

SECTION 2

KILLORGLIN DRAFT LOCAL AREA PLAN

1.0 CONTEXT

1.1 Town Profile

1.2 Location

Killorglin town is strategically located approximately 27km southwest of Tralee and 22km northeast of Killarney, at the intersection of two National Secondary routes, the N70 and N72. These routes meet at the bridge crossing of the River Laune (SAC) which flows into the adjoining Castlemaine harbour (SPA) to the North of the plan area. Its dramatic mountain backdrop and river setting has ensured Killorglin gained the title as the “gateway” to the Iveragh peninsula and the Ring of Kerry tourist route.

1.3 Brief History

The town gets its name from the old church at Dromavalla which was dedicated to St Lawrence hence Cill Lorcan (Lorcan being the Irish for Lawrence.) The area was held by the Moriartys until they were expelled by McCarthy More, and was subsequently acquired by the Fitzgeralds. For a time the area was in the possession of the Knights Templars, but later reverted to the Fitzgeralds. After the defeat of the Fitzgeralds in the Desmond Rebellion the settlement was granted to Captain Jenkin Conway in 1587 and was sometimes known as Castle Conway. From the mid 1600s to the late 1700s the settlement was in the possession of the Blennerhassett family and subsequently passed to the Mullins family. The last known occupant of Castle Conway was Fr. Lucey PP who died in 1844.

According to Lewis’s Topographical Dictionary of Ireland the settlement was comprised of 163 houses in 1837 and had a population of 893. At that time the Laune was navigable for vessels of up to 180 tons almost up to the town.

In 1836 Charles Bianconi commenced a two wheeled car service between Killarney and Cahersiveen and between Tralee and Cahersiveen and in 1865 a four wheeled car service was introduced, both of these services had a stopover in Killorglin. In 1881 the GS&WR commenced construction of the rail branch line from Farranfore Junction to Killorglin a distance of 12.5 miles at a cost of £7000 per mile. The line remained open until 1960.

A Roman Catholic Church was built on the site of the present church in 1790. The present church dedicated to St James was completed in 1891. The original St James’ Church of Ireland was built in 1816 and was extended and rebuilt in 1868.

The layout of the town has altered little over the last two centuries and the main thoroughfares remain as they were almost two hundred years ago.

1.4 Function & Facilities

Killorglin town already functions as an important local service centre for the northern part of the Iveragh Peninsula and has a wide diversity of services and facilities, ranging from public services, convenience shops, cafes, restaurants, public houses and financial services.

One of the primary employers in the town is FEXCO Financial Services, a privately owned company, which is a focused provider of global payment services and processing. Through three core product groups Global Corporate Payments, Global Consumer Payments and Business Services they process millions of international payment transactions annually.

A number of manufacturing industries have also been established in the town, including; Fujisawa Ireland Limited Pharmaceuticals, Astellas Pharma, Temmler Ireland and Aqua Designs amongst others.

There are sufficient education facilities in the town, including one primary school and two post primary schools. There are adequate community facilities serving the existing population such as the family resource centre, public library and childcare facilities. The town is well located being equi-distant from Tralee, Killarney and Kerry airport.

1.5 Killorglin Functional Area

Killorglin is the principal town in the Killorglin Primary Functional Area, which also includes the Glenbeigh village and the smaller settlements of Cromane, Rossbeigh, Glencar and Kilgobnet. The overall strategy as contained in the County Development Plan 2009-2015 for principal settlements is

Strategy for Primary Settlements

- To maintain and expand their current level of service provision in order to underpin the viability of their rural hinterlands.
- To act as the main employment centres for their areas
- To act as focal points for the investment necessary to strengthen the areas.

The objectives for principal towns in primary functional areas as contained in the County Development Plan 2009-2015 are as follows;

SS 3-18	Promote the development of the principal towns in the Primary Functional Areas in order to provide a network of strong settlements throughout the County .
SS 3-19	Provide the necessary infrastructure to promote industry and employment opportunities.
SS 3-20	Provide the necessary transportation linkages to facilitate the complementary role of these settlements with the Hub functional area and distribute the influence of the Hub throughout the county.
SS 3-21	Ensure that the development of these towns allows for the provision of public transportation facilities necessary to underpin their future sustainability and viability.
SS 3-22	Facilitate development which will promote the social, cultural and economic development of these towns.

These objectives and strategy will be an integral part of the plan for Killorglin Town and will be reflected in the objectives of the Killorglin Local Area Plan.

1.6 Population

The 2006 census figures indicate that Killorglin had a population of 1,627 compared to the 2002 figure of 1359. This represents a huge 19.7% increase over the four year intercensal period and compares very favourably with the county as a whole which shows a 4.8% increase over the same period. The population of the Killorglin DED also increased but only by a factor of 3.8%. In terms of population Killorglin is the seventh largest urban centre in the county.

Population change 1996-2006

	1996	2002	2006
Kerry	126,130	132,527	138,835
Killorglin	1,278	1,359	1,627
Killorglin DED	1,989	2,158	2,241
Remaining DEDs	5,044	5,463	5,822

Table 1.1

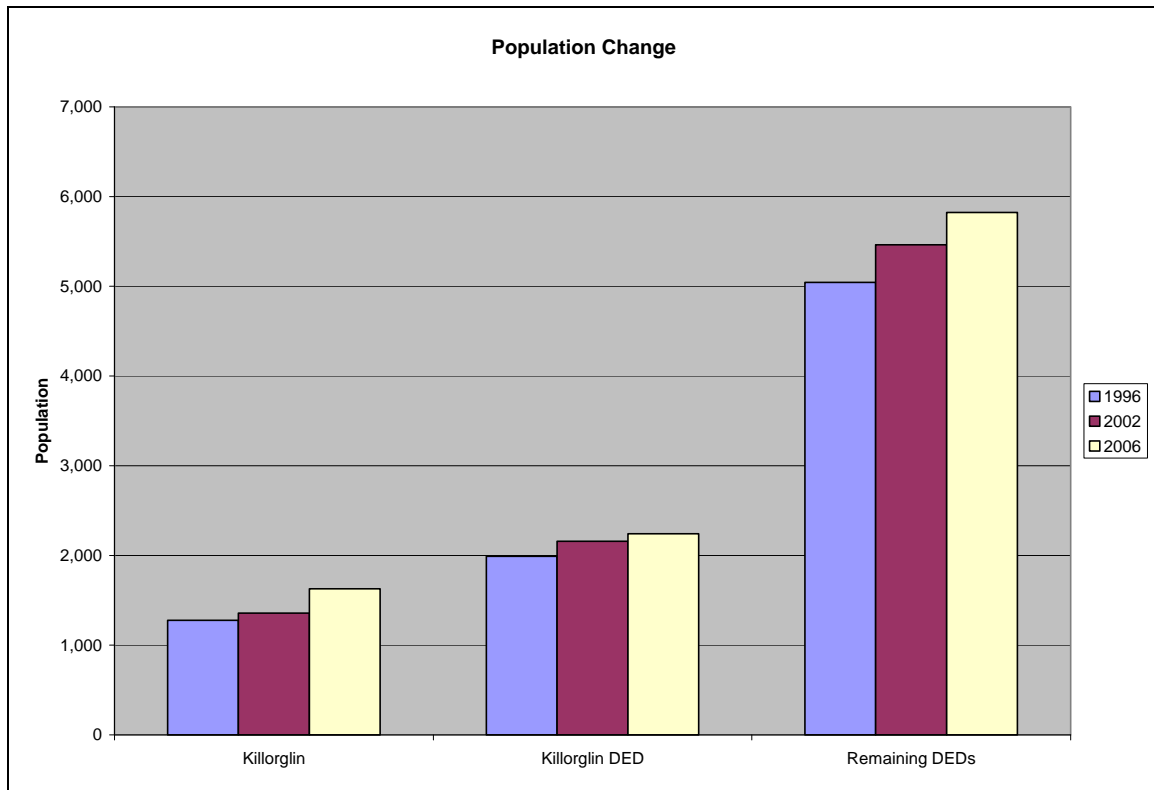


Figure 1.1

In terms of age profile there are no significant variations between the figures for Killorglin and the county and national figures as can be seen from the table below.

	Population	0-14	15-24	25-44	45-64	65+
Killorglin	1,627	19%	14.6%	31.6%	21.2%	13.6%
Kerry	139,835	19.5%	13.1%	28.6%	25%	13.8%
National	4,239,848	20.4%	14.9%	31.7%	21.9%	11%

Table 1.2

1.7 Population Targets (DEHLG)

Population targets for the town of Killorglin until the end of the local area plan period in 2016, are contained in table 1. A population figure of 2,068 is targeted for the town by 2016. This represents an increase of 280 persons in this six year period 2010-2016

2002	2006	2010	2016	2020
1,359	1,627	1,788	2,068	2,246

Table 1.3
Population targets for Killorglin town 2009-2020

At an occupancy rate of 2.7 persons this equates to 104 dwellings at an average density of 5 dwellings /acre, indicating a demand for 20.75 acres (8.29Ha) of zoned land. Using the normal inertia factor of 2.5, 52 Acres (20.74 Ha) of land is therefore required to be zoned to fulfil the urban permanent residential housing demand over the period of the plan.

2.0 FUTURE VISION AND DEVELOPMENT STRATEGY

2.1 SWOT Analysis

To help formulate objectives for the future development of Killorglin, it is useful to try and determine the strengths and weaknesses and identify opportunities and threats to the future development of the town. To ensure the sustainable development of Killorglin, the strengths and opportunities identified need to be encouraged, protected and developed, while the weaknesses and threats need to be addressed as an integral part of the objectives of this Local Area Plan.

Strengths

- The town is strategically located on national secondary roads close to the main regional centre and hub towns of Kerry and Kerry Airport and on the busy Ring of Kerry Tourist route
- The town has a number of quality restaurants.
- National level identity and recognition with Puck Fair being one of the oldest and most popular fairs in the country
- Good diverse employment base.
- The town has a wide range of services and is an important service and social centre for the rural hinterland.
- The town has a compact attractive town centre.
- The town has an excellent range of sporting and community facilities.
- The town displays some good examples of the re-use of older architecturally significant buildings.
- Excellent educational facilities.
- Proximity to natural amenities/recreational activities.

Weaknesses

- High traffic volumes through the town especially during the peak tourist season.
- Haphazard development of housing estates on the outskirts of town with undeveloped land in between
- Poor provision for pedestrians and cyclists in the town centre.
- The absence of a town park and limited access to the riverfront.
- Only one vehicular bridge crossing the River Laune.
- Imbalance in vibrancy of the town between 'upper' and 'lower' Killorglin.

Opportunities

- Develop a clear vision/image for the future development of the town as “The gateway to the Ring of Kerry.”
- Improve the Fairfield by reorganising the parking regime and providing a dedicated market place
- Develop an attractive well-planned vibrant town that will attract residents to live in the area.
- Existing built fabric of the town provides opportunities to improve urban spaces.
- There are a number of greenfield and brownfield sites in the town centre and contiguous to the town centre that are suitable for development.
- Improve and extend existing amenity walks in the area.
- Protect the heritage of the town for future generations.
- Improve pedestrian and cyclist mobility within the town.
- Provide a town park.

Threats

- Traffic congestion.
- Inappropriate new development that is not contiguous to the town centre will detract from the compact urban form of the town.
- Piecemeal development that is not planned in a coherent manner.
- Further loss of the historical fabric of the town.
- Loss of business and retail function in the town to the larger towns of Killarney and Tralee.
- The development of out of town centre retail developments.

2.2 Future Vision and Development Strategy

The vision for Killorglin is to maintain and expand it’s strong and diverse employment base, while developing an attractive town in which to live. This can be achieved while maintaining it’s natural and built environment, preserving it’s local heritage and culture and capitalising on it’s indigenous strengths and talents.

Development Strategy

- The development strategy for the town is to provide an improved quality of life for its residents and maximise growth in population and services to a level which will maintain a vibrant town, while maintaining and enhancing its physical assets, unique character and natural attributes. Achieving a vibrant town along with population growth and increased services are largely interdependent. Without population to support the level of services required they will not be provided. Similarly without the level of services expected in a principal town, it is difficult to maintain and attract the critical mass of population necessary to sustain it.
- Focus public expenditure on increasing capacity of infrastructure and creating a high quality attractive public environment.
- This strategy envisages that growth in population will occur through increasing employment and by providing an attractive town which will attract and retain residents, thereby leading to the demand for increased services and further growth.

- Development should be of a high visual and architectural standard so as to enhance the attractiveness of the town to both residents and visitors alike.
- Urban sprawl and linear development undermines the attractiveness of the town and makes inefficient use of serviced lands and resources. It is the aim of this plan to present zoning provisions for a framework for maintaining the town's compact form and conserving its character and natural setting, while ensuring that future growth adheres to the principles of sustainability.
- The town's location on the Ring of Kerry should be fully exploited to ensure the town benefits from what is one of Ireland's busiest tourist routes.
- Conserve and enhance the distinctive local architectural heritage and the unique surrounding natural landscape and to ensure that future developments are sympathetic to both the existing built heritage and to the local terrain.
- Ensure a high quality of design in all developments.
- Promote the development of high quality residential development within the town.
- Killorglin supports a diverse range of habitats, which support species of local, national and international importance. In providing for the development of the town it is important to ensure the conservation and sustainable use of biodiversity is also provided for.

3.0 SECTORAL STRATEGIES AND OBJECTIVES

3.1 Town Centre

Killorglin has the benefit of a compact town centre. If the junction of Main Street, Langford Street and Upper Bridge Street is considered the town centre then no part of the town core is more than 300 metres approximately from this central point. In order to maintain the vitality of the town it is imperative that the centre not only retains its role as the commercial heart of the town but it is also vital that it maintains a strong residential element. In this regard the site comprised of the former Boyles hardware complex is proposed as an Opportunity Site, which offers the potential to develop a mixed use development which would have a substantial residential component, within 150 metres of the centre. The Fairfield is also a prime town centre location which currently serves as the town's main car park. A more efficient parking regime allied with environmental improvements including a bus shelter and a more orderly distribution of trading stalls would give this site more visual appeal and improve the overall appearance of the town centre.

The Killorglin Town Centre Project which opened in May 2007 has given a huge boost to the town centre. Not only is the building an attractive architectural addition to the town but the services provided there is an acknowledgement that the town centre has a vital role in the future development of the town.

Objective No.	Town Centre It is an objective of the Council to;
TC-1	Promote the development of the town centre as an attractive location for shopping, business, tourism, residential and community life.
TC-2	Promote the re-use and regeneration of key town centre sites. Facilitate a range of appropriate uses as outlined in the Zoning Matrix table.
TC-3	Promote the development of the town centre as the primary location for retail and other commercial development in the town.
TC-4	Ensure that future development in the town centre is sympathetic to the existing built heritage of the town
TC-5	Facilitate the alleviation of traffic congestion and the restructuring of parking spaces in the town centre.
TC-6	Provide for easy and safe pedestrian movement throughout the town centre.
TC-7	Encourage the use of upper floors in the town centre for commercial or residential use.
TC-8	Promote in-fill development while maintaining the building line throughout the central core area, thereby consolidating the town structure and creating a sense of enclosure in order to strengthen the streetscape in the town.

3.2 Employment and Economic Activity

Killorglin plays a key role within the economy of the wider area. It is within commuting distance of the other main settlements on the Iveragh peninsula and functions as an employment centre for those areas separated by distance from the development corridor of Tralee and Killarney. Killorglin supports diverse sectors such as retail, services, industry, manufacturing and small scale tourism. It is an appealing location for industries, with a number of prestigious international companies in operation for several years.

Killorglin town acts as a “gateway” to the Ring of Kerry tourist area and has the potential to develop as a departure town catering for certain aspects of tourist needs such as interpretive centre, pre trip accommodation etc. Additionally the town is an attractive, historical town which is home to the renowned annual Puck Fair festival and has quite a number of restaurants and cafes.

One of the overall aims of this plan is to facilitate the ongoing development of the existing employment sector and services in Killorglin town and secure the development of further diverse employment in order to create a self sustaining attractive town.

3.2.1- Employment

Killorglin developed traditionally as a market town serving the needs of a historically successful farming hinterland where the quality of farm land is higher than many other parts of the county. The vitality of many of the town’s small businesses is still dependant on the spending power of customers from the rural areas. However, the decline in agricultural activities is reducing the contribution that the farming community makes to the towns economy.

While its contribution is still significant, in itself it is insufficient to support economic activity at traditional levels. The latest census figures issued by the Central Statistics Office (CSO) indicate a dramatic decline in the fishing and farming sector in comparison to other employment sectors of the community (Figure 2)

The number of people on the live register in Killorglin in August 2008 was 660. This had increased by 100% to 1,327 by August 2009. However this figure decreased to 1,258 by September 2009. Employment by sector in the town for 2006 is shown in figure 3.1.

As was the case all over the country, the construction industry was a major employer in recent years, employing 16.75 % (134 persons) of the total work force in Killorglin town in 2006, a 100% increase on the 2002 census statistics indicated in figure 3.1 and 3.1(b) below. Due to the downturn in the economy this is no longer the case. Although relatively high in terms of percentage employed in this sector, Killorglin is not solely dependant on the construction trade. A steady percentage of the work force are employed in high skilled jobs such as sales and commercial work, clerical and government employment, services and the manufacturing sector.

In order for the town to provide for future employment and economic growth it is imperative that this plan supports and endorses facilities to retain the diverse range of employment sources within the town ranging from retail, services, industrial / manufacturing and business enterprise as well as promote and tap into the tourism potential the town and surrounding area offers. This will ensure against an over reliance on any particular sector and sustain the long term viability of the town.

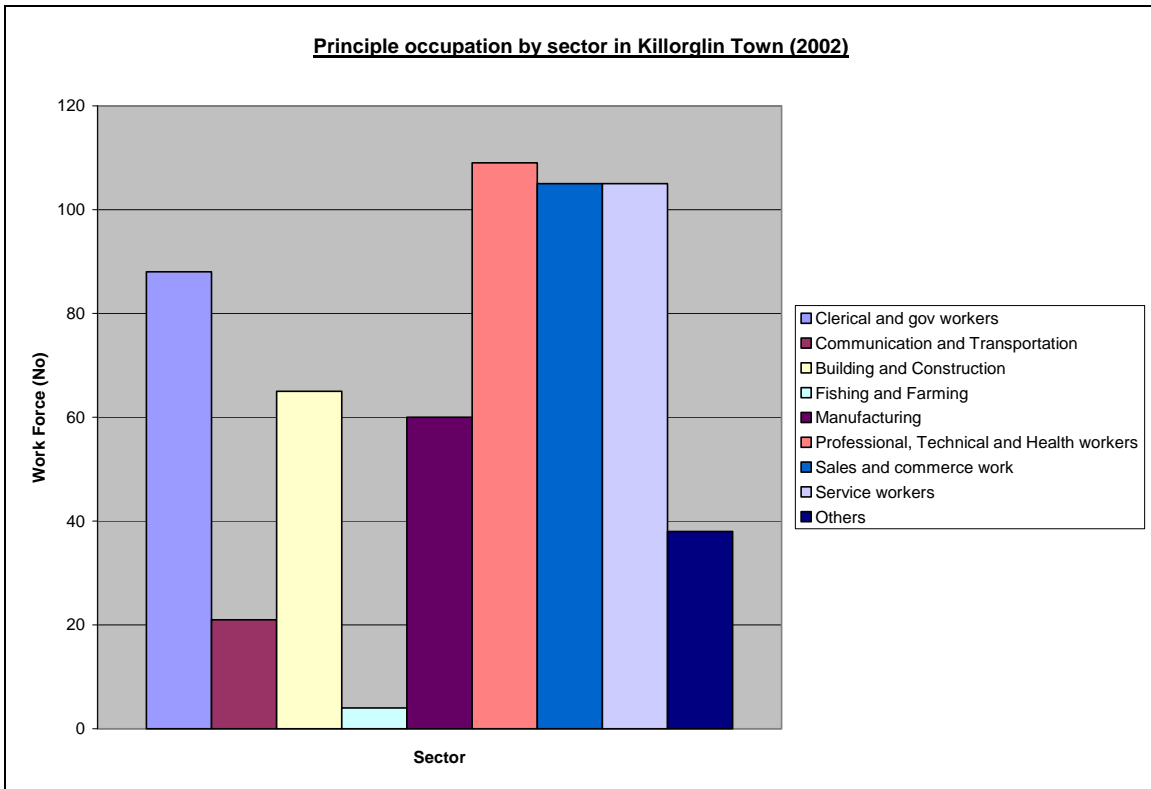


Figure 3.1: (CSO, 2002)

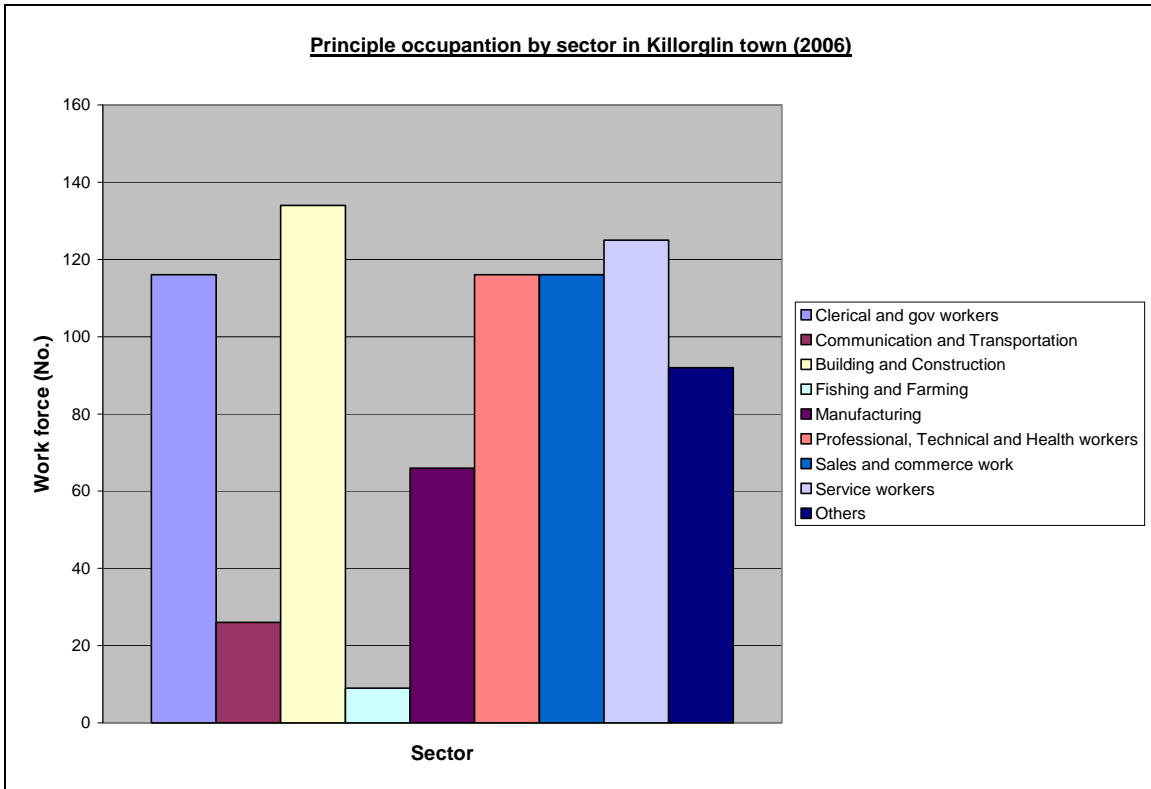


Figure 3.1(b): (CSO, 2006)

Figure 3.2 below illustrates the number of persons on the live register in Killorglin compared with the overall number on the live register in the county of Kerry during 2008 and 2009. The overall number has increased from 500 in February 2008 to 1202 in April 2009 and Killorglin town has seen a significant increase in the overall percentage on the live registers when compared with other towns in county Kerry, as illustrated in figure 3.3.

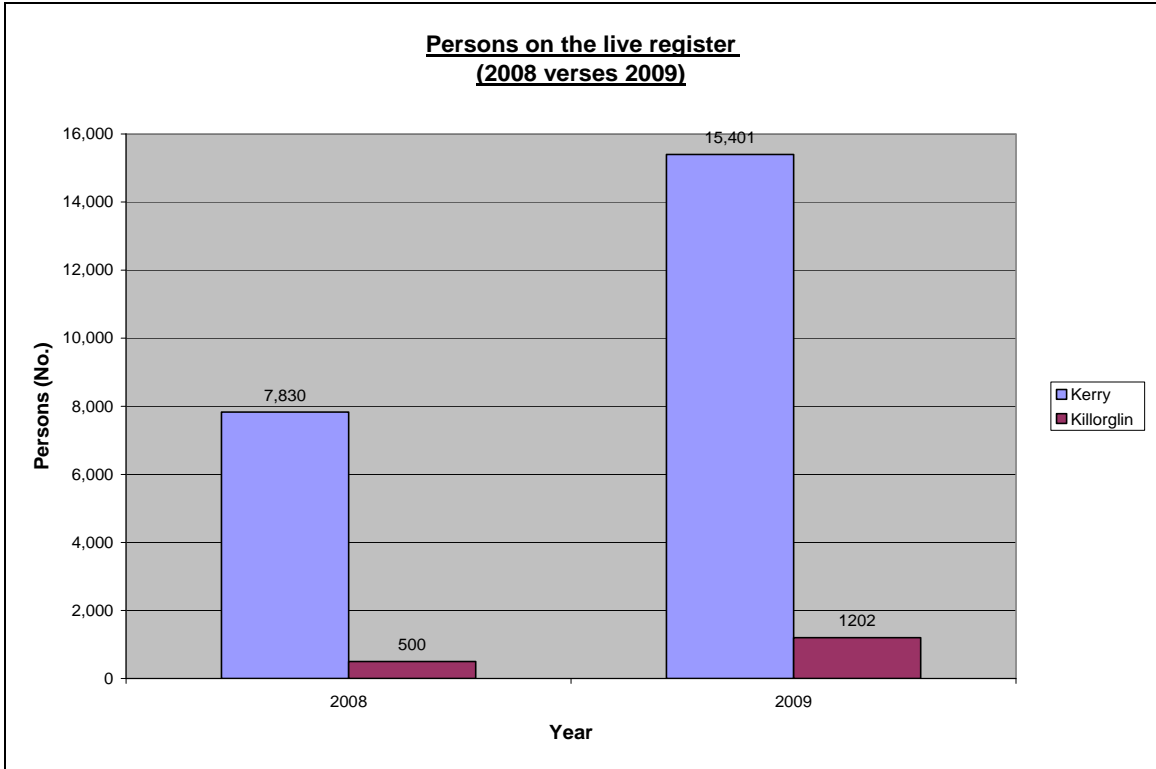


Figure 3.2: A comparison of the number of persons on the live register in County Kerry and Killorglin 2008 and 2009. (CSO 2009)

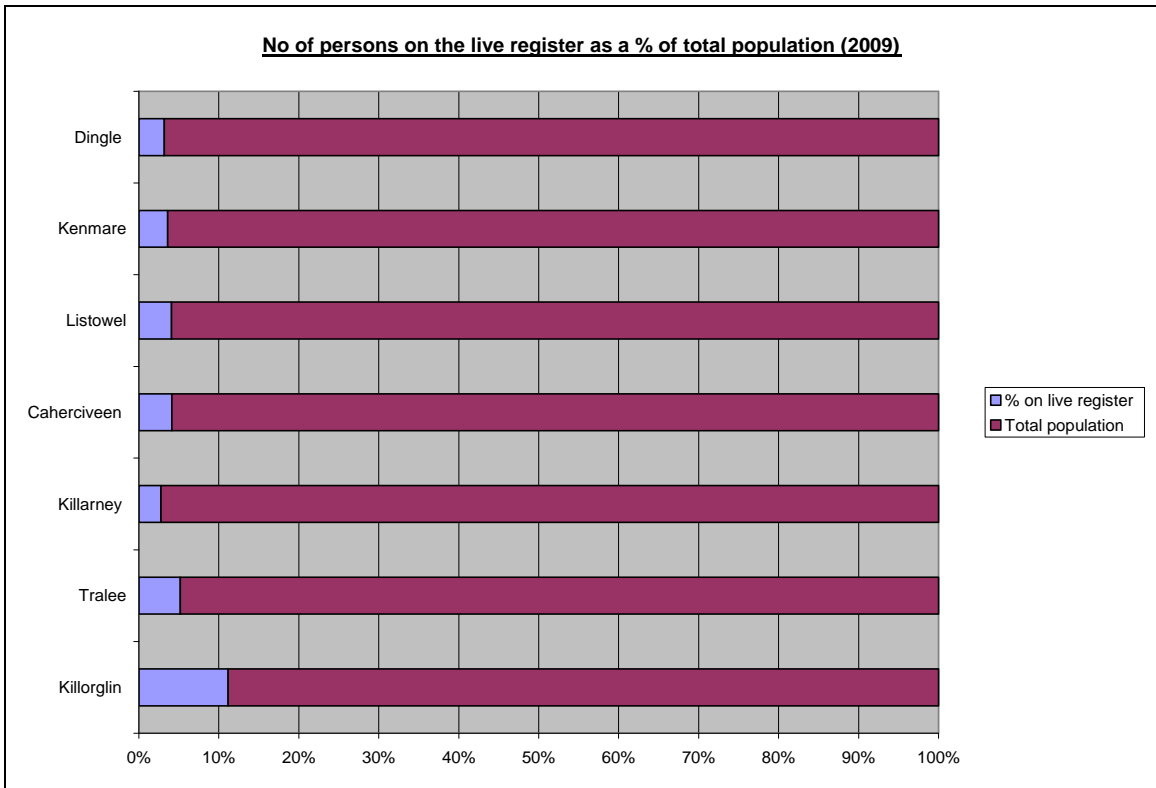


Figure 3.3: Persons on the live register as a percentage of the total population of each town (CSO, 2009)

Figure 3.4 below illustrates the distance travelled to work, school and college in 2006 by persons living in the town of Killorglin. The largest number of people travel just 1km to work which is a trend which should be maintained by ensuring employment uses and schools are located in close proximity to residential areas within the town centre or on the edge of the town centre. A large proportion of this figure however is more than likely comprised of schoolchildren travelling to school. The next highest number of persons travel 2 to 4 km to work, school or college which implies that these people are living and working locally with the town and its environs. Employers such as FEXCO, Astellas (formerly Fujisawa) Pharmaceuticals, etc are situated in the town centre and on the outskirts of the urban area. Surprisingly the proportion of persons travelling 15-24km and 25-49km is relatively low in comparative terms. These figures seem to suggest that Killorglin town is a self sustaining centre of employment activity.

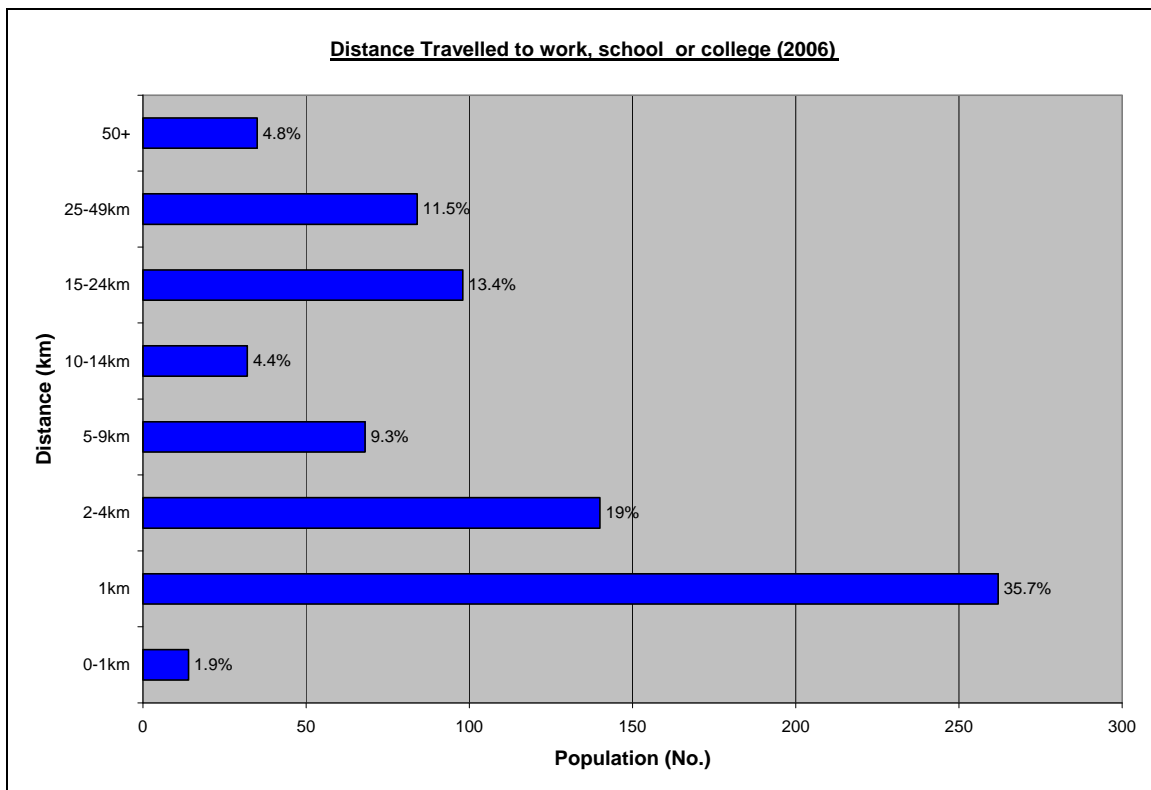


Figure 3.4: CSO, 2006 (the X axis is as per the CSO figures, no data available for 1km-2km, 4km-5km etc...)

3.2.2 Industry

Unlike other towns of a similar size in the county, Killorglin has successfully established an industrial/manufacturing sector. However, it should also be acknowledged that this sector has further potential and it is necessary to ensure that the existing industries remain and the sector as a whole continues to grow and attract new industrial employers of the same caliber. Large international pharmaceutical manufacturing industries such as Astellas Pharma and Temmler Ireland are currently operating in Killorglin.

Sufficient lands are zoned to the north-east of the town at Clooncarrig on the N70-Killorglin to Tralee route. Any new industries of a similar type will be encouraged through the planning process, to establish and develop adjacent to this existing industrial park where possible, and create a “clustering” of similar type businesses. This will ensure the viability of the town as a leader in attracting and maintaining high-skilled industrial enterprise.

3.2.3 Business/ Enterprise Use

The town's flagship International company FEXCO has established an existing cluster of business/enterprise uses in the area leading the way for further such employment. Business and enterprise uses are diverse and comprise a range of activities from office use to knowledge based and communications companies. These activities are classified as 'clean non-polluting activities which produce a product but do not serve the public directly'. Examples of such operating in the town include web design and financial services, etc. A good broadband network, good office facilities and an accessible transport network serve to attract these industries to the town. The high standard of environment in the town has and will continue to support the establishment of such enterprises. Additional lands are zoned in this plan between the existing residential areas and the proposed industrial lands at Clooncarrig on the N70, the main transport link between Tralee and Killorglin, for a business park.

3.2.4 Home Working

The Council considers it vital to maximise the opportunities afforded for home-based working by developing technology. Broadband internet access can contribute significantly to the local economy, by allowing access to new markets that provide new economic opportunities and encourage the spread of entrepreneurial activity and ideas. Of particular relevance to south Kerry, it offers opportunities for maintaining population in the area by availing of employment opportunities through home-working. Home working can also be beneficial in reducing the need to travel.

However, notwithstanding these benefits, in certain urban areas some types of businesses operating from a residential property can impact negatively on residential amenity through noise, frequent deliveries and numbers of visiting public. Such activity should not give rise to a nuisance by the generation of additional traffic movements, noise etc. Operation should be confined to accepted business hours. The scale should not be of a size / intensity sufficient to alter the character of the site from a primarily residential use to a commercial use. In the event that the business expands in a manner to contravene the criteria outlined above, the Council shall require that the commercial enterprise relocate to an appropriate site.

Objective No.	Employment and Economic Activity- It is an objective of the Council to :
EEA-1	Ensure the town maximises its potential to develop as a principal employment centre for the area.
EEA-2	Facilitate the development of the town as a fully functional service centre for its residents and those in the rural catchment area.
EEA-3	Protect lands zoned for employment/industrial uses in the town from inappropriate development that would prejudice the long-term development of such uses.
EEA- 4	Actively promote Killorglin as an area for the location of sustainable large scale industry.
EEA- 5	Actively promote Killorglin as an area for the location of Business / enterprise use.
EEA-6	Support home working where proposals comply with the objectives and standards of this Local Area Plan and of the County Development Plan.

3.3 Tourism

Killorglin’s location on the busy Ring of Kerry tourist route should attract a lot of tourist activity. This is not necessarily the case, and its proximity to Killarney with a much wider range of visitor attractions, has had somewhat of a negative effect on the development of tourism in the town. Killorglin’s proximity to the McGillicuddy Reeks and to Castlemaine Harbour with a Blue Flag beach at Rossbeigh are key assets in terms of tourism. The town is not reliant on tourism for its economic development, nonetheless, it is important that the town and the surrounding area should develop and enhance its tourist potential. Whereas the town has some of the finest restaurants in the county, unlike most other towns of its size in the county it does not have an established hotel. Killorglin as such, has developed as a ‘drive by’ tourist location and has failed to establish itself as a regular tourist stopover. The town needs to be promoted as a year round tourist destination.

Puck Fair is one of the busiest annual cultural events in the county. For three days every August the town is packed to capacity. This level of tourist activity however is short lived. The benefits that could be derived from Killorglin’s proximity to Killarney are counterbalanced by the tourist draw that is Killarney. The dearth of tourist accommodation within the town has not helped the situation. Killorglin needs to develop its own niche tourism market, based on activity, sustainable marine and adventure holidays and develop its own ecotourism brand in a sustainable manner. Killorglin’s proximity to Ireland’s highest mountain range and to the sea needs to be promoted. More active participatory holiday types are now more popular than ever. Killorglin should also be promoted as a centre for river and marine based activities which are compatible with nature conservation designations.

Recreation and tourism activities can cause increased disturbance to habitats and species that are important for biodiversity. Accordingly, tourism and recreation projects, strategies and activities should ensure that the ecological integrity of the region’s natural environment is maintained, particularly with regard to Natura 2000 sites.

The town centre is visually attractive and has a number of outstanding buildings. In this regard it is important to ensure that new development enhances the existing streetscapes and that existing landmark buildings are maintained to the highest standards.

It is important that Killorglin is not just viewed as the venue for Puck Fair, this is not to diminish the importance of this event to the town, but it is important to highlight other aspects of the town such as its proximity to two 18 hole golf courses, the wonderful fishing to be had on the River Laune and the spectacular coastal and mountain scenery on its doorstep.

Objective No.	Tourism It is an objective of the Council to;
T-1	Promote Killorglin as a year round tourist destination.
T-2	Facilitate the development of high quality visitor accommodation within the town at appropriate locations.
T-3	Facilitate the sustainable extension and diversification of tourist facilities throughout the town including improved signage and to improve access to the River Laune at appropriate locations and in an ecologically sensitive manner.
T-4	Facilitate the development of Killorglin as an ecotourism destination.
T-5	Facilitate the development of a hotel in the town at an appropriate location.

3.4 Natural Environment

The town has developed along the East and West banks of the Laune River which drains the lakes of Killarney to the South and flows into Castlemaine harbour to the North. This stretch of water is currently designated as a candidate Special Area Of Conservation (cSAC) under the EU Natural Habitats Directive (SI 94 of 1997). Castlemaine harbour is also designated as a Special Protected Area (SPA) specified under the EU Birds Directive (79/409/EEC).

Looking up river (south) the mountain range that dominates the skyline is *Na Cruacha Dubha* (the black pinnacles) or also known as the MacGillycuddy reeks, Irelands highest mountain range.

Within this mountain range is the summit of Carrauntuohill Irelands' tallest mountain, which stands at 1,039m/3,414ft.

Looking down river (north) and across Castlemaine harbour are the Slieve Mish mountain range running East-West along the Dingle Peninsula. Both mountain ranges act as magnificent natural backdrops to the town itself.

Lough Farrantoreen and associated woodlands are situated 1km approximately south- west of the town centre. The woodlands are designated as a protected woodlands as stated in Chapter 11 of the Kerry County Development plan 2009-2015.

The town is set in rich pastureland especially to the north and east of the town, which comprises some of the finest farmland in the county.

Objective No.	Natural Environment It is an objective of the Council to:
NE-1	Ensure that any new development in the town shall not have a significant adverse impact on the natural environment.
NE-2	Ensure that the water quality of the Laune river and its tributaries is maintained and protected from pollution arising from development and is enhanced where possible.
NE-3	Ensure that development in the town does not lead to the deterioration in the quality of surface or groundwater.
NE-4	Ensure the adequate protection and sustainable use of the Laune river banks for their natural heritage value, amenity value, recreational use and economic potential.
NE-5	Protect the amenities of scenic and other values of and environmentally sensitive areas and promote the knowledge and appreciation of the natural amenities of the area.
NE-6	Ensure that large scale and other values of developments will not normally be permitted within the flood plain of the Laune river and Lough Farrantoreen. Any applications for developments in proximity to the river shall be accompanied by a flood impact assessment indicating any flood mitigation measures proposed.
NE-7	Ensure that flood plain infill and riverbank alteration will be prohibited where there is a risk of interference with the aquatic habitat and flood discharge. Any such development will be subject to the approval of the South West Regional Fisheries Board and the Office of Public Works (OPW).

NE-8	Comply with the provisions of Section 11-4 of the County Development Plan in relation to Flood Risk Management.
NE-9	Ensure the protection of the Farrantoreen Woodlands in accordance with section 11.2.10 of the County Development Plan 2009-2015.
NE-10	Ensure that any planning application for development in or adjacent to Farrantoreen woodland shall be accompanied by a tree survey and a report on the potential impact of the development on the woodland, or an ecological impact appropriate assessment if necessary

3.5 Transport and Movement

3.5.1 Roads

Killorglin is located at the junction of the N70 Ring of Kerry route and the N72 Killarney to Killorglin National Secondary route. The intersection of the two routes immediately to the east of Laune Bridge, which is the only river crossing means that all traffic entering the town from the east traverses the bridge. Apart from the peak summer months of July and August traffic flow through the town is relatively free flowing. At present there are two routes through the town; the most direct being west along Lower Bridge Street, Main Street and Upper Bridge Street or alternatively north along New Line Road and west along Mill Road on to Iveragh Road. This is the main route for heavy goods vehicles.

A proposed western inner relief road is being considered and route options are currently being examined. Map KN BP1 outlines the area within which these options lie and within which development constraints may apply pending completion of the route selection process.

3.5.2 Public Transport

Killorglin is well connected by public transport with both Tralee and Killarney and there are up to seven buses daily on weekdays with a more limited service at the weekend. Bus Eireann operates a bus service on the Ring of Kerry route during July and August which has a stop point in Killorglin. The bus stop which is located on Mill Road adjacent to Fair Green would benefit from the provision of an adequate bus shelter.

3.5.3 Parking

Apart from on street parking, the main surface carpark is located at the Fairfield. There are three smaller parking area along the east side of New Line Road, behind the old mill on Annadale road and another carpark at the bottom of Sunhill. The new underground car park at the Civic Offices/Library complex on Iveragh Road has a capacity for 227 cars but is currently not operating at full capacity. There are also a number of private car parks attached to various businesses. Apart from the annual three day long Puck Fair, car parking in the town is considered adequate.

In order to provide additional car parking to provide for funeral traffic a small carpark is proposed adjoining the N70 near Drumavalla Burial Ground.

3.5.4 Traffic Control

Traffic calming measures are proposed at the intersection of Mill Road, New Line road and the Ballykissane road and also at the intersection of Groin road and the Caragh Lake road.

3.5.5 Pedestrian and Cyclist Movement

The urban structure of the town core area including Iveragh Park provides a permeable network of streets and lanes.

This permeability however does not extend to the newer estates to the south and north west of the central core area. Killorglin has an inadequate pedestrian network outside the town centre area. Of particular concern, is the absence of a footpath on Sunhill, where a number of new residential estates have been constructed in recent years. This needs to be addressed during the lifetime of the plan.

3.4.6 Universal Access

The Barcelona Declaration Plan 2003-2006 provided a strategic framework to make all services accessible to everyone. Following on from this the National Disabilities Act 2005 came into force after which the ‘Access for All Implementation Plan 2008-2015’ was adopted by the Kerry Local Authorities. This outlines the proposed work of Kerry Local Authorities in implementing an access for all policy. Priority is given in the Implementation Plan to Local Authority buildings and other facilities to which access is most frequently required, including accessibility throughout the external environment of public footpaths, streets and crossings and the physical interface with public transport facilities.

The Council will also ensure that, as far as practicable, new services or built facilities are accessible to persons with disabilities. The Implementation Plan details remedial actions needed to make identified areas and buildings accessible for all its customers.

Objective No.	Transport and Movement It is an objective of the Council to:
TM-1	Facilitate the provision of a site as indicated on the Zoning Map for car parking.
TM-2	Seek the provision/improvement of footpaths throughout the town and in particular the provision of a footpath on Sunhill Road.
TM-3	Provide/extend footpaths and cycle-ways in new and existing developments (where feasible) throughout the plan area to provide greater connectivity and mobility.
TM-4	Provide a safe cycle parking area in the town centre either in the Fairfield or at Library Place.
TM-5	Carry out junction improvements at the junction of Mill Road, New Line Road and Ballykissane Road.
TM-6	Facilitate the construction of a western inner-relief road as indicated on the zoning map to relieve traffic congestion in the town centre. Prohibit any development along the proposed route that would be detrimental to it's construction.
TM-7	Upgrade the junction at Groin Road and Caragh Lake Road.
TM-8	Upgrade the junction of Mill Road and Market Street.
TM-9	Ensure that schools have safe drop-off and collection facilities for children and adequate, appropriately located staff parking.
TM-10	Promote and facilitate greater ease of traffic movement and safe routes to schools in partnership with the local schools.

TM-11	Implement the provisions of the “ <i>Access for All Implementation Plan 2008-2015.</i> ” (Kerry County Council).
TM-12	Ensure provision for the disabled and mobility impaired, in terms of access and parking, in all future developments.
TM-13	Encourage the sustainable provision of safe cycle ways and parking facilities for bicycles at appropriate locations.
TM-14	Refer planning applications in the study area for the proposed Killorglin By Pass as shown in Map KNBP1 to the Kerry National Road Design Office.

3.6 Water Wastewater Infrastructure and Waste Management

Public water and wastewater and surface water drainage infrastructure in Killorglin is the responsibility of Kerry County Council. It is the aim of the Council to continue their programme for the replacement of defective water distribution network and, where necessary, to refurbish sections of the water supply infrastructure that are considered insufficient to enable sustainable future growth in the town.

3.6.1 Public Water Supply

Killorglin town is served by the Mid-Kerry Water Supply Scheme. There are long term plans to increase this supply subject to funding. However this measure will not occur within the life time of this plan.

3.6.2 Wastewater

The town is served by a public foul sewer. The sewerage treatment plant at Ballykissane was installed in 1993 and has a design capacity of 5000 PE. The capacity of the system is sufficient at the present time and there are no proposals to upgrade the existing system during the lifetime of this plan. Connection to the public sewer will, in principle, be considered by Kerry County Council. It should be noted that pumping will be required in some instances but this will only be considered acceptable if a solution which operates by gravity is not possible.

The development of package individual treatment systems serving individual developments will not be considered in the town.

3.6.3 Surface Water

Since the adoption of the previous local area plan for the town the sewerage network is no longer operating as a combined foul and surface water drainage system. No surface water runoff is permitted to discharge into the foul sewers. Surface water discharge from new developments will be designed in accordance with the principles of attenuation and controlled discharge, Sustainable Urban Drainage Systems (SUDS), any storm water policy document that may be produced by the Council and in accordance with the County Development Plan 2009-2015.

3.6.4 Waste Management

As the earth’s resources are finite it is important that energy is used wisely and that waste is reduced in order to ensure that undue burdens are not placed on future generations.

Limerick City Council, Limerick County Council, Clare County Council and Kerry County Council have adopted a “*Waste Management Plan for Limerick/Clare/Kerry Region*” 2006-2011 in accordance with the Waste Management Act, 1996 and Waste Management (Planning) Regulations, 1997.

The Waste Management Plan for Limerick/Clare/Kerry Region covers all non-hazardous wastes generated within the region. The Waste Management Plan sets out the proposed policy for integrated waste management including the planning, regulation, collection, recycling, recovery, and disposal of such wastes in accordance with current national and EU waste legislation and policy. This plan encourages an approach to waste management based on the core principles of prevention, minimisation, reuse and recycling of waste, and the application of the ‘polluter pays’ principle. It is acknowledged that an increase in the town’s population will increase the pressures on waste recycling facilities in the town. At present there is a recycling facility at the northern end of the Fair green car park.

Objective No.	Water, Waste infrastructure and Waste Management It is an objective of the Council to :
W-1	Facilitate the provision of the necessary water and waste water infrastructure required to ensure the sustainable development and future growth of the town.
W-2	Ensure that the development of zoned lands is contingent on adequate water and waste water infrastructure being available.
W-3	Ensure that all new developments be provided with water display meters to inform people of their public water usage and to promote public awareness.
W-4	Ensure that all new developments incorporate best practice water conservation measures, such as the provision of dual-flush toilets, rain water collector and harvesting systems, as deemed appropriate by the council so as to conserve treated water.
W-5	Ensure that development proposals incorporate Sustainable Urban Drainage Systems (SUDS).
W-6	Encourage waste prevention, reduction and re-cycling having regard to the policies outlined in the Limerick/Clare/Kerry Regional Waste Management Plan.
W-7	Ensure that new large retail / mixed use type developments provide an area for the provision of a ‘bring bank’ facility, to the satisfaction of the Environment section of Kerry County Council.
W- 8	Encourage the recycling of materials from all waste sources and promote the principles of waste prevention and minimisation with local business, schools and communities.

3.7 Residential Development

3.7.1 Existing Residential Development

Killorglin, like all other towns in the county has undergone a significant building boom over the last decade. CSO figures show that over 27% of all private households in Killorglin were built post 2001. The figure for Kerry as a whole is 15.3% and the national figure is 17%. Over 45% of private houses were built post 1991 compared to less than a third or 32.4% for the county as a whole. These figures could be seen to reflect a high demand for housing in Killorglin town. Killorglin has developed a strong employment base and this is reflected in the high proportion of new residential units in the town.

Residential development has occurred in an uncoordinated manner with a number of estates to the south of the town over a kilometre from the town centre off the Ardmoniel road. To the north of the town centre in Knocklyne and Reen a considerable amount of development has taken place, while there are large tracts of undeveloped land between these new developments and the town centre. Similarly a Local Authority development at Banshagh almost 1.5km from the centre results in the creation of an unsustainable development pattern. This has resulted in the creation of a scattered disjointed development pattern and has created a car dependant population. Studies show that depending on the topography of the area, people will walk up to 500 metres to avail of shopping and other facilities but that beyond that distance people are more likely to avail of motorised transport. The layout and the monotonous design of many of these developments is also at variance with the variety of design and architectural motifs found in the older buildings of the town centre. Rather than forming an extension to the town core most of the new residential developments are not only physically removed from the town centre but are also divorced from the centre in terms of overall design and layout.

3.7.2 Future Residential Developments

It is considered appropriate in the interest of sustainable development, that future zoning of residential development will only be considered on infill/brownfield sites or on lands contiguous with existing residential areas in order to avoid further leapfrogging of development and to ensure the development of a compact urban form which will allow for the minimisation of car use and ensure that most facilities are within walking distance of every home.

A mix of housing types should be provided in any new development to allow for varied housing needs and in recognition of the fact that household composition has altered considerably in recent years and there is no longer an average household type. Housing design and layout needs to reflect this change and should result in a more varied style of development.

It is not intended to prescribe density standards for lands zoned for residential purposes in this plan. Rather the appropriate densities for any future housing developments will be considered by the Planning Authority on a case by case basis and will be based on high quality design integrating with the overall image of the town and surrounding developments. In general, housing densities will be higher closer to the town centre and lower towards out of centre locations. Applicants are requested to refer to the Guidelines for Planning Authorities on ‘‘Sustainable Residential Development in Urban Areas’’ issued by the DOEHLG in May 2009 for further guidance in relation to housing densities and design.

Developers intending to apply for housing developments in the town are advised to hold pre-planning meetings with the Planning Authority and liaise with other relevant sections of Kerry County Council. Development management guidelines for residential development in urban areas are contained in Section 13.4 of the Kerry County Development Plan 2009-2015.

Any future applications for housing developments should also be accompanied by an urban design statement, details of which are contained in Section 13.3 of the Kerry County Development Plan 2009-2015.

Objective No.	Residential Development It is an objective of the Council to;
H-1	Promote the development of high quality, attractive residential developments in the town.
H-2	Zone land for residential development in accordance with the principals of the overall strategy of this plan and the criteria outlined in section 1.6.4 of the Plan.
H-3	Facilitate the provision of social, affordable, voluntary and private housing in the town.
H-4	Provide potential homebuyers with a broad range of housing options with regard to location, size and design having regard to changing demographic needs.
H-5	Ensure that residential densities reflect high quality design integrating with the overall image of the town and surrounding developments. Higher densities will be considered in the town centre or within close proximity to the town centre. Lower densities will be considered at out of centre locations.
H-6	Ensure that significant applications for residential development shall include an analysis of educational facilities to cater for the increased demand arising from such development.
H-7	Ensure that the provision of recreational, social and cultural facilities keep pace with the development of housing to support a growing population and create a viable community.
H-8	Promote the development of suitable derelict and backland sites for infill housing schemes and other sustainable development proposals.
H-9	Restrict further ribbon development on routes radiating from the town
H-10	Require that planning applications for housing developments shall comply with the development management standards and urban design guidance as contained in Chapter 13 of the Kerry County Development Plan 2009-2015 and shall also comply with all relevant guidelines issued by the Department of the Environment, Heritage and Local Government.
H-11	Ensure that 20% of the land zoned in the plan for residential, or for a mix of residential and other uses, shall be made available for the provision of social and affordable housing.

3.8 Retail Development

3.8.1 Retail Strategy

Killorglin is a fourth tier retail centre as defined by the Retail Planning Guidelines 2005. Fourth tier towns comprise of towns with a population of between 1,500 and 5,000 and they provide basic convenience shopping, either in small supermarkets or convenience shops and in some cases, lower order comparison shopping such as hardware, pharmaceutical products and clothes.

Killorglin has a good variety of small shops mainly catering for the local market and a few catering specifically for the tourist market. The main shopping area is concentrated on Upper and Lower Bridge Street and Main Street with a limited amount of shopping on Market Road, Mill Road, Iveragh Road and to a lesser extent Langford Street. The two filling stations and associated shops on Iveragh Road allied with the relocation of Boyles Hardware to the same location has altered the focal point of shopping in the town. There is at present one supermarket in the town centre and the discount retailer Aldi has opened recently in the Killorglin Town Centre Project. The location of these two convenience shopping outlets so close to the town centre is a vote of confidence in the future of Killorglin town centre and helps to ensure that the town core area remains a vibrant busy shopping area. Killorglin's proximity to both Killarney and Tralee, which have a wider range of retail outlets results in a certain amount of revenue leakage to these larger urban centres.

3.8.2 New Retail Development

The future challenge for the town in terms of retail development is to ensure that the vitality and viability of the retail core area in the town centre is maintained and is not undermined by out of town centre developments or by substantial retail leakage to Tralee and Killarney. The creation of an attractive shopping environment with a wide variety of shops to cater not only for the needs of local shoppers but also for the tourist market is important for the future viability of the town centre. The location of new retail developments in the town centre of high architectural design and layout which integrates fully with the existing built environment will be encouraged.

The Planning Authority will apply a sequential approach to the location of new retail developments in the town. This approach is designed to ensure the vitality and viability of the town centre. Future retail developments should therefore be located in the town centre on land zoned town centre/mixed use or the town centre opportunity sites. In the event that town centre sites are proven by the developer to be unavailable for larger retail developments, consideration will be given to sites on the edge of the town centre. The edge of town centre is generally defined in the Retail Planning Guidelines as;

“ A location within easy walking distance (usually not more than 300 to 400 metres) of the primary retail area of a town centre, and providing parking facilities that serve the centre as well as the new development thus enabling one trip to serve several purposes.”

3.8.3 Retail Warehouse Developments

Retail warehouse developments should be located on land zoned specifically for such developments on the outskirts of the town. Retail warehouse developments differ from retail developments as they consist of retail units for bulky goods which cater for mainly car-borne customers.

In general retail warehousing for a town should be concentrated in one location in order to minimise the impact on the surrounding rural hinterland, to provide a more cohesive urban form, to minimise car movements and for ease of access.

3.8.4 Off-Street Trading Area

The Fairfield has traditionally been the preferred location for casual trading in Killorglin. Casual trading has not been as problematic in Killorglin as it has been in some of the other towns around the county.

Kerry County Council has acquired the market rights and with the agreement of all the traders it is anticipated that a regulated market will be in place early in 2010. It is accepted that a vibrant regulated market at this town centre location is an asset to the town not only for the local shopper but as a tourist attraction and it also increases footfall and benefits all traders.

Objective No.	Retail Development It is an objective of the Council to:
RD-1	Ensure that the town centre is the focal point and core retail area of the town.
RD-2	Maintain the vitality and viability of the town centre as an important shopping location for its catchment/functional area.
RD-3	Apply the sequential approach when assessing planning applications for new retail developments within the town.
RD-4	Facilitate improvement in the range, scale and accessibility of retail outlets within the town.
RD-5	Ensure a high quality of amenity and urban environment throughout the retail core.
RD-6	Ensure that new retail developments other than small scale convenience shopping and retail warehousing is located in the town centre, and where this is not viable on edge of centre sites.
RD-7	Facilitate the provision of a regulated outdoor/market area at the Fairfield.
RD-8	Ensure that new retail developments in the town centre shall be of high architectural design and layout and integrate easily with the existing built heritage.

3.9 Social Infrastructure and Amenity

One of the overall aims of this plan is to preserve and improve the quality of life for all citizens in the town. Social infrastructure and recreational facilities are important components in achieving this and span a wide range of uses from educational, recreational facilities and health services. The quantity and quality of community, cultural, educational and recreational facilities in the town is of huge importance not only for the local residents but also to prospective citizens and employers/employees considering relocating to the town.

Killorglin town has a wide range of social infrastructure and amenities such as ;

- Community facilities,
- Recreational amenities,
- Education and childcare.

Nevertheless it must be acknowledged, that despite the wide range of social infrastructure there is scope to improve certain facilities within the urban fabric of the town. Through a series of objectives, the council will endeavour to maintain, enhance and expand Killorglin's existing and future social infrastructure and amenities which are essential to the sustainable growth and attractiveness of the town.

3.9.1 Community Facilities

Killorglin has a modern, state of the art, area service centre located at the junction of Sunhill and Iveragh Road. The development currently accommodates the town library, Kerry County Council area office, South Kerry Development Partnership Limited and FÁS Local employment service office as well as the tourist information centre. The new public space known as Library Place to the front of this structure is a valuable piece of social infrastructure which creates a sense of place in the heart of the town centre. The addition of the landscaping, seating and the pedestrianisation of this square gives a distinctive high quality centre.

The community children's playground is situated to the North of this amenity, accessed via Sunhill road. The town also benefits from a community centre situated on Mill road.

The Garda station is positioned in the town centre itself at upper Main Street. However, the town lacks facilities such as a cinema, bowling alley, youth cafe and other diverse community services.

3.9.2 : Recreation and Amenity

Towards the end of the nineteenth century Killorglin had become a prosperous town and a strong sporting tradition was firmly rooted in the community. In 1888 Killorglin rugby club players transferred to the new Gaelic Athletic Association. The new club Laune Rangers quickly became the most successful club in Ireland as they were the first Kerry team to play in an all-Ireland final in 1893. This strong sporting G.A.A tradition is still very evident today with the excellent recreational facility and pitches at Laune Rangers club site on the N70 Iveragh road.

Killorglin is home to one of the longest established cycling clubs in Ireland. It was organised under the aegis of the G.A.A in 1895 and remained within the G.A.A until 1936. Killorglin is an ideal centre for cycling with flat easy routes and challenging hills within a short distance of the town. The two international cycle races that Killorglin Cycling Club run each year make full use of the topography of the region.

The centre of the town itself has a good range of recreation amenities. These include such facilities as the Killorglin Rowing Club situated beside the Fisheries on the eastern bank of the river and the community sports and leisure centre located on Langford Street, providing facilities such as an indoor sports hall, squash court and fitness suite. Playing pitches associated with the post-primary community college on Langford street and the soccer club at Farrantoreen are within walking distance of the existing residential developments in the town.

Cappanalea outdoor pursuit centre is situated within easy access of the town and the centre provides activities such as canoeing, kayaking, sailing, mountaineering, rock climbing and orienteering. Other sporting activities serving the town include Dooks Golf Club and the Killorglin golf club in Dromin.

In order to sustain and attract permanent residents and create a sustainable community in Killorglin town a high quality of recreational amenity within walking distance of residential developments is essential. For this reason a new leisure quarter centered around the existing residential developments, the community sports and leisure centre and community school at Farrantoreen is essential (refer to Map 2a). The greenfield site at Farrantoreen is an ideal location for the provisions of such amenities as public tennis courts, a skate-boarding area, new playing / rugby pitches, athletic track and/or a velodrome arena. The development of a designated leisure quarter within the town would augment the amenity infrastructure and help eliminate the gaps in the existing recreational facilities within the town itself.

Passive open space on the green field site, strategically situated between the Langford Downs residential development and the sports and leisure centre, would enhance the overall initiative of a leisure quarter for the town. This ideal location would ensure the open space is overlooked and utilized appropriately, therefore reducing its exposure to anti social behaviour. The designation of these lands will guarantee a joined up approach between the active open space, the recreational amenities and community facilities within the town boundaries. (see Map 2a)

3.9.3 : Town park

The River Laune and its associated bridge crossing acted as the focal points from which the town of Killorglin developed. Over the lifetime of this plan the potential exists to further utilise the natural asset of the River so as to provide an attractive natural amenity area and to improve connectivity between the river and the built up areas of the town. Accordingly, it is the policy of this plan to facilitate the provision of a town park, as a series of joined up green areas along the western bank of the River Laune. As the River and some of the adjoining areas form part of a Natura 2000 site, which means that they are of international nature conservation importance, any such works will have to be carried out in a manner compatible with the conservation objectives of the Natura 2000 site.

The provision of such a facility would make up for the current lack of public green open space in the town and would complement the existing uses in the area by anglers and rowers. Careful consideration would be required when identifying hard and soft landscaping materials and when identifying the exact location for walkways etc so as to safeguard biodiversity interests and to respect the rich natural, cultural and built heritage of the area.

A Habitats Directive Assessment should be prepared at project level in support of any such proposal. As part of this, it will be important that the issue of invasive introduced species is assessed, as it is noted that stands of Japanese Knotweed occur along the river bank at this location. It is imperative that the spread of this species would not be facilitated, either directly or indirectly by any proposed development works.

3.9.4 Walkways / cycle routes

It is envisaged that the proposed town parks outlined above will be joined up via a number of existing and new natural walkways along the banks of the river Laune. It is foreseen that these walkways would connect with the town centre by encompassing the old railway line, thus creating greater permeability between the urban and natural environment. (see Map 2b)

Farrantoreen Lough and woodlands situated 1km approximately southwest of the town centre is another under utilized natural amenity. The lough provides the opportunity for outdoor recreational activities which to date have not been exploited. The creation of an additional public walkway commencing at the proposed town park west of Annadale road, through Glen Ash and Farrantoreen, incorporating a scenic walk around the shore of Lough Farrantoreen and through the protected woodlands and returning via the proposed inner relief road and Iveragh Road. (refer to Map 2a)

The opportunity may exist to create cycle paths in conjunction with the existing and new walkways along the proposed town park and further afield to establish a sustainable connection between the river and the pier at Ballykissane to the north of the town. Any provisions made along these routes must be conducted in a sympathetic manner so as to safeguard biodiversity interests.

3.9.5 : Educational and Childcare Facilities

Education is a key component in the ongoing growth of Killorglin town and is regarded as the engine in the attainment of social and economic changes. For this reason it is vital that the future expansion in education facilities corresponds with both existing and predicted population and economic growth rates during the lifetime of the new plan.

The town accommodates 1 primary school (Scoil Mhuile) at Castleconway and 2 post primary schools; the Intermediate Secondary School and the Killorglin Community College situated on the Iveragh road and Langford road respectively. The community college also offers a wide range of night classes. The lodge house on Market Street accommodates the Kerry Adult Educational Service.

The number of pupils attending the schools has generally been on the increase in recent years and some schools have erected prefabs and extensions to accommodate students and associated facilities. This increase is generally due to inward migration and the increase in residential developments in the town over the last few years.

Overall the number of pupils enrolling in the primary school and both secondary schools increased slightly from 2006/2007 to 2008/2009. The number of students attending Scoil Mhuile national school decreased to some extent from 375 pupils in 2006/2007 to 365 pupils in 2007/2008. However this figure increased in 2008/2009 academic year with 377 students attending the primary school. Overall both Secondary schools have experienced a rise in enrollment numbers in the recent year 2008/2009. Notwithstanding this the numbers attending the Intermediate Secondary School decreased somewhat from 2006/2007 to 2007/2008 from 653 to 645 pupils. However, similar to the trend of the national school, enrollment numbers increased for the academic year 2008/2009 to 657 students. Unlike the aforementioned two schools, the number of students attended the Killorglin Community School increased consecutively over the three year period between 2006/2007 to 2008/2009. Approximately 108 pupils were recorded in 2006/2007, 131 pupils in 2007/2008 and the number continued to increase in 2008/2009 to 146 students.

In order for the town to develop in a sustainable manner it is essential that as part of any substantial large scale residential developments an assessment of existing school capacity must be carried out and submitted in tandem with the proposed development. It may also include proposals for the provision of new schools, if necessary. School needs assessments should be prepared in consultation with the Dept. Of Education and Science, Kerry County Council and School Management Boards, in order to determine the projected needs of educational facilities in the town.

A state of the art community childcare facility is situated on Langford Street. In order to ensure the number of crèche and childcare places keep pace with residential development in the town the Planning Authority will have regard to the "Childcare Facilities; Guidelines for Planning Authorities" (DOEHLG, June 2001) when assessing a planning application for large scale housing development over 75 units

Objective No.	Social infrastructure and amenity It is an objective of the Council to
SIA 1	Safeguard existing social infrastructure and amenities including health, educational, cultural and recreational facilities for the public benefit.
SIA 2	Make provisions for new social, cultural and recreational facilities to meet the needs of the town in a proper and sustainable manner.
SIA 3	Appropriately zone sufficient community /institutional lands for the life time of this plan
SIA 4	Zone appropriate lands to facilitate the development of a leisure quarter at Farantoreen /Langford street.
SIA 5	Facilitate the development of community and sporting facilities which would contribute to the sustainable development of the town itself as a venue for sporting activities where they comply with the objectives of this plan.
SIA 6	Zone sufficient lands along the western bank of the River Laune to facilitate the development of a number of linear town parks while safeguarding biodiversity interests.
SIA 7	Facilitate the sensitive development of the western bank of the River Laune to create a number of linear town parks using soft landscaping, natural materials, sensitive lighting and furniture and information points while safeguarding biodiversity interests.
SIA 8	Ensure the River Laune, Lough Farrantoreen and associated woodland walkways are sensitively treated as valuable amenities to the town and provide an integrated approach between the natural and the built environment (refer to Map 2a)
SIA 9	Facilitate the development of educational facilities in accordance with the proper and sustainable development of the town by making provision for new educational facilities, or extensions to existing facilities, sufficient in their overall extent, quality and distribution to meet educational needs.
SIA 10	Ensure all large scale residential development applications conduct a school needs assessment and submit the findings in tandem with any proposed development as part of the planning process.
SIA 11	Promote the provisions of childcare facilities, including crèches and play schools sufficient in their extent, quality and distribution to meet the childcare needs of the town, having regard to the 'Childcare Facilities: guidelines for Planning Authorities' (DOEHLG, June 2001)

3.10 Built Environment

3.10.1 Urban Form Analysis

The basic form of the town has remained essentially unaltered since the original OS map of 1842. The location of the principal streets and roads remains the same. What has altered is the extent of the built up area. The railway has come and gone in the intervening period. The street pattern at first glance appears quite haphazard but on closer inspection is quite ordered and the overall layout allows for good circulation through and around the central core area.

The junction of Mill Road, Sunhill, Upper Bridge Street, Iveragh Road and Sunhill is considered the central focus although the triangular space formed by the junction of Main Street, Upper Bridge Street and Langford Street is significant from a cultural viewpoint.

Lower Bridge Street runs east west from Laune bridge and is comprised mainly of two storey buildings with some three storeys near the junction with Annadale Road. The closure of a few commercial premises in recent years has reduced the footfall in this part of town.

The steep incline up Main Street allied with a succession of three storey buildings and the gentle curve in the street all give the sense that the visitor is entering a relatively dense urban area and creates a sense of expectation.

New Line Road (Crows Road) has little to offer in architectural terms, and although close to the town centre has not developed commercially and is also quiet from a pedestrian viewpoint. As a result of the steep gradients to the east and west of the road, building on this road has been constrained over the years. Apart from two dwellings on the west side and a fine three storey building at the corner of Lower Bridge Street there is little else of note in terms of architecture along the road. Halfway along the road on the western side above the road is a terrace of four houses which are included in the RPS.

Market Street has an eclectic mix of architectural structures especially on the eastern side of the street, which, combined with the decorative iron railing give this length of streetscape a touch of elegance. The new Market House building backing onto the Fairfield adds a modern touch to the town centre. The vista along Market Street towards Main Street is one of the most interesting and attractive views in the town. Market Street is essentially a commercial street with a limited residential component. The street has a good mix of uses including a bank, courthouse, drapers, daycare centre, accountants etc.

Market Street intersects with Mill Road at its northern end. Although less impressive architecturally, Mill Road is nonetheless a busy area with most of the streetscape on the western side comprised of two storey and some dormers toward the church end. Mill Road is mainly commercial. Similar to Mill Road, the streetscape on Iveragh Road is confined in this instance to the eastern side and is comprised mainly of two storeys with a group of three storey buildings near the intersection with Upper Bridge street, Mill Road and Sunhill. The new development around what has become known as Library Place has fundamentally changed this part of town and introduced a very attractive public space.

Annadale road is somewhat similar to New Line Road although quite close to the town centre it has not developed commercially and is essentially residential with some large detached residences overlooking the Laune.

Langford Street has a commercial component at its northern end although this has been reduced in recent years. The street has a large residential component but a number of other uses including a school are also found along this road. Because of its length and the diversity of uses the street lacks any architectural coherence

Objective No	Urban Form It is an objective of the Council to;
UF-1	Ensure that future development in the town takes place on infill, brownfield and zoned greenfield sites and consolidates the compact urban form of the town making it an attractive and sustainable settlement.
UF-2	Promote new streetscape development at appropriate locations in the town as indicated on the Zoning Map.

3.10.2 Derelict Sites

The Derelict Sites Act 1990 requires that owners or occupiers of any land to take all reasonable steps to ensure that the land and any structure within, does not become, or continue to be, a derelict site. A derelict site is any land, which detracts, or is likely to detract, to a material degree, from the amenity, character or appearance of land in the neighbourhood of the land.

3.10.3 Urban Environment Opportunity Areas – MAP 2(b)

There are a number of areas in the town centre that are in need of physical and environmental improvement works and offer the potential to greatly improve the appearance of the town.

3.10.4 New Line Road

New Line Road (Crow’s Road) runs parallel to the River Laune. Building has been restricted along New Line Road over the years probably due to the steep gradients both above and below the road. The only street frontage is in the vicinity of the junction with Lower Bridge Street. The introduction of a mixed use urban streetscape incorporating the existing three storey corner building on the east side of the street would serve to renew this area and provide an opportunity to reintroduce commercial activity to this part of town.

3.10.5 Fairfield

The Fairfield is bounded on the north west by Mill Road on the north east by Market Street and to the south by the new Market House and outbuildings backing onto Main Street. In former times as its name suggests it would have been the main focal point for fairs and markets. Today it serves as one of the town’s main carparks. It also has an ancillary, though equally important function as the location for street traders and weekly outdoor markets. Negotiations are ongoing between Kerry County Council and the stallholders and it is envisaged that upon completion of the talks it will be possible to introduce a more regular ordered regime in the Fairfield. It is proposed that during the lifetime of this plan a redevelopment scheme will be completed incorporating additional seating, planting and resurfacing of the area, the possible introduction of a permanent structure for the street traders and the provision of a bus shelter on the Mill Road side. The scheme would also provide for improvements to the lane off Mill Road serving the rear of premises on Upper Bridge. This lane has a high footfall and is used to access commercial premises on Main St./Upper Bridge Street.

3.10.6 Annadale Road

Facilitate the redevelopment of the old mill building, this is well located site within easy reach of the centre and overlooking the River Laune.

3.10.7 Shop Fronts & Signage

A number of traditional shopfronts have been retained in Killorglin. Names are an important element in the traditional shop-front. They identify a family which may have been trading in the town for generations and will take pride in the name over the shop. While many of the original shop-fronts have either been removed in their entirety or substantially altered what remains is still of significant architectural value.

The preservation of the remaining examples is vital for the retention of the identity and character of the town. Original shop-fronts that display good design features and add to the streetscape should be retained and renovated. The Council will encourage the preservation and refurbishment of existing traditional shop-fronts and name plates, and the development of new shop-fronts in traditional and non-traditional design. Modern shop-fronts must be designed to the highest standards and can interpret traditional design principles in innovative ways so as not to detract from the character of the area. While some retailers may wish to use a retailers corporate identity, this should be balanced against the need to enhance the quality of an individual property or streetscape.

The key to a successful shop-front is clarity and simplicity. The design of a new shop-front should relate to the architectural characteristics of the building of which it forms a part. It should relate sympathetically to the upper floors in proportion, scale and vertical alignment. Traditional shop-front frameworks should be vertical in emphasis and generate a balanced composition of elements. Existing features of the building such as string courses, arches or plaster detailing, window surrounds etc are elements which could be incorporated into the shop-front design. The design of the fascia is an important element of the design and particular attention should be given to its composition. The proportion and detailing of name fascia's, pilasters and stall-risers should not dominate the elevation.

The materials used should complement the architectural character of the street and should integrate with the overall visual unity of the street. Timber is the most appropriate material for a traditional building.

The design and location of advertisements and signs deserve careful consideration, to ensure the quality of buildings and shop-fronts is not obscured by a plethora of unnecessary, inappropriate and unsympathetic advertising.

3.10 Urban Design and Development Management

The built heritage of Killorglin which in a number of instances takes advantage of the topography of the town in its form and layout is an important and intrinsic element of the town's attractiveness and uniqueness. It is important therefore that any additions to the built environment are of high architectural quality in terms of design and materials.

Chapter 13 of the County Development Plan 2009-2015 contains general development management and urban design guidance for urban areas.

Objective No.	Urban Design It is an objective of the Council to;
UD-1	Require that all applications for new development in the town centre shall be accompanied by an Architectural Impact Statement.
UD-2	Ensure the design of premises or the refurbishment of existing premises in the town is sympathetic to existing development in the vicinity, complies with the objectives of the Architectural Conservation Area, and is of a design composition that enhances the streetscape.

UD-3	Require Urban Design Statements for large or significant developments including residential developments in excess of four dwellings within the town.
UD-4	Ensure that applications for new development in the town shall have regard to the Urban design Guidance as contained in Chapter 13 of the Kerry County Development Plan 2009-2015.
UD-5	Require that all applications for new developments for four and less dwellings, and including commercial developments, should be accompanied by a design statement.
UD-6	Ensure that all derelict sites within the town centre are identified and are dealt with in accordance with the Derelict Sites Act 1990.
UD-7	Encourage the preservation and refurbishment of existing traditional shop-fronts and nameplates in appropriate materials
UD-8	Ensure that developments comply with the <i>Sustainable Residential Development in Urban Area and the Urban Design Manual- A Best Practice Guide</i> as issued by the DoEHLG in 2008, where appropriate.
UD-9	Ensure that new roadways, new road widening schemes, vehicle parking areas and junction improvements works are carried out in a visually sensitive manner, where possible.
UD-10	Ensure that new developments front onto public spaces or walkways and that they provide an active frontage of attractive design and scale.

3.11 Built Heritage

3.11.1 Protected Structures

The town centre contains a number of buildings of historical and architectural interest which make a positive contribution to the streetscape and constitute an important element of the areas built heritage. A number of these buildings are included in the Record of Protected Structures in the Kerry County Development Plan 2009-2015.

It is not proposed as part of this plan to include any additional buildings in the Record of Proposed Protected Structures.

3.11.2 Architectural Conservation Areas

Parts of the town have been designated an Architectural Conservation Area (ACA) as indicated on map 3(b) and Appendix 1. This area has been revised since the previous Local Area Plan. An ACA is defined as a place, area, group of structures or townscape taking account of building lines and heights that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or that contributes to the appreciation of a protected structure.

Objective No.	Built Heritage It is an objective of the Council to:
BH-1	Protect and enhance structures included in the Record of Protected Structures by requiring that: <ul style="list-style-type: none"> • No such building is demolished • The maintenance, alteration, extension, replacement or insertion of any significant feature(s) or part(s) to a protected structure shall not be detrimental to the character of the structure. • Development shall be carried out and designed sympathetically having regard to the architectural character of the structure and the setting. • The erection of any structure within the curtilage, adjacent to, or within the vicinity of the structure shall not be detrimental to the character of the structure and the setting, and shall be sited and designed sympathetically with the character of the structure and the setting. • Any works that will materially affect the character of a protected structure or proposed protected structure shall require planning permission. Consultation with the Planning Department is recommended prior to any works being carried out. • The Planning Authority shall secure retention and preservation of particular features of special interest. • The Planning Authority shall use its statutory powers to ensure protected structures are maintained in good order. • The Planning Authority will encourage the appropriate and sensitive reuse of protected structures.
BH-2	Designate and preserve those areas indicated on the Map 3b as an Architectural Conservation Area (ACA) in accordance with the provisions of the Planning and Development Act 2000 (as amended) and outlined in Appendix 1.
BH-3	Encourage the appropriate reuse and sensitive restoration of unused/derelict properties in the town.
BH-4	Preserve the town's architectural heritage and encourage development that is designed in a manner that is in keeping with the scale, character and pattern of the existing built fabric and urban form. New developments must be designed to a high architectural standard and must take cognisance of local design features and materials.

3.11.3 Archaeological Heritage

There are two recorded monuments within the proposed town boundary and a number of monuments contiguous to or in the vicinity of the proposed boundary, which will be protected from inappropriate development. These are indicated on Map 3(a).

Objective No.	Archaeological Heritage It is an objective of the Council to:
M-1	Ensure the preservation of all archaeological monuments in the plan area as included in the Record of Monuments and Places
M-2	Have regard to the recommendations of The Heritage Service, the National Museum of Ireland and other statutory agencies in the carrying out of local authority development control functions.
M-3	Have regard to the advice and recommendations of the County Archaeologist in respect of monuments and features not currently listed in the Record of Monuments and Places.
M-4	Ensure that any proposed development within the lands highlighted as representing the zone of archaeological potential around a monument listed in the Record of Monuments and Places (RMP) is referred to the National Monuments Section of the Department of Environment, Heritage and Local Government. Such developments will be the subject of archaeological impact assessment and may require further subsequent archaeological mitigation – buffer zones/exclusion zones, monitoring, pre-development archaeological testing, and archaeological excavation prior to a decision being made.