

RATHMORE LOCAL AREA PLAN

1.0 Preamble

This Plan is prepared in accordance with Section 20 of the Planning & Development Act 2000 as amended and is consistent with the policies, provisions and objectives of the Kerry County Development Plan, Regional Planning Guidelines, National Guidelines, and The Kerry County Development Board Strategy. In conjunction with the Kerry County Development Plan, it will provide the framework for future development decisions and will remain in effect for a period not exceeding 6 years from the date of adoption.

Development within the boundaries of this Local Area Plan shall be carried out and in compliance with the objectives of the Kerry County Development Plan as well as any specific objectives contained within the plan. While the objectives of the Local Area Plan must be consistent with the objectives of the County Development Plan, in any instance where ambiguity may arise, the provisions, policies and objectives of the County Development Plan shall have precedence.

1.1 Town Boundary

The town boundary for Rathmore has been determined by the need to provide for the development of a compact defined urban settlement and an accessible town centre in accordance with the principles of sustainable development. For the purposes of this plan the western settlement shall be referred to as Rathmore-Church Place and the eastern settlement shall be referred to as Rathmore-Shinnagh.

2.0 Town Profile

2.1 Location

Rathmore is located approximately 20 kilometres east of Killarney on the N72 National Secondary road in close proximity to the border with Co. Cork (See Map 1). Rathmore's strategic location has been recognised as far back as the mid-eighteenth century when the first turnpike road connecting Listowel with Cork city passed through the village, and again in 1853 when Kerry's first railway station was opened in Shinnagh as it was then known.

2.2 Function

Rathmore is defined as a District Centre in the county settlement hierarchy as set out in the Kerry County Development Plan 2003-2009 functioning as a service centre for the surrounding agricultural hinterland in east Kerry and northwest Cork. Such centres have important service and employment functions within their catchment areas. The catchment area of Rathmore includes the electoral districts of Coom, Rathmore,

Doocarrig, Headfort, and extends into the electoral districts of Knocknagree and Cullen in Co. Cork.

The Cadbury factory has been a major source of employment in the area for over half a century. In more recent years Rathmore has developed as a commuter town serving Killarney.

2.3 Population and Housing Demand

The Central Statistics Office recorded the population of Rathmore village as 450 persons in 2002. The population of the village declined by 20 persons over the inter-censal period 1996 to 2002 which equates to an aggregate population decrease of 4.25%, whereas the population for the Rathmore District Electoral Division over the same period increased from 1405 to 1434 or 2% approximately. In the Preliminary Report for the 2002-2006 Census the figure for the Rathmore DED rose from 1,434 to 1642 persons. This increase extrapolated over the plan period would result in a growth in the population of 208 persons within the Rathmore DED.

Within the boundary as indicated on Map 2, planning permission was granted for a total of 132 residential units over the 6-year period January 2000 – December 2005. Projected growth for Rathmore based on a similar number of permissions over the six-year period of the plan, would result in an annual population growth of 65 persons per annum within the plan area. This would equate to a total population growth of 390 persons, assuming an occupancy rate of 2.94 persons, an additional 133 dwellings. In view of this figure and the demand for dwellings within the town it is likely that the growth in population in coming years will exceed the rate of growth during the last intercensal period.

It is anticipated that additional growth may arise as a result of policies pursued in accordance with the balanced growth model of the National Spatial Strategy published by the Department of the Environment, Heritage and Local Government (2002). This strategy aims to ensure that national growth will be balanced across regions. Future growth will reinforce the role and function of the town as a District Centre by building a critical mass of population that will enable it to maintain a high level of self-sufficiency to provide for the needs of its extensive catchment area.

Land zoned for residential development exceeds that required to meet demand forecast on the basis of historical patterns of population growth. It is anticipated that the rate of growth will be accelerated by planned population growth stemming from the implementation of both this plan, and the Kerry County Development Plan Settlement Strategy. In addition, given the location of Rathmore in relatively close proximity to Killarney and restrictions on holiday homes in rural areas, there is likely to be an increasing demand for homes within the town.



3.0 Overall Assessment and Development Strategy

Rathmore was designated as a district centre in the Kerry County Development Plan 2003-2009 in recognition of its potential to serve as a fully functional district centre and of the need for such a centre in this region of the county. It is an objective of this plan to provide a land use and planning framework through which Rathmore can develop its employment and service functions to a level commensurate with those of a district centre. The strategy recognises that a precursor to a growth in employment and services is a growth in population sufficient to support such a role. The development of Rathmore as an attractive place to live and work by the provision of high quality educational, retail, housing social and cultural facilities will be a key factor in generating higher levels of population growth.

Rathmore has many of the locational and service attributes necessary to develop as an important employment and service centre for its region. The town is located on the N72 national secondary road between the Tralee/Killarney development hub and the Mallow development Hub in County Cork. The town is also on the rail route between Tralee and Dublin and has a frequent service connecting the town to the country's capital city, to both of the county's two regional towns and to Cork and Mallow. The necessary water and wastewater infrastructure is in place to serve development over the plan period. In order to exploit this locational advantage this plan provides for the development of business, light industrial and technological uses in its zoning provisions, which when developed, may provide a nucleus for similar development. This zoning is supported by the creation of the necessary conditions for economic growth such as the development of a critical mass of population and skills, upgrading retail and social functions, and the provision of an attractive environment.

Existing wastewater and water infrastructure is sufficient to support the growth strategy for Rathmore. The wastewater treatment plant was upgraded in 2000 to cater for a population equivalent of 1750. The waste water collection network is not designed to take storm water. New development however, will be required to install attenuation measures as required in the Kerry County Development plan 2003-2009.

The town is currently served by the Rathmore/Shrone water supply scheme. It is anticipated that the town will be connected to the Central Regional Supply Scheme before the end of 2008. Taken in conjunction with water conservation measures, the town's connection to the regional supply scheme will ensure an adequate water supply to service future growth.

The catchment area of Rathmore has a combined population of nearly 5,500 persons. Despite this relatively large population catchment the town has had only limited success in developing as a retail centre. It is important that Rathmore develops its retail function to a level commensurate with a district centre to cater for the needs of its existing and growing population. This plan provides for the development of retail uses by reserving land with the town core for retail expansion and for the development of a retail warehouse park on the outskirts of the town. The plans provisions for creating a more attractive town centre will also assist the development of retail uses.

Rathmore has the necessary strong social sector required to support population growth. Rathmore already has a national and secondary school, crèche facilities, facilities for the elderly, active recreational grounds and a community and medical centre. This level of provision is an indicator of the towns' success as a social service centre for the region. It is important that social infrastructure keeps pace with population growth and sufficient lands are zoned for the development of educational and recreational uses over the plan period.

Rathmore's development pattern is unusual in that the town has developed in two geographically separate parts, comprising the eastern settlement of Rathmore –Shinnagh and Rathmore -Church Place to the west. Each sub area differs in its function, with employment and retail uses largely located in Rathmore-Shinnagh and social and community services in Rathmore-Church Place. The size of the town and its catchment is insufficient to support two economically viable urban centers. It is considered that provision for residential growth in Rathmore-Church Place would in the long-term undermine the viability and vitality of the existing population center in Rathmore-Shinnagh. The strategy for Rathmore envisages that in order to create a compact settlement pattern and vibrant retail centre the majority of new development will be in Rathmore – Shinnagh. This centre has a strong urban structure and the critical mass to generate growth. Rathmore-Church place will remain as an important centre for social and amenity uses.

The two settlements are separated by a distance of just over a mile. New development has reinforced this separation by locating on the eastern and western extremities rather than on the intervening lands. It is a long term objective that the towns development pattern will be altered by promoting development on the lands between the two towns to provide for the integration of the two settlements. This will provide for a more sustainable development pattern and facilitate the development of a stronger more integrated community. In the interim however, it is important to create visual and pedestrian linkages between the two settlements to begin the process of integration. The plan proposes therefore, that integration is created through the provision of a liner park between the two settlements, and development of visual continuity in boundary treatments and in landscaping.

Rathmore contains stretches of original 19th century streetscapes which define its character and which have been largely untouched by modern redevelopment. Historically, culturally, socially and economically these streetscapes are an asset to the town. They provide an opportunity to develop Rathmore as a distinctive place and to act as a framework for future development. This strategy recognises the importance of protecting these streetscapes in the development and promotion of Rathmore. The heritage objectives of this plan are designed to preserve the integrity of these streetscapes in new development proposals.

Rathmore does also however, feature poor streetscapes, which need to be improved if Rathmore is to become an attractive place to live, work and shop. Some streets feature uneven building lines and a lack of visual continuity in building styles. There is little urban landscaping and often pedestrian and car parking areas are undifferentiated. Taken together these features militate against the development of an attractive village streetscape. The level of amenities and the quality of the physical environment are key factors in attracting and retaining employment uses and increasing population levels. Creating an attractive environment through streetscape improvements and through the development of key sites is a key part of this strategy. The width of the Main Street from façade to façade provides a good opportunity for urban design and landscaping.

The development of Rathmore as an important employment and service centre for the region cannot be achieved through land-use planning alone. Neither can it be achieved in the short-term, over the period of this plan. It will 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 this objective.

Objective No.	General Overall Objectives.
	It is an objective of the Council to: -
OO-1	Promote the strengthening of Rathmore as an employment and service centre commensurate with its function as a district town and as an attractive residential location, which will contribute to the balanced and co-coordinated development of the county.
OO-2	Promote the diversification of the economy by facilitating the provision of broadband and through the provision of land for new economic sectors and for the expansion of existing economic activity.
OO-3	Identify lands for the development of Office/Business/Enterprise Park.
OO-4	Facilitate the development of the social and physical infrastructure necessary to support economic growth.
OO-5	Require a high standard of layout and architectural design in the development of new employment zones.
OO-6	Promote the physical integration of Rathmore by facilitating measures to provide pedestrian and visual linkages between the two sub settlements.
OO-7	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-8	Improve the urban definition at town core areas while providing appropriate boundary treatment and landscaping at the urban rural edge.
OO-9	Upgrade the visual amenity of all approach roads leading to Rathmore in order to create positive and attractive entrances to the town.
OO- 10	Maximise the existing capacity of the wastewater collection network.

4.1 Housing

Residential densities shall be determined with reference to the capacity of proposed designs and layouts to provide a quality living environment including the availability of appropriate open space. Densities must not be achieved at the expense of good quality living spaces, or at the expense of the traditional character of the town. Proposals will, however, be considered with a view to maximising the use, and therefore, the value, obtained from public and private services. The Planning Authority will have regard to the Department of the Environment, Heritage and Local Government publication “Residential Density – Guidelines for Planning Authorities” December 2000 when considering proposals. Higher densities are appropriate closer to the town centre, with densities decreasing further out towards the town boundaries. Housing densities should be appropriate to the location and take account of adjoining developments.

The Planning Authority will seek to ensure that a range of housing types is provided to cater for all sectors of the housing market. Recent years have seen the development of medium to high density developments with semi-detached and terraced housing dominating. This sector of the market while undoubtedly necessary does not satisfy the demand for larger detached residences, with a consequent demand for urban generated one-off rural housing. This loss of population from the town can lead to a lack of diversity in housing type and demographic distribution, a loss of community activity and a reduction in the vitality and vibrancy of the town. It is important that these trends should be reversed. It is, therefore, an objective of this plan to facilitate the provision of low density detached dwellings throughout the town.

The affordability of dwellings is an important factor to be considered. In so far as it contributes to housing prices, the lack of zoned land for housing should not be a contributory factor. It is an objective of this plan to zone sufficient land for housing to satisfy the supply side of the market and contribute to improved affordability. In accordance with National Policy to promote social integration and the objectives of the County Development Plan 2003-2009, 20% of the land zoned for housing or a mix of housing and other developments shall be reserved for social and affordable housing.

The design of housing estates in particular and housing developments in general, must provide for attractive well integrated developments that enhance the quality of life for future residents. This plan will achieve this through the application of measures to ensure well designed housing development and the provision of services to cater for the needs of residents as outlined in section 5.1.

Objective No	Housing Overall Objectives
	It is an objective of the Council to
OH-1	Reserve lands as indicated on Maps 4 and 5 for residential uses.
OH-2	Provide homebuyers with a broad range of housing options with regard to location, size and design.
OH-3	Reserve 20% of the land zoned in this plan for residential development, or for a mix of residential and other uses, for the provision of social and affordable housing.
OH-4	Zone sufficient residential land to maintain affordability of development sites.
OH-5	Facilitate infill development to reinforce the fabric of the town.
OH-6	To promote the development of suitable derelict and backland sites for infill housing schemes.
OH-7	Promote the provision of low density detached housing in appropriate locations.

4.2 Industry

Rathmore's position between the Tralee / Killarney and Mallow development hubs, taken in conjunction with its national rail links makes the town a potentially attractive location for light industrial and distribution uses. The development strategy for Rathmore facilitates the development of light industrial uses by reserving land adjacent to the N 72 National Secondary Road to provide ease of access to Cork, Mallow and Killarney.

Objective No	Light Industry Overall Objective
	It is an objective of the Council to:
OLI-1	Reserve the lands as shown on Zoning Map 4 for the development of a range of light industrial, wholesale, distribution, storage and non-industrial employment uses.

4.3 Retail

Rathmore is designated as one of seven District Centers in the County Retail Strategy as outlined in the Kerry County Development Plan 2003 - 2009. Each district centre serves its own catchment area and is self-sufficient in food and convenience shopping, but provides only a limited range of comparison goods. Demand for comparison goods such as clothes, electrical equipment, house furniture, carpets and DIY goods are met in the regional towns of Tralee and Killarney.

The level and range of shopping provision in Rathmore is significantly less than that available in other district centers. This is due in part to the historically lower population level of Rathmore relative to other district centers. The population within the town's catchment area is increasing. This in itself will not be sufficient to support the development of the town as a higher order retail centre in the short to medium term. There is however, the potential to consolidate, and further develop its district functions, to allow for a much greater degree of self-sufficiency in goods and services.

In order to realise this potential it is necessary to create the conditions for retail growth. An attractive environment is an integral part of the appeal of any retail centre and measures are necessary to ensure the town centre develops as an attractive retail destination capable of competing with other retail centers. The provision of land in the town centre will be required to accommodate an increase in the number and type of retail outlets.

Warehouse retailing is an increasingly important sector of the retail industry, and as such, necessary to the development of Rathmore as a higher order district retail centre. Retail warehouses are generally large scale, single retail stores catering for the car-borne customer and specialising in non-food products such as furniture, carpets, tiles, DIY, electrical goods etc. Rathmore's town centre is unable to cater for these types of development in terms of size, servicing requirements, accessibility and goods sold. Land is zoned therefore, for the development of a retail-warehousing park outside the town centre as shown on Map 4.

Objective No.	Retail Overall Objectives
	It is an objective of the Council to:
OR-1	Identify lands within the town centre for the development of retail uses.
OR-2	Encourage the development of attractive streetscapes and amenity areas within the town centre.

4.4 Tourism

Rathmore has not developed as a tourism centre despite its close proximity to Killarney, its central location on the Cork/Kerry border, access to the rail network, and its proximity to areas of high amenity value. These attributes can however be exploited.

Rathmore lies on the Blackwater Way walking route. This route extends from Clogheen in Co. Tipperary as far as Muckcross and includes Shrone and The City, which lie in the shadow of the Paps. Rathmore is therefore, well positioned to act as a stopping point for walkers and capitalise on this growing tourism niche. The development of Rathmore as a walking holiday centre may provide the impetus for further tourist developments in the area.

4.5 Office Uses

The development of Rathmore as a district centre will generate demand for additional floor space for small-scale office uses in the services sector. Existing unused space within the town will contribute to meeting the demand for office space in central locations. It is proposed therefore, to promote office uses within the town center as indicated.

4.6 Office/Business/ Enterprise Parks

These parks serve a specific sector of the economy and consist of uses characterised by being clean non-polluting uses, which do not serve the public directly. They include uses such as Tele-sales, IT companies, financial services, company and public headquarters etc. The proposed installation of broadband fibre will allow for the development of these uses. To facilitate growth in this sector an office/business/enterprise park is proposed. As the locational decisions of firms in this sector are influenced by environmental quality, the layout and architectural quality of development will be required to be of a high standard. Development must comply with the urban design and architectural standards detailed in this plan. The success of these parks will also be dependent on improving the social and environmental fabric of the town.

Objective No.	Office/ Business Park Overall Objective
	It is an objective of the Council to:
OE-1	Ensure the lands as shown on Map 4 are reserved for the development of a Business/Office/Enterprise Park.

4.7 Urban Form

Rathmore is somewhat unusual by virtue of the fact that the town is effectively split in two, with a mile of open countryside separating the two centres. The western core referred to here as Rathmore-Church Place has developed around the visually dominant town church. The settlement lacks a fixed building line and consequently the streetscape is fragmented and piecemeal. The western approach road to the town from Barraduff has a considerable level of ribbon development comprised not only of one off houses but also some commercial development. This ribbon development with the gradual transition from rural to urban development blurs the distinction between town and countryside and leads to a confusing lack of urban definition. The development of a more compact settlement will provide a more sustainable development pattern and a stronger urban form while contributing to the preservation of the rural landscape.

The eastern core Rathmore-Shinnagh developed primarily around the railway station. The development of the town has adopted a linear pattern along the N72 parallel to the rail line with the exception of a cluster of development north of the rail line and south of Cullavaw Bridge. Housing estates have been developed in more recent years at the east end of the village and also north of the railway off the Knocknagree road. These estates have no road frontage and display unattractive boundary walls on to public roads fragmenting streetscapes, and eliminating the passive policing of streets achieved by properties overlooking the public road.

Main Street is characterised by two storey buildings and some attractive unspoilt streetscapes that make a significant contribution to the character of the town centre. Laneways between groups of houses provide rear access to a number of backland sites. The linear nature of the town centre however, has resulted in a lack of defined boundaries and deprives the town centre of a strong urban form. The development of infill sites and a central focal point will contribute to creating a defined town centre. The footpath area is deep at a central point along the main street and will allow for the creation of a more attractive urban space to act as a focal point. The development of the opportunity sites within the town centre as detailed in section 5.5 will also contribute to forming an attractive town centre.

The separation of the two settlements undermines the town's urban structure and provides an unsustainable development pattern. The general

objectives of this plan provide for the visual and pedestrian integration of the settlements through the development of a linear park.

Objective No.	Urban Design Overall Objective
	It is an objective of the Council to:
OULD-1	Improve the urban definition of the boundaries of the settlement and to promote the development of attractive approach routes into the town.
OULD-2	Facilitate the development of a compact and attractive town centre.
OULD-3	Ensure that the form and scale of new development on Main Street preserves its strong traditional character.
OULD-4	Promote the development of infill sites and central focal points.
OULD-5	Require the development of additional access points to serve backland sites.

4.8 Natural Environment

The plan area is adjacent to and includes part of the Blackwater River candidate SAC, the extent of the candidate SAC included in the plan area is approximately 8 hectares.

The surrounding landscape to the north is relatively flat with varying field patterns and extensive stretches of bog land. Field boundaries are comprised mainly of mature trees. The Derrynasagart Mountains to the south form an attractive backdrop to the town on approach roads from the north.

Objective No.	Natural Environment Overall Objective
	It is an objective of the Council to:
ONE-1	Protect the natural heritage values of lands within the Blackwater River candidate SAC.

4.9 Built Heritage

The architectural and archaeological heritage of a town gives expression to its social, economic and cultural heritage. It is also a marketable commodity attracting tourists and local visitors to use services and facilities. Therefore, for historical, social, and economic reasons, it is the aim of the Planning Authority to protect the town's architectural and archaeological heritage.

Objective No.	Built Heritage Overall Objective
	It is an objective of the Council to:
OBH-1	To protect buildings and streetscape which form part of the town's historic, cultural, and architectural heritage from development, which would undermine its heritage value and contribute to the town's built heritage.

5.0 Specific Objectives

In order to give effect to the development strategy for Rathmore the following specific objectives will be applied to all development within the town boundary.

5.1 Housing

It is a general housing objective of this plan to cater for a diversity of housing types including low density detached houses. Demand for this type of housing is not currently being met within towns and villages and it is a specific objective of this plan to facilitate the development of larger detached residences to meet growing demand.

Developers proposing to make a planning application for a new housing development are required to submit a Design Statement for any development of two or more houses, prior to submitting a planning application. Proposals shall provide for an attractive environment with a sense of place and *individual* identity. The development brief will be required to provide pedestrian routes between the development and key service areas. Open spaces must be overlooked to provide passive policing of such areas, and any interfaces with the public road shall contribute to the development of attractive streetscapes. (See Section 5.4)

Good Education, Health and Community Facilities are a strong attraction for any settlement, contribute to the amenity of an area and are a necessity for a vibrant community to develop and function effectively. It is necessary therefore, for the provision of social infrastructure to keep pace with residential development. The provision of open space is an important part of any community. Generally two types of open space are required, the first is communal or neighbourhood open space, which provides for local use opportunities. This open space is normally

provided within the developments and should form an integral part of the development catering for local amenity, design and landscape needs. Every development however does contribute to the requirement for formal public open spaces such as town parks and playing pitches etc. The requirements for these types of open space are outlined below:

- 64m² of communal open space / additional household; and
- 25m² of formal open space including sports fields/additional household.

In considering proposals for sports and recreation facilities developers should bear in mind that such facilities should be located in strategic locations, close to housing and safely accessible by foot, where they are easily accessible to everybody and form an integral part of the urban structure.

Objective No	Residential Specific Objectives
	It is an objective of the Council to:
H-1	Require a Design Statement for large scale developments and developments in excess of 2 dwellings, which comply with the policies and objectives of this plan, and good urban design practice.
H-2	Ensure that significant applications for residential development shall include an analysis of educational and social facilities to cater for the increased demand arising from such development.
H-3	Seek the provision of recreational social and cultural facilities required to meet the needs of a growing population resulting from an increase in housing provision.

5.2 Retailing

It is an objective of the development strategy for Rathmore to facilitate the development of a compact and attractive town centre in order to expand the town's retail function. Existing retail developments therefore will be retained and reinforced by ensuring new retail developments are located where possible within the retail core. In order to achieve this, the Council shall apply a sequential approach to the location of new retail development. This approach requires that town center sites be developed before out of town sites are considered. This will ensure the vitality and viability of the existing town center is protected from the impact of out of town shopping developments. The expansion of the town center will provide opportunities for increased retail development.

Applications for retail development must comply with the policies contained in the Retail Planning Guidelines for Planning Authorities

issued by the Department of Environment Heritage and Local Government 2000.

Objective No.	Retail Specific Objectives
	It is an objective of the Council to:
R-1	Ensure that new retail development 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.
R-2	Facilitate the development of an attractive town centre through the application of the urban design policies of this plan.

5.3 Transport and Infrastructure

The N72 National Secondary Road is routed through Rathmore and serves as the town's main street. The town is therefore, subject to through-traffic including commercial vehicles. The volume however, is not sufficient to disrupt the free flow of traffic. There is at present sufficient on street parking to serve demand in the town centre. As the town's district functions develop car-parking requirements will increase and shall be provided as an integral part of new development.

The linear nature of development has restricted access to lands to the rear of the town centre. This militates against the development of a compact integrated development pattern. Indicative access routes are identified to provide access to back land areas. This will contribute to sustainable development by facilitating compact in-depth development and integrated road and pedestrian networks.

Lands have been reserved to the south of Main Street for mixed-use development to accommodate the expansion of the town centre. A through road is proposed through these lands that will connect to the existing town centre. This road in conjunction with pedestrian routes will contribute to integrating the existing and proposed commercial area.

Objective No.	Transportation and Infrastructure Specific Objective
	It is an objective of the Council to:
T-1	Provide for a main public route through the development lands to the south of the main street. This will facilitate the integration of new development within the main street.
T-2	Provide a second access road to the railway station to increase movement between the station and the town centre, and to cater for traffic generated by future development.
T-3	Provide pedestrian and vehicular routes through new development areas to existing and proposed, social, recreational and community services within the town.
T-4	Provide for the development of a linear park extending for 15 metres on either side of the N72 linking the two settlements and which will allow for the provision of cycle and pedestrian paths. Footpaths will be designed to ensure the safety of both park and road users.
T-5	Reserve new access points to facilitate orderly in-depth development.
T-6	Extend the footpaths and cycle-ways in new and existing development throughout the plan area.
T-7	Ensure that development proposals for lands adjacent to the junction of the R582 and the N72 shall accommodate the realignment of the junction.
T-8	Ensure that development proposals for lands at the Shinnagh Junction shall accommodate the realignment of the junction.
T-9	Ensure the Mill Cross Junction shall be upgraded/improved.
T-10	Development of lands shall make adequate provision for surface water disposal and incorporate on site measures in accordance with Sustainable Urban Design Systems where required.
T-11	The road to Rathmore National Primary school as indicated on the Zoning Map 3 shall be widened and provision made for a footpath.
T-12	To promote the provision of the recreational walking routes as indicated on Zoning Maps 3 and 4 to seek to create a safe environment for pedestrians.



Urban Design and Built Heritage

5.4 Urban Design

Good urban design contributes to an improvement in factors affecting quality of life, and can create the physical conditions for economic regeneration. All new development therefore should contribute to the visual, social, functional and environmental context of the site and the overall town. Design should reinforce the characteristics that give an area its local identity. In areas of poor architectural quality, proposals should contribute to upgrading the character of the streetscape.

Environmental Improvement Areas have been designated in locations where the existing streetscape requires an integrated approach to streetscape improvements, and where the upgrading of such streets would have a significant positive impact to the environment of the town. Proposals designed to up-grade 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 these areas.

It is important that sites within and adjacent to the urban core extend the urban character of the town center. The designation of “Mixed use urban streetscape areas” is designed to achieve this in terms of design and land use. New development in designated areas must incorporate the traditional architectural values of the existing town centre in the conception of proposed massing, scale, form, and street frontage. Local architectural elements shall be incorporated in the design of structures where appropriate. The dominant architectural type in the town is two-storey with a plaster finish and straight rooflines. This presents a uniform streetscape which is simple yet attractive; any proposal which seeks to impose an alternative architectural regime shall be discouraged.

The introduction of stone facing to new buildings and the removal of plaster from existing buildings which itself requires planning permission, adds a discordant feature to the streetscape. Proposed development shall incorporate pavement building lines and rear parking in its design and layout where site characteristics allow.

Designers must also contribute to the diversity of building types within the streetscape. Diversity requires that designers consider the horizontal as well as the vertical scale of buildings.

Objective No.	Urban Design Specific Objective
	It is an objective of the Council to:
UD-1	Promote a high standard of architectural design which will enhance the existing streetscape and contribute to the development of an attractive urban environment.
UD-2	Protect the design elements of buildings and public spaces, which contribute to the character, and architectural continuity of streetscapes, from development that would significantly alter their character.
UD-3	Require that all applications for new development should be accompanied by a design statement.
UD-4	Use the statutory provisions of the Derelict Sites Act 1990, where appropriate, to eliminate dereliction.
UD-5	Designate the areas indicated on Map 4 as Mixed Use Urban Streetscape.
UD-6	Designate the areas indicated on Maps 4 and 5 as Streetscape Improvement Areas.
UD-7	Encourage the development of streetscapes in new residential developments particularly on frontages adjoining public roads.

It is the intention of the planning authority in promoting good design 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 a Design Statement. Every development either detracts from or contributes to the Urban Environment and, while the detail of 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. The following should be included as appropriate.

Site Context / Site Analysis

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

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 a distinctive character and a sense of place?
- Amenity Provision
- Aesthetic value

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

Sustainable Design

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

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
- Suitable for all year use
- Safety
- Ownership
- Clear public/ private divide

Applications should show how the proposed development fulfils the design objectives of the design statement.

5.5 Opportunity Sites

Opportunity Sites are defined here as sites which are visually or functionally important, and where the application of good urban design would have the maximum impact on the social and economic growth of the town. Three opportunity sites have been identified in the plan area:

1. Railway station site.
2. Town Centre Amenity Area.
3. Town Centre Expansion site.

Site 1 – Railway Station Site

This site comprises underdeveloped land adjacent to Rathmore's railway station and is shown on Map 5. The site as an entrance to the town provides an unattractive first impression for those arriving by rail. The sites central location lends itself to the development of a mix of town centre uses. The development of an attractive streetscape around the railway station will provide the opportunity to utilise underdeveloped town centre land, and create an attractive streetscape around the station.

The access road serving the site does not have the capacity to serve any increase in traffic movements generated by the development of this site. An additional access road to relieve potential congestion is indicated on Map 5.

Site 2 –Town Centre Amenity Area

Central public spaces provide a visual and social focal point, and contribute to a sense of identity and place. The lack of such a space, coupled with the dispersed pattern of retail uses, and the liner nature of development, undermines the perception of the main street as the hub of the town centre.

The site is small and comprised largely of wastefully laid out parking and over wide pavements. Visually and functionally the site operates as part of a wide main road that reduces the sense of enclosure one would expect in a town centre location.

Redesigning and extending the pedestrian areas throughout the site by redesigning parking and pavement areas would contribute to upgrading streetscape, and provide a central point within the town centre

Site 3- Town Centre Expansion Site

This site shall make provision for the expansion of the town centre, retail, office uses, small-scale technology, recreational uses, town-park and residential uses. The plan however, recognises the limited demand for the expansion of retail uses within the town. It is envisaged therefore, that the emphasis will be on the redevelopment of the existing Main Street. In relation to the mixed-use streetscape in opportunity site 3 the emphasis will be on residential development with the potential for future conversion to retail and commercial uses. Development proposals will be required to illustrate how they will contribute to the successful social, physical and economic development of the area, and the regeneration of the village core. Planning applications are to be accompanied by a design statement.

To ensure the site is fully integrated with the town centre a through road and pedestrian access points linking the site to Main Street and additional and vehicular and pedestrian access points linking the site to Main Street will be required. Urban streetscape shall be created along the new through road, and additional access points provided to extend the urban structure of the town centre and visually integrate the site with Main Street. Provision is to be made for pedestrian and vehicular movement within and through the site, which will link the social and commercial elements of proposed development to the main street, and to social, recreational and services uses throughout the town.

Objective No.	Opportunity Sites Specific Objective
	It is an objective of the Council to:
OS-1	Ensure that prior to submitting a planning application on any opportunity site developers are required to submit a design statement. These statements will illustrate how proposals maximise the development potential of these areas, for the economic, physical and social benefit of Rathmore.

5.6 Built Heritage and Protected Structures

The Planning Authority acknowledges the importance of traditional streetscapes, which form an intrinsic part of our architectural heritage, and is committed to maintaining and reinforcing the development of significant features and elements, which comprise the traditional streetscape, as found in Rathmore. The Planning Authority will facilitate the development of the traditional streetscape without compromising its innate architectural, historical and cultural values.

The Record of Protected Structures affords special protection to structures which are of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view. Within the plan area there are two existing protected structures, St. Josephs Catholic Church and a grouping of four buildings in the vicinity of the railway station. The heritage value of these buildings is detailed in Appendix 1.

In the preparation of this plan an architectural survey has identified one building of sufficient merit to warrant consideration for inclusion in the Record of Protected Structures. The structure proposed is listed in Appendix 2 and indicated on Map 3. This building will be considered for inclusion in the Record of Protected Structures in accordance with the procedures detailed in the Planning and Development Act 2000.

Objectives No.	Built Heritage Specific Objectives
	It is an objective of the Council to:
BH-1	Take a balanced approach in the exercise of its functions with regard to the maintenance and development of architectural heritage. It will have regard to both the qualities of the given architectural context and the safety, comfort and usage requirements of modern living.
BH-2	Ensure that new development within the town centre will protect the integrity of the traditional streetscape and reinforces the town's local and regional identity by incorporating the vernacular architectural elements of the towns building traditions. This will include pavement building lines, building heights, style and size of window openings, rectangular sash windows, plain plaster renders and decorative plasterwork where appropriate.
BH-3	Protect and enhance structures included in the Record of Protected Structures or proposed for inclusion by requiring that: <ul style="list-style-type: none"> No such building is demolished The maintenance, alteration, extension, replacement or insertion of any significant feature(s) or part(s) to a protected structure shall not be detrimental to the character of the structure. Development shall be carried out and designed sympathetically having regard to the architectural character of the structure and the setting. The erection of any structure 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. 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.

5.7 Recorded Monuments

There is one monument (ref. KEO60-011) included in the Record of Monuments and Places within the plan area.

Objectives Urban Design	Recorded Monuments Specific Objectives
	It is an objective of the Council to
RM-1	Ensure the preservation of the archaeological monument KEO60-011 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.

5.8 Architectural Conservation Areas

ACA's recognise that the value of a historic area depends on much more than the quality, scale, material and detailing of individual buildings. It is also shaped by the layout and the vistas along streets and between buildings. Shop fronts, street furniture and hard and soft surfaces are also key elements of the historic character of the area. Consequently ACA's are designed to conserve whole streetscapes.

Elements of the Rathmore-Shinnagh streetscape display an architectural harmony which is not only visually attractive in itself, but forms and intrinsic part of the urban character of the town. In order to protect this asset it is proposed under the provisions of The Planning and Development Act 2000 as amended, to designate the area as shown on Map 5 as a proposed Architectural Conservation Area.

Objectives Built Heritage	Architectural Conservation Area
	Specific Objective
	It is an objective of the Council to:
AC-1	Designate the area as shown on Zoning Map 5 as an Architectural Conservation Area under the provisions of the Planning and Development Act 2000 as amended.

6.0 Land-use Zonings

This section outlines the development envisaged within each of the zoning categories mentioned. The development of zoned land is contingent on an adequate water supply to serve development.

Where zoned land is adjacent to any category of open space or pedestrian route, provision shall be made for the overlooking of such spaces in the design and layout of new development. This will increase safety levels and encourage the appropriate uses of public areas.

Residential Zoning

The quantity of land zoned for development is in excess of the exact calculated demand. This is to account for the infrastructural land requirement and the non-release of zoned land onto the market.

The residential density zonings are intended to provide for the full range of housing types required to meet demand and changing demographics. It is intended that higher densities, subject to good design, will be accommodated closer to the town and village centres, while lower density development shall be provided at the periphery of the town.

The range of additional uses open to consideration within the residential zoning include community, social and medical facilities as well as neighborhood shops, restaurants and public houses where it can be demonstrated that there is a need for such facilities and that it will not affect the predominantly residential nature of the area.

Institutional and Community Facilities

Community facilities including schools, churches and hospitals with their associated lands will normally be permitted. Limited residential or business uses are open for consideration, where they can be accommodated in the same zone without undermining the essential community use and potential of the zone. Business uses will only be permitted where they are functionally related and ancillary to community facilities. It is the objective of this zone to protect community facilities and amenities and to allow the expansion of those community facilities.

Light Industrial

Certain Industries that are not compatible with urban areas by virtue of noxious or dangerous processes, such as noise, or pollution will not be permitted. In order to preserve this land for light industrial use, uses that do not directly relate to industrial activities, such as housing or community uses will not be permitted. Uses shall not be injurious to the residential amenity of the area.

Town Centre

Town centres have a wide variety of benefits including the viability of existing commercial centres, a reduction in the need to travel, providing new uses for redundant buildings, creating a vibrant mix between the working and living environment and improving the quality of residential neighborhoods by introducing a local focus for activity.

Within the town centre a range of retail, office, recreational and housing uses will be permitted in order to allow an increase in provision of retailing and services. of the site. Individual applications on will be assessed on the basis of the proposed development as well as existing uses, and other proposals in the vicinity. Proposals for retailing developments will normally be permitted, subject to development control criteria, as such developments will serve to upgrade the town's retail range.

Mixed Use

Where land is indicated as 'Mixed Use Urban Streetscape' a range of town centre uses will be considered. New development must incorporate the traditional architectural values of the existing town centre in the conception of proposed massing, scale, form, and street frontage. Local architectural elements shall be incorporated in the design of structures where appropriate. Proposed development shall incorporate pavement building lines and rear parking in its design and layout where site characteristics allow.

It is recognised that the current demand for retail and commercial uses may be limited. To accommodate future growth, the emphasis must be on adaptability and the potential for the future organic growth of the commercial and retail sectors as demand arises. In considering mixed use urban streetscape, designers should consider plot width, floor to ceiling heights etc. and the capacity of the structure to be converted to different uses in the future.

As well as normal design criteria, in these areas emphasis must be placed on diversity and adaptability. Diversity should be considered on a horizontal as well as vertical scale. Longer single use developments provide less character and less opportunity for diversity and mixed uses which contribute to the vibrancy of a street. Vertical diversity incorporating a mix of retail, residential and commercial uses also increases the mixed use potential and the extent to which the area is used by different sectors.

Amenity

Amenity land comprises lands that contribute to landscaping such as landscaped open spaces which contribute to the greening of the urban area. The relative size of such areas can be small but their contribution to the streetscape and quality of life are significant. The objective of the amenity zone is to preserve and improve such spaces as well as to provide for additional amenity areas open space. Development, which will result in the loss of such areas, shall not be permitted.

The objective of the amenity zone is to preserve and improve existing public open space as well as to provide for additional open space. Only uses consistent with the preservation of amenity and the recreational character of these areas will be considered. The Council will seek ways of improving public access to and within these areas, and the enjoyment of the same.

Natural Amenity Areas

Natural Amenity Areas are any area within the town boundary, which form part of a Natural Heritage Area, candidate Special Area of Conservation, or Special Protection Area. Development proposals in such areas will not be permitted.

Active Open Space

This zoning is intended solely for the provision of recreational uses. Active uses include the provision of playing pitches tennis courts etc. Unrelated uses, such as shops and houses, will not be permitted. The development of recreational buildings and car parks necessary for the use of the amenity will be considered. These uses, however, shall not detract from the primary use as amenity.

Passive Open Space

Passive amenity space generally relates to use as town parks and children's playground areas. Residential open space which is also included under this heading makes an important contribution to the quality of life in residential areas. Such spaces are provided solely for the use of residents. Open space in existing residential areas will be protected. Open space in new residential development must be provided as an integrated, usable and accessible element of development, and form a considered element of any design brief. Standards for the provision of open space in new residential developments are contained in the development standards of the current Kerry County Development Plan.

Retail Warehouse

Retail warehouses are generally large scale, single retail stores catering for the car borne customer and specialising in bulk goods products such as furniture, carpets, tiles, DIY and electrical goods etc. Retail warehouses require extensive areas of showroom space, where storage occurs on the shop floor. Minimal additional storage would normally be required. In general, retail warehouses are not easily accommodated in town centre locations given their size and extensive car parking requirements.

Streetscape Improvement areas

Environmental improvements designed to up-grade 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.

Adopted



Appendix 1

REG NO. 21306801



MAP INFORMATION

Map Type: 6": 1 mile imperial

6" Map Sheet: 68

Site: 1

LOCATION:

Name: Saint Joseph's Catholic Church

Town: Rathmore

Townland: RATHMORE

County: Kerry

TYPE:

Original type: Church | Worship

In use as: Church | Worship

DATE:

1850-1880

COMPOSITION:

Detached six-bay single- and two-storey sandstone-built Gothic-style Catholic Church, c. 1865, comprising six-bay double-height nave with six-bay single-storey lean-to aisles to north-west and to south-east elevations having single-bay single-storey gabled projecting porches to west and to south corners, two-bay single-storey sacristy projection to east corner having four-bay single-storey linking wing (to convent) at right angles to north-east possibly incorporating fabric of earlier building, c. 1800, tripartite window opening to north-east gable end and entrance bay to south-west gable end having paired lancet-arch window openings and septfoil over entrance; renovated and extended, c. 1970, with single-bay single-storey projecting bay added to south-west elevation of sacristy having single-bay single-storey flat-roofed projecting entrance bay to south-west. Graveyard to site with various cut-stone grave markers, c. 1870-present.

REG NO: 21306001



LOCATION:

Name: Rathmore Railway Station

Town: Rathmore

Townland: SHINNAGH (MA. BY.

County: Kerry

TYPE:

Original type: Station | Railway

In use as: Station | Railway

DATE:

1854-1856

Condition: Good

COMPOSITION:

Detached seven-bay single- and two-storey sandstone-built railway station, opened 1855, on an L-shaped plan comprising two-bay two-storey central block with two-bay single-storey lean-to open timber canopy to ground floor, two-bay two-storey gabled advanced end bay to west and three-bay single-storey wing to east; partly renovated, refenestrated and extended to west, c. 1980, comprising single-bay single-storey flat-roofed end bay. Single-arch cast-iron pedestrian bridge over railway line, c. 1855, to west with pair of flights of steps. Detached single-bay single-storey over raised basement signal box, c. 1855, to west retaining original fenestration with flight of steps to

entrance and two-bay side elevations. Pair of semi-detached three-bay single-storey sandstone-built railway cottages with dormer attics, c. 1855, to west retaining original fenestration to house to west with segmental-headed openings and single-bay single-storey gabled advanced end bays; house to east refenestrated, c. 1990. Detached single-bay single-storey sandstone-built railway goods shed, c. 1855, to east originally with elliptical-headed integral carriageway to centre; renovated, c. 1980, with opening remodelled. Sections of natural stone cobbled platform, c. 1855. Pair of pedestrian gateways, c. 1855, to west comprising wrought iron piers with wrought iron gates.

Appendix 2



APPRAISAL: Opened as a convent in January 1882. Good example of its type. Apart from the adjoining church, which is already included in the RPS, this would be the most architecturally significant structure within the development boundary.

LOCATION:

Name: Presentation Convent
Address: Church Place
Town: Rathmore
Townland: Rathmore
County: Kerry

TYPE:

Original Type: Convent
In use as: Convent

DATE: 1880-1885

CONDITION: Good

COMPOSITION: Originally nine bay, two-storey structure with rectangular plan and centrally located single storey porch with side entrance. Original fenestration detailing retained. Walls comprised of squared uncoursed sandstone with window and door surrounds finished in limestone. Single storey connecting passageway to adjoining church lit alternately by lancet and trefoil windows.

Additional five bay two storey wing matching form and detailing of original building, built at right angle to main convent structure to create L shaped plan.