

FARRANFORE LOCAL AREA PLAN

CONTEXT

Location

Farranfore town is strategically located at the junction of the N22, N23 and R561, midway between Tralee and Killarney and approximately 9.5 kilometres southwest of Castleisland. It is a significant transport hub with a rail terminus close to the town centre and Kerry Airport just over a kilometre to the east.

Demographics

There are no separate population statistics available for the plan area. The census figures for the Molahiffe DED in which the town is located was recorded as 1,085 persons in 2002. (C.S.O.) This represents an increase of 15.7% on the previous recorded figure of 938 persons in 1996. Household size is estimated in the Kerry County Development Plan as 2.94 persons.

Between January 2000 and December 2005, planning permission has been granted for a total of 11 dwelling houses. Projecting this level of growth over the plan period would result in the development of 11 new dwellings (32 persons) over the plan period. Residential growth in recent years has been modest in comparison with other towns within the Hub area.

Functions

There are a number of employment opportunities within the town, including Kerry Airport, Kerry Agribusiness, Killarney Mechanical Services as well as a number of smaller commercial enterprises.

Facilities

The town has four convenience retail outlets that include a pharmacy and a post office. There are two public houses, two car sales outlets and a furniture store. The town has a Garda Station, two medical centres and a primary school. Sports facilities are comprised of a GAA pitch and an indoor sports hall

Infrastructure

A new sewerage scheme was completed in 2004 with an initial treatment capacity of 550pe, but with the potential to double or treble capacity if required. The town is served with water by the Central Regional Water Supply Scheme, which also serves Tralee,

Killarney and Castleisland. Storm water capacity is limited to the area in the vicinity of the school and the Local Authority housing estate. There will be a requirement for developers to provide facilities that comply with best Sustainable Urban Design System (SUDS) practice.

DEVELOPMENT ANALYSIS

Urban Form

Farranfore has developed in a linear fashion along both sides of the N22, with limited development westwards along the R561 Fieries road and eastwards along the Currow road. The N22, one of the busiest routes in the county, in effect bisects the town. Plans are being prepared for realignment of the N22 and N23 national routes in the vicinity of the town, where in effect they will bypass the town. This should allow for the creation of a much more pedestrian friendly environment within the town core.

The town core is formed by the intersection of the N22 the R561 and the Currow road. More recent local authority development in the vicinity of the school has served to some extent to create a more compact town core.

The town lacks any continuous urban streetscape and is largely characterized by haphazard building lines, some dereliction and a lack of traditional street frontage. The town also lacks a central identifying focus such as a town square.

Because of its pivotal location as a transport hub there are opportunities to develop the town as a transport/logistics/distribution base.

There are some opportunities for the expansion and improvement of the commercial centre. There are also opportunities to enhance the area in the vicinity of the stream and to provide a linear streamside park.

There is however, a need to extend and improve pavements in order to facilitate pedestrian movement. The development of pavements will also provide an opportunity to extend and improve the streetscape through additional tree planting.

There are no private housing estates within the town. A significant amount of ribbon development has taken place along the approach roads to Farranfore, particularly the R561 Fieries road. This is undermining the development of a compact urban form within the town

Natural Environment

Farranfore is located on relatively flat low lying terrain characterised by open field systems with little woodland. There are a number of trees within the town especially along a tributary of the Brown Flesk which flows through the town and these trees, where possible, should be maintained but should not be allowed to penetrate the obstacle limitation surfaces of the airport. The Brown Flesk meanders through the northern hinterland of Farranfore and the land is marshy in places. The land to the south of the town is characterised by hillocks.

Heritage and Archaeology

Farranfore town is relatively recent in origin dating from the early to mid-nineteenth century. There is only one Recorded Protected Structure within the proposed development boundary, the main railway station structure. There is one recognized monument within the proposed town boundary; a fulacht-fia site north of the R561.

Vehicular & Pedestrian Traffic

The town is well provided for in terms of public transport links. However, if Farranfore is to develop as a transport interchange there will need to be greater convenience in transferring from one mode of transport to another.

The footpath system within the town is discontinuous and there are sections of roadway within the town where no defined pedestrian area exists. A footpath to the nearby Kerry Airport along the southern side of the N23 has recently been completed.

Due to the increasing traffic levels on the N22 and in the absence of the proposed bypass additional traffic calming measures are required in the town centre.

Growth and Residential Development

Residential development in Farranfore has not matched that of the nearby settlement of Fieries. This may be due to the constraints imposed by air traffic restrictions, especially to the east and north of the town and the volume of through traffic which limits attractive urban development. It is envisaged that as the airport and associated developments expand over the coming years, there will be an increased demand for housing in the vicinity.

There are a number of parcels of areas of land within the town core in proximity to services and facilities which will allow for the continued concentration of social and commercial activity in a central location.

Kerry Airport

Kerry Airport is an important part of the county's transport infrastructure and key to the development of the Tralee/Killarney Development Hub as designated by the National Spatial Strategy. The airport is vital in promoting the county for both tourists and business executives. It has a key role in increasing accessibility to the county's major urban centres.

Vision:

Farranfore is designated as a town in the Settlement Hierarchy of the Kerry County Development Plan 2003-2009. It is a town with strong national and regional rail, road and air linkages. Due to its transportation linkages, its international airport and its strategic location within the Tralee-Killarney Hub, it is considered to be an ideal location for the establishment of the light industrial and distribution/warehousing sectors (ZL-1) as well as other opportunities which would benefit from an airport and potentially enhanced railway operations in the future. In order to exploit this potential lands have been identified for these uses within the town. In addition lands have also been identified for commercial uses particularly associated with the airport (ZC-2).

As previously mentioned growth in residential development in Farranfore has been slower than what would be expected, given its strategic and central location in the County. It is considered that the N22 National Primary route through the centre of the town has acted as a barrier to the development of an attractive town centre in the past. In the medium term a bypass for Farranfore will reduce the flow of traffic through the town centre and increase the potential for developing an attractive town with a more developed streetscape. It is considered that the development of this stronger more attractive town centre will act as the catalyst for residential growth. The growth of the town, together with its rural character will in time provide a population large enough to support an increased range of services appropriate to a rural town. Services could include a range of shops, professional and financial services catering for daily and weekly needs, medical services and public transport services.

In the short to medium term, however, including the period of this plan, it is not envisaged that the by-pass routes will be complete. The development strategy for Farranfore does not therefore envisage significant residential growth over the period of this plan.

Kerry Airport is critical to the economy of the County, reducing both regional economic and social disparities as well as the effects

of peripherality. Many of the county's existing industries and employers are dependent on it in order to function efficiently. The development of the airport is of paramount importance for the future economic development of the county. The continued growth and expansion of the airport and the town are inter-related and will have to be planned to ensure these functions continue, as far as possible, to be compatible. Facilitating the growth of the airport will increase the county's accessibility to markets and therefore improve its competitive position. With new flight destinations being developed on a continuous basis, passenger numbers are increasing at approximately 50% per annum and it is projected that passenger growth will expand from circa 400,000 in 2006 to 1,000,000 by 2010, requiring the redevelopment of the existing terminal buildings with additional passenger, freight and handling facilities. Work has recently taken place in relation to expanded car parking, provision of taxi ranks and bus bays for passenger set-down. This plan has designated an area for airport related uses (ZA-1) which will facilitate its future expansion.

It is a fundamental element of this strategy that any future development of the town, or lands in the vicinity of the airport, will have to be such as not to compromise the airport's proper functioning and future development. No development will be permitted which would prejudice the future development potential of Kerry Airport. The onus shall be on developers (in consultation with Kerry Airport) to ensure that any proposed development within the development boundary of Farranfore does not puncture the Obstacle Limitations Surface as defined in Annex 14 to the Convention on International Civil Aviation. Kerry Airport will have overall responsibility for assessing whether developments penetrate these surfaces or could otherwise effect the safety of aircraft operations at the airport and make recommendations to the Planning Authority at the planning stage.

The plan restricts proposed residential development within the areas subject to noise levels in excess of 57dBa. A substantial portion of the northern and eastern parts of the town lie within the approach zone and noise significant areas and are, therefore, not zoned for noise sensitive/residential development. Any proposed developments in noise sensitive areas should be assessed and vetted.

DEVELOPMENT STRATEGY

The overall development strategy for Farranfore is to enhance its position as a prime transport hub and to facilitate the development

of transport related activities and also to facilitate the development of a vibrant attractive town.

- Provide a site in the vicinity of the airport for industrial/enterprise use in line with Para. 5.2.2 of the County Development Plan.
- Provide a site in the vicinity of the airport for airport related commercial use including the development of a hotel associated with the airport.
- To ensure compatibility between airport uses and other land uses.
- To zone Kerry Airport land for Airport Related Uses so as to ensure its ongoing use as an airport.
- To maximise the town's potential to develop as a local service centre to promote economic and social sustainability.
- To develop an attractive town centre which will act as a catalyst for the development of a vibrant town providing an increased range of services.
- Facilitate development that integrates with the existing town structure and is consistent with the character of a traditional town form.
- Encourage the provision of environmental improvements to the streetscapes and on the approaches to the town to ameliorate the impact of fragmented building lines.
- To provide for an increase in quality of life by reserving land for the development of amenity/recreational open space and increased pedestrian access throughout the town.
- To provide for the development of a strong urban form within the town core which retains the capacity to accommodate small scale retail and service growth when the demand arises through the development of adaptable buildings which can accommodate a range of uses.

- To facilitate the development of pavements and pedestrian routes through the plan area.

Overall Objective

Objective No.	Overall Objective
OO-1	Promote the development of infrastructure and services within the town, improve the quality of life of its residents and make the town a more efficient and attractive location in which to live.
OO-2	Enhance Farranfore's position as a prime transport hub and facilitate the development of transport related activities and a vibrant attractive town.
OO-3	Facilitate the provision of high technology communications infrastructure in order to reduce the effects of peripherality and promote employment opportunities.
OO-4	Ensure that all new development shall comply with the design objectives of this plan, with the development control standards laid out in Chapter 12 of the Kerry Co. Development Plan, and any design guidelines issued by Kerry County Council during the lifetime of this plan.
OO-5	It is important to safeguard the airports operation and expansion. Nothing should occur which would prejudice the future development potential of Kerry Airport. The onus shall be on developers (in consultation with Kerry Airport) to ensure that any proposed development within the development boundary of Farranfore does not penetrate the Obstacle Limitation Surfaces as defined in Annex 14 to the Convention on International Civil Aviation.
OO-6	It is an objective of the Council to attach a planning condition to all new developments requiring that their surface water run-off is designed in such a manner that the time of entry of surface water to the public sewer/stream is not reduced. This is in order to alleviate the

	potential effects of future developments on surface water runoff which could otherwise lead to more severe and frequent flooding. All applications for development should make provision for and be assessed in accordance with Sustainable Urban Drainage Systems (SUDS) requirements and there shall be a presumption against river interference.
OO-7	Application for development on lands adjoining the stream in Farranfore should include identification of the riparian zone and these areas should be maintained as a natural feature and amenity resource.
OO-8	Improve the urban definition at the town boundaries and seek the provision and maintenance of attractive approaches to the town.
OO-9	Facilitate the provision of disable friendly access to commercial, retail and public buildings.

Light Industrial / Warehousing / Distribution

Objective No.	Specific Zoning Objective
ZL-1	These lands are reserved for the development of a Light Industrial / Warehousing / distribution park.

Commercial

Objective No.	Specific Zoning Objective
ZC-1	The Planning Authority shall encourage commercial development on sites zoned commercial within the town boundary, where development will not have a negative affect on residential
ZC-2	This site is reserved for airport related commercial development including a hotel.
ZC-3	The development of this commercial area is dependent upon the relocation of the N23 route and the development control process

Airport Related Uses

Objective No.	Specific Zoning Objective
ZA-1	This site is reserved for airport related uses including terminal buildings, runways, car parks, hangars, stores etc.

Residential

Objective No.	Specific Zoning Objective
Z-H1	These lands as indicated on the zoning map are reserved for residential development to serve existing and projected demand
Z-H2	20% of the land zoned in this plan for residential development or for a mix of residential and other uses, is reserved for the provision of social and affordable housing.

URBAN DESIGN AND BUILT HERITAGE

Urban Design

Urban design is the process of shaping the physical environment for life in cities, towns and towns. It is the art of making places. It involves the design of buildings, groups of buildings, spaces and landscapes, and establishing the processes that make successful development possible.

Urban design is essential in creating community identity and making places that are successful both socially and economically, good to live in, and attractive to visit. It is effective planning in the widest sense, and it can help to deliver better public services.

The challenge is to create a place that will be used and enjoyed by a wide range of people for different purposes, not only now but in years to come.

The key to good urban design is the adoption of a multi-disciplinary approach from the initial stage of a project. This will involve the use of landscape architects, planners, architects and engineers working in a planned coordinated fashion to produce a safe attractive and functional development which capitalises on the assets of a site, integrates with the surrounding character of an area

and produces a development with a sense of place, identity and character.

The Landscape Architect should be involved in analysing and understanding sites from the start of the planning and design process, rather than being brought in at a late stage to disguise ugly buildings with some planting. Similarly roads engineers should use

their skills to make places that are pleasant to be in and to walk through, rather than focusing narrowly on keeping the traffic moving.

The design of the open space, its functionality and its quality is critical. Once this space has been properly designed and detailed the structures enclosing it can be seen in a more contextual setting and be designed appropriately.

It is the intention of the planning authority in promoting good design for the Hub Settlements to rely less on prescriptive standards and to assess development proposals on their individual design merits. In order to promote this aim it is the intention of the planning authority that applications for development within the settlements will be accompanied by Urban Design Statements. Every development either detracts from or contributes to the Urban Environment and, while the detail of the Urban Design Statements will vary according to the size of the proposed developments, each application should be accompanied by a design statement including a site analysis and design assessment.

Objective No	Urban Design
	It is an objective of the Council
UD-1	To ensure that a high quality urban environment is provided in Farranfore.
UD-2	To require Urban Design Statements for large or significant developments within Farranfore.
UD-3	To require that all applications for new development should be accompanied by a design statement.

Urban Design Statements should address the following issues:

- **Site Context / Site Analysis**

- Context relative to existing urban area
- Mapping
- Topography
- Vegetation
- Services
- Site Features
- Orientation
- Adjacent Developments
- Zoning Provisions
-

- **Overall Design Vision**

- What is the main objective of the development?
- How will it relate to the town?
- How will it contribute to the town?
- Will it incorporate Environmental Sustainability?
- What are its Civic Aims?
- Will it meet the needs of the residents?
- Will it have distinctive character and a sense of place?

- **Design Objectives**

- Appropriate location And density
- Distance from town centre
- Integration
- Sense of Place
- Community/ neighbourhood

- **Architectural Objectives**

- Respect existing Scale and Character
- Integration
- Proportion
- Active street frontages
- Detailing and Finishes
- Sustainability

- **Sustainable Design**

- Provision for urban transport
- Maximise sunlight
- Heating
- Design
- Energy Efficiency

- **Landscape Objectives**

- Overall landscaping vision
- Hard Landscaping
- Materials / furniture
- Permeability and Accessibility
- Character
- Safety
- Public domain / Private divide

- **Public domain**

- Design of the open space
- Permeability
 - Pedestrian, bicycle and vehicular access
- Uses
 - Meeting/ circulation area
 - Passive recreational area
 - Active sport area
 - Combination
 - Suitability for all year use
- Safety
- Ownership
- Clear public/ private divide

Applications should show how the proposed development fulfils the design objectives of the Urban Design Statement.

Objective No	Built Heritage
	It is an objective of the Council
BH-1	To promote a high standard of architectural design throughout the town which will add to the quality of the built environment and promote the attractiveness of the town.
BH-2	To protect the existing streetscapes of the town from inappropriate development which would alter their intrinsic character
BH-3	To use the statutory provisions of the Derelict Sites Act 1990, where appropriate, to eliminate dereliction.

Open Space, Recreation and Amenity

Objective No.	Specific Zoning Objective
ZO -1	Maintain existing playing pitch, and open space and allow for the provision of additional recreational facilities. Recreational uses such as the provision of playing pitches and playgrounds will be considered. These uses, however, shall not detract from the primary use as amenity. Non recreational uses, such as shops and houses, will not be permitted.
ZO -2	To reserve lands for the provision of recreational parks focusing on the town stream
ZO-3	Provide for the development of a playground area as indicated on the zoning map.
ZO-4	Reserve land along the Farranfore River for the provision of river walks as indicated on the zoning map.

Streetscape Improvements

Streetscape Improvement Areas	
ZS-1	Environmental improvements designed to upgrade the streetscape and add continuity to an otherwise disjointed streetscape will be encouraged. Large and small scale development proposals shall be designed to secure this objective. Hard and soft coordinated landscaping such as formal tree planting and pavement materials shall be used throughout the area.

Environment

Objective No.	Specific Zoning Objective
ENV-1	Application for development on land adjoining the Farranfore River (flows from south to north) should include the identification of the riparian zone and these areas should be maintained as a natural feature and amenity resource.

Vehicular and Pedestrian Traffic

Objective No.	Specific Zoning Objective
T-1	The building line of development of lands adjacent to the road shall allow for the provision of pavements 3.0 metres in width on either side of the road.
T-2	Upgrade the junction where the R561 meets the N22 in terms of delineation and signage.
T-3	Reserve new access points to facilitate orderly in-depth development.(indicative location shown on map)
T-4	Reserve new access points to facilitate the development of pedestrian and cycle routes.
T-5	To extend the footpaths and cycleways in new and existing development throughout the plan area.
T-6	To facilitate the provision of pedestrian footpaths on both sides of the R561 (Fieries Road) from its junction with the N22 westwards to the Farranfore Medical Centre.
T-7	To facilitate the provision of pedestrian footpaths on both sides of the L-3002-0 (Currow Road) from its junction with the N22 east to the development boundary.
T-8	To facilitate bridge improvement works on the bridge on the L-3002-0 (Currow Road)
T-9	To preserve lands as shown on the zoning map for the provision of the proposed new N22 and N23 routes and associated link roads.
T-10	To make provision for a bus set down/ layby in the amenity area immediately west of the N22 opposite the N22/N23 Junction” as shown. (see Map No. FE12)

Noise

Objective No.	Specific Zoning Objective
N-1	Any development within the 57 dB(A) hour noise contour shall make specific provision for sound attenuation to ensure ambient internal noise levels shall be to the satisfaction of the Planning Authority