

CASTLEMAINE

CONTEXT

Location

Castlemaine is a large village located approximately 16km south of Tralee on the N70 National Secondary Route. It is the last crossing point on the River Maine before it flows into Castlemaine Harbour and lies just 4 kilometres southeast of the lower slopes of the Slieve Mish range with the mountains being dominant to the north and west of the village.

Demographics

There are no population figures available for the settlement of Castlemaine, but there are figures available for the Kiltallagh and Milltown DEDs. The greater part of Castlemaine is located within the Kiltallagh DED. The figures for Kiltallagh showed an increase of 31 persons over the intercensal period 1996–2002 or an average of 5 persons per annum. Planning permission was granted for a total of 65 dwellings for the period 2000-2005 or an average of 11 dwellings per year.

In the absence of accurate population figures, and basing expected housing demand on the number of permissions granted in recent years, it is estimated that there will be a requirement for a minimum of 66 dwelling units over the plan period.

Functions

Castlemaine is primarily a service center for the agricultural hinterland. It's location as an access point to the prime tourist peninsulas in the county; the Dingle peninsula and the Iveragh peninsula, ensures that local businesses benefit from tourist activity, although the village has yet to develop as a tourist destination in its own right.



Facilities

The village has a relatively good range of facilities including two primary schools and two churches serving the Roman Catholic and Church of Ireland populations, a community centre, post office, supermarket, a number of public houses, a builder's providers, two filling stations and an agricultural provisions outlet.

Infrastructure

There is an existing sewerage scheme in Castlemaine. However to cater for future growth, a preliminary report for Castlemaine sewerage scheme is currently being prepared under the Villages Sewerage Scheme Project.

Social/Affordable Housing

There are no existing social and affordable dwellings in Castlemaine, although there are some single rural cottages in the hinterland. There are no current plans for the development of social and affordable housing, but it is envisaged that some such development will come about as a result of the implementation of Part V of the Planning and Development Act 2000 (as amended).

DEVELOPMENT ANALYSIS

Urban Form

The settlement pattern is characterized by a central core area to the north of the river Maine with linear style

development along the N70 to the north and over the Maine to the south; with more limited development to the east along the Kiltallagh Road and to the west along the Inch Road. The existing streetscape on both sides of the N70 to the north of the village is comprised of two storey dwellings with an almost uniform roof profile. The rectangular space, which forms the heart of the village and is at the intersection of the N70 and the Inch and Kiltallagh Roads is comprised of a range of two storey buildings with varying roof profiles and little design uniformity. The central space has potential to become a focal point for community activity.

Historically, and even in the recent past the village had a compact urban core but recent developments on approach roads have diluted the urban form. The route of the old railway line from Farranfore to Cahersiveen would have deflected development to the south of the river and this trend has continued to the present day. Recent development has tended to cluster along the N70. Ribbon development to the south of the junction with the R561 (Farranfore Road) along the N70 only serves to reinforce the existing ribbon development between Milltown and Castlemaine. Cluster development to the west of the village and to the north of the village only serves to weaken the urban structure. Recent permitted development to the west of the village on the R561 (Inch Road) for a small hotel development and associated residential development creates another node of development not contiguous with the existing settlement.

Heritage and Archaeology

Castlemaine takes its name from a castle, which was erected on the bridge over the River Maine and demolished during the Cromwellian wars. There are three National Monuments within or bounding the plan lands: KE047-038, KE047-02701, and KE047-02801. There are a number of additional structures, although not recorded protected structures, which are of sufficient architectural and heritage significance as to warrant consideration for inclusion in the recorded of Protected Structures.

The proposed Protected Structures are as follows and are shown on the zoning map:

- AH-1 Presbytery
- AH-2 Meanus House
- AH-3 Railway Cottages

AH-4 Quay Wall
 AH-6 Old Stone Building
 AH-7 Terraced single-storey cottage
 AH-8 Terraced single-storey cottage
 AH-9 Terraced single-storey cottage



Natural Environment

The village is located on the banks of the River Maine surrounded by low lying agricultural land characterised by small open field systems with few trees. There is an SAC along the River Maine less than 2 kilometres to the south west of the development boundary. The area has few stands of mature trees apart from those on either side of the bridge and some trees in the vicinity of the Presbytery.

Vehicular and Pedestrian Traffic

Castlemaine developed due to its strategic location on the river Maine and this is still important today as the village is located at the junction of the N70 connecting Tralee with South Kerry and the R561 connecting Killarney and East Kerry with the Dingle Peninsula. Due to its location there is quite an amount of through traffic all year round, but especially during the peak summer period. Given the congested nature of the central core at peak traffic times and the expected increased residential growth over the coming years, it is envisaged that a realignment of the N70 will be necessary. An indicative route to the west of the

village is shown on the attached map. There are no traffic calming measures within the village but traffic tends to slow down in the vicinity of the village core due to the configuration of the road system at this point. Whereas there is a continuous footpath along the north side of the Kiltallagh road, otherwise the footpath network is very fragmented and piecemeal.

Growth and Residential Development

There has been a significant growth in the provision of residential development within the village in recent years, with the completion of 36 dwellings on the northern approach to the village and permission granted for 23 dwellings south of the River Maine in the vicinity of the old railway line. A development of 4 dwellings off the Kiltallagh road and to the rear of existing development has in some small way contributed to the creation of a more compact urban core.



Employment

There is a certain amount of local employment, but its proximity to Milltown has probably had a negative impact in terms of employment and residential growth. There are a number of small commercial enterprises within the village and it is envisaged that with the expected population growth and the increase in residential development, employment prospects and demand for local services should increase over the plan period.

DEVELOPMENT STRATEGY

- Residential development shall be accompanied by an increase in the level of social and retail facilities necessary to support a growing population and create a viable community.
- New development shall be preceded by works to widen and improve the carrying capacity of local roads serving the development.
- Tourist and employment uses shall be encouraged at appropriate locations to provide local employment and sustainable growth.
- Development shall not have a significant detrimental impact on the natural environment or on the visual or physical character of the area.
- New development shall contribute towards a compact settlement structure through making effective use of backland, brownfield and infill sites and preventing unnecessary ribbon development.
- Facilitate development, which is consistent with existing building heights in the village and takes account of the topography of the area.
- Encourage development to adopt existing distinctive local design features where feasible.
- Promote attractive streetscapes and approaches into the town.
- Preserve and enhance existing archaeological and historical features
- Encourage walking and cycling and discourage unnecessary car-use.
- Upgrade and extend existing footpaths.
- Identify an amenity area walkway / cycleway
- Protect existing trees and promote additional planting
- Require the expansion of mixed use and community facilities

--	--	--	--	--

- Protect the existing Recorded Protected Structures and investigate the possibility of including additional structures of merit in the ‘Record of Protected Structures’.
- Provide for light industrial uses in specific locations in order to encourage job creation and provide for the needs of local residents and reduce the need for travelling to other urban areas.
- Identify and develop a Village Riverside Park.
- Encourage ‘living over the shop’ arrangement in order to contribute to the vitality and viability of the town core.
- All commercial and mixed use development should reflect the town core design character of the area. Outlets should have doors and frontages that open directly onto public footpaths and car parking should be located to the rear of buildings where not provided on street.
- Encourage the re-use and renovation of derelict buildings.
- Future development should be carefully designed to avoid, where possible, and incorporate where appropriate, existing archaeological and historic features.
- Encourage the provision of street furniture and tree planting particularly in public open spaces.
- Upgrade / extend public lighting.
- Facilitate the provision of cycle ways and/or footpaths on all public roads within the town boundary.

Residential

Objective No.	Specific Zoning Objective
Z-1	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.
Z-H3	These lands as indicated on the zoning map are reserved for a mix of residential and recreational facilities including playing pitches/all weather facilities and a playground.
Z-H4	The residential (proposed) zoning immediately adjoining AH-5 is subject to the provision of a satisfactory access between Brackhill junction and Castlemaine Bridge.

Commercial/Mixed Uses

Objective No.	Specific Zoning Objective
Z-M1	<p>This area shall make provision for the expansion of the town centre, retail, service uses and amenity space. Office uses, small-scale technology, recreational uses and housing will also be permitted.</p> <p>All development shall reflect the character and dominant design elements of historic centre of the village. Outlets should have doors and frontages that open directly onto public footpaths and car parking should be located to the rear of buildings where not provided on street.</p>

Z-M2

These lands (as indicated on the zoning map) are zoned for a Hotel, car park and low density Residential (proposed), subject to the provision of a satisfactory access between Brackhill junction and Castlemaine Bridge

Z-S1

Environmental improvements designed to widen the existing carriageway and allow for the provision of a footpath, soft landscaping and tree planting.

Education

Objective No.	Specific Zoning Objective
E-1	Provide land for additional school facilities.

Light Industry

Objective No.	Specific Zoning Objective
IND – 1	These lands as indicated on map are reserved for light industry / workshop / office / small scale technology use.

Open Space, Recreation and Amenity

Objective No.	Specific Zoning Objective
ZNA -1	Provide for the development of a town park as indicated on map. The carpark to be provided on these lands shall be adequate for both the amenity area/playground and the Mixed Use zoning.
ZNA -2	These lands as indicated on map are reserved for Amenity and Recreational Amenity.
ZNA -3	To reserve lands along the river for the provision of a river walk as indicated on map
ZNA – 4	Protect existing mature trees and promote additional planting in the vicinity of the Presbytery
ZNA-5	Provide for a pedestrian walkway through Annagh, Castlemaine and Brackhill townlands as shown on the map

ZNA -6

Provide for the development of a playground area as indicated on map.

ZNA-7

Provide a pedestrian walkway from the Kiltallagh Road to the N70 as indicated on the zoning map.

Architectural Heritage

Objective No.	Specific Zoning Objective
AH-1	Secure the inclusion of the structures identified on the map on the record of protected structures.

Vehicular and Pedestrian Traffic

Objective No.	Specific Zoning Objective
T-1	Reserve new access points to facilitate orderly in-depth development as indicated on map
T-2	To extend the footpaths and cycleways in new and existing development throughout the plan area
T-3	To identify an indicative corridor as indicated on map for the future realignment of the N70 National Secondary Route.
T-4	To introduce traffic calming measures along the N70 and the R561 in the vicinity of the schools.
T-5	To provide for the widening (to 20m) of the N70 as indicated on the map. Provision shall be made for a 2.0m wide footpath and 3.0m wide grass margin on each side.
T-6	To provide for the widening (to 20m) of the L5017 as indicated on the map. Provision shall be made for a 2.0m wide footpath and 3.0m wide grass margin on each side.

