

ARDFERT

CONTEXT

Location

Ardfert is a vibrant North Kerry village located midway between Tralee and Ballyheigue, on the Regional Route R551.



Demographics

The population of Ardfert village was recorded as 596 persons in 2002 (CS0), an increase of 3.8% on the previous recorded figure. Projected growth based on this intercensal percentage increase would result in a population increase of 64 persons over the plan period. It is, however, likely due to a number of factors that demand will be significantly higher over the plan period.

Ardfert is an attractive and popular residential location within easy commuting distance of Tralee. The village offers a comprehensive range of local goods and services. Despite its advantages, demand has been suppressed by a lack of wastewater treatment capacity. There are, however,

sizeable landbanks in core areas within the village to allow for sustainable growth.

Functions

While the village provides a very broad range of services, for a settlement of its size, serving the local community and rural hinterlands, recent developments have increased its role as a dormitory village for Tralee. Local employment possibilities are limited with no major employer or industry. The village also functions as a local service centre for the surrounding agricultural hinterland. The village also acts as a convenience stop for tourist and local through traffic.

Facilities

The village is well served by social and retail services. The village core houses a Post Office, Garda station, health centre, garage, petrol station and a number of retail outlets and public houses. In addition there is a Catholic Church, a school and a community centre with gym and launderette. Planning permission for residential development has recently been permitted on the existing GAA grounds, with replacement facilities planned elsewhere on the periphery of the village.

Infrastructure

The existing foul and surface water sewer system is at capacity and future development will not be favourably considered until a new wastewater treatment scheme is constructed. The existing system is a combined foul and storm drainage system and measures to deal with storm waters are required.

The Council is awaiting approval from the Department of the Environment to appoint consultants to prepare a preliminary report for a wastewater scheme. The lack of wastewater treatment and surface water drainage capacity will continue to limit development over a significant portion of the life of this plan.

Social/Affordable Housing

There are currently 153 applications for social / affordable housing within the village. A new council housing estate comprising approximately 70 houses is under construction.

DEVELOPMENT ANALYSIS

Urban Form

The village is located within an area of good agricultural land which is flat and low-lying. The main Tralee-Ballyheigue road bisects the village in an east-west axis and road width restrictions on the western side of the village leads to traffic congestion.

To the north of the village the Tyshe River traverses the village road network.

The village settlement pattern is radial and dispersed and consists of a mixture of single site depth development along radial roads interspersed with housing estates. Within the core of the village there is a mix of dwelling types of various traditional designs. More modern design predominates in the one off-housing on the radial routes.

The largely linear settlement form is undermining the traditionally compact and sustainable urban form. The development of a central retail and social node has been constrained to some extent by need to protect historic buildings and monuments within the village. The traditional urban form and structure which has defined the streetscape is being undermined by fragmented building lines and architectural design elements which do not relate in scale or character to existing development.

Heritage

The area is rich in terms of its archaeological heritage. A medieval cathedral and associated churches have become a major tourist heritage attraction in the Kerry area due to their central location. The 13th Century Franciscan Abbey to the north east of the village is of equal merit, but due to its peripheral location, its contribution to the character of the village is not as obvious.

Five structures included on the Record of Protected Structures (RPS) are located in Ardfert; St Brendan's Catholic Church, Glandore Gates, Talbot-Crosbie Memorial, Ardfert Parish Room and Brandon House. There are also many other structures within the village which are not included in the RPS, but are considered to be

of considerable architectural and heritage value. Of note are the surviving estate walls which contribute to the character and identity of the village. The following structures are of particular merit and should be considered for inclusion in the Record of Protected Structures:-

- Gate lodge adjacent to the Ardfert Retreat Centre
- Gate Lodge at Skrillagh, Ardfert
- Cut stone structures adjacent to St Brendan's Church.

Vehicular and Pedestrian Traffic

Ardfert has developed around a crossroads of local roads and the Tralee-Ballyheigue regional road. There is therefore, a considerable level of through traffic. This situation is compounded by the quarry to the north east of the village which generates significant HGV traffic movements through the village. During the summer months the situation is exacerbated by through traffic to coastal locations.

The Tralee-Ballyheigue Road at the northern end of the village is too narrow to allow traffic to flow freely and the consequent bottleneck delays traffic into and out of the village. The building line of existing development does not allow for the widening of the road. In order to reduce traffic congestion, through traffic must be diverted around the village.

Existing footpaths are segmented and piecemeal and pavements are not provided throughout the entire plan area. The majority of the plan lands are within 800 metres or ten minutes walk of the village centre. There is therefore excellent potential to encourage pedestrian and cyclist activity.

Growth and Residential Development

The town is experiencing significant residential growth, and while there is already a significant level of service provision within the village, including a new modern medical centre, further parallel growth in retail, employment, civic and other services and facilities will be necessary if the independent character of the village is to be maintained. In particular growth in local employment opportunities will promote the sense of local

community and identity, and balance the tendency towards its development as a dormitory town.



DEVELOPMENT STRATEGY

The development strategy is to facilitate the continued development of Ardfert as an independent viable village and to ensure that the nature and form of future development will enhance and protect its character and heritage. This will be achieved by:-

- Enhancing its function as a local service centre by encouraging additional commercial, civic and community facilities on mixed use sites within the village core.
- Encouraging a compact village structure to promote efficiency of service delivery.
- Identifying an area to act as a central focus and by developing an attractive public domain to facilitate community development.
- Facilitating the development of walking and cycling routes throughout the village and particularly from development areas to the village centre and service centres.

- Facilitating development that preserves and enhances the cultural, architectural and historic character of the village.



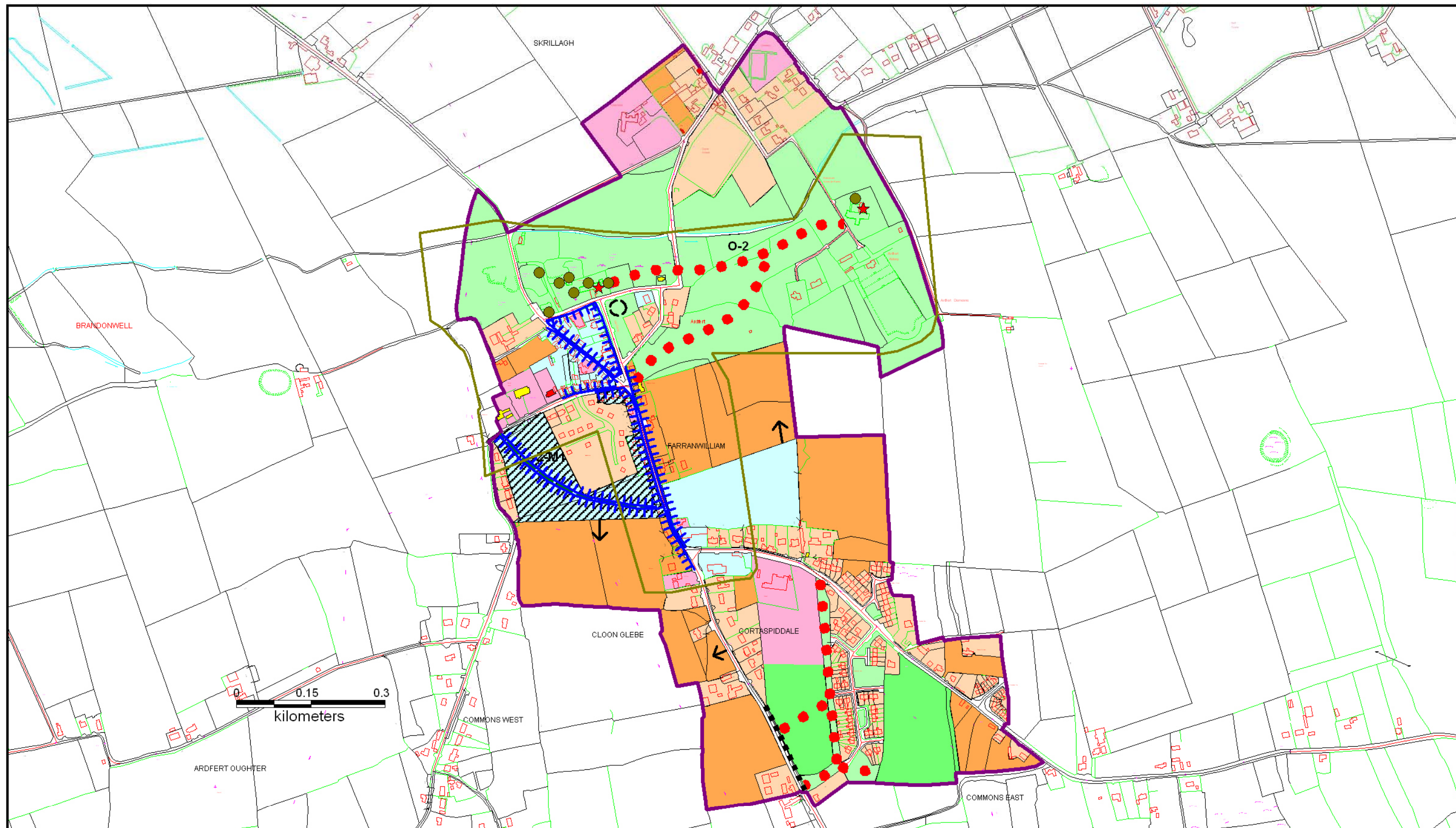


SPECIFIC OBJECTIVES

Objectives No.	
Commercial/ Mixed Uses	
Z – M 1	<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>Proposals must include road layouts, details of design and materials. The layout is to include a traditional street layout along the proposed public road running through the site. (See zoning map). Layouts must cater for pedestrian and cyclist movement within, and through, the site.</p> <p>All development shall reflect the character and dominant design elements of the historic centre of the village. Outlets should have doors and frontages that open directly onto public footpaths. Car parking should be located to the rear of buildings where not provided on street.</p>

Objectives No	
Open space Recreation & Amenity	
O -1	These lands as indicated on the zoning map are reserved for the expansion of recreational uses. Associated indoor sports facilities will be considered.
O - 2	To facilitate the development of a recreational walking trail between the historical Cathedral and Abbey site as indicated on the zoning map.
O - 3	This land is reserved for amenity use.
O - 4	It is an objective of the council to protect the Tyshe River and its riparian zone
Built Heritage	
Z – BH 1	Secure the inclusion of the structures indicated on the zoning map on the Record of Protected Structures where they are shown to have sufficient merit following further expert evaluation.
Z – BH 2	Development should protect and promote the vistas of the ancient Cathedral and Abbey as indicated on the map. Developments within the sightlines of these structures shall provide information on the impact of such vistas within design statements.

Objective No	
Vehicular and Pedestrian Traffic	
T-1	Reserve new access points to facilitate orderly in-depth development.
T-2	Extend the footpaths and cycle-ways in new and existing development throughout the plan area as shown on the map.
T-3	These lands are reserved for the development of a relief road to relieve traffic congestion within the village. The route of the proposed road is indicative pending further evaluation.



Ardferf

Map

Zoning Provisions

Dec. 2006

Kerry County Council
Planning Policy Unit



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| Residential (existing) | Recreational / Open Space & Parkland (O-1) | Recorded Monuments | Indicative Route for Relief Road (T-3) |
| Residential (proposed) | Amenity (O-3) | Indicative Playground | Indicative Access Points (T-1) |
| Mixed Use | Existing Recorded Structures | Mixed Use Urban Streetscape | Pavement Improvements |
| Mixed Use (Z-M1) | Proposed Recorded Structures (Z-BH1) | Pedestrian Route | Development Boundary |
| Institutional & Community Facilities / Utilities | Proposed Protected Views (Z-BH2) | | |