



Farranfore, Co. Kerry - Development Plan Review and Report 2019

Farranfore Development Association

Farranfore Development

Development Plan Review and Progress Report 2019

Project Promoters: Farranfore Development Association

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1. Executive Summary

1.1 Introduction

The Farranfore Development Plan was commissioned by the Farranfore Development Association in 2013. The consultation process and the preparation of the plan was carried out by the lead consultant Tom O’Leary of O’Leary & Associates Training & Consultancy, a Tralee based company which provides consultancy to non-profit, community-based organisations.

In order to achieve the objectives outlined by the Development Association, a number of consultants were included in the team at the time, to produce a comprehensive development plan.

The plan was funded by North & East Kerry Development (NEKD) under the Rural Development Programme. The plan was co-financed by the Farranfore Development Association.

1.2 The Proposing Group

The development plan was commissioned by the Farranfore Development Association (FDA). FDA is a constituted voluntary organisation established in November 2011.

The overall aims of the Development Association are the promotion of community, social, recreational and business development in the Farranfore area resulting in the improvement and enhancement of Farranfore, thus ensuring its sustainability for future generations.

1.3 Purpose of the plan in 2013

The plan was commissioned by the Farranfore Development Association in order to provide an outlet for the local community to express their vision of how they would like the village to develop. In so doing, the community set in motion the steps necessary to attain this vision for the future.

The underlying purpose of the Community Enhancement Plan was to promote community involvement in the development of the village and to allow community members to feel ownership of the subsequent implementation process.

The following objectives were agreed with the planning committee at the time:

- Assess the development potential of the area in the context of National Policy (including Environmental Designations, the National Development Plan, the National Spatial Strategy, Regional Planning Guidelines)
- Carry out an analysis of the Strengths, Weaknesses, Opportunities and Threats (SWOT) in the area.
- Assess the existing built environment and identify areas/buildings in need of renewal.
- Identify potential sites for residential, amenity and commercial development based on the principles of sustainable development and review existing planning guidelines and necessary infrastructure provision.
- Highlight in a design statement areas for improved road infrastructure, footpaths, lighting, and landscaping.

- Develop a biodiversity and environmental plan as part of an overall Tidy Town’s strategy.
- Undertake a public consultation process and consult with all relevant stakeholders North & East Kerry Development, Kerry County Council, NRA, Irish Rail, Kerry Airport, Local Businesses, Schools, and Community Organisations.
- Identify sources of funding for new initiatives and recommend financial strategies for the sustainability of existing and new facilities, services and actions outlined in the plan.

1.4 The Process

The consultants facilitated a parallel consultation process with the community, local businesses, and external relevant agencies.

Desk Research provided the baseline data and information to make assumptions and influenced the strategies developed based on feedback from the consultation process.

1.5 Purpose of the Review

The purpose of this report is to provide an update on the current context for Farranfore in terms of demographics and planning policy. The report also provides an overview of what has been achieved since 2013 and what recommendations were implemented. The report also identifies where there is work to be done and sets out recommendations for the Development Association going forward.

1.6 Key Findings from the Review

The following provides a summary of the key findings from the Review. The analysis was based on meetings with the Development Association Committee members, Management of Kerry Airport, Owners of the Business Park and representatives from Kerry County Council - Economic Unit and Local Enterprise Office.

Demographic profiling was updated using data available on Pobal Maps (<https://maps.pobal.ie/>) and Census 2016 (www.cso.ie)

The 2018-2024 Killarney Municipal District Area Plan provided the basis for the future planning context for Farranfore.

1.6.1 Summary Analysis

Since the Development Plan was published in 2013 there has been significant changes in the economic landscape in the County. The past 6 years has seen investment in infrastructural projects and employment and enterprise initiatives in many parts of the County through Rural Development Funding, Regional Enterprise Development Fund, Town and Village Renewal Funding and also through social finance. Many towns and villages have benefitted in some way from the funding that was available.

Farranfore has also received funding to develop projects within the community. Funding was mostly concentrated on village improvement projects such as planting schemes, bio-diversity projects, and village aesthetics. Capital funding was also secured to develop the waste ground around the Old Railway

Water Tower and to create a small seating and green area within the village.

In terms of the demographic profile, the population has risen slightly, unemployment as reduced considerably, the age profile as remained constant and the Deprivation scores used as a socio-economic measurement are well above the County average.

There has been no investment in private, social or affordable housing in the past 6 years.

From an economic perspective, there has not been significant development in terms of job creation and enterprise development within the village.

Kerry Airport traffic is increasing, and works have been completed in enhancing the infrastructure at the Airport. There is good connectivity with Bus Eireann routes linking to the Airport each day and with improved pedestrian access from the Village to the Airport.

The Farranfore Business Park has lost some tenant companies but have gained others. The Park has a mix of business types and there is no clear strategic plan for the development of the park. The opportunity (serviced site) which was promoted as an opportunity site in the 2013 Development Plan was not developed and planning as also lapsed. This is a disappointment given the investment in Enterprise Facilities in the past 6 years across the County.

Other businesses within the Village would seem to be either steady or growing.

Broadband access has improved but lack of high-speed connectivity at the Airport remains an issue.

Where much has been done to improve the streetscapes and biodiversity within the village, there has been limited or no progress made on the key issues of traffic management that were clearly identified in the 2013 Development Plan. The junctions at the N23 to the Airport and Castleisland Road and the R561 to Firies have not been addressed and with increasing traffic through the village, year on year, these junctions are becoming increasingly hazardous. The proposed realignment of the N22 which would bypass Farranfore has not progressed either in the past 6 years and it is unclear as to the timeframe for this project going forward and it is not on the TII planning schedule.

In short, any projects within the control or responsibility of the Development Association have been implemented to most cases, however projects and recommended actions outside of their responsibility either not progressed or are have been partially developed.

2. Village Context

2.1 Village Setting

Farranfore is located in the heart of County Kerry strategically positioned 17km south of Tralee, 15km north of Killarney and 9.5km west of Castleisland. Farranfore originally developed as a transport hub and has continued to fulfil this role. Kerry Airport is location just over 1km east of the village core and Farranfore Railway Station is located close to the northern entrance to the village.

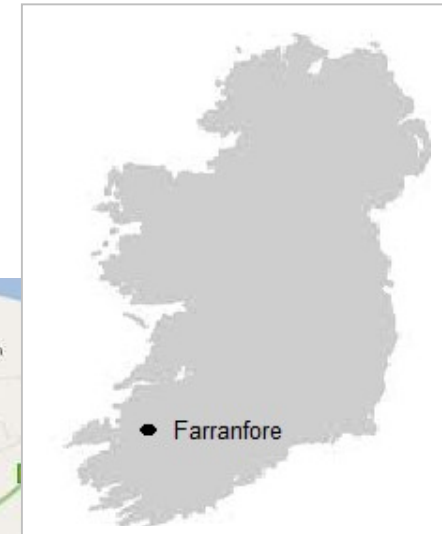
The landscape in the surrounding area is relatively low lying with the topography climbing to the south of the village. A tributary of the Brown Flesk flows parallel to the village bisecting the N22 just north of Ahern’s Pharmacy. There are a significant number of trees in the village centre providing natural screening.

2.2 Urban Form & Development

Farranfore has developed in a linear fashion covering a distance of just under 1km between speed limits at the southern and northern ends of the village. The town has developed around the junction of a number of major routes including the N22, N23 and R561. The village is literally bisected by the N22, one of the busiest routes in the County. The village core centres on the busy junction of the N22 and the R561.

There is no definable traditional streetscape in the settlement and the urban form is characterized by fragmented building lines. Pedestrian permeability of the town is hampered as footpaths are discontinuous and vehicular movement is unrelenting. Continuing footpaths throughout the village coupled with tree planting would help to create a more defined streetscape and would improve the public realm.

Despite its proximity to Tralee and Killarney, Farranfore has not experienced the level of residential development that was seen in neighbouring settlements such as Furies. This is mainly due to constraints resulting from Farranfore’s location on a national primary route as well as restrictions imposed by air traffic restrictions.



2.3 Planning Policy

The 2013 Development Plan was produced in the context of the Local Area Plan (LAP) for Farranfore 2007 – 2013.

This updated report is based on the objectives outlined in the current Killarney MD Area Plan 2018-2024.

2.3.1 Strategic issues from the 2018-2024 Area Plan

In order to allow Farranfore to develop in an orderly manner, it is important that:

- The proposed new Farranfore- Killarney (N22) re-alignment is developed in order to support access to Kerry airport and links to the Tralee-Killarney Hub.
- The industrial activities in Farranfore are protected and developed sustainably.
- Farranfore is promoted as a growth settlement for the Municipal District and every effort is made to achieve its population target as per the core strategy.
- Its location as a strategic transport hub is maximised and developed to its fullest potential.

Planning Considerations and Proposal

- Farranfore will be the primary focus for the development of the surrounding rural areas. An appropriate increase in the population will be facilitated.
- The consolidation of the village settlement and the retention and improvement of local services and facilities to serve the village and surrounding

rural area is encouraged. The importance of the airport and rail line must be recognised, and its further development is vital to the economy of the County and the wider region

There are opportunities to develop the village as a transport/logistics and distribution base as a consequence of its pivotal location as a transport hub.

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.

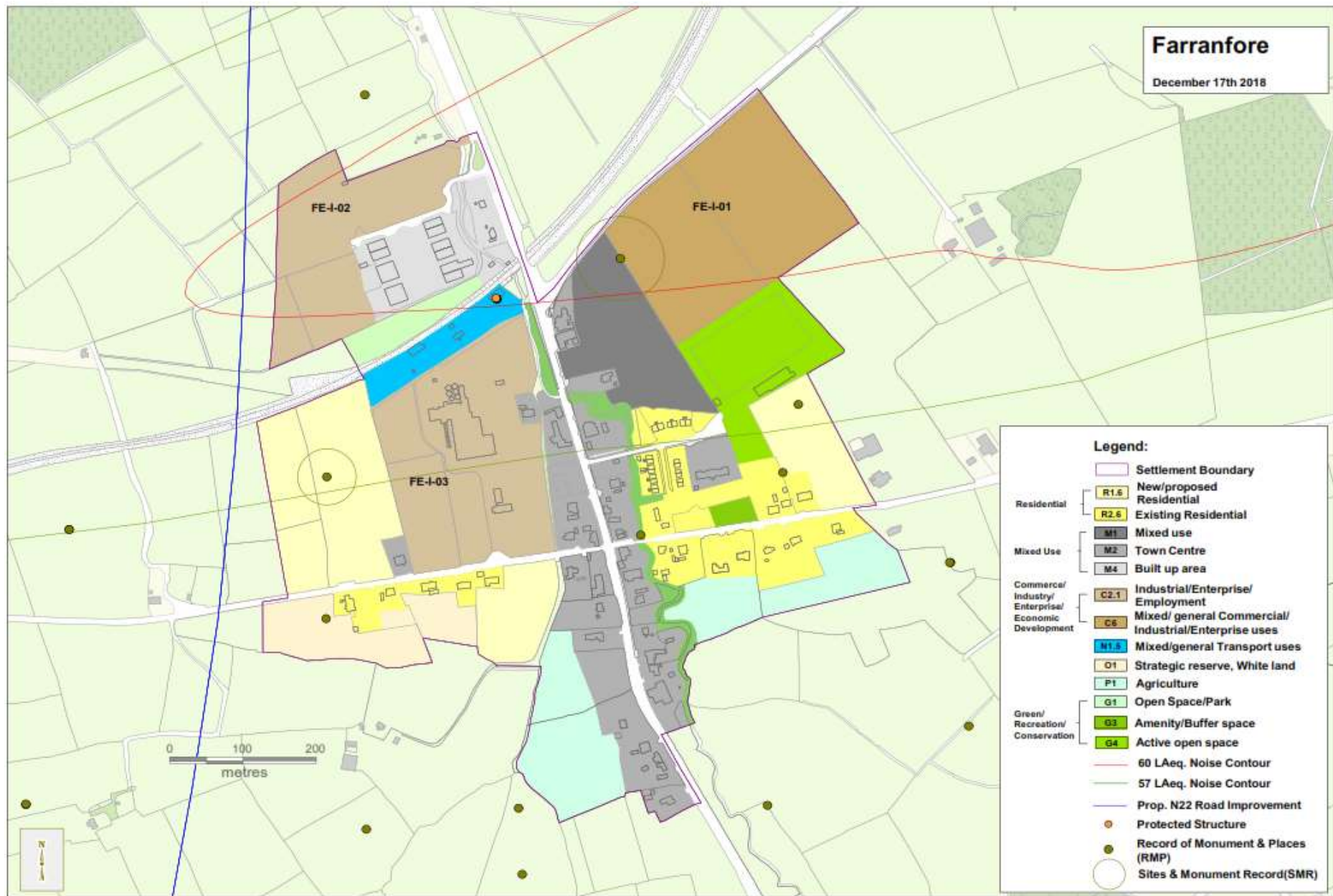
Objectives for Farranfore as per the Killarney MD Plan 2018 -2024

General Objectives	
Objective No:	It is an objective of the Council to;
FE-GO-01	Promote and support the sustainable expansion and growth of Kerry International Airport (Objective RD-36 KCDP) by ensuring compatibility between airport uses and other land uses. 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.

FE-GO-02	Ensure that any development between the 57 La.eq and 60 La.eq noise contours, as shown on zoning map, shall make specific provision for sound attenuation to ensure ambient internal noise levels shall be to the satisfaction of the Planning Authority.
FE-GO-03	Have regard to the recommendations of the Irish Aviation Authority and control inappropriate development in the vicinity of the Airport which may have technical or other implications for safety or the normal operation of the airport.
FE-GO-04	Ensure that future development should support the existing role and function of the village as a transport hub and rural service centre.

Industry Objectives	
Objective No:	It is an objective of the Council to;
FE-I-01	Promote and facilitate the sustainable development of a Light Industrial/ Warehousing/Distribution Park.
FE-I-02	Promote and facilitate the sustainable expansion of the existing business park.
FE-I-03	Promote and facilitate the extension of existing industry and for other appropriate industrial related uses.

Business Objective	
Objective No:	It is an objective of the Council to;
FE-B-01	Promote the sustainable development of a hotel or other tourism related uses.



Farranfore Zoning Map (Killarney MD Area Plan 2018-2024)

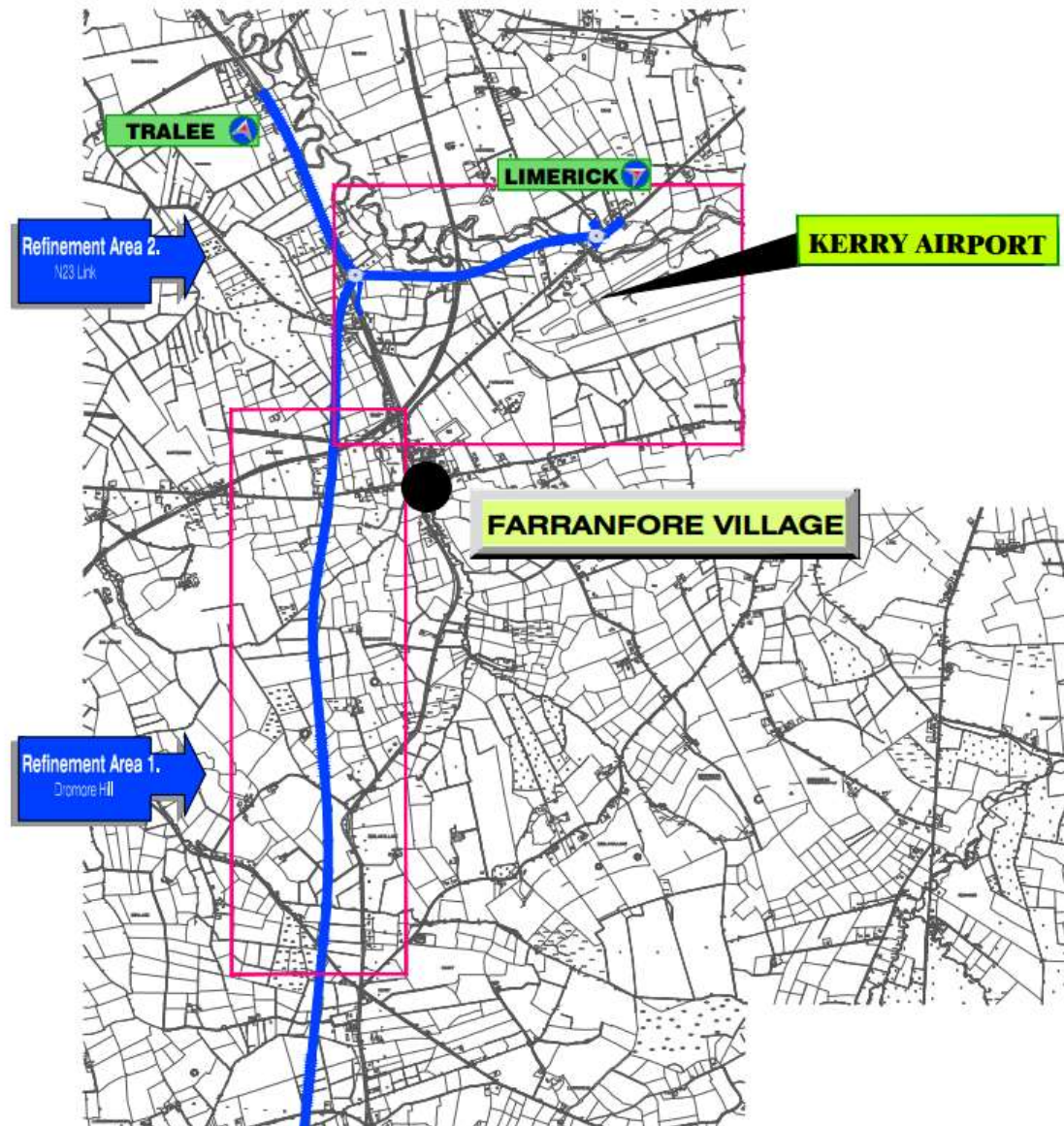
Infrastructure

Transport Infrastructure Ireland is developing/progressing road schemes in the Killarney Municipal District area, specifically the N22 Killarney to Farranfore and the Southern Relief Road schemes.

The map to the right outlines the indicative route developed in 2012 for the N22 Farranfore-Killarney Realignment.

There is no current estimate of when the potential N22 realignment project will reach design and planning stage.

If this proposed realignment is not progressed, it is imperative that traffic management measures are introduced at the critical junctions in the village.



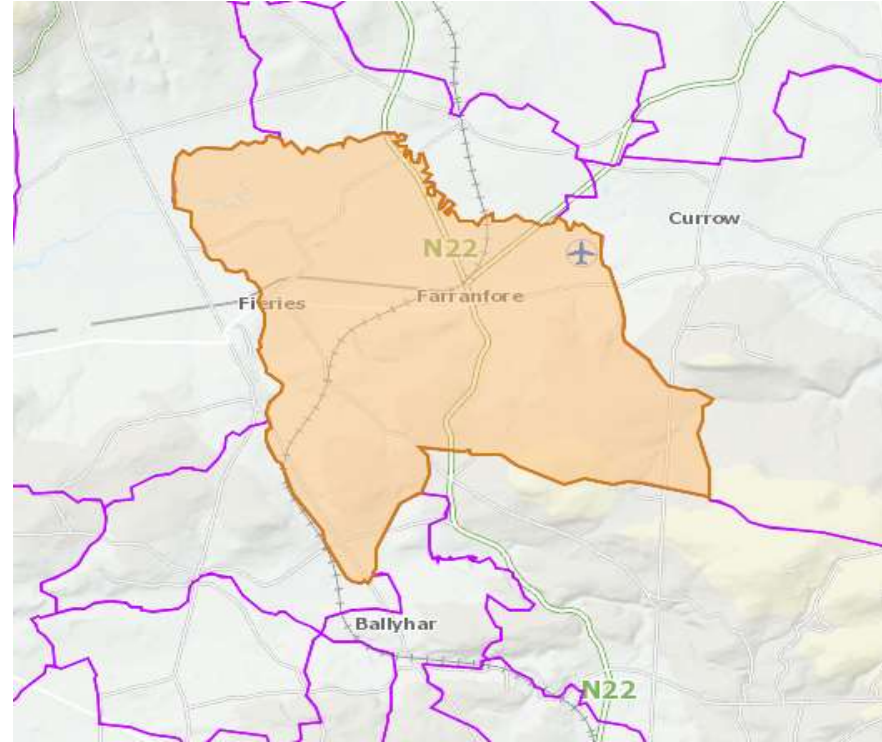
2.4 Socio Economic Profile

The Population for the ED increased by 80 people in the 5-year period 2011-2016.

Although up to date unemployment rates are not available for the ED, the 2016 Census data shows that unemployment as almost halved for both males and females.

For targeting resources towards disadvantaged areas, the relative position of each area at a specific point in time is of greater importance. This is represented by the Relative Index Scores, which have been rescaled so as to have a mean of zero and standard deviation of ten at each census wave.

The relative index score for the Electoral Division (ED) of Molahiffe is 2.35 which is well above the average for the County (-1.31).



Electoral Division (ED) of Molahiffe

ED Name	ED ID	Total Population 2011	Total Population 2016	Deprivation Score 2011	Deprivation Score 2016	Population Change 2011	Population Change 2016	Age Dependency Ratio 2011	Age Dependency Ratio 2016	Unemployment rate-Male 2011	Unemployment rate-Male 2016	Unemployment rate-Female 2011	Unemployment rate-Female 2016
Molahiffe	19089	1490	1570	0.41	2.35	7.66	0.06	35.84	38.64	19.60	9.59	10.87	5.91
TOTAL		1490	1570	0.41	2.35								

Source Census 2016 www.cso.ie

2.5 Services

2.5.1 Enterprise

Farranfore is a transport hub as it has a railway station, Airport and is serviced by the Cork and Limerick Bus Eireann Services.

The village has sufficient commercial services with a Centra Food Store, Pharmacy, Post Office, and two pubs. There is a restaurant in Sherwoods and a diner. There is also a Deli in the Centra Store.

The village has the Farranfore Medical Centre located on the Firies Rd. and a HSE Medical Centre in the centre of the village used by the Public Health Nurse and Welfare Officer. There is a GP surgery and pharmacy.

The Village also has a strong business presence with Kerry Agri Business, 3 car dealerships, a furniture store and a business park which has a number of companies including:

- Southern Scientific
- Dennehy Transport
- Irish Drains,
- JLT Tiles
- Cash & Carry Kitchens
- Kevin Moynihan Scaffolding
- Origin Protein Bars
- Warehousing and Storage Units.

Planning has lapsed on the opportunity site within the business park and this is something that needs to be addressed. There is an opportunity to develop the park as a vibrant enterprise and employment hub

given its central location within the County and road access to the North, East, West and South.

2.5.2 Community and Recreation

The village has a modern national school and the school is also starting a preschool in September 2019.

The village has excellent GAA facilities which have been further developed since the last plan in 2013. The GAA hall also provides space for community meetings.

Apart from the GAA Facilities there are no other community space for meetings, young people or older people in the village.

3 SWOT Analysis Review

Strengths 2013	Difference 2019	Weaknesses 2013	Difference 2019	Opportunities 2013	Difference 2019	Threats 2013	Difference 2019
<ul style="list-style-type: none"> Location Transport Hub with rail, bus and air access Vibrant community Newly formed Development Association with a clear vision and already producing results Well serviced village for retail and medical needs. A large fully serviced business park with full planning permission to develop. The transport heritage and the protected structure of the Railway Station Excellent GAA Facilities Modern school Limited residential development as lessened the strain on resources and services. 	<ul style="list-style-type: none"> Still relevant Still relevant Still relevant The FDA has achieved many of its objectives Still relevant Planning as lapsed. Work done on developing the areas surrounding the station These have further improved Expanding Still relevant but also has prevented growth. 	<ul style="list-style-type: none"> Traffic congestion. Issues at Junctions of N22 and R561 and N22/N23 Junctions Location of bus stops and lack of bus shelters. Poor pedestrian access around the village – especially form the village to the Medical Centre. The village lacks a central focal point such as square or park. Poor Signage Nothing to encourage motorists to stop No traffic calming measures Lack of multi-purpose community space to meet the needs of all sporting and non-sporting groups and activities. Delay in developing the business park. No progress on the construction of a by-pass Lack of cultural or heritage focus 	<ul style="list-style-type: none"> No change No change Remains a problem No improvement Small seating area at the old water tower. Improved No change No change No change No change No change No change No change Some improvements 	<ul style="list-style-type: none"> Develop Farranfore as a business hub based on its central location, availability of serviced business park and transport access. Promote the transport heritage of the village by developing a transport visitor experience. Provide tourist information points for people arriving by Bus, Rail and Air. Develop accommodation base near the Airport. Implement a bio-diversity plan for the village. Develop the green area at the Garda Station as a focal point within the village. 	<ul style="list-style-type: none"> Remains an opportunity. The initial project proposed for the old platform scaled back. No progress No progress and no longer a viable opportunity. All actions recommended have been implemented. No progress as the Garda Station remains operational. 	<ul style="list-style-type: none"> Reduction or loss in funding under the LEADER RDP Programme managed by NEKD. No funding for road improvements form either NRA and/or Kerry County Council. No improvements in broadband connectivity. No development within the business park. Reduction in flights in and out of Kerry Airport. Planning restrictions preventing residential development. 	<ul style="list-style-type: none"> Relevant as the LEADER programme ceases in 2020. Still a relevant threat. Some improvements but needs to be extended to the Airport. Even more relevant given investment elsewhere in past number of years Dublin-Kerry PSO until 2022. Increase in corporate and private plane traffic. Still relevant

Planning Development Process

3.1 Strategy Development

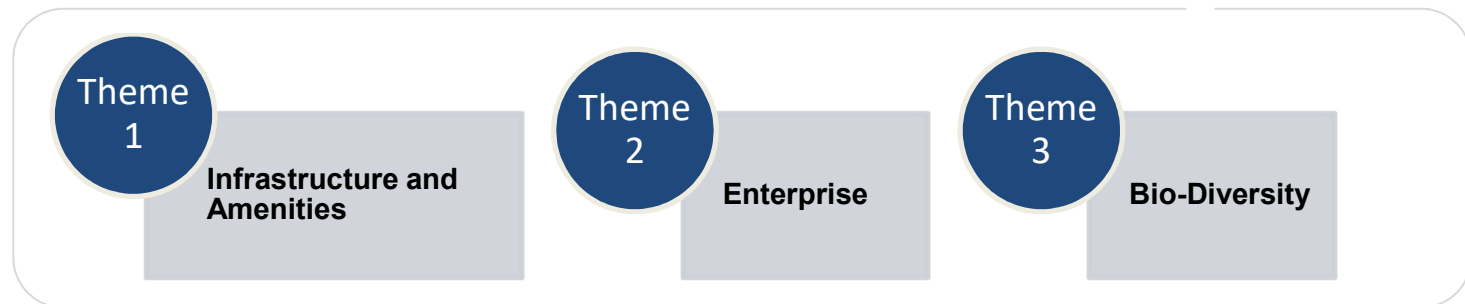
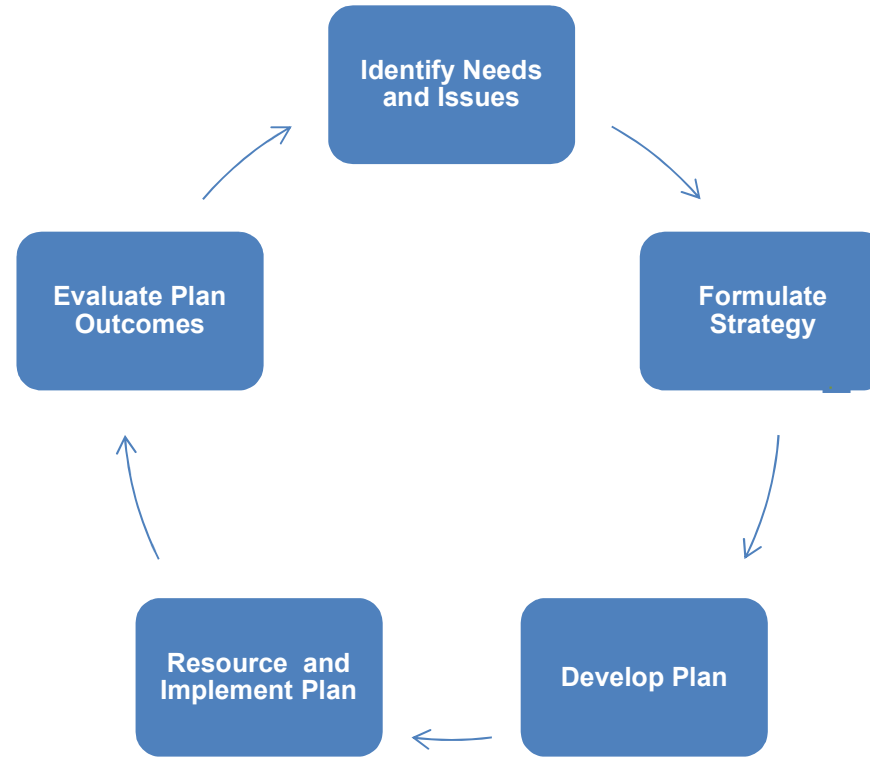
The overall aim of the 2013 plan was to provide a blueprint through which future projects, facilities and services can be planned for, funded, implemented, managed and sustained within the community.

The overall vision for the people living and working within the community could be described as follows:

A clean, natural, vibrant, safe, attractive village where people are encouraged to visit, live and create business opportunities.

The overall plan to achieve this vision was broken into specific strategic themes. The objectives and actions under each theme, was based on an analysis of the feedback from the public consultation process, an analysis of existing and previous planning guidelines impacting on the area and an analysis of the current funding environment to develop projects.

This report provides an analysis of any progress made on the recommended actions over the past 6 years.



4. Analysis - Infrastructure

4.1 Traffic and Roads¹

One of the key issues identified through the consultation process in 2013 was traffic volume through the village, speed and traffic congestion at the two main junctions in the village (R561 to Firies road and N23 to Castleisland road).

It was highlighted in the Farranfore Local Area Plan (2007) that “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.”

Following consultation with both the NRA (now TII) and Kerry County Council it was unlikely that the recommendations to install traffic lights at the junction of R561 and N22 will be implemented.

However the Development Association were encouraged to pursue the possibility of having traffic lights at this junction so as to eliminate the build up of traffic on the Firies road and to also to improve safety at the junction.

It was recommended to investigate the possibility of putting a roundabout at the Junction of N22/N23 at the entrance to the Railway Station.

It would be safer for cars turning right from the N22 on to the N23 and for cars turning right from the N23 on to the N22

No traffic calming measures have been implemented by TII at the N23 Junction or R561 Junction.

With the increase in traffic and particularly HGV traffic, this issue has escalated since the completion of the development plan in 2013.



¹ The recommendations provided were not based on any technical reports or assessment of current traffic and road condition.

4.2 Pedestrian Access

It was recommended in the 2013 plan to lobby for a pedestrian crossing on the N22 to the train station and crossing from the bus stop.

A footpath was also required to allow safe pedestrian access from the village to the Medical Centre. The need for a footpath on the Currow Road was also identified

Pedestrian access is still an issue within the Village with no pedestrian crossings and no access to the Medical Centre.

4.3 Transport Access

The village is well serviced by Bus Eireann and there is a bus lay by at the airport with 7 buses stopping at the Airport each day. Local Link Rural Transport services also stop at the Airport.

The issue of bus stops in the village was identified in 2013. The bus stop serving the Killarney/Cork route is outside Aherns Pharmacy. This continues to have an impact on people entering and exiting the Pharmacy and Post Office Car Park. There is also no bus shelter.

The bus stop on the opposite side of the road service the Tralee and Castleisland/Limerick route is not located within a lay-by which results in the bus having to stop on the road. Although it does provide an element of traffic calming it also creates frustration and traffic build up.

The option of locating the bus stop within the grounds of the railway station similar to that in Tralee was discussed with Bus Eireann. The difficulty would be for drivers exiting the railway station and turning right going towards Killarney and crossing the junction to go to Castleisland and Limerick.

The village still has no bus shelter and the issues identified in 2013, still remain.

4.4 Parks and Amenity Areas

4.4.1 Transport Heritage Park

Farranfore has a long history as a hub for transport. A number of suggestions were made during the consultation process to have a transport visitor centre highlighting the history of transport in Farranfore.

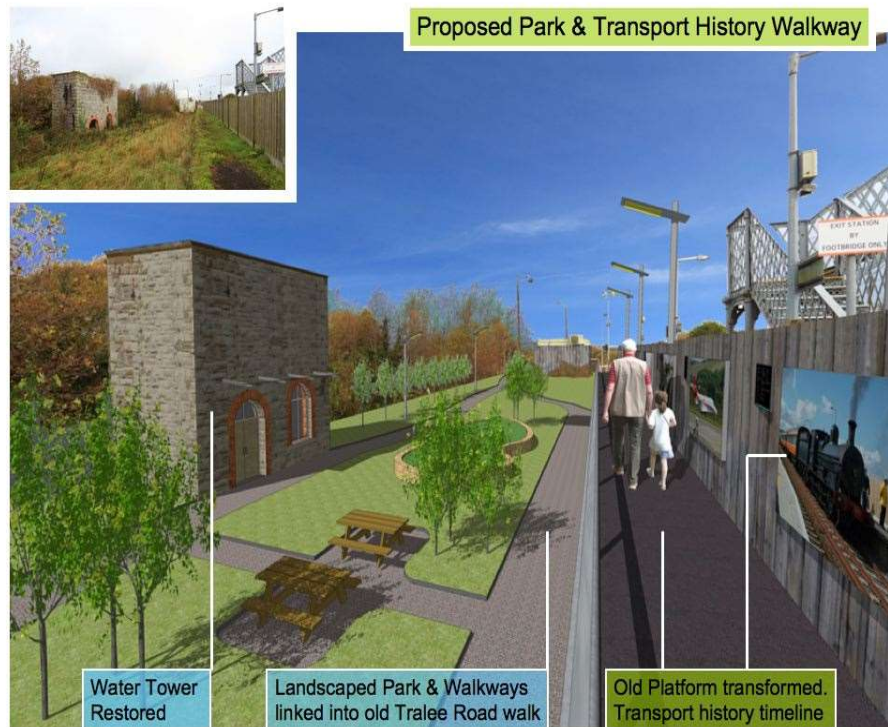
The cost of developing an indoor visitor centre was deemed to be prohibitive so therefore the consultants looked at the option of developing an outdoor visitor experience as a park on the old rail line. The platform and the wall of base of the platform would provide a perfect gallery for wall mounted pictures and signs. The old water tower would be restored and would house some exhibits.

The option of converting an old rail carriage as another indoor exhibit space was also proposed as a possibility.

Irish Rail was supportive of the proposed project subject to some conditions.

Work commenced on the project in 2018 with funding from LEADER. The project was scaled back considerably as following a site assessment it was not possible to access the old railway platform as there was cables servicing the existing rail-line located at this point.

The works completed do provide an attractive location for seating and with some additional interpretative and information signage, could become a focal point. Parking provision will also provide a starting and destination point for walkers, walking the old road.



The artist impression to the left was developed to show the proposed development of the old railway platform and water tower.

The images below show progress made to date on developing the area. This work included removing all vegetation from the old tower and clearing part of the site. Paving was introduced to provide pathways around the tower and seating areas (to be developed). A footbridge over the river and car parking spaces completed the site works.



4.4.2 Village Green

The green area on the Garda Station Eircom Site is currently used by the community for various events such as Christmas Fair, and Summer Barbeque. The site is ideally located in the centre of the village and should be developed as small park or green for the local community.

The area is large enough to accommodate a sensory garden, natural play area for children (not a playground) and a recreational area for activities such as boules.

It was proposed in the 2013 Development Plan to seek permissions from the OPW to develop the site as a village green area. As the Garda Station remains operational works on developing the site will not be progressed.

4.4.3 Walking Route

The current walking route is on the old Tralee Rd. Although not a looped walk it does provide a safe off-road walking trail for the community. The works at the old water tower and car parking have added value to this walking route.



4.5 Community Facilities

4.5.1 Sports

The GAA Club has very good facilities and has invested much in its pitch and buildings. The hall within the GAA Complex is available to the community games and basketball. The hall and meeting rooms are used every night. The National School also has access to the Hall. The fact that there is only 1 pitch limits the outdoor sports and games which can be played on the GAA pitch.

The GAA have further improved their facilities in the past 6 years.

A number of suggestions were made during the 2013 consultation process, to develop a standalone indoor sports facility. One possible site identified for such a facility was within the Business Park. The capital cost of developing a facility which would be required to cater for different sports would be expensive. Funding for sports projects is limited and given the population of Farranfore and the presence of an existing hall within the community would lessen the options for grant aid. A project like this would require substantial fundraising to build. The maintenance and running costs of the building would be difficult to sustain.

4.5.2 Community Meetings

Currently the GAA Hall is used for meetings. When the hall is not available meetings are held in Sherwoods. Other meetings take place in the Marian Hall in Firies.

Following a meeting with the manager of Kerry Agri Business in Farranfore, the option of utilising the Kerry Agri offices for meetings is a possibility.

This has not been progressed since the 2013 plan was published.

4.5.3 Facilities for older people, youth and Childcare

Older People

Currently older people in the community requiring day care are travelling mostly to Castleisland or Firies. There would be limited demand to justify starting a new day care within Farranfore.

Youth

Farranfore like many other villages around the Country have limited facilities for young people. There is no youth club and there are limited volunteers to expand the existing Scouts group.

The GAA Hall is an option to develop some youth activities but there is already a strain on the availability of the hall during the week.

With no plans to develop a community facility within the village, space for older persons and youth initiatives is not available.

Childcare

The National School are introducing a pre-school and after school service from September 2019.

5. Analysis – Enterprise

5.1 4 Business Park

Farranfore was targeted within The Tralee Killarney Hub Strategy and within local area plans as a location to develop light industry, warehousing and logistics business.

The development of the 4 Park Business Centre was the first stage of what was to be the development of multi-purpose enterprise space in Farranfore. A second business park was to be located adjacent to the proposed by-pass.

Since the publication of the 2013 Development Plan the Park has seen some companies move out and other companies move in.

Currently the following companies are located in the Business Park:

- Southern Scientific
- Dennehy Transport
- Irish Drains,
- JLT Tiles
- Cash & Carry Kitchens
- Kevin Moynihan Scaffolding
- Origin Protein Bars
- Warehousing and Storage Units.

Planning has lapsed on the opportunity site within the business park and this is something that needs to be addressed. There is an opportunity to develop the park as a vibrant enterprise and employment hub

given its central location within the County and road access to the North, East, West and South.

The Park is privately owned so it is the responsibility of the owner to develop a strategic plan for the development of the park. The Owner should look at developing strategic partnerships with development agencies or other organisations to identify potential uses for the opportunity site and identify potential investment supports for the construction of enterprise space on site.

5.2 Target Business Sectors

The 2013 Development Plan proposed a number of different business sectors that could be targeted for the development of the site. These included:

- Office Space for Professional Services
- Food Hub
- Craft and Design Hub
- IT Sector
- Training Centre
- Incubation Space for Start Ups

In the past 6 years investment (both private and public investment) has gone into the development of enterprise spaces, advanced factories and R&D Hubs across the County. The Business Park has missed out on these opportunities and the existing planning permission on the site has lapsed.

Future funding will be available to develop Rural Enterprise Projects and it would be recommended that the owners carry out a feasibility analysis to identify the optimum use of the site and to look at potential partnerships to secure investment to develop the site.

6. Analysis – Bio-Diversity and Village Aesthetics

A central theme within the development plan was the preparation of a Bio-Diversity Plan as part of the Tidy Towns Strategy. O'Leary & Associates contracted the services of Kerry Earth Education project who have experience in developing and implementing bio-diversity plans and in training local voluntary groups on bio-diversity and environmental education.

Initial consultation took place with Tidy Towns representatives, and FDA members on 12th November 2012. A village 'walk about' provided an assessment of the village and allowed the consultants to ascertain specific areas of focus for biodiversity work.

The initial assessment was documented and presented to committee for discussion and from this initial consultation developed an action plan with a series of recommendations.

It was proposed that the actions are implemented on a phased basis subject to the levels of grant funding available and the Development Association's ability to raise matching funds.

6.1 Analysis.

Recommendations were based on the assessment of the village and the subsequent consultation with the Tidy Towns Committee. The actions outlined were to be implemented by the Tidy Towns Committee with voluntary support from the wider community.

Funding for the actions recommended were sought and secured through LEADER and Kerry County Council.

Various planting schemes were carried out in the village including the river banks at the rail station, road frontage outside Kerry Agri Factory.

Works were also completed on improving signage and installing welcome signs and planting at the entrance to the village on both sides.

Work was also done in the village centre on installing a 1916 memorial marking the 2016 Centenary.





Images showing improvements to the streetscape in front of the Kerry Agri Facility



Images showing improvements to entrances at both sides of the village.

7. Review of Progress on Action Plans

Strategic Theme: Infrastructure and Amenities

Objectives	Actions	Responsibility	External Support	Outcomes/Progress	Next Steps
To promote the upgrading of footpaths and extension of footpaths to the Medical Centre	Photograph and report on the condition of the footpaths and seek a meeting with Kerry County Council.	Development Association Local Business Petition	Kerry County Council Roads Engineer NRA Local Elected Representatives	No Progress	Continue to lobby KCC
To investigate options for traffic calming measures at Junction of N22 and R561 And Junction of N22 and N23	Lobby Kerry County Council to carry out an analysis of the junction for its suitability for traffic lights and roundabout.	Development Association	Kerry County Council TII RSA Local Elected Representatives	No Progress	Approach KCC and TII re the continued risks at the junctions.
To improve connectivity between Bus, Rail and Air. To improve bus stops within the village.	Prepare a report on the issues relating to the location of the bus stop and seek to have the stops relocated.	Development Association	Bus Eireann RSA	No Progress	Review this with KCC, TII and Bus Eireann
To develop parks and green areas in the village.	Prepare plans for the development of the old rail line transport heritage park and renovation of the water tower. Submit relevant proposals to Irish Rail and seek agreements. Submit applications for grant support.	Development Association	Architect/Engineer Irish Rail Local Historians Kerry Airport Bus Eireann	Progress made on first phase of renovating area around the water tower	Complete current project and seek funding for seating and interpretative signage (information, historic photos etc.) Monitor use of the car parking spaces.
	Prepare outline plans to present to the OPW to get agreements on works to be completed in the village green.	Development Association	Landscape Architect OPW Eircom	No Progress	Further consultation with OPW
To Develop the walking route	Identify areas for maintenance Erect signage at the beginning and end of the route.	Development Association Tidy Towns	Kerry County Council	Progress Made	Promote the walking route incorporating the renovated tower and seating area.

Strategic Theme: Infrastructure and Amenities

Objectives	Actions	Responsibility	External Support	Outcomes/Progress	Next Steps
To secure premises for community meetings.	Negotiate the lease of the offices from Kerry Agri Business. Agree any renovations. Once secured promote the available space for meetings by groups within the community.	Development Association	Kerry Agri Business	No progress	Review this with Kerry Agri
To Develop Sports Facilities	GAA to prepare a 5-year plan. Incorporate multi-purpose facility within the plan.	GAA	Other local sports organisations e.g. Community Games, Basketball	Progress made on developing GAA Facilities. No progress on multi-purpose facility.	Identify further works and apply for Sports Capital Funding. Undertake feasibility study on the development of a multi-purpose facility.

Strategic Theme: Enterprise

Objectives	Actions	Responsibility	External Support	Outcomes/Progress	Next Steps
To develop 4 Business Park as a location for new enterprise	Develop an overall master-plan for the site. Prepare a feasibility study to identify potential business development options such as Hubs for specific industry sectors Design a promotional prospectus outlining the building options, services and rental/purchase options. Make presentation on the potential development of the site to the Kerry Enterprise Action Team Investigate options for fibre optic high speed broadband for the park	4 Park Business Owner Resident Companies	Business Consultant Design Team Enterprise Agencies	No Progress Planning lapsed on Opportunity Site	Property owner needs to develop a strategic plan for the development of the site and a marketing plan to promote the existing vacant units.

Strategic Theme: Bio-Diversity

Objectives	Actions	Responsibility	External Support	Outcomes/Progress	Next Steps
To undertake bio-diversity training	Apply for training grant Promote training programme Complete training programme	Tidy Towns Group	Specialist Trainers	Progress Made	Determine future need for training.
Implement Bio-Diversity Plan	Carry out works recommended in Bio-Diversity Action Plan Negotiate with business owners, Kerry Agri-Business and Irish Rail re works to be completed	Tidy Towns Group	Contractors	Progress Made	Implement annual maintenance plan.

Implementation

Objectives	Actions	Responsibility	External Support	Outcomes/Progress	Next Steps
To strengthen the structure of the development association	Identify sub-committee structures and develop terms of reference Undertake checklist for all governance, insurance, financial compliance.	Development Association	Facilitator	Some Progress made	Need to review membership and committee structures. Also review compliance and governance.
To prepare a fundraising plan	Identify all available sources of funding Investigate potential fundraising initiatives.	Development Association	Information on grants and funding: Funding Point (wheel.ie) www.4bgrants.ie Heritage Council Government Depts. EU Funding –europa.eu	Progress made with grant applications.	Annual funding plan to be developed and implemented.

