

CASTLEISLAND ADOPTED LOCAL AREA PLAN

1.0 CONTEXT

1.1 Town Profile

1.2 Location

Castleisland is located 17km east of Tralee and 25km to the north of Killarney. It has excellent access to the national road network with both N21 and the N23 National Primary Roads meeting at the western end of the town. Castleisland is 9km from Kerry Airport, which is located at Farranfore. The city of Limerick is approximately 80km to the North of the town. The town is often referred to as the “Gateway to Kerry” due to its location on the main road into the county from Limerick and Dublin.



1.3 Brief History

Castleisland or *Oilean Chiarraí* (The Island of Kerry), was once the main town and the centre of Desmond power in Kerry, getting its name from the Castle built by Geoffrey Maurice (or de Marisco) in 1226 by the river Maine. It formed a line of Norman Castles along the River Maine forming a defence between the Normans of North Kerry and the native Irish of South Kerry. It was a massive structure, stretching northwards from the bank of the river, to the foot of Maum Hill, a distance of well over a mile and the same distance east along the bank of the Maine. It became the seat of the Earls of Desmond and remained in their possession until 1583 as part of the plantation of Munster. It was destroyed in 1600 but was later partially restored. The Castle and lands were leased to Sir Thomas Roper and reverted back to Sir Thomas Herbert in 1640. During this time the castle gradually fell into ruins with very little left today. The main surviving part today is the de Marisco tower located behind the terrace of houses on the Killarney Road.

The Main Street is one of the widest in the country. The western end of Main St is defined by Market House, dating from 1747 and the eastern end is defined by the Carnegie Library, built in 1920. The gothic style St. Stephen and St. John Church on Church St was designed by Doolin and built in 1880 while St Stephens Church on Church Lane was built in 1840, incorporating the fabric of an earlier church dating from 1650.

A “light” railway line was built between Castleisland and Gortatlea in 1875 which mainly carried freight. The line was closed in 1976 with little remaining today save for the former Station Master’s House and the stone structure to the north of the treatment works alongside the Mullagh River.



1.4 Function and Facilities

Castleisland is a bustling market town which serves a large agricultural hinterland. The Mart is held in the town every Monday and many businesses in town rely on the business of the farmers visiting the mart. Many ancillary agri-businesses have developed in the town as a result.

The town has a wide range of services and facilities ranging from shops, public houses and cafés to a number of large car showrooms and furniture shops. There are good community, educational and sporting facilities in the town, including three primary schools and three post-primary schools. The town has two hotels.

The town benefits greatly from its location at the junction of two national roads and its close proximity to Tralee, Killarney and Farranfore and its location on the main road to Limerick from the county. It is an important employment centre in the local area with many small scale industrial and retail units.

1.5 Castleisland Functional Area

Castleisland is the principal town in the Castleisland Functional Area (a primary functional area) which also includes the towns of Brosna, Knocknagashel, Scartaglin, Currow, Currans and Cordal. The overall strategy as contained in the County Development Plan 2009-2015 for principal settlements is;

Strategy for Principal 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 within the Hub functional area and distribute the influence of the Hub throughout the county.
SS 3-21	Ensure that the development of these towns provides 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 Castleisland Local Area Plan and will be reflected in the objectives of the Local Area Plan.

1.6 Population

The census recorded a decline of 3.2 % in the population of Castleisland town in the period from 1996 to 2002, the only large town in the county experiencing a decline in population during this period. This downward trend was mirrored in the ED of Castleisland which experienced a decline of 4.0% from 1996 to 2002.

The Census recorded a 6.4 % rise in population between 2002 and 2006 giving the town a population of 2,300. The population of the ED also rose in the same time period by 6.7%, to 3,285 persons.

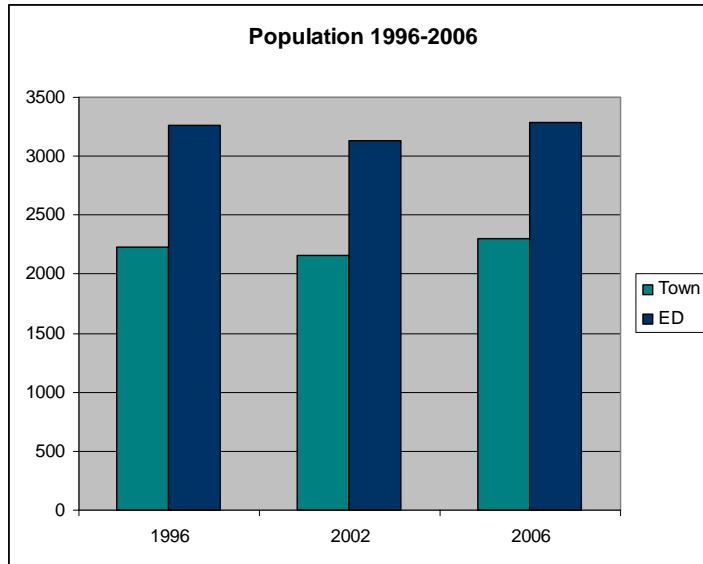


Figure 1.1: Population trends in the town and ED of Castleisland 1996-2006 (CSO)

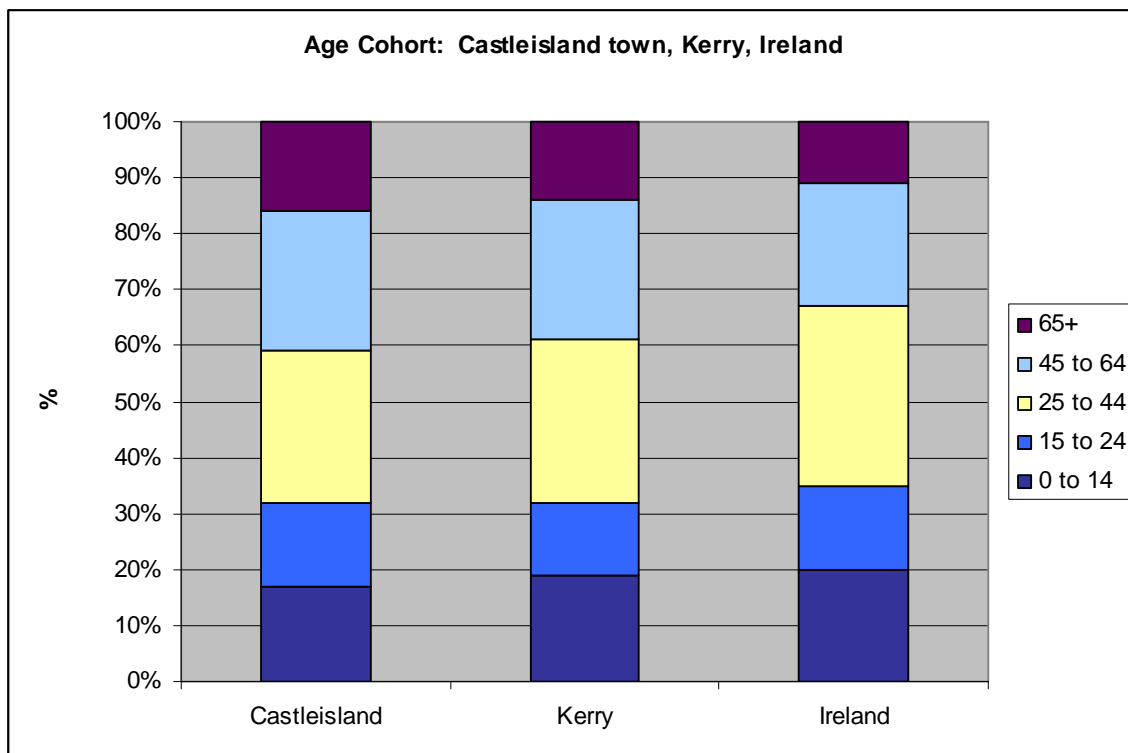


Figure 1.2: Age cohort of persons in Castleisland, County Kerry and Ireland 2006

As can be seen from Figures 1.1 and 1.2, when compared with the age cohorts at a national level, Castleisland has a higher proportion of population over 45 and the 25-44 cohort is noticeably less than the national figure.

1.7 Population Projections

Population projections for the town of Castleisland until the end of the local area plan period in 2015 are contained in table 1.1. It targeted that the population of the town will grow to 2,944 persons during the plan period. This is an increase of approximately 448 persons in the plan period.

2006	2009	2012	2015
2300	2496	2708	2944

Table 1.1: Population projections for Castleisland town 2009-2015

On the basis of the population in existing settlements, it is calculated that the demand for residential development in Castleisland will be 75% of the total demand of the functional area. It is the intention therefore to make provision for the development of approximately 25 Ha (62 acres) of residentially zoned land over the period of the plan.

1.8 Employment

The Census states that in 2006, 59% of towns population were categorised as being at work. It is likely however, that the number of people unemployed in the town has been on the increase in recent times due to the current national and international economic situation. The breakdown of employment by sector in the town for 2006 is shown in Figure 1.3.

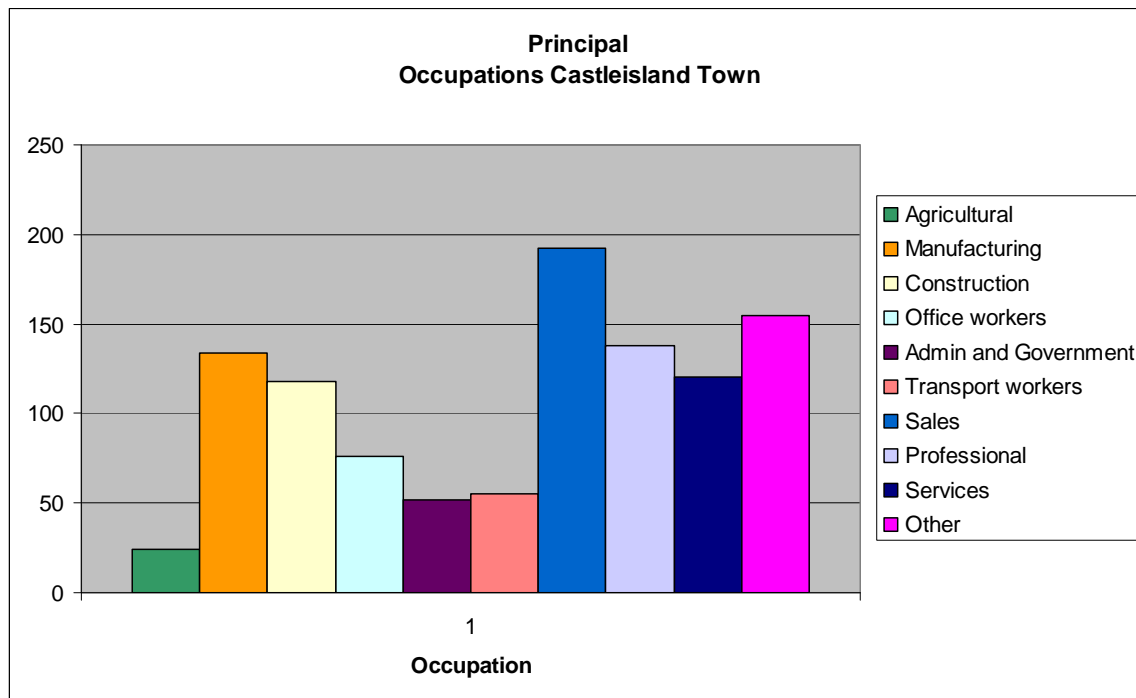


Figure 1.3: Principal Occupations by Sector in Castleisland town (CSO, 2006)

As can be seen, the majority of people in town are employed in sales and services. A large proportion of those employed are defined as “other”. Manufacturing is also a big employer of locals but it is likely that many of these may commute to larger towns.

As was the case all over the country, construction has been a big employer over the past decade. This is no longer the case however with the downturn in the economy and the construction industry. There are a number of car showrooms, furniture shops, builders providers and agri-businesses in the town which are important sources of local employment.

Below are figures illustrating the distance travelled to work, school and college in 2006 by persons living in the town of Castleisland. The largest number of people travel just 4km to work, school or college which is a trend which should be maintained by ensuring employment uses 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 school children travelling to school. The next highest number of persons travel 15 to 24 km to work, school or college which implies that these people are travelling to Killarney and Tralee for work. A proportion of these may also be attending secondary school in Tralee or Killarney or the Tralee Institute of Technology.

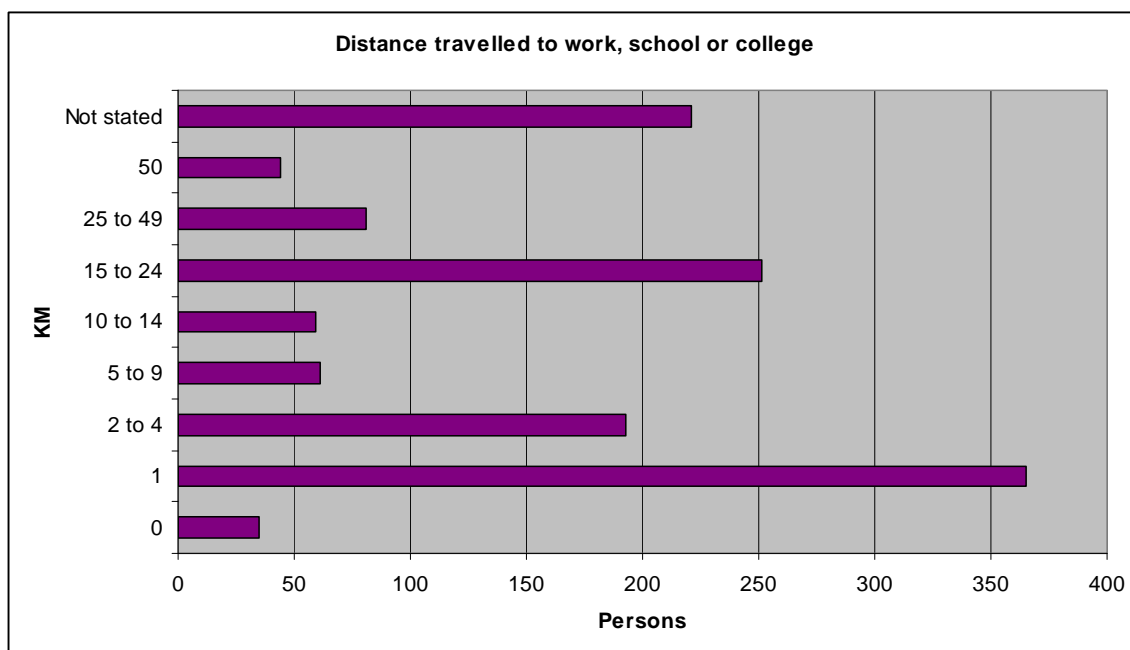


Figure 1.4: Distance travelled to work, school or college, Castleisland Town (CSO, 2006)

The town is closely linked to its rural hinterland and is therefore closely linked with the agricultural sector. This link is strengthened by the location of the Mart in the town which has two weekly mart days and provides a much needed boost to the economy of the town. Several agri-businesses have also been established in the town to benefit from the influx of farmers. The long-established Rhyno Mills and the recently opened Kerry Home and Farm Store are examples of important local employers in the agri-business sector.

The main sources of employment in the town are the retail and services sector and the manufacturing sector in areas such as the industrial estate on the Tralee Road. There are a number of sites vacant in this industrial estate and further light industrial land has been zoned to the west of the existing industrial estate. Barrack St also has some small-scale light industrial units. There are a number of light industrial and warehouse distribution centres in the outlying rural areas and in particular on the Limerick Road.

2.0 FUTURE VISION AND DEVELOPMENT STRATEGY

2.1 SWOT Analysis

To help formulate objectives for the future development of Castleisland, 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 Castleisland, 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 roads close to the main towns of Tralee and Killarney and Kerry Airport.
- The town is located in the Kerry Hub and is the “Gateway to Kerry” from Limerick/Dublin.
- The town has excellent road linkage to Tralee, the county town.
- 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 urban form and an attractive Main St.
- The town has an excellent range of sporting and community facilities.
- The town is located in the Sliabh Luachra area which has a strong cultural heritage, in particular traditional music.
- The town has a good supply and range of local and independent retailers.

Weaknesses

- High traffic volumes through the town.
- Haphazard parking on the Main St.
- Poor provision for pedestrians and cyclists in the town centre.
- Limited employment opportunities in the town.
- Lack of promotion of the town as a stop-off point on tourist itineraries.
- Much of historical fabric of the town has been destroyed, neglected or inappropriately reused.
- The Mart is an inappropriate land use for the town centre which is currently underutilised.

Opportunities

- Develop a clear vision/image for the future development of the town as “The Market Town.”
- Develop an attractive well-planned vibrant town that will attract residents to live in the area.
- The by-pass will help relieve congestion in the town and provide opportunity to improve the quality of life and public domain in the town.
- Capitalise on the construction of the by-pass by developing the town centre into a renewed urban centre with farmers markets selling the produce of the local area.
- Existing built fabric of the town provides opportunities to improve urban spaces.
- Mart site provides the opportunity to regenerate the town centre, add to the retail and service function of the town, create employment and create an attractive town centre urban area.
- Creation of a new street to the south of Main St along the link road will open up this area to new high quality development and enhance the vibrancy and vitality of the town centre.
- There are a number of greenfield and brownfield sites in the town centre and contiguous to the town centre that are suitable for development.
- Protect the heritage of the town for future generations.
- Develop the Maine Riverwalk and any other identified walks in the area.
- Improve pedestrian and cyclist mobility within the town.
- Provide a wide range of housing for the local population within walking distance of the town centre.
- Expand the town park and construct a playground.

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.
- Lack of employment and suitable housing for the local population.
- 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.
- The withdrawal of Shannon Development from the town's industrial estate.
- The construction of the by-pass may reduce the profile or recognition of the town.

2.2 Future Vision and Development Strategy

The vision for Castleisland town is to ensure that the town develops in a sustainable manner and in a way that will improve the quality of life for residents and visitors alike. Focus will be on improving the built environment and public domain thereby attracting more visitors and investment to the town. The positive aspects of the town include its strong local identity, strong urban form, rich cultural heritage, excellent sporting facilities and its historic importance to the outlying rural hinterland in terms of commercial and social services and facilities.

Its function as a bustling market town serving the needs of the local population is an important role and identity for the town. The branding of the town as "The Market Town" will alleviate loss of recognition and reinforce an identity which can be developed into the future.

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 them.
- This strategy envisages that growth in population will occur through increasing employment uses and by providing an attractive town which will attract and retain residents, thereby leading to the demand for increased services and further growth.
- The aim is to promote the town as an important element of the linked Tralee/Killarney Hub and to create a critical mass of people and services to attract investment and create employment.
- 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 formulate a framework to maintain the town's compact form and conserve its character and natural setting, while ensuring that future growth adheres to the principles of sustainability.
- The town's location in proximity to Kerry Airport and on a strong network of roads should be exploited to the maximum to attract investment, employment and residents.
- The town shall develop a strong identity as "The Market Town" promoting local produce and foods.

Achieving these goals cannot be achieved through land-use planning alone. Neither can they be achieved in the short-term, over the period of this plan. They require the long-term coordinated commitment of all sectors in the community involving social, economic and cultural participation. It is the intention of Kerry County Council, however, that this Local Area Plan will put in place the long-term land-use framework to facilitate achieving these objectives.

3.0 SECTORAL STRATEGIES AND OBJECTIVES

3.1 Employment and Economic Activity

3.1.1 Employment

There are several land use zonings in the town that will accommodate employment uses - these being mixed use, town centre, retail, retail warehouse, industry, light industry, business and enterprise park. The zoning of land for such employment uses and the promotion of tourism in the town will help stimulate development in the town at appropriate locations and provide employment.

Castleisland's proximity to the Tralee / Killarney Hub and to Kerry Airport ensures that it is a potentially attractive location for new enterprises. This locational advantage, will contribute significantly to creating the economic conditions for growth. In order to exploit this advantage Castleisland must develop the social and physical infrastructure necessary to stimulate and support growth. The level of amenities and the quality of the physical environment are key factors in attracting and retaining employment uses.

The County Council will facilitate future employment provision within the town and support the development of Castleisland as a thriving and economically sustainable town in the Tralee/Killarney Hub.

An Employment Opportunity Site has been designated on the Killarney road for a business/enterprise park which will help initiate further economic activity and employment in the town. This site was chosen due to its ease of access to the Airport and train station at Farranfore and its prominent location at an entrance into the town. It is envisaged that enterprise units of varying sizes and types will be encouraged along with new businesses and offices. The site is an important and highly visible site on the approach into the town and any development here should be coherent in the context of an overall plan for the site and be of a high architectural campus style design incorporating high quality landscaping. A development brief for the Employment Opportunity Site has been included in Appendix A.

3.1.2 Broadband

As part of the Metropolitan Area Networks (MANs) Project a broadband fibre link has been installed in Castleisland town. This will provide world-class backhaul to the area which in turn allows ISPs to deliver high speed broadband to the town. This important infrastructure should be a major factor in helping new and small businesses decide to locate in the town.

Objective No	Employment and Economic Activity It is an objective of the Council to:
EEA-1	Zone sufficient land at appropriate locations in the town for employment uses to facilitate the location of new enterprises and businesses in the town.
EEA-2	Facilitate future employment provision within the town and stimulate activity to support the development of Castleisland as a thriving and economically sustainable town.
EEA-3	Protect lands zoned for employment uses in the town from inappropriate development that would prejudice its long-term development for such uses.
EEA-4	Facilitate the relocation of Castleisland Livestock Mart to an edge of town site and facilitate the redevelopment of the mart site to a mixed use opportunity site with opportunities for the creation of employment.

Objective No	Employment and Economic Activity It is an objective of the Council to:
EEA-5	Facilitate the development of local enterprise units so that local and indigenous industries have the opportunity to develop.
EEA-6	Zone land for the expansion of the industrial estate on the Tralee Road.
EEA-7	Facilitate light industrial and industrial uses on suitably zoned land and protect land zoned for industrial and light-industrial uses from inappropriate development which may prejudice its long term development potential.
EEA-8	Zone site on the Killarney Road as an Employment Opportunity Site for a business/enterprise park. Buildings on this site shall have a high quality campus style layout and shall comply with the development brief for the site contained in Appendix A.

3.1.3 Town Centre

The town centre in any town is the most important part of that town as it gives the settlement a focus and an identity and is the centre of economic and social activity and interaction. In order for a town centre to be successful it needs to;

- Have a mix of vibrant uses
- Have sufficient parking
- Experience minimal traffic congestion
- Be pedestrian and cyclist friendly
- Have an attractive built environment.

The main street in Castleisland is an example of a bustling town centre which serves a large rural hinterland. It is important in order to maintain the vibrant town centre that the level of retail provision in the town centre is maintained. Its historic character must also be preserved and its built fabric should be improved and maintained to a high standard.



A Town Centre Opportunity Site has been designated at the mart to encourage its redevelopment. The redevelopment of this site is seen as a major priority for the future development of the town centre. It will give the opportunity to create an attractive and vibrant extension to the town centre with a mix of uses and a new street. A development brief for the opportunity site is contained in Appendix A of this plan.

A Town Centre Strategy will also be prepared during the lifetime of this plan. This strategy will focus on the environmental improvement of the town centre and Main St in particular. The aim is to ensure that the town centre can capitalise on the reduced through traffic after the construction of the by-pass by upgrading the built environment and physical fabric of the town and the creating of new and pleasant urban spaces. Focus will also be on improving traffic flow and parking in the town. In summary the Town Centre strategy will;

- improve the built environment of the town centre through the application of detailed urban design briefs
- focus on the upgrading of the Main Street in terms of improving the public domain and making it a more attractive urban space which is focused more on the needs of the pedestrian
- focus on the development potential of the Mart Site and include a detailed design brief for its redevelopment.
- ensure that the traffic management and parking provision are re-examined in the town after completion of the by-pass.

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 and community life.
TC-2	Facilitate a mix of compatible uses that will contribute to an enhanced provision of a range of town centre uses and which will consolidate the retail core around Main St as the primary activity and business centre for the town.
TC-3	Promote the development of the town centre as the primary location for retail and other commercial development in the town and its hinterland.
TC-4	Ensure that future development in the town centre is of a high quality design standard and respects the town's historic character and built form.
TC-5	Facilitate the reduction of traffic congestion and the restructuring of parking spaces in the town centre.
TC-6	Provide for easy and safe pedestrian and cyclist movement throughout the town centre.
TC-7	Encourage the use of upper floors in the town centre for commercial or residential use.
TC-8	Expand the town centre into the Mart Site and ensure a high level of pedestrian connectivity between the two areas.
TC-9	Promote a high quality urban environment.
TC-10	Ensure that traditional shopfronts and signage is retained and that new developments are of a high quality architectural design and finish.
TC-11	Carry out a Town Centre Strategy to address the issues pertaining to the development of a town centre. This Strategy will address the physical enhancement and improvement of the town centre through urban design measures and improved traffic management in the town.

Objective No	Town Centre It is an objective of the Council to;
TC-12	Zone the Mart Site as a Town Centre Opportunity Site for a mixed use development and a priority site for redevelopment in the town. Development proposals for this site will comply with the Design Brief contained in Appendix A and shall also comply with the Town Centre Strategy.

3.1.4 Retail Development

3.1.4.1 Retail Strategy

Castleisland is a fourth tier retail centre as defined in 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.



Castleisland as a county town and fourth tier retail centre has a range of independent smaller shops and services, most of them on the Main St making this the retail core area¹. The town has two supermarkets and has the potential to accommodate at least one other supermarket to prevent shopping leakage to Tralee and Killarney and promote competition. The town is noted for its range of furniture shops, car showrooms, builders providers, electrical shops and women's clothing shops and attracts many out-of-town shoppers to these premises which has a knock-on effect on other shops and services within the town. To-date, Main Street has been the focus of retail development which has resulted in a bustling and vibrant town centre. The vitality and viability of the town centre will be protected in the future by ensuring that all future retail developments are located in the town centre.

¹ The retail core area corresponds with the area zoned town centre in the zoning map.

Tralee and Killarney are defined as third tier retail centres and it is evident that a large proportion of the local population would travel to these towns on a regular basis for shopping due to their proximity and the wider range of shops and services available in them. It is hoped that the provision of further convenience shopping facilities in the town will help minimise shopping leakage to Tralee and Killarney.

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 retail leakage to Tralee and Killarney
- An attractive shopping environment is created with a wide range of shops and services and ample centrally located parking
- The loss of shoppers to larger towns such as Killarney and Tralee for convenience goods especially needs to be minimised by ensuring the on-going strength and dominance of the town centre and the increase of convenience shopping in town
- New retail developments shall be of high architectural design and layout
- Competition in the retail sector is promoted
- A sequential approach is adopted in the assessment of all retail planning applications.

3.1.4.2 New Retail Development

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 site. In the event that town centre sites for larger retail developments are proven by the developer to be unavailable, 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.”

In Castleisland, there are sufficient sites available in the town centre or on the edge of the town centre that are suitable for retail developments.

3.1.4.3 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.

3.1.4.4 The Mart Site - Town Centre Opportunity Site

The Mart Site is a prime development site within the town centre suitable for a mixed use development with a large anchor retail unit.

The mart is currently held twice a week in the town which in effect means this large site with an approximate area of 2.5 Ha, is underutilised for such a centrally located town centre site. The importance of the mart to the town is recognised in that it brings huge revenue to the town. However, the current agricultural-related use at the site would be more suited to an edge of town site where it will not detract from the amenities of the town centre and where it will help reduce traffic congestion and the influx of lorries, tractors and heavy loads in the town centre. The future relocation of the mart will therefore be encouraged and the redevelopment of the mart site as a mixed use town centre opportunity site will be prioritised in the future development of the town.

In addition, the creation of a new street to the south of Main St along the Link Road will provide an opportunity for the construction of attractively designed retail units which will add greatly to the town centre. A development brief for the site is contained in Appendix A.

3.1.4.5 Off-Street Trading Area

There is a designated off-street trading area in the town but it has not been fully utilised for this purpose to date. This area has been chosen as the site for the new town playground and an alternative off-street trading area will therefore be provided which can also be used for a farmers market. Most towns in the county now hold weekly farmers markets and in a town such as Castleisland with a strong agricultural hinterland and mart days twice a week, such a market should be established to encourage the sale of local produce. It is considered that an off street trading area/market area should be located at a central location in the town to ensure a high level of prominence and accessibility.

Objective No	Retail Development It is an objective of the Council to:
Ret-1	Ensure that the town centre continues to be the focal point and core retail area of the town.
Ret-2	Maintain the vitality and viability of the town centre as an important shopping location for its catchment area.
Ret-3	Apply the sequential approach when assessing planning applications for new retail developments within the town.
Ret-4	Facilitate improvement in the range, scale and accessibility of retail outlets within the town.
Ret-5	Ensure a high quality of amenity and urban environment throughout the retail core.
Ret-6	Ensure that new retail developments other than small scale convenience shopping and retailing warehousing is located in the town centre, and where this is not viable on edge of centre sites.
Ret-7	Reserve land as indicated on Map 2 for the development of a Retail Warehouse Park.
Ret-8	Facilitate the provision of an off-street trading area/market area at an appropriate central location.
Ret-9	New retail developments in the town centre shall be of high architectural design and layout.
Ret-10	Ensure that large retail type developments provide an area for the provision of 'bring bank' facilities.

3.1.5 Tourism

Tourism has not benefited Castleisland town to a great extent with most visitors to the county heading to the more scenic areas such as Killarney and An Daingean. The towns strategic location in the county and in particular its proximity to Kerry Airport has not been exploited in full to date in terms of tourism development. Failte Ireland (Southwest) is the body responsible for promoting tourism in Castleisland and there is a wide range of tourist information on the town available on their website.

The main tourist attraction in the town is Crag Cave which also has an indoor adventure centre, gift shop and restaurant. Failte Ireland recorded 80,000 visitors to Crag Cave in 2007.

As the caves are located outside the town, there is a chance that many visitors visit the caves and drive on to their next destination without entering the town. It is important therefore to ensure that visitors to the Caves are also directed towards the town as a shopping and tourist destination.

The town has the potential to develop as an authentic diversion on the usual tourist trail in the county. The town has its own unique character and identity and gives an insight into the workings of a traditional market town with a strong rural hinterland. The history of the town should be highlighted along with amenities such as the riverwalk, park, sporting facilities and 18-hole golf course. The riverwalk at present is very poorly signed and needs to be upgraded at several locations. The historic remains in the town of the Castle, the barracks and the railway all have potential to draw visitors into the town. The excellent sporting facilities in the town can be promoted and the surrounding woodlands and hills have the potential to develop as popular walking areas. These attractive features of the town should be included in appropriate tourist signage and promotional literature. The town can also be promoted as a town with a range of tourist accommodation and it has a hotel and several guesthouses.



The cultural heritage of the town and the surrounding Sliabh Luachra region also provides further opportunity to draw visitors to the town. The Patrick O’Keefe traditional music festival is held on the October Bank Holiday weekend and draws a huge number of traditional music enthusiasts to the area. The Kerry Drama Festival is an amateur drama festival held at the Ivy Leaf Centre every March.

It is evident that, in order to help strengthen Castleisland’s tourist economy, it will be necessary to increase the attractiveness of the town as a place to visit. This will require an improvement in the environmental quality and built environment of the town.

This can be achieved by ensuring new development enhances the streetscape, and the traditional architecture of the town centre is conserved. The improvement of the built environment in the town and in particular the Main St will help to make the town more attractive which will also help entice visitors.

The key to the future success of tourism in the town is the need to improve the quality and quantity of the tourist information that is made available, the need to capitalise on the amount of visitors to Crag Cave and the need to work with the relevant tourism bodies in the country. Tourist signage should be updated and should comprehensively list all the attractions of the town and surrounding area. The importance of an official website for the town which lists regularly updated information on the town cannot be underestimated. Such websites are successfully used for attracting visitors to other major towns in the county. The development of a tourist information office in the town should be prioritised, possibly at the Ivy Leaf Art Centre or at the Library. The development of the Ivy Leaf into a combined Arts, Heritage and Tourist information centre would be of benefit to the town.

Objective No	Tourism It is an objective of the Council to;
T-1	Promote Castleisland as a town with a unique character and identity and facilitate quality developments that will help improve the tourism potential of the town.
T-2	Facilitate the development of high quality visitor accommodation within the town at appropriate locations.
T-3	Facilitate the provision of sporting, cultural and amenity facilities in the town as a means of boosting the tourism potential of the town.
T-4	Improve tourist signage in and outside the town as a means of highlighting awareness of the tourist attractions in the area and promoting the town as a tourist destination.
T-5	Facilitate the provision of a Tourist Information Centre in the town.

3.2 Natural Environment

The town is located in a dramatic sweeping valley, fantastic views of which can be seen from the height of the N21 to the North of the town. From this viewing point the extent of the urban area and its context in the natural environment can be appreciated. The Glenaruddery Mountains are to the north of the town and the Stacks Mountains to the west which define the beginning of the “Vale of Tralee”. The town is located in good agricultural land. There are pockets of bogland however to the east and south of the town.

The River Maine flows in an east-west direction to the south of the town centre and it is joined by the Glenshearoon River at the west of the town and the Shanowen River at the east of the town. The EPA gives the water quality of the River Maine and Glanshearoon River moderate status (Q3-4) while the Shanowen River has good status (Q-4).



There are no environmental designations within the town or immediately adjacent to the town.

Objective No	Natural Environment It is an objective of the Council to:
NE-1	Ensure that development in the town shall not have a significant detrimental impact on the natural environment.
NE-2	Ensure that water quality of the Maine River and its tributaries is maintained and protected from polluting 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 that developments within the flood plain of the river will not be permitted. Any applications for developments in proximity to the river shall be accompanied by a flood impact assessment indicating any flood mitigation measures proposed.
NE-5	Ensure that 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 Fisheries Board and the OPW.
NE-6	Comply with the provisions of Section 11.4 of the County Development Plan in relation to Flood Management.
NE-7	Protect existing trees and hedgerows in the town where possible and promote additional planting in new developments in accordance with detailed landscaping proposals.
NE-8	It is an objective of the Council that where possible an access and maintenance strip of 10m be maintained adjacent to watercourses and main drainage channels and that an access strip of 5m be maintained adjacent to minor channels.

3.3 Transport and Movement

3.3.1 Roads

Castleisland is located on two national roads the N21 (Tralee-Limerick) and the N23 (Castleisland-Farranfore). This benefits the town in terms of allowing it quick and easy access to the main towns of Tralee and Killarney and good connectivity with Limerick and beyond. This has resulted in heavy traffic congestion in the town during peak traffic hours.

This congestion detracts from the quality of life of locals and causes frustration among motorists. It is anticipated that the construction of the Castleisland By-Pass will significantly alleviate this congestion.

The R577 connects the town to Scartaglin and the towns of north-west Cork and provides an alternative route to Cork City.

3.3.2 Castleisland By-Pass

The Castleisland by-pass will involve the construction of a 5.4 km by-pass on the western side of Castleisland town linking the N23 Killarney Road to the N21 Limerick Road. This will help alleviate traffic through the town, will help improve the environmental amenity of the town centre and improve the quality of life of residents. Due to its rural location and distance from the existing built up area of the town, this road will not open up lands for development.

There are clearly enormous potential benefits to be gained from the Castleisland bypass, as has been demonstrated by other towns in Ireland, such as Port Laoise, Cahir, Loughrea and Naas, where associated improvements have transformed the environmental quality of the town centres.

Benefits expected include;

- Traffic volumes are reduced through the town.
- The existing use of street space is radically changed. Pedestrians, visitors, cyclists, disabled people and civic uses in general can benefit substantially, whilst still maintaining vehicular access in a traffic-calmed environment.
- Traffic speeds can be reduced by as much as 50%, as a result of traffic calming measures.
- A fall in traffic noise levels, commensurate with reductions in traffic.
- Significant improvements in air quality.

The Council recognises that planning ahead and developing a strategy for the enhancement of the town which maximises the benefits of the bypass is essential. Removing through traffic releases carriageway space for which there are many demands and opportunities. A strategy is needed for the town that strikes the right balance between progressing environmental goals while at the same time reinforcing the commercial health of the town. Consequently, the Council will aim to undertake a Town Centre Strategy to explore how these problems and opportunities can be addressed.

The Strategy will be mainly driven by environmental objectives. The aim is to improve conditions in the town for all road users, rather than just motorists and to enhance the physical environment and public domain of Main Street and town centre. This will be achieved through appropriate urban design measures, facilities for pedestrians and cyclists and generally more and higher quality civic spaces. Other needs should also be catered for, including parking, loading and safe access taken into full consideration. Safety issues and the usability of the town centre for both residents and visitors are of prime importance for any town centre.

3.3.3 Inner Relief Road and Link Road

An inner relief road is also proposed which will run from the eastern end of Main Street, past the Rugby Club and An Ríocht, over the river and join up with the public road to the east of the Community College and eventually onto the Scartaglin road. This will help divert local traffic in the town from the Main Street. A link road is also proposed running west from the inner relief road parallel and to the south of Main St to join up with Old Chapel Lane. It is envisaged that this new road will give the opportunity to create a new street in the town centre.

3.3.4 Public Transport

Bus Eireann provides a daily bus service from Castleisland to the major towns in the county and outside of the county. Kerry Community Transport also provides a public transport service around the county and includes the town of Castleisland and the outlying villages and rural areas. The train stations of Tralee, Killarney and Farranfore are short distances away and provide rail connectivity with the cities of Limerick, Dublin and Cork. The town is also a short distance from Farranfore Airport. Connectivity to the town by means of public transport is therefore considered to be satisfactory but frequency of services could be improved.

3.3.5 Car Parking

The town has an adequate supply of car spaces. Parking along the Main Street is perpendicular parking. There is a large public car park in front of the new County Council Offices and Library to the west of the town which is rarely at full capacity. There is another car park to the south of Centra on Main St which can be accessed from Main St or from Old Chapel Lane. Garveys car park also provides plenty of car spaces to serve the supermarket and the town. All of these parking spaces are free of charge. There are also smaller informal car parks off the lanes off the Main Street. It appears that there is a preference to park along the Main Street rather than in one of the towns many car parks.

Land has been zoned for the provision of a public car and bus park on the eastern side of the town. A bus park is needed in the town to facilitate the parking of school buses and coaches. This area of the town is close to most of the schools in the town.

3.3.6 Pedestrian and Cyclist Movement

The current volumes of traffic in the town militate against a pedestrian and cyclist friendly environment. It is hoped that this situation will change when the proposed by-pass is complete and when through-traffic is largely eliminated from the town centre. Pavements are in poor condition throughout the town and much of it is in need of upgrading. There is good pedestrian connectivity between the older housing estates in the town and the town centre. The newer estates that have been developed on the edge of the town are at a distance from the town and are not as well connected. There are two pedestrian crossings on the Main St but more are required especially at the eastern end of Main Street. There are no cycle-ways in the town. It is hoped that these will be incorporated in any new developments in the town and will link up with new cycle-ways on the main roads into the town centre.

3.3.7 Traffic Control

Improvements are proposed for the junction at the eastern end of Main St and at the Limerick Road junction on Main St. The eastern end of Main St is currently used as a u-turning area for motorists wishing to go back down Main St and this practice should be eliminated. The construction of the Inner-Relief road will also necessitate the improvement of this junction.

3.3.8 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 came into force after which the ‘Access for All Implementation Plan 2008-2015’ was adopted by the Kerry Local Authorities and outlines the work of Kerry Local Authorities in implementing 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	Reserve new access points to facilitate orderly in-depth development as indicated on the Zoning Map.
TM-2	Seek the provision/improvement of footpaths throughout the town and in particular on the Main St.
TM-3	Provide/extend footpaths and cycle-ways in new and existing development throughout the plan area to provide greater connectivity and mobility.
TM-4	Prohibit any new development adjacent to or exiting onto the Castleisland By-pass.
TM-5	Carry out a Town Centre Strategy which will address traffic and transport issues in the town such as parking, loading, safe access, and improvement of provisions for pedestrians and cyclists in the town centre. A Traffic Management Plan will be carried out for the town as part of this Town Centre Strategy during the lifetime of this plan.
TM-6	Facilitate the construction of an inner-relief road and link road as indicated on the zoning map and prohibit any development along the proposed route that would be detrimental to its construction.
TM-7	Introduce parallel parking along Main Street in order to improve vehicular, pedestrian and cyclist safety and to facilitate environmental street improvement works in accordance with the Town Centre Strategy.
TM-8	Facilitate junction improvements at the eastern end of Main St and at the Limerick Rd junction on Main St.
TM-9	Facilitate the construction of a car and bus park on the east side of the town as indicated on the zoning map.
TM-10	Encourage the rear servicing of commercial premises where possible.
TM-11	Ensure the provision of adequate pedestrian and cyclist linkages between the town centre, the redeveloped Mart site and residential areas.
TM-12	Implement the provisions of the “Access for All Implementation Plan 2008-2015.” (Kerry County Council).
TM-13	Ensure that provision shall be provided for the disabled and mobility impaired, in terms of access and parking, in all future developments.
TM-14	Prepare a Supplementary Development Contribution Scheme to help fund the construction of the Inner Relief Road and Link Road as indicated on Map 2.

Objective No	Transport and Movement It is an objective of the Council to:
TM-15	The development of lands zoned for Retail/Commercial or industrial/light industrial on the Tralee Road and the development of Opportunity Site No 2 on the Killarney Road where access is to be provided outside the 50kph speed limit shall be dependent on the completion of the Castleisland Bypass.
TM-16	It is an objective of the Council in relation to lands zoned residential on the N21 National Primary Route/Limerick Road and marked 'TM16' on the zoning map, that access to the lands shall be restricted to being within the 50kph urban speed limit or alternatively that access outside the 50kph speed limit would be dependent on the completion and opening of the Castleisland Bypass

3.4 Water, Wastewater Infrastructure and Waste Management

3.4.1 Public Water Supply

Castleisland is supplied with drinking water from the Central Regional Water Supply Scheme which is sourced from Lough Guitane. This Scheme has adequate capacity to cater for the projected growth of the town in the plan period.

3.4.2 Wastewater

The town is served by a wastewater treatment plant which is located adjacent to the River Maine to the west of the town centre. Connection to the public system will be permitted in principle in the town. However, there will be constraints locally due to the size and condition of pipework and pumping may be required in some instances. A consideration which should also be taken into account in the town is the need to do an assessment of the assimilative capacity of the receiving waters. Developers are advised to contact Water Services prior to applying for planning permission for any large developments.

There are plans to upgrade and extend the network and a preliminary report for the Castleisland Sewerage Scheme – Stage II is currently being prepared for submission to the Department of Environment, Heritage and Local Government.

3.4.3 Surface Water

Currently within the town there are difficulties in terms of pumping and treating the volume of stormwater and surface run-off. Future developments should be constructed as separate drainage systems as this would allow for stormwater to be drained directly to natural water sources. This system eliminates the water treatment process and can lead to an increase in capacity of the existing treatment works. Interceptors should be situated in locations where run-off can be contaminated with pollutants, e.g., metals, oils and petrol, silt and dust, pesticides and detergents.

New developments within the town should have regard to the use and function of sustainable urban drainage systems, e.g. through the introduction of stormwater attenuation on site and/or integrated into proposed linear parks along river and stream corridors (creating a system of 'ponds in a park').

3.4.4 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. Kerry County Council, Limerick City Council, Limerick County Council and Clare 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 sets out the proposed policy for integrated waste management including the planning, regulation, collection, recycling, recovery, and disposal of non-hazardous 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. Recycling facilities should be easily accessible to all members of the public.

Objective No	Water and Wastewater Infrastructure, Waste Management It is an objective of the Council to:
W-1	Facilitate the provision of the necessary water and wastewater infrastructure required to ensure the sustainable development and future growth of the town.
W-2	Construct the Castleisland Sewerage Scheme – Phase II.
W-3	Ensure that the development of zoned land is contingent on adequate water and wastewater infrastructure being available.
W-4	Upgrade and expand the sewerage network to facilitate zonings.
W-5	Ensure that development proposals incorporate Sustainable Urban Drainage Systems (SUDs) so as to minimise culverting, encourage native waterside vegetation and promote the use of reed beds and permeable paving to absorb pollutants and regularise storm water run-off.
W-6	Encourage waste reduction and re-cycling having regard to the policies outlined in the Regional Waste Management Plan.
W-7	Encourage the recycling of materials from all waste sources and promote the principles of waste prevention and minimisation with local businesses, schools and communities.
W-8	Ensure that recycling facilities are provided in new developments in consultation with the Environment Section.

3.5 Residential Development

3.5.1 Existing residential developments

There are a number of established residential estates in the town along with clusters of development and ribbon development along the approach roads. Newer developments have been constructed and permitted on the outskirts of town to the north and south.



Figure 3.1: Aerial photo showing extent of development in town and outlying areas (2004).

3.5.2 Future residential developments

Future residential development will only be zoned for on infill sites and on sites contiguous with the town centre to avoid the further leapfrogging of development, ensure a sustainable and compact urban form and to ensure that residents are within easy walking distance of town centre facilities.



In general, a mix of housing types should be provided in any one development to provide for the varying housing needs of the public and to adapt to changing demographic trends. Housing developments with a mix of housing types also make for a more interesting and attractive estate in terms of design and layout.

There is no reference in this plan and in the land use zonings to residential densities. The appropriate density for applications for housing developments will be considered by the Planning Authority on a case by case basis and will be based on the density of surrounding developments, if any and the proximity to the town centre. In general, housing densities will be higher closer to the town centre and lower towards the edge of town. Applicants are requested to refer to the Sustainable Residential Development in Urban Areas Guidelines published by the DOEHLG in December 2008 for further guidance in relation to housing densities.

Developers intending to apply for housing developments in the town are advised to hold pre-planning meetings with the Planning Section 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;
Res-1	Promote the development of high quality, attractive residential developments in the town that integrate with adjoining developments and are well connected to the town centre.
Res-2	Zone land for residential development in accordance with the principles of the overall strategy of this plan and in close proximity to retail and community services.

Objective No	Residential Development It is an objective of the Council to;
Res-3	Ensure that future residential development is only permitted on appropriately zoned land to ensure a sustainable and compact urban form.
Res-4	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.
Res-5	Facilitate the provision of social, affordable, voluntary and private housing in the town.
Res-6	Provide potential homebuyers with a broad range of housing options with regard to location, size and design.
Res-7	Ensure that residential densities reflect the density of appropriate adjoining developments. Higher densities will be considered in the town centre or within close proximity to the town centre. Lower densities will be considered at the edge of town.
Res-8	Ensure that significant applications for residential development shall include an analysis of educational facilities to cater for the increased demand arising from such development.
Res-9	Ensure that the provision of recreational, social and cultural facilities keeps pace with the development of housing to support a growing population and create a viable community.
Res-10	Promote the development of suitable derelict and backland sites for infill development.
Res-11	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 Environment, Heritage and Local Government.
Res-12	Naming of housing developments shall reflect local features and local history and shall be bilingual.

3.6 Social Infrastructure & Amenity

There is a strong local community in the town and a good range of community and social facilities available. The quality and quantity of community, cultural and recreational facilities in a town is of huge importance to local residents but also to prospective residents and employers considering locating in the town. Developing the town's social infrastructure and amenity spaces is therefore an important aspect in the growth and attractiveness of the town. It is clear that the range and quality of community and sporting facilities available in the town, largely due to the work of the local community, is excellent.

3.6.1 Community Facilities

There are a number of active community groups working in the town. The North and East Kerry Development Offices are located in the Island Shopping Centre and they serve as an important source of information and support for communities in the area. The Castleisland Development Association and Castleisland Enterprise Board are important community and business groups working for the improvement of the town. The town also has a Tidy Towns Group which does great work in improving and maintaining the appearance of the town.

Kerry County Council opened a new Castleisland Area Services Centre in the town in 2008 which houses the new library and county council area offices. A new Garda Station is proposed for the Tralee Road and there is a Courthouse at the Carnegie Building.



The Castleisland Community Centre is located at Tonbwee adjacent to the Community College and there is an elderly Day Care Centre on Old Chapel Lane. There is a health centre on College Road and the Talbot Grove Addiction Treatment Centre is located at Tonbwee.

3.6.2 Recreation and Amenity

Castleisland has a wealth of recreational and sporting facilities. Desmonds GAA Club and the Castleisland Golf Club are on the Limerick Road. Castleisland Rugby Club and An Ríocht Athletics Club are located at Cragreens close to the town centre. An Ríocht, which also houses a Health and Leisure Centre and meeting rooms is one of only two privately owned athletic clubs in the country and boasts an international standard 400 metre tartan athletics track. It is located at Cragreens close to the Rugby Pitch. There is a Community Centre, pitch and putt course and tennis courts at Tonbwee.

The town has a small town park to the south of An Ríocht and adjacent to the river. It is considered that this park is inadequate to serve the needs of a town the size of Castleisland. This park should be expanded to provide a larger town park to meet the active and passive amenity needs of the town. A playground is proposed adjacent to Riverview cottages.

3.6.3 Walking Routes

The River Maine riverwalk is a walk that goes from the park at An Ríocht at the east of the town to the treatment works at the west of the town (see map 2). This walk has not been taken in charge by the Council and is maintained by a local development group. It consists of a gravel track on one side of the river only and entails crossing the public road at three points. There is very little seating and lighting along the walkway and there is a lack of signage to guide walkers and to provide information on the walk.

The western end of the walk to the north of the treatment works is in poor condition and consists of a dirt track where it exits onto the Cahereens West Housing Estate.

Highlights of the walk include impressive views of the Castle and St Stephen and John's Catholic Church. New developments along the river will be required to include a setback from the river to allow public access to the river where necessary. New developments where practical should also be orientated to front onto the River and boundary treatments along the River should be to a high finished standard and preferably should be finished in local stone.



The Castleisland to Gortatlea railway line which closed in 1976, has the potential to develop as a valuable walking route. The dismantled railway line runs from the west end of the town and joins up with the main Tralee Killarney line at Gortatlea. This walk could also link up with the Riverwalk to provide a valuable amenity walkway to the people of the town and surrounding area.

3.6.4 Education and Childcare

The town has three primary schools, two secondary schools and a community college which also offers night classes. All these schools are centrally located in the town or in the case of the Community College on the edge of town at Tonbwee. Numbers in the schools have generally been on the increase in the past few years with some schools having to erect prefabs to accommodate students. This is largely due to inward migration.

The Department of Education has recommended the provision of a new co-educational post primary school in the town to cater for approximately 750 students. According to the Department of Education, 4.86 Ha is required for all new post-primary schools. The Department also requests that any site reservations be made as close as possible to community facilities such as sports facilities, libraries etc. so that these can be shared between the school and the community.

There are a number of childcare facilities in the town ranging from crèche to pre-school services. A large childcare centre was built as part of the housing development at Cahereen Heights which has recently opened.

The Council will have regard to the "Childcare Facilities: Guidelines for Planning Authorities" (DOEHLG, June 2001) when assessing applications for childcare facilities and large housing developments over 75 houses.

Objective No	Social Infrastructure and Amenity It is an objective of the Council to:
SIA-1	Seek the provision of recreational, social and cultural facilities required to meet the needs of the town and safeguard existing recreational, social and cultural facilities in the town for public benefit.
SIA-2	Ensure that significant applications for residential development shall include an analysis of the capacity of educational facilities in the town to cater for such a development.
SIA-3	Have regard to the “Childcare Facilities: Guidelines for Planning Authorities” (DOEHLG, June 2001).
SIA-4	Promote the provision of childcare facilities, including crèches, and play schools, sufficient in their extent, quality and distribution to meet the childcare needs of the town.
SIA-5	Facilitate the construction of a playground adjacent to Riverwalk Cottages as indicated on the Zoning Map (Map 2).
SIA-6	Designate a suitable site for the construction of a new amalgamated school to cater for the post-primary educational needs of the town as indicated on the Zoning Map (Map 2).
SIA-7	Seek the extension of the existing Town Park to the south of the river.
SIA-8	Develop the Maine riverwalk as a valuable amenity in the town by helping to improve signage, seating, information points and lighting along the walk.
SIA-9	Ensure the River Maine walkway is completed to create a linear pedestrian route and cycleway along the river supplemented by open space where conditions allow.
SIA-10	Facilitate the development of the old Castleisland to Gortatlea railway line as a walking route.
SIA-11	Ensure that proposed developments adjacent to the Maine River allow for a minimum of a 10m landscaped and publicly accessible strip of land adjacent to the river.

3.7 Built Environment

3.7.1 Urban Form Analysis

The town in general has retained a compact urban form with development radiating in all directions from the Main Street. Some of the newer housing developments have detracted from this compact urban form as they are located on the outskirts of the town and at a distance from the town centre.

Future development in the town should not detract from the compact nature of the town and should be carried out in a coherent manner on infill and brownfield sites and sites contiguous to the built-up area. Developing the town in this manner will help reinforce its compact form and will help create an attractive and sustainable settlement.

Main Street, has a strong linear form running in a northeast-southwest direction, and consists of two and three-storey buildings on mainly long narrow sites. The width of the street is its main defining character and it is approximately 34.5m wide at its widest point. A number of roads lead off it to the north and south. The narrow width of these roads is a constraint.

It is terminated at the western end by JK O'Connors (Market House) and at the eastern end by the Carnegie Building. Buildings on the western end of the street are three-storey and reduce in scale to the east. There is no formal square or large public space in the town, but it is considered that the width of the Main St lends itself to the development of an attractive public domain in the town through hard and soft landscaping, and possibly either widening the footpaths on both sides of the street or creating a wider pedestrian island/median in the middle of the street with improved paving, seating, landscaping and public art. There are a number of neglected and derelict properties in the town centre. The volume of through-traffic in the town detracts from the built environment and the amenity value of the street. The Main Street will be the central focus of the Town Centre strategy that will be carried out for the town.



Church Road is to the south of Main Street and is the road to Scartaglin. The northern part of the street consists mainly of two storey properties. There is a pleasing three-storey stone terrace building on the west side of this street which was formerly the Presentation Convent School. St Stephen and John's Catholic Church and the Presentation Convent School Buildings are on the eastern side of the street as is the Rhyno Mills which is an impressive industrial Mill complex dating from 1846. Garveys supermarket which relocated from the town centre is also on this street on the south side of the river. This new road at Cahereen has potential for new streetscape along the southern side of the road to the south of Garveys.

College Road off Main Street consists of mainly residential terraced and detached properties. There are also three schools on this road. Pound Road is a residential road running from the western end of Main Street. Up until recently this road had several single storey thatched workers cottages, none of which remain today. The Killarney road is again mainly residential with some commercial properties such as a car showroom and furniture shop. There is an attractive terrace of two-storey buildings along the southern side of the Killarney Road close to the town centre.

There are also a number of smaller roads off Main Street. Old Chapel Lane or Creamery Lane leads to the Mart, Presentation Convent and Muire Gan Smal Primary School and the river and the river walk.

This lane and the Mart Area are underutilised at present and have huge potential for redevelopment. The area could be transformed into an attractive and vibrant extension of the town centre. There is a road linking Chapel Lane with the road which leads to An Ríocht athletic track and the Rugby Club. This road is in very poor condition at present and it is proposed to upgrade it in the form of the link road. It is bounded on the north by the rear gardens of the properties along the southern side of Main St. These gardens are long (the longest of which is 95m) and narrow, and are wholly underutilised. To the south of this road is the mart site. There are plans to construct part of an inner relief road along this road. This gives the opportunity to create streetscape and a new street along this road.

Church Lane is a short lane to the north of Main Street which leads to St Stephens Church and graveyard. The Church is no longer in use as a church and it is now used on a periodic basis as a theatre, dance hall and for community meetings. There are a number of small commercial properties on this lane and it also provides pedestrian access to St Stephens Park. This lane also has potential for redevelopment as an attractive pedestrian area. There is a large undeveloped site to the front of the Church which has the potential to be developed as an attractive urban space.

Barrack Street is to the south of the western end of Main St and leads to Cahereen. This is a mainly residential street with an attractive terrace of single storey cottages on the eastern side. The Old Barracks is located on the western side of the street. This is a large and interesting building which has been subdivided and is now in residential use, most of which has been unsympathetically renovated. There are number of small light industrial units located on the northern side of the River on Barrack St.

The Tralee road has a number of commercial and residential properties. The town's industrial estate is also located on this road at the edge of the town and consists of large detached properties. Newer buildings that have been built here are of high quality design. There are residential properties as you move into town, mainly terraced. There are a number of brownfield and greenfield sites on this road that are suitable for development.

The Limerick Road is also an important main road into the town and has a number of derelict sites and properties which have potential for sensitive redevelopment. There are several housing estates off this road, including the new private Clonough Estate which is located at the edge of the town. Desmonds GAA Grounds are also located on this road. There are also a number of greenfield sites on this road that are suitable for development.

The approach roads into the town from Cordal, Killarney and Scartaglin have suffered from inappropriate type ribbon development in the past which should be avoided in future as this type of development is unsustainable and results in unattractive approach roads into the town.

In all, the town has an interesting urban form and has several greenfield, brownfield and infill sites which are suitable for development and which will consolidate the compact urban form of the town.

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 greenfield sites contiguous with the built-up area and consolidates the compact urban form of the town making it an attractive and sustainable settlement.

Objective No	Urban Form It is an objective of the Council to;
UF-2	Promote attractive approaches into the town.
UF-3	Promote new streetscape developments at appropriate locations in the town as indicated on the Zoning Map (Map 2).

3.7.2 Urban Design

To attract growth in population and employment, a town must compete with other locations on environmental as well as economic grounds. To compete successfully a town must be an attractive place in which to live and work. Castleisland, despite its scenic rural location, historical Main Street and laneways, has not capitalised on these attributes. This strategy intends to develop the town's full potential as an attractive environment by providing a policy framework to ensure that townscape considerations are key influencing factors in the design and assessment of proposals.

A key element of the development strategy is that urban design principles be incorporated in the design and assessment of development proposals. Good urban design has the capacity to contribute to the physical social and economic regeneration of the town. Key opportunity sites and opportunity areas have been identified where quality architectural treatments and layouts will have a significant regeneration effect.

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

3.7.2.1 Shop Fronts & Signage

Castleisland contains a number of traditional shopfronts, which contribute to the distinctive character of the town. The design of new shopfronts within the town centre warrants detailed consideration. The Council will encourage the preservation and refurbishment of existing traditional shopfronts and name plates, and the development of new shopfronts in traditional and non-traditional design. Modern shopfronts 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. The key to a successful shopfront is clarity and simplicity. Traditional shopfront frameworks should be vertical in emphasis and generate a balanced composition of elements. The proportion and detailing of name fascia's, pilasters and stall-risers should not dominate the elevation.



Signage should be either handpainted or raised and should be of a modest scale and proportion. Raised lettering is highly effective and does not clutter the building elevation. High quality materials should be employed in all circumstances and plastic signage is discouraged. Projecting signage at first floor level adds clutter to the streetscape and should be confined to limited locations along the street.

3.7.2.2 Solid to Void Relationship

The street elevations within the town centre have a strong solid to void relationship (ie the relationship between the total area of solid wall surface and the total area of openings) with vertically proportioned openings. Elevational compositions of this nature should generally be applied to new buildings in the town centre. Larger openings at ground floor level may be appropriate where an overall balance of solid to void is achieved.

3.7.2.3 Materials and Finishes

Rendered walls, pitched slate roofs and timber sash windows and doors are the traditional materials that have been used in Castleisland. These materials are still relevant today and their application to new buildings should be kept simple and in keeping with local tradition. The use or exposure of rubble stone walls is discouraged on existing and new buildings. However, the subtle use of cut stone cladding to articulate building elements such as a shopfront is acceptable where properly detailed. Strong colours are encouraged on elevations within the town centre. Pitched slate roofs will be encouraged on new buildings. The design and detailing of roofs should provide for a uniform pitch and discrete fascias and eaves which are almost flush with the building elevation. The removal of traditional chimneys will be discouraged.

Timber windows and doors are characteristic of the town centre and should be maintained and repaired as necessary. The replacement of these elements with uPVC and aluminum windows and doors should be avoided and the use of timber joinery actively promoted. Where windows are being replaced divisions should be proportioned so as to generate strong vertical emphasis. Equally, doors should comprise symmetrical solid or glazed panels of vertical emphasis. Deviations from traditional window and door types should be permitted on new streets providing they are appropriately proportioned and detailed.

Objective No	Urban Design It is an objective of the Council to;
UD-1	Require Urban Design Statements for large or significant developments, including residential developments in excess of four dwellings.
UD-2	Require that all applications for new developments for four and less dwellings, and including commercial developments, should be accompanied by a design statement.
UD-3	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 2009-2013.
UD-4	Carry out a Town Centre Strategy during the lifetime of this plan.
UD-5	Encourage the redevelopment of the mart site into an attractive and vibrant extension of the town centre with high quality architecture and urban design principles.
UD-6	Ensure that the design of premises or the refurbishment of existing premises in the town is sympathetic to existing development in the vicinity and is of a design composition that enhances the streetscape.
UD-7	Encourage the preservation and refurbishment of existing traditional shopfronts and name plates in appropriate materials.
UD-8	Promote the role of urban design and architecture in the creation of place, space and terminal vistas and ensure development proposals address this challenge.
UD-9	Protect important views to and from landmark buildings, historic buildings and associated prospects to ensure the character of these places is adequately protected
UD-10	Ensure that developments comply with the <i>Sustainable Residential Development in Urban Areas and the Urban Design Manual - A Best Practice Guide</i> , as issued by the Department of the Environment, Heritage and Local Government in 2008, where appropriate.
UD-11	Ensure that new roadways, road widening schemes, vehicle parking areas and junction improvement works are carried out in a visually sensitive manner.
UD-12	Ensure that new developments front onto public spaces or walkways and that they provide an active frontage of attractive design and scale.

3.7.3 Urban Environment Improvement Areas

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. These areas are listed below and shown on Figure 3.1. The Town Centre Strategy will address the physical enhancement of the town centre in more detail.

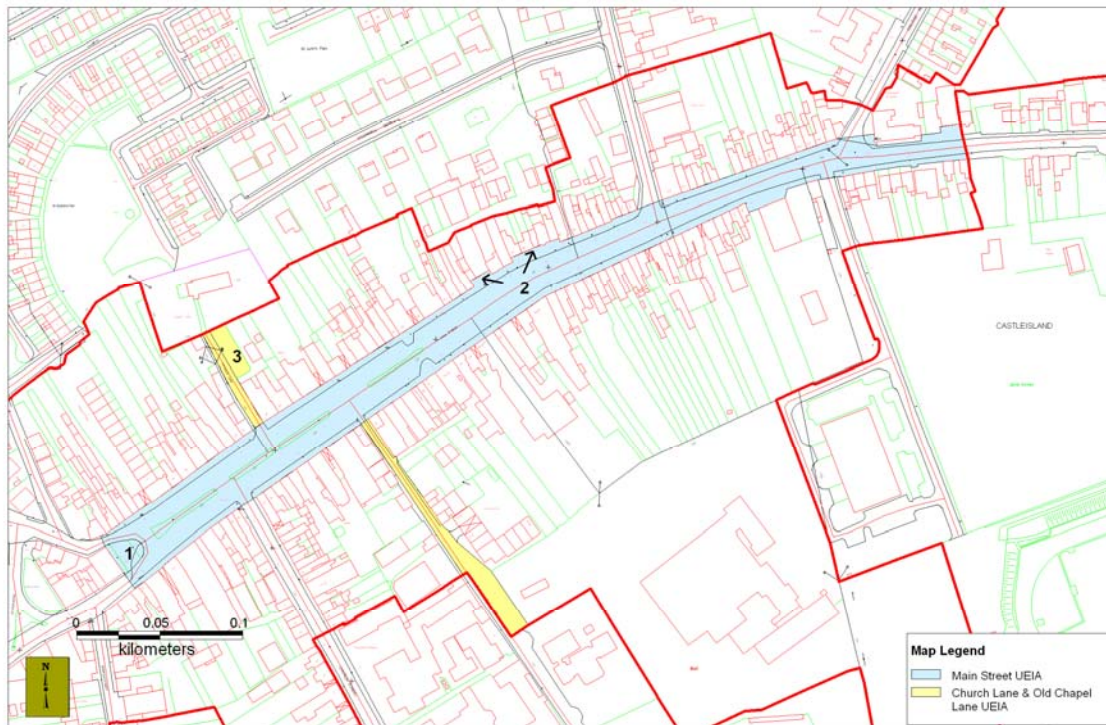


Figure 3.1 Urban Environment Improvement Areas

3.7.3.1 Main Street

Main Street is the focus of the town centre and is very important in terms of providing an attractive public domain for people to visit, live, shop, socialise and work in. Castleisland town centre is a bustling one with a mix of interdependent uses. The buildings along Main Street have been somewhat neglected in the past decades but the built fabric along with the street's unusually wide dimension provides the opportunity to create an impressive urban space. The aim should be to minimise the dominance of the car and prioritise pedestrian movement and safety. This will be easier to achieve further to completion of the by-pass. The following are the suggested physical improvements to Main St, which will be further addressed in the Town Centre Strategy;



Main Street Improvement Area

- The introduction of on-street parallel car parking along the Main St will be considered. Parking should be provided in groups of no greater than six bays with a break between groups which allows the footpath to project to the carriageway. This will facilitate pedestrians in crossing the street and ensure cars do not dominate the streetscape.
- Designated loading bays should be provided at appropriate locations. Rear servicing of commercial premises should be prioritized where possible.
- Increasing the width of the pavements on both sides of the street and resurfacing with attractive paving or increase the area of the traffic island at the centre of the street.
- Introduction of revamped street lighting, seating, landscaping and further public art pieces on the pavements and on the pedestrian island.
- Removing car parking area in front of JK O'Connors and creating a paved and landscaped urban space with seating and information boards on the town. (indicated as (1) on Figure 3.1).
- Creation of small "squares" at the two locations as shown on Figure 3.1 (indicated (2) on Figure 3.1). These areas are suitable due to their southern orientation as they are set-back from the main building line of the street.
- Paving and hard landscaping should be undertaken in a coordinated and integrated manner which ensures an overall coherency within the town centre.
- The design of infill and new buildings on Main Street should reflect the innate characteristics of the town's traditional buildings and should respect the architectural principles of scale, massing and proportion.
- The strong building line of the Main Street should be maintained. Where opportunities for infill development arise, the proposed development should conform with the building line of the adjoining structures across the entire plot frontage.
- Building heights should generally maintain the eaves or parapet line of neighbouring buildings.

3.7.3.2 Old Chapel Lane and Church Lane

Old Chapel Lane or Creamery Lane is a narrow lane leading to the Mart area, schools and the river. The Mart has been identified as an important town centre opportunity site in this plan. Old Chapel lane itself has developed in an unattractive manner with poor treatment of building facades fronting onto the Lane. Future development on this lane should be of high architectural quality and finish. Chapel Lane will have an important function when the Mart site is redeveloped as it will provide the main pedestrian connection between Main St and the Mart Site.

Church Lane is a short laneway off Main St leading to the Ivy Leaf Centre formerly St Stephens Church. It forms a pedestrian connection between St Stephens Park and Main St. The external aspect of the Church is in need of sensitive repair and the graveyard is also in need of repair and maintenance. The buildings that have been permitted on the lane detract from the character of the area and the lane is often congested with cars parked on both sides. Any new buildings on this lane should be of high architectural quality and finish and should front onto the Lane creating a more attractive public domain and setting for the Ivy Leaf Centre.

Both lanes have the potential to be pedestrianised as important pedestrian extensions to the Main St.



Old Chapel Lane



Church Lane

Old Chapel Lane and Church Lane Improvement Areas

- Ensure that new buildings and replacement buildings front onto the lanes and consist of attractive street frontages to create a successful continuation of Main St.
- The rear aspect of any existing buildings fronting the lanes should be visually improved by painting, improved fenestration etc.
- Create an urban space fronting onto the lane and adjacent to the Ivy Leaf as indicated at location (3) on Figure 3.1
- A mix of vibrant uses will be encouraged.
- Resurfacing of the lanes will be a priority.
- Investigate the possibility of pedestrianising the lanes in the future.

3.7.3.3 Approach Roads

The main approach roads into the town from Tralee, Killarney and Limerick form the visitor's first impression of the town. There are striking views of the Church along the Tralee Road which should be retained and protected from inappropriate development. In general, any new developments along these roads should be set back from the public road and include landscaping and footpaths for pedestrian access to the town centre. Public art installations could be installed at suitable locations on these main approach roads into the town and advertising signage should be restricted.

3.7.3.4 Derelict Sites

A number of derelict sites have been identified in the town by Kerry County Council. These sites are being dealt with by the Council under the provisions of the Derelict Sites Act 1990. Derelict sites should be sympathetically renovated in keeping with the character of the area and should be finished in suitable materials. Owners of derelict sites which contain protected structures or are within the curtilage of a protected structure or in an ACA should consult with the Planning Authority prior to the carrying out of any improvement works.

Objective No	Urban Environment Improvement Areas It is an objective of the Council to:
UEOA-1	Ensure that new development in the urban environment improvement areas is of high quality architectural design and layout and respects the character scale and form of the existing streetscapes.
UEOA-2	Encourage the creation of attractive urban spaces as a means of improving the public domain of the town.
UEOA-4	Encourage the inclusion of public art installations at suitable public areas to enhance the appearance of the town.
UEOA-5	Ensure that all derelict sites within the town centre are identified and are dealt with in accordance with the Derelict Sites Act 1990.
UEOA-6	Encourage the redevelopment of derelict sites throughout the town.

3.8 Built Heritage

3.8.1 Protected Structures

The town has a number of attractive streetscapes and individual buildings of architectural importance. The Main Street forms an attractive streetscape of mainly 19th Century two and three storey buildings. Many of these buildings are protected structures included in the Record of Protected Structures as contained in the County Development Plan 2009-2015. Details of these structures have been included in Maps 3 (a) and 3 (b) and Appendix B. Protected structures are so designated because of their special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.

The architectural and archaeological heritage of the town must be conserved and enhanced for its intrinsic social and historical value as well as its contribution to the streetscape.



There is an additional number of buildings in the town which are being included in this plan as proposed protected structures. These are listed below. Their location is shown on Maps 3 (a) and 3 (b) and further details and assessments are contained in Appendix C.

Proposed Protected Structures
1. Presentation Convent Building, Old Chapel Lane (RPS KY 040-20)
2. Stone Mill Building of Rhyno Mills, Church St (RPS KY 040-21)
3. Kingdom House, Main St (RPS KY 040-22)
4. 3 storey building and former Presentation School, Church St (RPS KY 040-23)
5. Station House, Station Road (RPS KY 040-24)
6. Remains of stone railway structure (water tower), Cahereens West (RPS KY 040-25)
7. Hartnetts Bar, Main St (RPS KY 040-26)
8. Remains of Bridewell, Barrack St (RPS KY 040-27)

3.8.2 Architectural Conservation Areas

Parts of the town have also been designated an Architectural Conservation Area (ACA) as indicated on Map 3 (b). These areas have 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 value. Details of the proposed ACA are contained in Appendix D.

It is hoped that these built heritage policies will help retain the important and historical built fabric of the town so that it's heritage and character can be retained for future generations.

Objective No	Built Heritage It is an objective of the Council to:
BH-1	<p>Protect and enhance structures included in the Record of Protected Structures or proposed for inclusion by requiring that:</p> <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	Secure the inclusion of the structures indicated on Maps 3 (a) and (b) and in Appendix C in the Record of Protected Structures.
BH-3	Designate those areas indicated on the Map 3 (b) as Architectural Conservation Areas (ACAs) in accordance with the provisions of the Planning and Development Act 2000 (as amended) and the guidelines for designation issued by the Department of the Environment, Heritage and Local Government. See also Appendix D.
BH-4	Encourage the appropriate reuse and sensitive restoration of unused/derelict properties in the town.
BH-5	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.

3.8.3 Archaeological Heritage

There are a number of recorded monuments within and partially within the development boundary which will be protected from inappropriate development. These are listed below and are indicated on Maps 3(a) and 3(b).

Recorded Monuments	
KE040-025	Enclosure, Cahereen West
KE040-026	Castle Site, Castlevew
KE040-027	Church Site, Moanmore
KE040-02701	Stone Sculpture (Iconic), Moanmore
KE040-074	Enclosure, Cahereen West
KE040-075	Enclosure, Cahereen West

Objective No	Archaeological Heritage It is an objective of the Council to:
RM-1	Ensure the preservation of all archaeological monuments in the plan area as included in the Record of Monuments and Places
RM-2	Have regard to the recommendations of The Heritage Service, the National Museum of Ireland and other statutory agencies in the carrying out of its development control functions.
RM-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.
RM-4	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) will be 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.