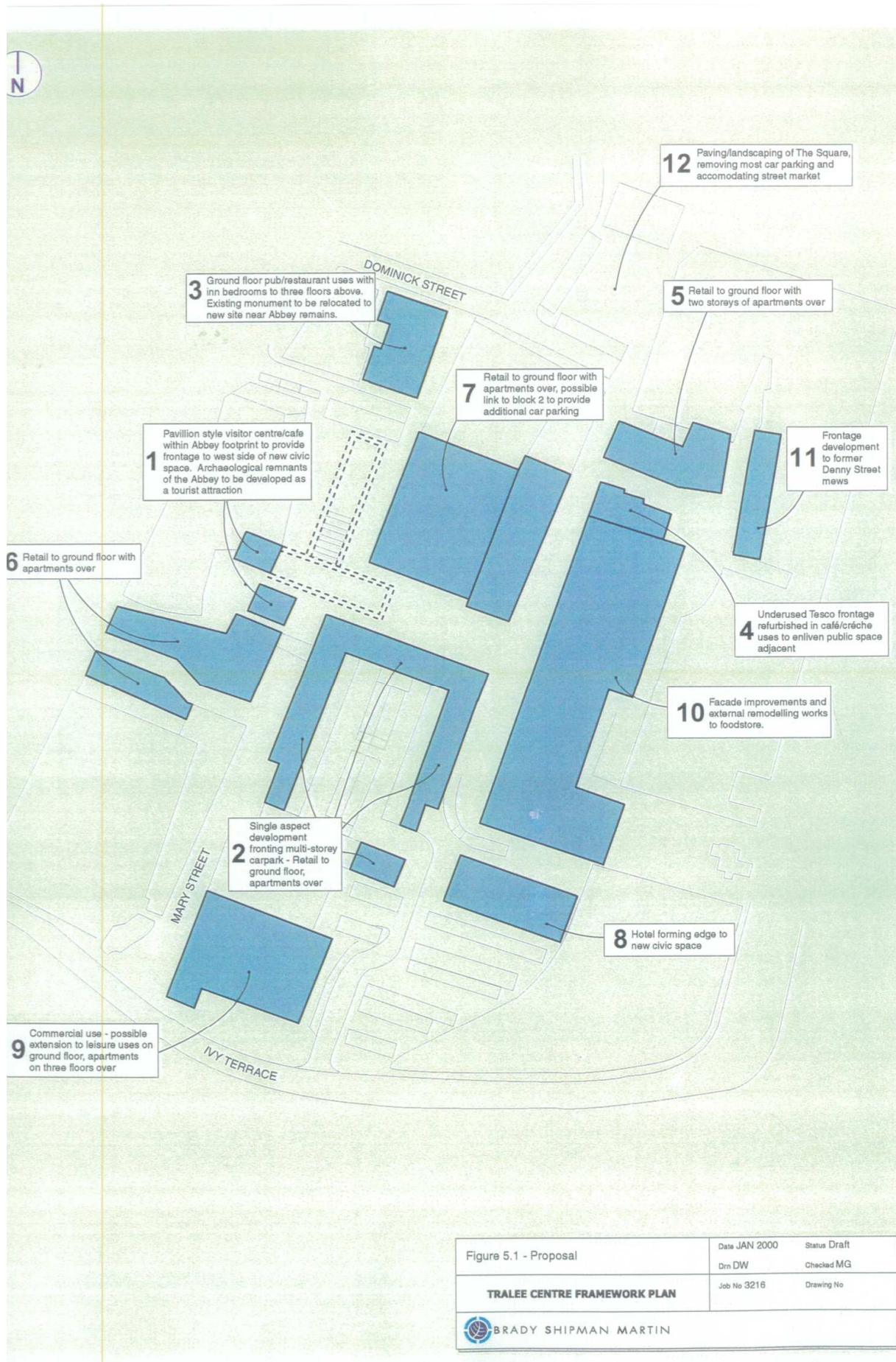
* In the longer term, if the foodstore relocated to an alternative town centre site potential for an additional 3000 sqm offsite may be provided on the ground of a new urban block.

** New retail space in addition to existing obsolete or vacant retail space.

*** Approximately 15% of the apartments will be targeted for social housing.

**** See Appendix A

***** Additional spaces will be provided outside the immediate area in accordance with LUTS recommendations



6. APPRAISAL OF PROPOSAL

The proposal provides for a significant net increase of retail space of 4838m². This represents a substantial retail opportunity, to endorse the longer term development and competitiveness of the town centre, vis-à-vis other regional service centres, such as Killarney.

It provides for a robust mix of commercial and residential accommodation, which will reinforce the area as a year round, vibrant, active quarter, with activity extending beyond the normal retail day.

It provides for a significant number of car spaces (500), carefully wrapped with other uses to avoid the creation of dead facades. This is important, as the success of the scheme will depend on the animation of its streets and lanes.

It maintains and significantly improves both the permeability of the area and the quality of routes and civic spaces:

- i) it restores the route east of the cinema, albeit shared with car park traffic for a short distance.
- ii) it provides for a link from this restored route directly into the adjacent park.
- iii) it provides for the rejuvenation of Denny Street mews as part of the network of through lanes and streets and provides a possible direct link to the Diocesan Hall and the (former Methodist) hall to the north of these mews.
- iv) it provides a new high quality civic space east of the cinema, which can accommodate a high level of surface parking during working hours and revert to its civic function in the evenings.

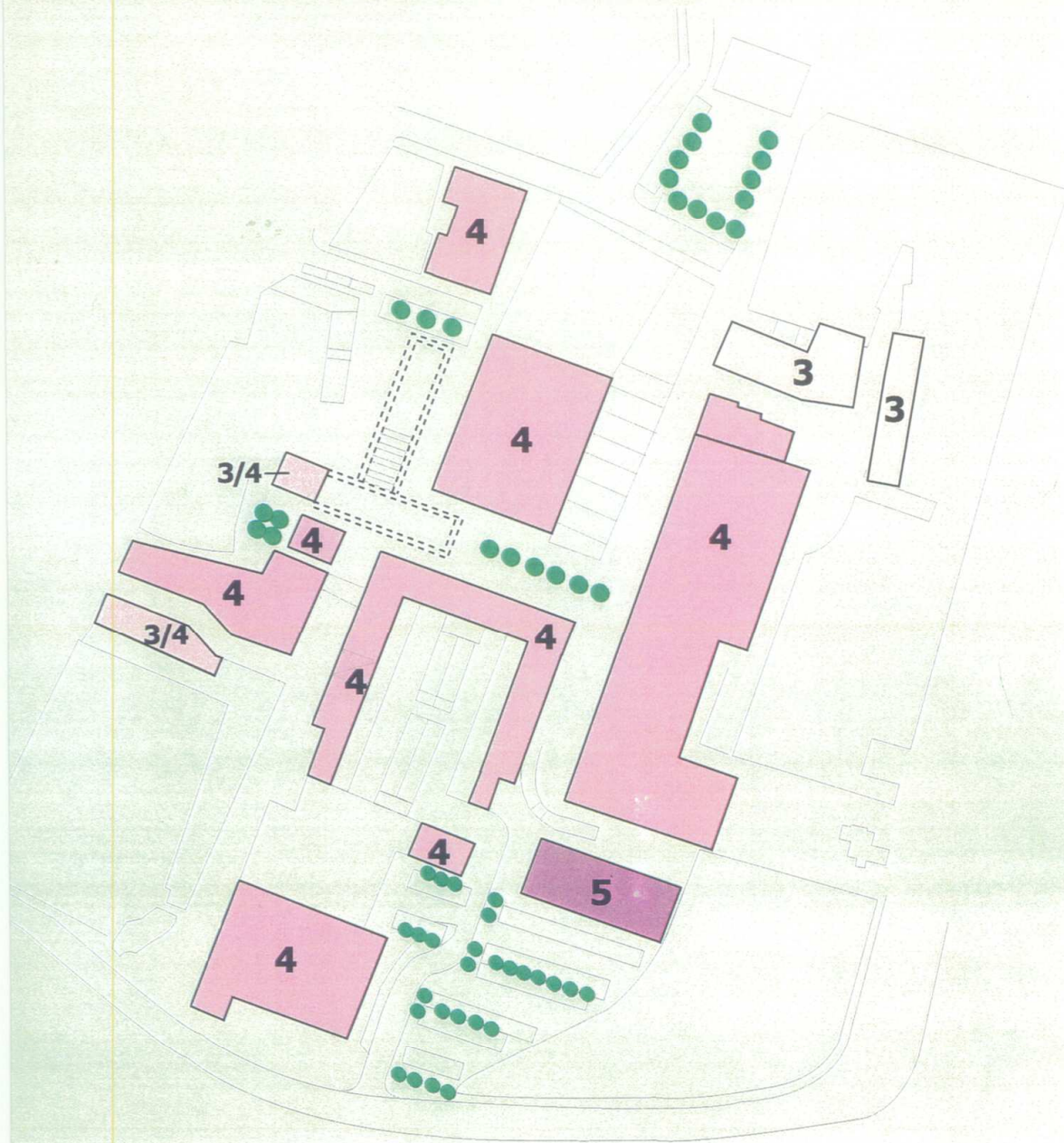
The increase of permeability and particularly the re-establishment of the direct link from the town centre to Siamsa Tire is seen as economically significant, in that it would provide a direct pedestrian link between the town centre and the study area on the one hand, and the possible extension of the town centre in a southerly direction on the other. The continuity of the retail uses along this route will be critical to the continuing success of the town as well as the commercial viability of the expansion of the town in the short and long term.

The proposed improvements to the presentation of the foodstore will assist in the overall appearance and ambiance of the area. A minimum of work will require to be undertaken to give the façade a less intrusive appearance.

Finally, the scheme offers realistic phasing possibilities, as discussed in Section 7. Recommended building heights are suggested on Figure 6.1.

6.5 SWOT Assessment

STRENGTHS / BENEFITS	WEAKNESSES / COSTS
<ul style="list-style-type: none"> • Anchore foodstore retained in town centre • 8611m² of ground floor retail • Additional 4838m² ground floor retail • Longer term relocation of major parking requirement • 80-100 bedroom hotel overlooking park • 1744m² expansion to Abbey Inn • Improved edge to park and Ivy Terrace • Archaeological future retained within new civic space • Improved access to Denny mews • Pedestrian priority throughout • Improved pedestrian permeability • Additional pedestrian access to park • New civic space east of cinema • Potential access from Diocesan hall direct to area • Upgraded civic spaces for town • Retail development phased to suit town growth 	<ul style="list-style-type: none"> • Possible continued impact of foodstore façade in short-term
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> • Creation of a vibrant new quarter to grow with the anticipated growth in the town • Link between the extension southwards of the town centre. 	<ul style="list-style-type: none"> • Heavy traffic, particularly on Ivy Terrace weakens connectivity to future town expansion



Floor Height	Metres
Ground Floor	3.5 m
All other floors	3.1 m
Number of storeys shown on blocks (e.g. 5 = 5 storeys)	

Figure 6.1 - Recommended Building Heights

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7. PHASING AND IMPLEMENTATION

One of the very first steps in the process will be consultation to secure the involvement of all of the stakeholders. This will be crucial both in order to ensure that all those involved are fully aware of the plan and are given the opportunity to contribute to and to take ownership of a process designed to reinforce the economic vitality of the retail heart of the town centre well into the new Millennium.

The commencement of archaeological investigations to establish the precise location and extent of the abbey remains, as well as any burials within its curtilage will be crucial in achieving consent for the construction of the proposal, in part or in its entirety. Initially, investigations will comprise exploratory trenching within the undeveloped areas or surface car parks, under the supervision of qualified personnel, with a minimum of disruption to existing car parking. Once the location of the abbey and other important archaeological remains is defined, in association with Dúchas, these areas are to be sterilised as far as future development is concerned. The archaeology will be investigated over a period of time as funds allow, and developed as a tourist/heritage resource.

The development of the proposed car park and its related retail and residential frontage requires the amalgamation of land in Council ownership with part of the Kelliher holdings. The development of the MSCP should allow for the paving of The Square. The application currently before Council might be adjusted to suit the new footprint.

The proposed scheme is designed to bridge the gap between the existing town centre and the study area on the one hand and the possible future extension of the town centre in a southerly direction on the other. This will be important for the continuing competitiveness of the town centre in the longer term.

The successful implementation of the proposal requires the development of a town centre management strategy, to achieve the following:

- Orchestrate timed delivery and servicing of retail units. Developments in this sector, particularly in respect of composite warehousing opportunities, might assist in this.
- Restrictions on street parking, which will enhance the overall image and thus viability of the town centre. The preparation of a Land Use and Transportation Study for Tralee will address the issue of parking and traffic circulation independent of this report.

The provision of a new civic space east of the cinema would provide for the maintenance of some surface parking during the construction of the multi-storey car park.

To maximise this, the proposed hotel site could remain as a surface car park until such time as the proposed multi-storey car park could provide alternative parking. This would also allow the development of the hotel to respond to overall market demand for hotel bedspaces.

The remodeling of Abbey Court could take place independently of the remainder of the scheme. The enlivenment of the façade of the foodstore by the incorporation of a café or crèche use for instance, should be undertaken as an early stage in the process.

The development of the monument square to the north of the existing Abbey car park could be developed independently of other developments. As part of any development, it will be necessary to relocate the existing monument to a position closer to the Abbey remains. The location will be determined in the context of the results of the archaeological dig. However, consideration should

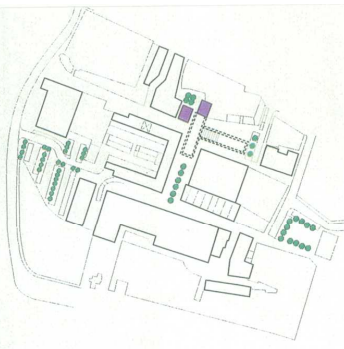
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be given as to whether the monument square should be utilised in the short term as a surface car park, in order to help maintain contractual numbers of spaces.

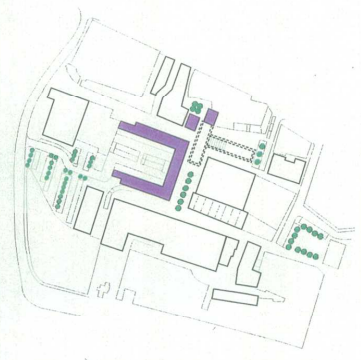
The site to the south of Caballs Cycles could be redeveloped independently of the remainder of the scheme, provided the need to provide an egress from the proposed car park was incorporated into the proposal.

The residential element may, in part, require the co-operation of the Institute of Technology of Tralee, in order to secure designation for the provision of an appropriate level of student accommodation. The lifetime of such designations may have an impact on the phasing of this element of the development.

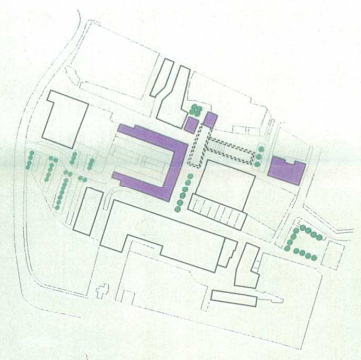
Finally, development could be undertaken either as part of a consortium of interests, or as a range of individual development packages as illustrated in Figure 7.1.



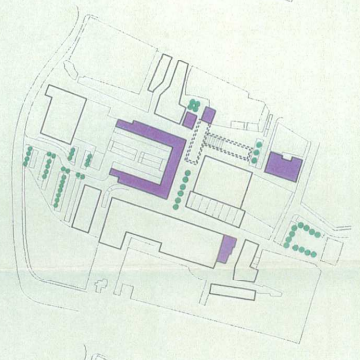
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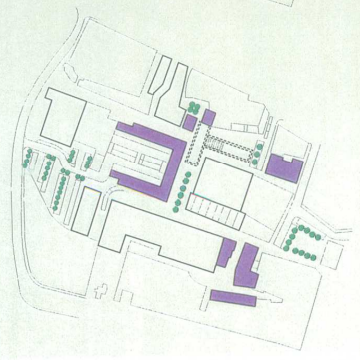
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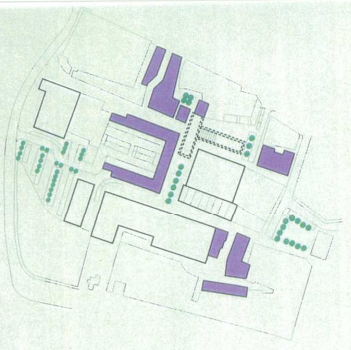
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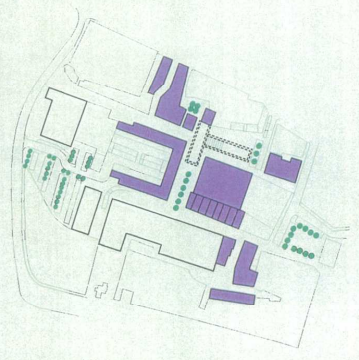
Stage 4



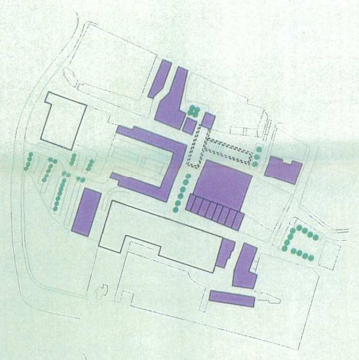
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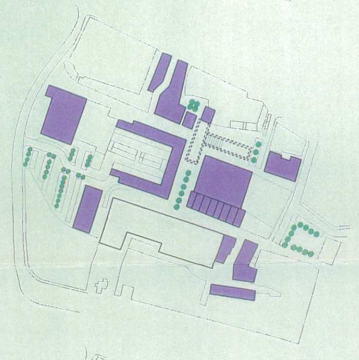
Stage 6



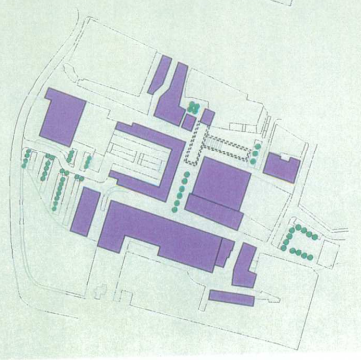
Stage 7



Stage 8



Stage 9



Stage 10

Figure 7.1 - Development Packages		Issue JAN 2000	Issue Draft
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8. RETAIL IMPLICATIONS

The reinforcement of the retail function of the town centre of Tralee is a major reason for the preparation of this plan. Such reinforcement is essential for the successful development of the town over the next decade. Consequently, the retail provision of the development options has been assessed on the basis of the findings of the Manor West Retail Study undertaken by Brady Shipman Martin in 1998. The retail study provided an estimate of floorspace requirements for Tralee and its wider environs. The study identified that there were 26,673 square metres of net retail floorspace in Tralee in 1998.

The retail study indicated that there was a floorspace requirement for 12,546 square metres of net retail floorspace in Tralee up to 2003. The UDC subsequently granted planning permission for 15,070 square metres at Manor West, a decision that was upheld on appeal by An Bord Pleanála. The Manor West Retail Study, undertaken in the context of adjudicating that application recognised that it would be necessary for existing businesses to expand in order to position themselves competitively within a rapidly growing economy if the edge of town shopping centre is developed.

The retail allocation proposed in the Tralee Centre Framework Plan is based on a timescale to 2020. The increase in population and continued economic growth predicted during this period will require a substantial increase in retail floorspace in Tralee to 2020. The provision of between 4,580 and 5,595 square metres of net retail floorspace in Tralee town centre would be consistent with these indicators. The options would also be consistent with the need to protect the town centre as the primary shopping area in Tralee and with the need to strengthen the role of Tralee as the primary shopping area for County Kerry up to 2020.

9. COMMERCIAL CONSIDERATIONS

Strategic Development Options

In seeking to identify and evaluate the most appropriate development options, the Consultants have examined two quite different potential strategic approaches, namely:

1. A “tinkering approach” whereby development for purposes of the masterplan would be restricted solely to the area identified as the “Study Area” and would be geared to servicing identified immediate needs in term of traffic flow, parking etc. This is considered to be the “line of least resistance” offering short-term improvements, but sterilising the area for other uses for many decades to come; and
2. A “Big Bang approach” which envisages the site as a pivotal “heart” for Tralee, the development of which could, in large part, determine the future direction of the town, not alone physically, but also economically. This is a far more radical option, requiring widespread buy-in from a number of stakeholders, most notably in terms of existing property owners and tenants. This carries a far higher risk profile, but is seen to offer immeasurably higher returns for the town in the long-term.

As yet, no detailed consultation has been undertaken with key stakeholders in order to assess their support or otherwise. This will be a pre-requisite to deciding which option can be considered as commercially achievable

Assessing Commercial Viability

There are many considerations to be taken into account in deciding which path to follow, not least the commercial viability (if any) of either option. Obviously, if the level of investment required is the sole determinant, then the “tinkering approach” is likely to be adopted. However, if one accepts the strategic importance of the site as the heart of the town, and seeks to exploit such attributes as its archaeological and historical origins, while laying foundations for a local economy which is likely to change radically in coming years, a longer-term, higher cost strategy should prevail.

Whilst one could analyse and compare the letting income potential of the proposals, the variables, particularly in terms of a radical re-development, are as yet undefined. In the absence of any realistic costings for the necessary re-development, both in terms of infrastructure and individual premises, income alone could be a misleading indicator. In any event, a detailed examination is considered to be beyond the scope of the framework plan.

Until it is decided in broad terms which direction is favoured, it is not proposed to attempt to analyse the proposals in terms of pure financial or economic appraisal. Many of the considerations are social and aesthetic, impacting on the overall town (e.g. location of student quarters, impact on traffic flows, economic drivers etc) and are likely to be examined in detail in the forthcoming LUTS plan.

APPENDIX A

APPENDIX A PARKING REQUIREMENTS

A total of 500 carspaces will be provided within the scheme, 384 of which will be within a multi-storey carpark.

Parking requirements have been calculated in accordance with the requirements of Tralee Development Plan 1996, as follows:

<i>Retail / commercial: floorspace</i>	1 carspace per 20 m ² of additional retail or commercial space
<i>Hotels and Guesthouses</i>	1 carspace per bedroom
<i>Hotel restaurants, functions rooms, etc</i>	1 carspace per 10m ² of public area
<i>Public Houses included hotel bars</i>	1 carspace per 5m ² of public area

In addition, some provision is required for residential parking. However the residential parking is likely to have a very different demand pattern to the daytime commercial sector, with residents, students, or tourists moving off during the daytime hours, to work, campus or to see the regional sights, respectively, leaving daytime usage in large measure for the overall town centre retail requirements.

Overall town requirements, as set out in the brief, of 329 replacement carspaces have not been accommodated in the proposal. This replacement or town centre parking is driven in large measure by the need to provide parking for the overall town centre, rather than as generated by the proposal.

The proposal provides for a significant bulk of parking adjacent to the store, but envisages the development of additional carparking elsewhere, as a result of the LUTS study, perhaps in conjunction with a major expansion southwards of the town centre.

The following table sets out specifically how the parking requirement is generated by the development in order to establish where scope for sharing or commuting parking might exist.

Table 2 Parking Requirements

Scheme	Hotel	Inn	Nett additional retail	Residential (1/unit)	Residential (1/4units)	Total Required (at 1/ res unit)	Total Required (at 1 / 4 res units)	Total Provided	Shortfall or surplus at 1/unit and (1/ 4 units)
Proposal	176	22+42	242	262	48	745	531	500	245 and 31

These calculations present the worst case scenario, including full parking for both the hotel and the inn. It would be reasonable to assume that a significant proportion of this will be required in the evening, out of daytime hours and therefore can be shared in part with conventional retail parking, as can the residential parking. Some might also be accommodated or commuted to within any new town centre expansion proposal.

The above sets out the trade off that might be required in terms of parking provision, versus the regeneration of a rundown area of the town centre. A town is a dynamic entity, which changes throughout the day, the week and the year. It is affected greatly by and itself greatly affects investment decisions relating to land use and the economy. The Tralee LUTS will identify means whereby the aspirations of this plan can be achieved within the context of the overall circulation and transportation patterns of the town.