County Development Plan

NORTH CORK

Comhairle
Chontae Chorcaí

Plean
Forbatha

1996

CORK COUNTY DEVELOPMENT PLAN

NORTH CORK VOLUME

North Cork Development Plan

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Left:Doorway, Kanturk
Next page: View northwards from Industrial site, Buttevant

Summary of North Cork Development Plan

One function of this Plan is to assess where future opportunities to develop and widen the economic base of North Cork are likely to arise, and to plan positively for them, in ways that reinforce community and settlement structure.

Strengthening North Cork's Population and Employment Base (Ch.1)

This type of planning is needed. North Cork's population and employment base shrunk during the 1980s. One quarter of manufacturing jobs in the area were lost between 1979 and 1987. Only 4 Irish counties had higher emigration and lost more of their population than North Cork between 1986 and 1991.

North Cork has three major assets to help improve the situation:

*(i) There is more **food industry** employment in North Cork than any other County except Dublin. North Cork is a test case for the Culliton strategy of developing indigenous industry clusters. The support of Forbairt and the North Cork Enterprise Board will be sought for this approach. The planning authority can help by zoning or otherwise providing for:*

- *"satellite" food businesses. The food industry is shifting from intervention and large scale production of standard products (eg cheddar) to smaller scale production of a greater variety of products. This increases scope for secondary processing, some of which may need new sites.*
- *small units to encourage new food industry businesses and products, and promote secondary processing*
- *incoming food industry plant(s). European supermarket chains are getting larger and more concerned to secure reliable sources of supply.*

*(ii) **diversification** into non food areas allows faster job growth (mainly non food towns gained 900 manufacturing jobs since 1987, while food towns lost 250), greater employment choice, and avoids overdependence on food. Non food industry based on local resources (eg timber, the proposal for a natural energy park), will help reduce volatility.*

*(iii) **community based economic development groups,** which have promoted (ii) very successfully, will be supported by the Council as appropriate*

Area Needs and Settlement Structure (Ch.2)

Items (i) and (ii) require identification of possible sites and locations. This involves matching the economic functions involved with settlement and area needs.

Diversity of industrial job opportunities is particularly needed in the centre and north of North Cork, these being the areas most dominated by the food industry.

North Cork has 5 cases of pairing/grouping of 2 or 3 settlements of similar size close together. **Paired settlements** have advantages as industrial locations, as the population of both settlements can benefit from a new industry.

Buttevant/Doneraile are an example of a paired settlement with little industry at present. They lie within a diamond of food industry towns, and would be an appropriate location for a new non food industry.

Other paired settlements may be suitable for secondary processing food activities. Large food plants and incubator units are probably more suitably located in large food centres (of which Charleville and Mitchelstown have substantial spare sanitary capacity).

Prospects for **housing** within the towns will be improved by more extensive zoning, for a wider range of housing types, and by the use of zoning options. Direct involvement in housing site provision is envisaged.

Census data show substantial commuting from villages to larger towns. Controls on the rate of construction of single houses in rural areas close to larger towns is proposed, as for other parts of County Cork. This will help control sprawl, maintain village populations and services, and avoid declines in town populations.

The policy will be relaxed for residents of the immediate local areas: for others, there will be generous zoning in the towns, and cluster settlements in the rural areas affected by the policy.

Tourism, Recreation and Amenities (Ch.3)

The tourism and recreational amenities of North Cork can be divided into two groups:

(i) attractions likely to be the main reason for a tourist visit

(ii) attractions visited by those in the area for other reasons

The first group include angling and equestrian activities. A proposal for a National Hunt racecourse would help develop the latter. North Cork would be a good location for a County wide literary heritage centre. Country house hotels and self catering complexes can also be the reason for special visits.

North Cork lies astride the main route from Rosslare to Kerry, and there is a wide range of attractions for transit tourists. Good quality tourist leaflets describing these have already been produced, though more effective means of getting them into the hands of tourists are needed. The Blackwater Valley Drive needs to be supplemented by walking and cycling routes to Kerry.

Infrastructure (Ch.4)

Infrastructure needs include remedying water deficiencies in the two main towns (Mallow and Fermoy). These need priority to avoid limiting employment prospects.

Transport is dominated by through routes (road and rail). The first sections of the new Cork-Kilbehenny road, namely the Fermoy by pass and the Glanmire -Watergrasshill sections, are likely be built in the next 5 years.

Zoning Principles (Ch.5)

The zoning principles used in the area chapters (6-11) are summarised in Chapter 5. Zoning provisions are designed to stimulate the availability of property for development, and a certain amount of flexibility is written into them. As the volume of land without any sanitary service limitations at all is limited, zoning in some cases has to lead rather than follow sanitary investment.

The Mallow & Charleville Areas (Chs. 6-7)

Industrial zoning in the Mallow and Charleville areas (Ch 6-7) is partly intended to promote food industry development, and partly to encourage some diversification of the industrial base.

To promote spin off businesses from the food (and other) sectors, small industrial units are being provided in Mallow. A number of large sites suitable for **stand alone food industries** have been identified in Charleville, which has spare sanitary service capacity. A site south of Mallow is protected for possible future food industry needs.

Zoning options are also used to providing a choice of sites for a substantial **non food industry,** in the interests of diversifying employment opportunities in central North Cork. **Buttevant** would the best location for such an industry, from the point of view of providing accessibility from the maximum number of food industry areas, with Charleville as a fall back location. Land is also zoned for industrial and commercial services in Buttevant and Charleville.

Doneraile has the potential to act as a **tourism focus** for North Cork. It is a suitable location for a self catering complex. Doneraile Court and the adjoining Forest Park will both be under the control of the Office of Public Works, creating scope for the creation of a group of attractions with substantial drawing power. A literary heritage centre is a possible additional attraction.

Housing in Mallow will be provided mainly within the Urban District, but there is a large area outside it at **Ballyviniter** which has been sewered and zoned for housing. Water storage is needed to permit significant development, and take advantage of the investment already made in sewerage.

Housing land is also zoned at **Dromahane, Ballyclogh** and **New Twopothouse,** so as to build up these villages, and to provide an alternative to building in rural areas close to Mallow.

Charleville has good sanitary services, and quite an active housing market. The County Council will supplement private sector site provision with further provision of its own sites at Love lane. Zoned housing land is mostly on the N. and W. sides of the town, with industrial zoning concentrated to the east.

Areas are also zoned for housing at **Newtown/Ballyhea,** and also in the group of **villages west of Charleville,** which have good sanitary services. Consultation with Limerick Co. Co. on coordination of housing and industrial policies for areas straddling the County boundary is suggested.

The Fermoy Area (Ch.8)

The Fermoy area lost 5% of its population (9% in Fermoy Town and Environs) between 1986 and 1991. Despite this, employment has recovered well in the last few years, partly as a result of an effective local enterprise board, and future prospects are good.

To allow for job growth and population recovery in **Fermoy town,** extra industrial land has been zoned adjoining SCI and on the Cork Road, and a large block at Duntahane has been zoned for development as a new suburb. Land is also zoned to allow commercial expansion on the Tallow road, adjoining the UD boundary and existing shopping.

Water supply in Fermoy is inadequate, and will stop further development of the town unless rectified soon.

A quarter of the **villages** in County Cork with populations of 150-500 are in the Fermoy area. Most suffer from overloaded septic tanks, which makes further development in them difficult. Priorities on rectifying this problem are needed. Where there are groups of villages close together, sanitary problems should be resolved in at least one village in the group in the short term. Kilworth should also have a high priority, as the village closest to Fermoy.

Villages close together have been grouped because, with a combined population of 8-900, they are more likely to attract a small/medium sized industry than if each sought industries individually. The **Rathcormack / Castlelyons / Bridebridge** group has an existing industry, but one is needed for **Castletownroche / Killavullen / Ballyhooly.**

The Mitchestown Area (Ch. 9)

The dominance of the food industry in Mitchelstown complements the much more diversified local economy in Fermoy. The two towns are within 15 minutes driving time of each other, and in combination provide a good range of employment opportunities.

On completion of current sewerage works, Mitchelstown will have good sanitary services and will be well placed to attract additional food plants. A large site on the Mallow Road is suggested for an additional plant. Small industrial units would encourage spin off businesses.

Mitchelstown has a substantial service function, concentrated in Cork Street, which is at the eastern edge of a planned town laid out in the 18th and 19th century. Following completion of drainage works, further environmental upgrading of Cork Street and New Market Square is intended. This will help bring out the formal architectural character of the town to best advantage, and reduce the dominance of vehicles. It will improve the commercial and industrial prospects of the town.

The route for the Mitchelstown by pass is not yet decided. A western route would be of more economic and environmental benefit to the town, but cost and traffic issues also have to be taken into account.

Substantial areas have been zoned for housing on the south and north east sides of the town.

The Kanturk Area (Ch.10)

The Kanturk area has gained industrial employment over the last 20 years, but has below average service employment. **Kanturk town** has done less well, as it lost 7% of its population and a quarter of its industry since the mid 1980s.

An international services business in the area would compensate for the lack of service employment. While the difficulties of securing such businesses are recognised, option zoning for several attractive sites for this type of business has been provided in Kanturk, together with areas for growth of indigenous industry.

In the past, private housing development in Kanturk has been sparse and not always successful. The Plan seeks to reduce the risks of private housing through some country lane type layouts (with lower development costs), and by upgrading County Council private sites at Mill Road.

Small industrial units will be provided soon on the IDA estate at **Newmarket**. A number of areas have been zoned for housing. The combined foul/storm water sewerage system does not have spare capacity, and new development will need to dispose of storm water separately.

The growth in industrial employment since the mid 1980s in the Kanturk area is due to the growth of a mjor sawmills at **Ballydesmond.** The Council is strengthening regional roads serving this industry. Environmental upgrading is taking place in the village itself.

The Millstreet Area (Ch.11)

The Millstreet area, like the Fermoy area, lost population heavily in the late 1980s, but has staged an impressive economic recovery in the last few years. Also like Fermoy, it has a track record of successful promotion by the local community. Further industrial land has been identified in the Mount Leader area S of the town for high quality industrial development.

The town is linear, and the frontages of side roads to the south are getting built up. This could make backland areas innaceesible. In order to give access to these lands, and allow for the long term expansion of the town, a relief road to the south is proposed. Incremental implementation of this route, as adjoining lands are developed, is envisaged.

The town could have potential for tourism accommodation or an activity centre, linked to the Killarney area by rail as well as road. An area on Station Road might be suitable for this.

Knocknagree village had 340 people in 1971, and 200 in 1991. If its large village green were improved, this would put it in a stonger position to benefit from job growth at Ring Bros, and from its role as an important centre for traditional Irish music.

User's Guide

The purpose of this guide is to make it easier for users to find their way around this Development Plan.

Plan Layout

The Plan is published in 4 volumes. The County at Large volume outlines the County Council's general approach to the main planning issues. In the other three volumes, which cover the three divisions of the County (South, North and West Cork):

Part 1 of each volume discusses key problems and opportunities special to that division, and indicates the divisional policy measures needed to respond to them

Part 2 in each volume consists of 6-7 area chapters. Each area chapter starts with an overview of the area as a whole, and then includes individual plans for the main towns and villages within the area.

The general policies outlined in Part 1 (and in the County at Large Volume) are applied mainly through the detailed local objectives in Part 2. Local objectives also take full account of varying local circumstances and needs.

Each volume has an Executive Summary at the beginning of the volume. This summarises the main proposals of the Plan, and includes one or two paragraphs on each of the area chapters, and on the main towns. It provides a quick overall idea on what each volume is about.

Using the Plan

People consult a Development Plan for various reasons. The sections below explain how to pursue some of the more usual types of inquiry:

A. ZONING INQUIRIES FROM THE GENERAL PUBLIC

Members of the public often wish to find out how a particular piece of land is zoned, either because they are considering building on it, or because it adjoins their property and they want to know how it may be developed in future.

If the land you are interested in is in, or very close to, a town or a substantial village, look up the settlement plan for the town or village listed in the contents page of the South, North or West Cork volume.

Each settlement plan has a map. This map will show

- *whether the land is zoned, and if so, for what*
- *whether the land is treated as being within the settlement or outside it*

A development boundary is often used to define the edge of the town or village. In some cases, the outermost zoned area represents the edge of the settlement for planning purposes.

If the land is within the settlement, the text accompanying the map comments on the zoning and other policies for the settlement. (In very small settlements, there may only be a map).

The meaning of some of the zoning terms used is explained in Chapter 5. Unzoned land, and land which has already been developed, within the town, is covered by paragraphs 5.4-5.7, and 5.21

Settlement plans normally include some information on sewers, water supplies, and planned road and parking improvements. However, the situation in relation to these often changes over time, so those considering development may need to contact the area engineer at their local County Council office for up to date information.

If the land is outside any settlement, it will be subject to rural planning policies, particularly in relation to housing. These are explained in paragraphs 2.22-2.26 of this volume (the policy background is discussed in Chapter 4 of the County at large volume). The figure at the beginning each area chapter (Figure 6.1, 7.1, 8.1 and so on) shows the physical area to which controls apply.

Those thinking of building a house themselves should also read Appendix III of this volume.

B. BUILDERS AND DEVELOPERS

Those using the Development Plan to identify sites for specific types of development should bear the following points in mind:

- *the amount of land zoned has been increased, relative to the 1986 plan, but some of the extra zoning is "option zoning". This form of zoning is designed either to speed up development, or to encourage a very specific type of development, or both. The limits to which it is subject are explained at 5.9-5.11*

- *the Plan aims at a definite overall direction to the development of many of the larger towns. The text of the settlement plan explains the thinking behind this.*

- *the Plan aims to encourage some types of development which are considered desirable and economically feasible, but which are not occuring at present. These development types are indicated in the sections at the beginning of area chapters, in individual settlement plans, and (in more general terms) in the first three chapters of the South, North and West Cork volumes. Option zoning is used to encourage these types of development in many cases.*

- *There are a number of appendices at the end of this volume for the guidance of developers (including one on "country lane" type development, which is being encouraged as a way of making in depth housing development more economic in lower demand areas). They include references to advisory documents which are available from the County Council.*

- *Settlement plans normally include information on sewers, water supplies, and planned road and parking improvements. However, the situation in relation to these changes over time, and builders should always check the up to date situation with the County Council's area engineer before entering into any commitment*

C. ECONOMIC DEVELOPMENT AND LOCAL COMMUNITY ORGANISATIONS

The Plan places exceptional emphasis on the need for sustainable employment growth, and to maintain coherent communities.

The first three chapters in this volume outline how, in general terms, this might be done. The Council recognises that economic objectives in particular can only be achieved with the cooperation of many different interests, including the relevant state, regional, and local agencies, key local industries, and local community organisations. One purpose of these chapters is to set an initial agenda for discussion with these interests, which can be modified to take account of their inputs, and will hopefully that promote consensus and joint action on as wide a basis as practicable.

A brief outline of the first three chapters of each volume is included in the Executive Summary.

The local parts of the Plan are organised in "area chapters". These cover the main town in the area, together with its surrounding villages and small towns, and its rural hinterland. This way of organising the Review recognises the interdependence of town and countryside.

The County Council will be happy to arrange for offprints of area chapters or settlement plans, where this is requested by community organisations. Area chapters normally include some suggestions on local economic development, as well as policies on how the area and its settlements should develop physically.

D. LISTED BUILDINGS AND OTHER PRESERVATION OBJECTIVES

Buildings and other amenity items listed for preservation are found in Appendix V, at the end of the volume. They are arranged according to the 6 inch and 25 inch scale ordnance survey sheets on which they appear. If you do not know the sheet on which your property appears, the Planning Department in County Hall should be able to identify this for you.

PART ONE

Part 1:
DIVISIONAL POLICIES

Table 1.3.
Jobs in Manufacturing/International Services 1979-92

	Food Industry Towns		Non Food Towns		Total
	Major	Secondary	Intenatnl	Wood	
1979	4324	791	866	15	6172
1982	3819	874	699	64	5492
1987	3289	718	435	189	4674
1988	3253	731	506	190	4726
1989	3252	757	683	263	5003
1990	3279	806	885	294	5311
1991	3332	732	1047	327	5481
1992	3130	704	1152	360	5405

Source: IDA surveys

1. STRENGTHENING NORTH CORK'S POPULATION AND EMPLOYMENT BASE

1.1. North Cork has real economic advantages. In particular, it has a strong concentration of employment in Ireland's leading resource based industry - the food industry - linked into a well structured agricultural sector, and complemented by exceptional growth in internationally owned industry and timber processing in recent years. The problem is that these advantages have not been sufficient for the area to avoid substantial absolute declines in employment and population.

Employment and Population Change

1.2. The concentration in the food industry has brought (relative) employment stability, but not overall employment growth, even in the favourable conditions of the 1970s. Employment fell in the early 1980s: in the later 1980s employment is likely to have been stable or slightly growing, with jobs lost in agriculture being replaced in new industry and services.

Table 1.1.
Employment in North Cork, 1971-86 ('000s)

	1971	1981	1986
Agriculture	10.2	7.6	7.0
Manufacturing	4.1	5.1	4.8
Construction	1.8	2.0	1.4
Services	8.3	9.5	9.6
Total	24.4	24.2	22.8

Population Loss

1.3. Despite a net gain of c. 600 manufacturing jobs, North Cork lost population faster than most other parts of Ireland in the 1986-91 period:

Table 1.2
Population loss and Emigration, 1986-91

	% Population change	Migration (per 1000 per year)
State	-0.5	-7.7
Munster	-1.2	-8.0
Cork City + County	-0.7	-7.4
North Cork	-3.6	-11.5

If North Cork were treated as a county in itself, it would have had the 5th highest rate of population loss (after Leitrim, Longford, Mayo and Roscommon), and also the 5th highest rate of emigration (after Leitrim, Longford, Tipperary S. and Westmeath).

1.4. These losses are reflected in some of the main towns. The highest percentage losses amongst towns in Cork County in the 1986-91 period were in Fermoy (-8.7%), Kanturk (-7.3%) and Charleville (-6%).

1.5. One reason for these exceptional losses seems to be that significant recovery in industrial jobs did not start until 1989, as the total column in Table 1.3 shows. This was too late to have much effect on the population trends for 1986-91.

1.6. Manufacturing employment is broken down in Table 1.3 between towns of different economic structure. Several points emerge from this breakdown:

- *Major Food Industry Towns dominated by the large Co-ops (ie Charleville, Mallow and Mitchelstown) have had stable employment since 1987, but the longer term trend has been downwards, with 30% fewer jobs in 1992 than in 1979. (Some apparent losses are in fact services previously carried out within manufacturing firms, but now contracted out.)*

- *Secondary Food Industry Towns (eg Kanturk, Newmarket, Castlelyons) fluctuated more in the recent past, but within a more stable long term pattern, remaining within 10% of 1979 employment throughout*
- *Towns with substantial international/technology based industry (eg Fermoy, Millstreet) lost half their industrial jobs in the 1979-87 period, but then more than doubled employment since 1987*
- *Growth in timber processing has helped boost employment, particularly in the last 5 years. This has been concentrated primarily at Ballydesmond.*
- *Employment outside food industry centres has risen from 15% in 1987 to 30% in 1992, implying substantial diversification, both sectorally and locationally.*

1.7. Three positive developments, which have become evident over the last few years, offer some prospect of overall improvement of the situation, with implications for particular towns and villages. The developments are:

(a) the current policy shift towards indigenous industry clusters. The North Cork food manufacturing sector is one of the largest and most promising of these in the state

(b) diversification into more rapidly growing manufacturing/ international service activities

(c) the highly effective role played by some community based local enterprise groups in North Cork.

Each of these development raises important questions, which are discussed below.

A. THE FOOD INDUSTRY

1.8. The establishment of Forbairt, with special responsibility for development of indigenous industry, is encouraging. Food manufacturing is the leading indigenous industry in Ireland, accounting for over 50% of the output of all indigenous industry. North Cork had more food manufacturing jobs in 1986 (2750) than any other complete County outside Dublin.

1.9. The Culliton report, on which the establishment of Forbairt is based, drew attention to the importance of industrial "clusters" which could support specialised suppliers, skills, technologies and infrastructure. It argued that the availability of these specialised resources improves prospects for further businesses in the same area, and also for related industries able to benefit from such resources.

1.10. The County Council will seek the cooperation of Forbairt, the North Cork Enterprise Board, and local food industries in setting up a study of how the food industry resources concentrated in North Cork can be used to create employment growth there.

Food Industry Development and Land Use

1.11. Traditionally, the food industry in Ireland has concentrated on a limited range of standard commodities with limited processing. Reduction in sales to intervention and in export subsidies, lack of expansion in the overall EC food market, and limitation of output through CAP reform, will combine to squeeze this type of production, and associated employment. Rationalisation as a result of cooperative mergers also tends to reduce employment.

1.12. Increased reliance on EC consumers is leading to a greater variety of products, with more scope for secondary processing and packaging. This could be expected to lead frequently to smaller and more numerous production lines, and sometimes to dispersal of food industry activity to create new subsidiaries or separate businesses on new sites.

Small Food Units and Secondary Processing

1.13. Ease of establishment and development of small food enterprises in or close to the main food industry centres would influence the extent to which the shift towards secondary processing occurs. The process is likely to happen on a wider scale if it can occur either within existing large existing firms, or in separate businesses.

1.14. The food partnership concept, by which large firms pass on raw materials which are not compatible with their own production structure to smaller firms, is one way of promoting this process.

1.15. Ready availability of small food units in some of the main food industry centres is desirable to encourage the shift towards secondary processing. This could be achieved by private sector provision, by joint venture (eg by the private sector but with a rent guarantee for a limited period), by the Council, or by other specialist agencies such as the new North Cork Enterprise Board. Positive encouragement is needed, as the North Cork food industry is traditionally dominated by large firms, which can represent a barrier to new firm formation.

1.16. Such units should be designed to allow subdivision or combination so as to be flexible in the size of businesses which can be accommodated. Food units are expensive to provide, but standard units designed for ease of conversion to food units are an alternative. They need to be located in places where there is spare capacity for effluent treatment. Area planning policies outlined later in this volume identify a number of suitable sites for such units.

New Specialist Food Plants

1.17. Increasing integration of EC markets is expected to create some new plants for production of a specialised food item on a EC wide scale. Examples include factories for the production of branded goods (eg Mars ice cream at Strasbourg, Findus frozen food at Newcastle), and specialised ingredients (eg mozzarella cheese for pizzas).

1.18. EC integration is also increasing the scale of supermarket chains (eg though the creation of multinational alliances). This implies larger scale purchasing of supplies, with a premium on assured quality and supply. In some cases this could lead to the purchasing chain setting up its own supply plant, or a joint venture operation with a local firm, in an area where raw materials are plentiful. Some provision for possible new plants is made, primarily in locations where sharing of existing specialised assets is possible.

1.19. Several factors influence choice of location for food industry production. Access to existing pools of skilled labour and any relevant specialist services is obviously desirable. Larger food industry plants normally produce substantial volumes of effluent, requiring treatment and a suitable point for discharge of treated liquids, limiting the range of possible locations. Some firms may prefer a location in a smaller settlement, where they would be the major employer, while others may wish to adjoin existing large producers. Both options should be catered for.

1.20. The increasing influence of retail chains clearly poses a danger, as it could result in food processing and sourcing locating more centrally within Europe, to minimise transport costs. The County Council will seek the cooperation of other agencies more directly involved in ensuring that the attractions of North Cork as a place to source and process food are effectively developed and marketed.

B. DIVERSIFICATION

1.21. While new or recent non food industry industries were the main source of employment growth in North Cork since 1987, and provided exceptionally rapid growth in Fermoy and Millstreet in particular, this volatility can have negative as well as positive results. Depending on international conditions, rapid contraction as well as rapid expansion can occur.

1.22. The ideal mix would be one in which the food industry retained its dominant position, but was supplemented both by some further international industries, and by growth in local resource based non food industry. In this mix, the combination of

- *the relative stability of food employment,*
- *the capacity for rapid short term growth of international industry, and*
- *the longer term growth prospects from developing industries based on local resources,*

would meet policy needs more effectively than any of them would on their own.

Resource Based Industries outside the Food Sector

1.23. The timber industry, represented at Ballydesmond, Fermoy and Doneraile, has built up employment steadily over quite a long period, is partly based on indigenous resources, and illustrates the potential for indigenous non food industry.

1.24. The Regional Strategy Study (1987) indicated that the bulk of the target areas for forestry in the County were located in North Cork. It expected a significant increase in the volume of home grown timber in the late 1980s and early 1990s and made proposals on spin off employment in the processing sector, including production of structural timber and use of high grade timber for furniture making.

1.25. The Council has carried out substantial research and development work on the concept of a natural energy park at Mallow. The established geothermal resource there has acted as an initial catalyst. The medium term objective is to assemble academic, research and development, accreditation, and manufacturing activities relating to natural energy, as a spring board for a local industrial complex. Mallow already has a significant engineering sector specialising in pump machinery which would tie in well with this development.

Physical Distribution of Employment

1.26. Policies concerned with the physical distribution of employment, and designed to ensure access to a reasonable range of employment throughout North Cork, are outlined in Chapter 2. It also deals with the physical distribution of population and housing.

C. COMMUNITY BASED ECONOMIC DEVELOPMENT

1.27. Much recent industrial development can be attributed to the success of the local community based economic development groups. In view of the intense competition for new industries, the presence of an established and well supported community council can have a decisive influence on where an industry goes.

1.28. North Cork is fortunate in having a number of highly successful community based action groups. Some of these are centred around the recent EC supported LEADER Programme, while others relate to the various towns and villages such as Fermoy and Millstreet.

Examples

1.29. The Millstreet Community Council

- *helped attract two large electronics firms to the town*
- *established a sub-contracting Co-Op based in the old Avonmore Electric premises. This employs around 20, and carries out contract work for the local Alps and Molex factories, and other factories outside the Millstreet area.*
- *this Coop employs local unemployed people and provides them with the necessary training to allow them to seek employment in the local factories later on.*
- *provided essential voluntary support for the Eurovision competition and the Millstreet Horse Shows.*
- *is supplying sheltered housing (10 units nearing completion)*
- *is investigating the possibility of providing, together with private investors and financial institutions, additional rented accommodation. Scarcity of rented accommodation has lead to excessive commuting distances, with people travelling from as far as Cork City.*

1.30. Fermoy also has a strong local action group. The Fermoy Regional Enterprise Board was involved in the establishment of SCI. The conversion of a derelict mill to provide office accommodation for Met Life, an American insurance firm, was a major coup for the Enterprise Board. Current proposals include the construction of a top class design advance factory suitable for electronics.

1.31. The NW part of North Cork is covered by IRD Duhallow, based in Newmarket. Funded by the LEADER programme, it has so far created 32 permanent jobs, with an eventual commitment of 64. Projects supported tend to be small scale, ranging from tourist related schemes such as the development of a 29 mile section of the Munster Way long distance walking route to training in the area of small food businesses. It intends to establish food incubator units in Boherbue. Total expenditure under LEADER I will be nearly 1.3 million.

1.32. The Ballyhoura area straddles the Cork and Limerick boundaries including the area between Charleville, Mitchelstown, Doneraile and Buttevant. Ballyhoura Development Ltd has just published a recreational use plan for the Ballyhoura Mountains. Current proposals mainly aim at improving tourism accomodation and facilities, as well assisting some small industries.

The Role of Local Economic Development Bodies

1.33. The above list is far from exhaustive, but illustrates the potential of such groups to carry out/assist in key economic development initiatives, which might otherwise not happen.

1.34. The point of such groups is that they work on a bottom up basis, and can mobilise local resources and enthusiasm as a result. The Council's role is to be as supportive as possible, having regard to the employment potential of the initiatives involved.

1.35. In the course of this volume, a number of economic initiatives which are seen as significant in strategic terms, and which appear suitable for promotion by a local economic development group, are noted. Obviously, this is without prejudice to the right of such groups to decide their own agenda and priorities.

Agriculture and Services

1.36. The majority of employment in North Cork is in agriculture and services. These are as important to North Cork as industry, but less volatile in their requirements.

1.37. In agriculture, Cork has had a number of vertically linked vegetable growing-processing-marketing operations, but they have often not survived. This is serious because it is potentially labour intensive both at the growing and the processing end. A study of how the problems experienced in the past can be overcome was proposed in the County Council's submission on the structural funds. Such a study should also assess related options such as organic farming, and ways of overcoming the distance separating fresh produce from European markets economically.

1.38. Policies to develop a strong food manufacturing industry using local raw materials are also the best guarantee for the future of agriculture in North Cork, in the context of the CAP reforms now being implemented.

1.39. North Cork has a strong equestrian tradition which forms the basis for a significant local industry. The racing board has recently approved extensive improvements to Mallow racecourse, which will make it suitable for National Hunt events. These would help boost off season visitors, as events occur in the winter and spring. There is an established axis of equestrian activities from Fermoy to Millstreet which should be developed.

Services

1.40. Service employment grew by 16% in the 1971-86 period. Service employment levels and growth in North Cork are well below County average levels, (though well above those in West Cork). To a large extent this reflects the development of regional services in the City area.

1.41. There is a danger of diversion of retail and retail services from the major towns closest to the City - Mallow and Fermoy - to locations on the N/NE fringes of the City, particularly when new road improvements are in place. The Council will not support developments likely to have this effect.

1.42. Tourism is little developed in North Cork, and the area is not likely to become a major tourist location. However, it has a number of specific advantages which could realistically be built on. It also has community based economic development groups with a strong interest in tourist devlopment. Ways of combining these assets to produce growth in tourism are outlined in Chapter 3.

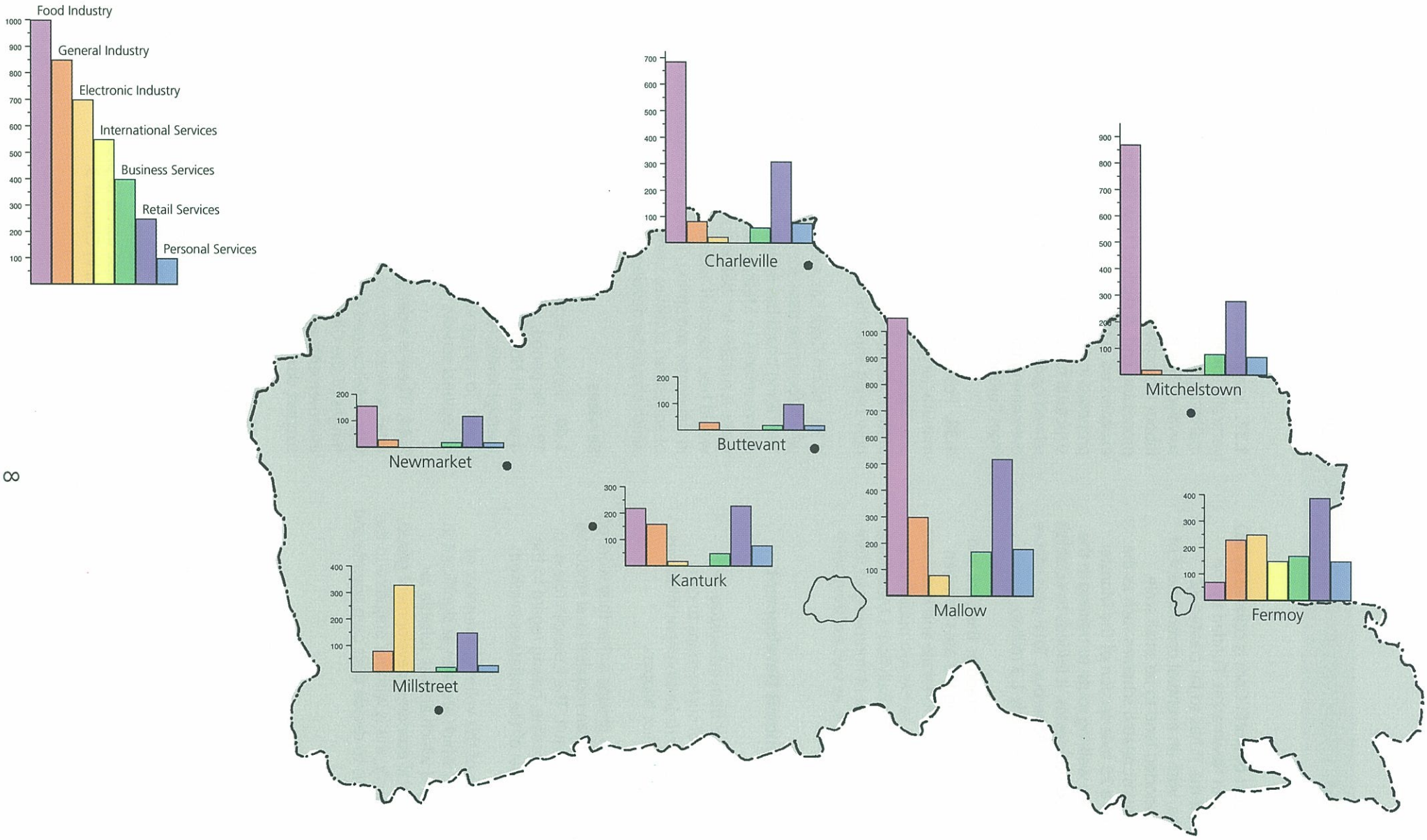


Fig. 2.1. Composition of Employment in main towns (1000+ population)

Notes:- (1) Does not include construction, public administration professions
(2) Manufacturing data 1992, service data 1988

2. AREA NEEDS AND SETTLEMENT STRUCTURE

2.1. North Cork has an above average number of settlements, relative to other parts of the state outside the main cities. These settlements include a number of substantial towns, as well as an unusual number of villages with populations in the 150-500 range. The settlement structure is an inherited one, and the extent to which settlements have retained a substantial economic function varies greatly.

Matching Area and Settlement Needs

2.2. This plan seeks to meet the economic and social needs of North Cork in ways which strengthen settlement structure. Where settlements have to some extent lost their previous function, they should where possible be matched with appropriate new functions.

2.3. The needs of North Cork, as identified in the previous chapter, include:

(a) a need for locations in which new food industry activities can take place

(b) a need for reasonable diversity and choice of employment

In addition, residents of North Cork need

(c) a reasonable choice of residential locations, within reach of employment and satisfactory services

A. NEW FOOD INDUSTRY LOCATIONS

2.4. New food industry production units are more likely to be located within existing plants than on new sites, but (as suggested in the previous chapter) some provision for new sites/buildings should also be made.

2.5. The most significant type of possible new food industry development referred to in Chapter 1 is a substantial new plant, engaged in specialised production for an international retail or distribution chain. This should be in or adjoin an existing town which has spare sanitary services capacity, or the possibility of providing this in the short term.

2.6. Of the major towns, Charleville and Mitchelstown have this capacity. Mallow does not have much spare sanitary capacity, but does have a vacant food factory (previously used for vegetable processing) at present. Buttevant could become suitable when the water supply scheme is complete, providing on site treatment of effluent proved possible.

2.7. Smaller plants involved in further processing of local output should have a choice of location between major food industry centres and village locations. Small units designed to encourage the creation of secondary processing businesses are probably best located in one of the major centres.

B. DIVERSITY/CHOICE OF EMPLOYMENT

2.8. Figure 2.1 indicates the employment functions of the main towns, using the most recent available data*. The dominance of the food sector in the northern and central towns is apparent, with other industrial sectors being more significant in Fermoy and Millstreet only (at the SE and SW corners of North Cork).

2.9. Diversification of employment opportunities has value as a method of

(i) avoiding undue vulnerability to change in one sector.

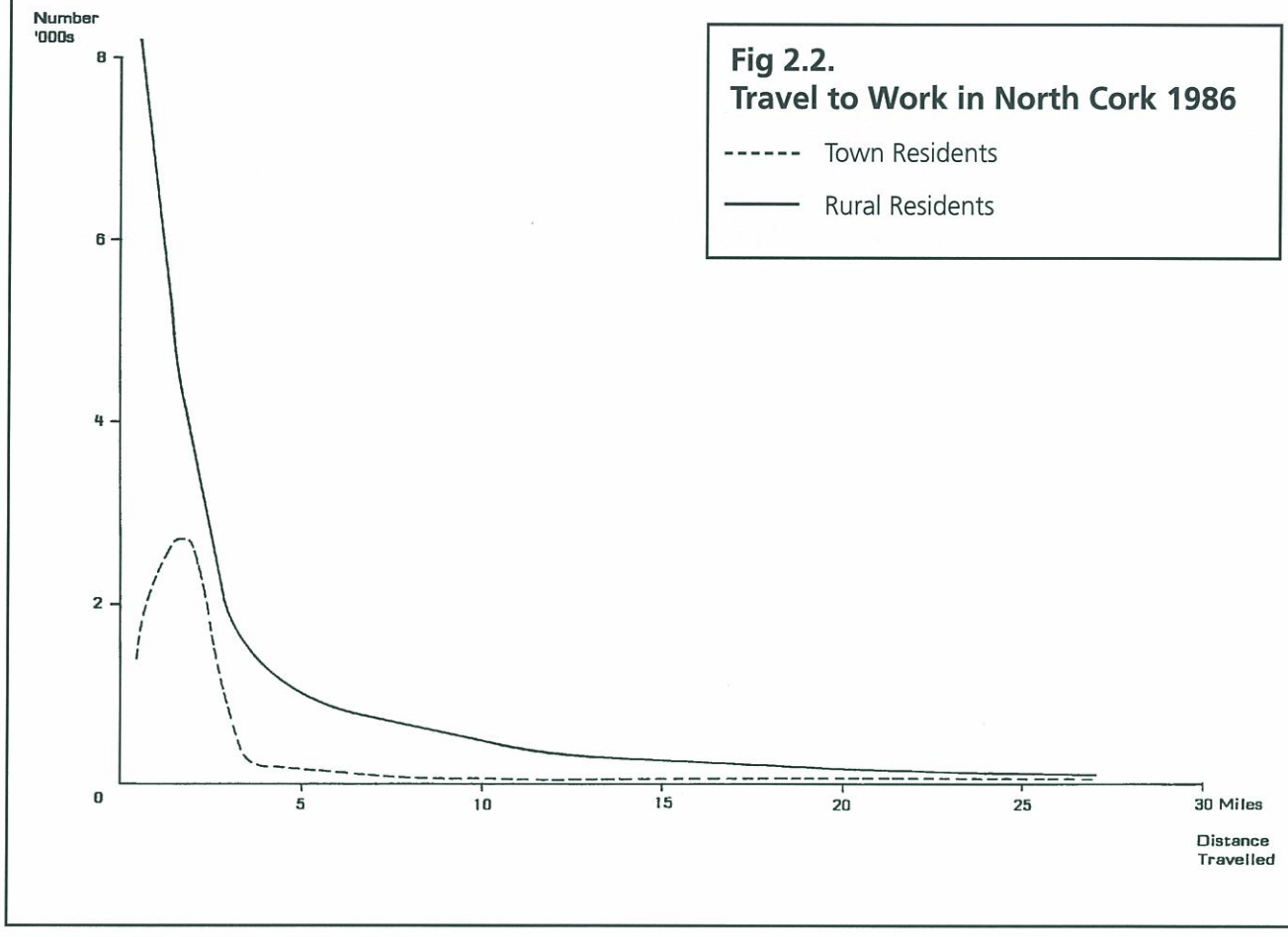
(ii) raising employment growth rates.

(iii) increasing choice of employment type

These factors would mainly benefit the parts of the North Cork labour force within commuting distance of new international industry.

2.10. Actual commuting practice in North Cork in 1986 is summarised in Figure 2.2. This shows that in general, residents of substantial towns do not commute much outside their urban area (though there are some exceptions). On the other hand, residents of rural areas and smaller settlements commute in substantial numbers for distances up to 10 miles.

* IDA Survey, November 1992, Census of Services 1988. Data by place of employment not available for construction, utilities, public administration, professions.



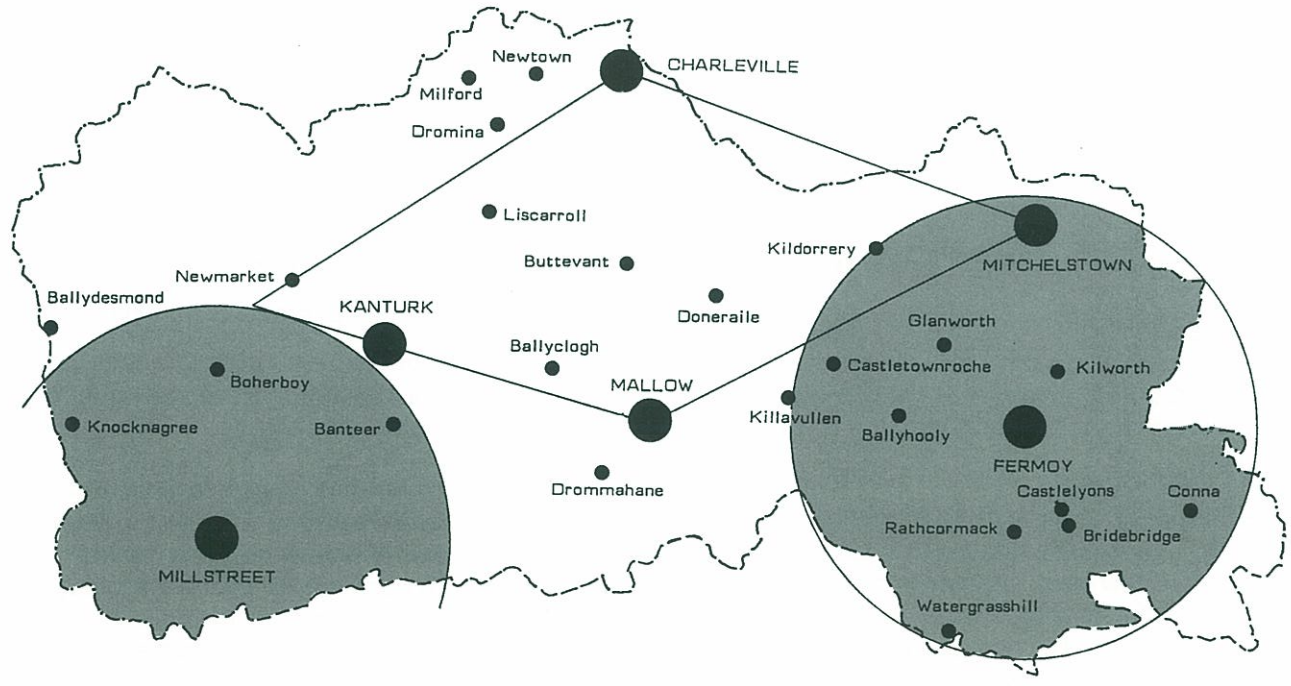


Fig. 2.3. Areas within commuting distance of main international industry centres

Diamond containing main food industry centres

Areas within 10 miles of Fermoy, Millstreet

2.11. Figure 2.3 shows that 10 mile circles centred on Fermoy and Millstreet covers the SE and SW ends of North Cork, but not the centre, where all the main towns are predominantly food industry towns. This suggests a case for some diversification into non food international and local resource based industries in a diamond shaped area in the central part of North Cork, which at present is especially dependent on the food industry.

2.12. Centres which are not currently suitable for food industry expansion, but lie within this diamond, would be particularly suitable for additional non food industry.

2.13. In Mallow, the proposed natural energy park and associated developments is suggested as a means of diversification.

Paired/Grouped Settlements

2.14. A special feature of North Cork is the number of settlements which are unusually close to another settlement of similar size. This feature has relevance for employment policy. Industrial employment in either settlement is accessible to the other, making it easier to provide local employment choice, and providing a wider employment pool for a potential employer. Planning for grouped settlements needs to make the most of this potential advantage.

2.15. Figure 2.4 shows settlements which had a population of 150 + in 1991, using symbols whose area is in proportion to their population. It highlights paired/grouped settlements. The two most significant pairs are Kanturk/Newmarket (combined population 3000) and Buttevant/ Doneraile (combined population 2000).

2.16. These two pairs are suggested as possible locations for an international industry from a "modern" sector such as electronics. The Census suggests that Kanturk Rural District has unusually low levels of service employment, while Buttevant/ Doneraile has little local industry at present, and is at the centre of the food industry "diamond" referred to at para. 2.10 above.

2.17. The grouped villages are:

- *Castletownroche/Killavullen/Ballyhooly*
- *Castlelyons/Bridesbridge/Rathcormack,*
- *Newtownshandrum/Milford/Dromina*

The combined population of each group is in the 650-850 range, giving village labour forces of 250-300 to supplement those of their hinterlands. There is already a significant (food) industry at Castlelyons, and there is evidence of significant commuting from each group to the nearest large towns. However, the grouped villages do represent possible locations for smaller industries from either the food or the modern group.

C. HOUSING AND SERVICES

2.18. All the main towns in North Cork except Newmarket lost population in the 1986-91 period, with exceptional losses in Fermoy, Charleville and Kanturk. The Review aims to improve prospects for housing within the towns by more extensive zoning, for a wider range of housing types, and the use of zoning options. Direct involvement in housing site provision is envisaged, either on Council owned land, or in the context of an agreement between the Council and a landowner, by which the Council services the landowners site in return for part of the site.

2.19. In smaller towns and villages, country lane layouts are suggested for some edge of town sites, to keep site development costs competitive with road side sites.

Satellite Villages

2.20. Figure 2.5 illustrates commuting flows derived from 1986 Census data*, and linking smaller satellite to larger hub settlements. Mallow, Fermoy and Charleville each have several satellite villages, typically 2-5 miles outside the main town.

* The 1986 Census indicates distance travelled to work, but not the direction. The information is thus indicative rather than exact. The data covers the village from which commuting is taking place, together with its immediate rural hinterland (ie the rest of the DED), except in the case of Buttevant, where it applies to the town only.

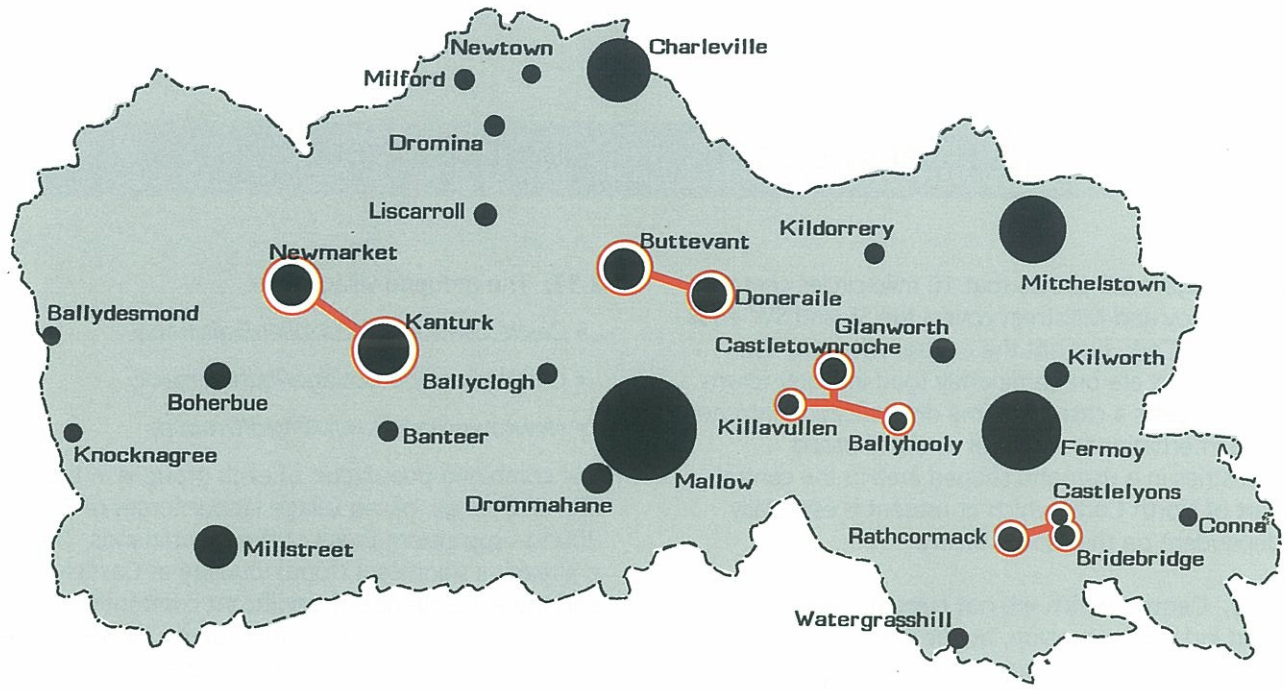


Fig 2.4. Settlement Size and Grouped Settlements

Settlement pair or group

Settlement Population 1991

5.000 2,500 1,000 250

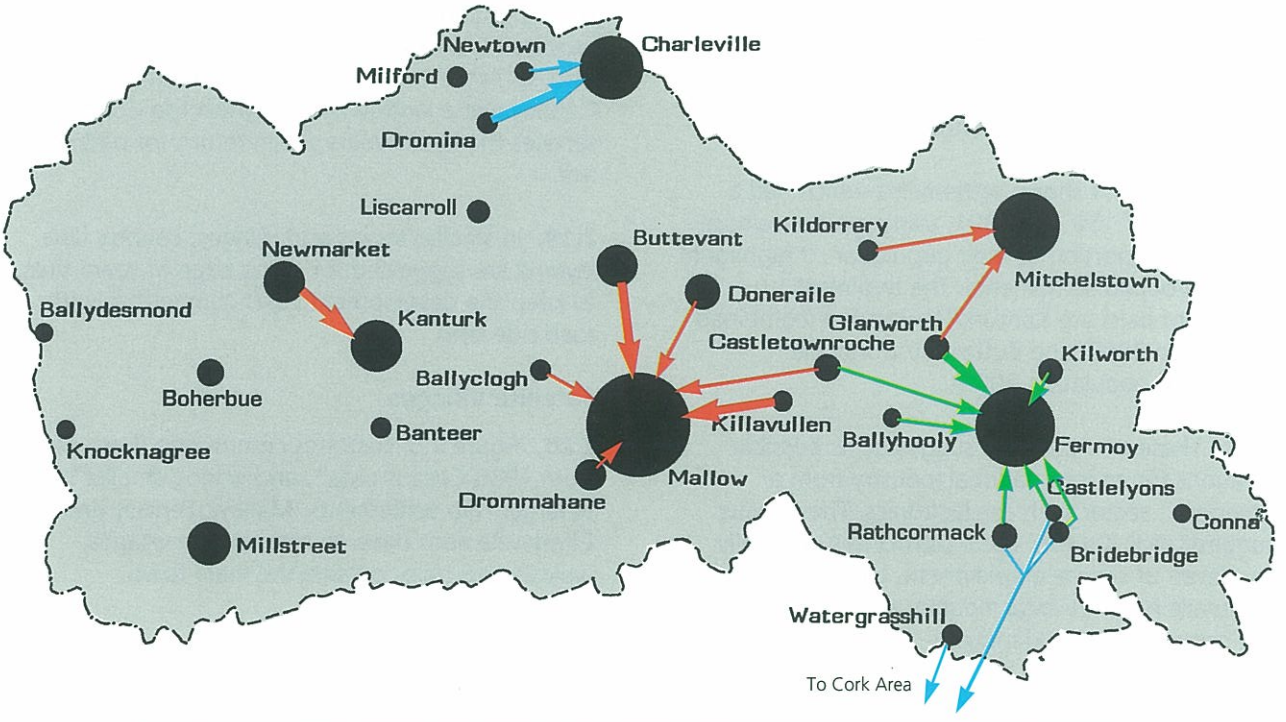


Fig. 2.5. Satellite Settlements

Commuters at least 30% of Workers resident in Satellite settlement

Commuters at least 15% of Workers resident in Satellite settlement

2.21. The figure illustrates the role of commuting in maintaining the population and services of smaller settlements. One positive side effect of the policy on rural housing close to towns (see below) will be to help sustain these settlements.

Rural Housing

2.22. The housing policy described more fully in Chapter 4 of the County at Large Volume is intended to avoid excessive housing development, leading to infrastructure problems and sprawl, in rural areas close to the main towns.

2.23. The policy normally involves an objection in principle to new housing proposals in areas within 3 miles of the main towns. This will protect the attractiveness of towns, and avoid development which could adversely affect their propects for industrial and service employment growth. The relevant areas are defined in the individual area chapters.

2.24. This objection in principle will be relaxed in cases where the County Council is satisfied that a proposal for an individual house is made by a farmer, his direct descendant or ancestor, or a person who has lived outside the town and within 1.5 miles of the site for 7 years or more, for his/her own use. This relaxation will safeguard community and family ties, and low cost access to the housing market as a result of free sites given by a parent. (see also para 4.29 in County at Large Volume)

2.25. Outside the rural areas within 3 miles of the main towns, there will be a positive attitude in principle to individual rural houses. This is without prejudice to issues specific to the site or proposal, which the planning authority is also obliged to consider.

2.26. Controls in the rural areas within 3 miles of the town will tend to displace housebuyers who did not need to live there inwards to the towns, or outwards to lower density rural areas. Growth in town populations will help develop the service sector. Additional population in the more remote and lower density areas will help support rural services.

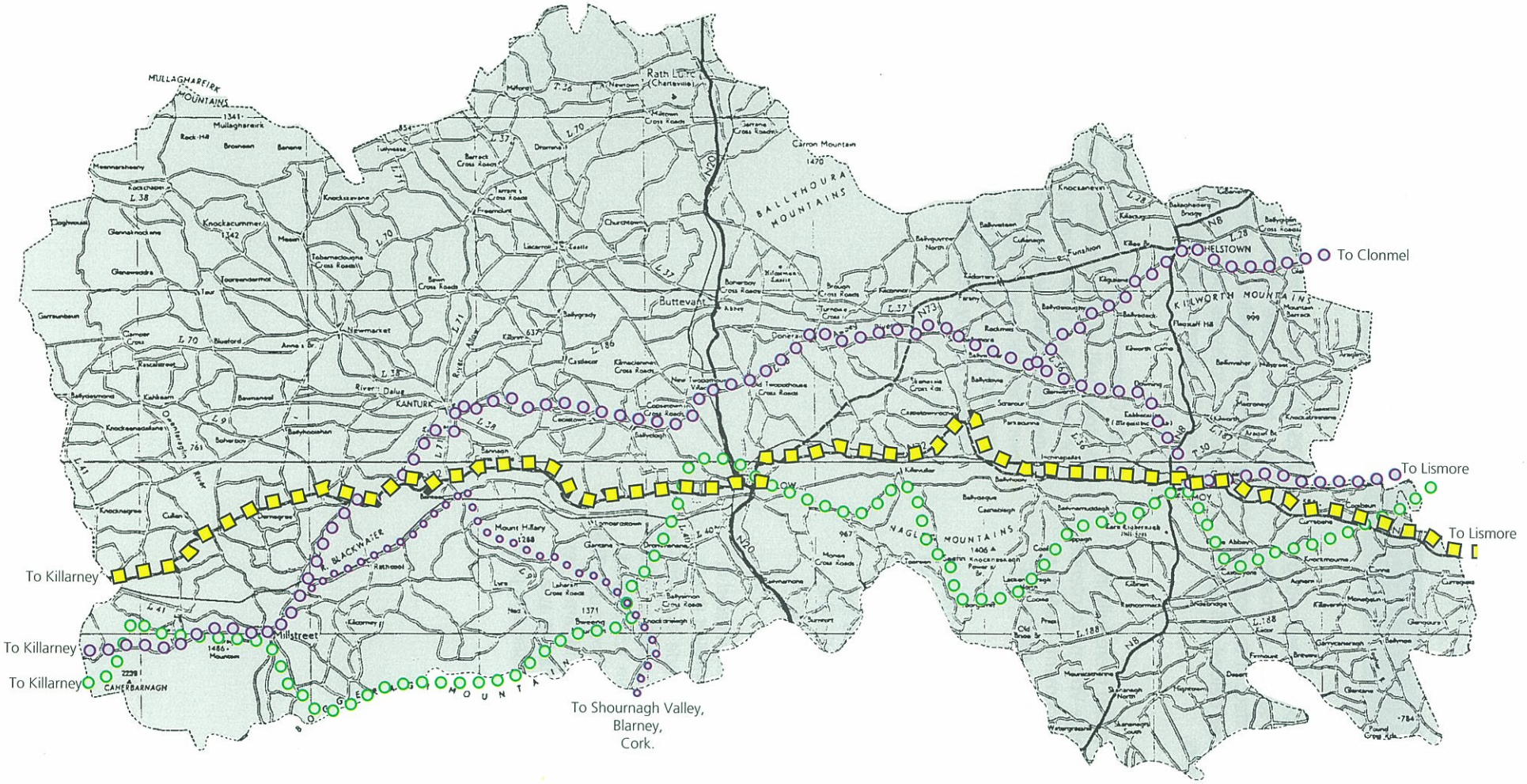


Fig 3.1. Tourist Transit Routes through North Cork

- Blackwater Drive
- Probable Blackwater Valley Cycle Route
- (Extension to Blarney/City)
- Munster Way walking Route

3. TOURISM, RECREATION & AMENITIES

3.1. North Cork has a diversity of attractions which are of recreational value to its people, and also from the point of view of tourism. From the latter point of view, however, the attractions are relatively diffuse, making it difficult to capitalise on the real assets available and produce significant amounts of tourist related employment.

3.2. Where possible, the attractions need to be grouped, so that sufficient critical mass is achieved to make the provision of additional tourism services economic. The attractions and assets, most of which were referred to in the 1986 Plan, can be classified under the following headings:

A. THE BLACKWATER VALLEY

3.3. The attractiveness of North Cork is largely associated with the River Blackwater and its many tributaries. Its image is one of well wooded demesnes and fine country houses in a pastoral landscape. Many unspoiled villages and towns and a plentiful supply of historic abbeys, churches and castles add to the attractiveness of the area.

3.4. Angling has traditionally been a strong point of the area's tourism economy. Fermoy in particular has benefitted from the seasonal trade, its main attraction being coarse fishing. Mallow and Millstreet have become well known for their game fishing while there is largely untapped potential in some of the smaller streams i.e the Awbeg for game fishing.

B. TOURIST ROUTES ALONG THE BLACKWATER

3.5. The main Rosslare-Killarney route, which passes through the area, presents itself as an obvious touring itinerary for overseas visitors heading for the West Coast. Evidence of the Council's interest in exploiting this opportunity is the promotion, in conjunction with tourism and other interests, of the Blackwater Valley Drive. It is Council policy to upgrade this road which is the main east-west link in North Cork.

3.6. The Council itself, in co-operation with Cork/Kerry Tourism, other statutory authorities, and community groups, has attempted to exploit the areas inherent resources by promoting the Blackwater Valley Drive. It has had the effect of co-ordinating and directing the often disparate actions of a wide range of interests.

3.7. The Blackwater valley also has potential for cycling from Rosslare or Cork to Kerry. Cyclists are likely to prefer attractive valley routes with moderate gradients where available, and also to prefer minor roads with relatively little traffic, providing they are relatively direct. Mapping and/or signing such routes could help concentrate cyclist flows on specific routes where they could support accommodation and services. On some European routes, separate transport of cyclists baggage is available between overnight stops, and this would be easiest to arrange on defined routes.

3.8. Cooperation between community based economic development organisations and local authorities to promote defined routes would be required to achieve these benefits. As a stimulus to discussion by such groups, some ideas on where such routes might be provided are shown on Figure 3.1

C. HILL WALKING

3.9. The natural amenities of North Cork are not confined to the Blackwater. Upland terrain in the Nagle and Boggeragh Mountains afford opportunities for hill walking and pony-trekking, and in the case of the latter, archaeological investigation.

3.10. The proposed Munster Way, a long distance walking route, will run from Ballyduff in the east to west of Ballyvourney. The section near Millstreet is now open and has been signposted. Other sections require a more detailed analysis of existing tracks and subsequent agreement with the landowmers involved.

D. EQUESTRIAN ACTIVITIES

3.11. Equestrian activities are evident in a number of locations throughout the area and the relationship between these and the local bloodstock industry is beneficial. The Millstreet International Show is a successful example of this. Opportunities also exist for development of pony-trekking in the area. A trail linking Millstreet with Kenmare has recently been developed.

3.12. The recent announcement of a £4 million investment in Mallow Racecourse will be of major importance to the horse industry. The proposed improvements, incorporating an all weather track, will make it the most important course in Munster and result in a major boost for North Cork.

E. CULTURAL ATTRACTIONS

3.13. In the cultural sphere, North Cork has many local historical and literary societies based on its strong traditional resources. Cullen, near Millstreet, retains an attachment to the native tongue and has over the years been a minor centre for its revival. A number of festivals, the most recent being the Mallow International Folk Dance Festival, endeavour to extend the interest range of the cultural activities to a wider clientele.

3.14. An investigation will be made of the feasibility of establishing an archaeological field centre in co-operation with the U.C.C. in the Kanturk area.

3.15. Restoration of monuments of historic interest will include Bridgetown Abbey, where it is planned to provide ancillary amenities, Bridgetown Church at Mitchelstown and other sites of importance. Assistance will be considered for selected projects where owners or community groups facilitate public access to historic monuments, as in the case of Kilshannig (Newberry) Church near Mallow, (this church has now been leased for craft production). A local group is working on proposals for improvement of access and facilities at Liscarroll Castle.

3.16. Castlelyons, Glanworth and Kilworth are villages with historic interest because of their content and potential for attracting tourists. In co-operation with local community interests and other bodies, proposals to protect and enhance their amenities will be defined and implemented.

3.17. Mitchelstown has the potential to increase its tourism activity because of its unique plan form, streetscapes and buildings. It will be the Councils policy to retain and enhance its special character.

3.18. A programme of environmental improvements, including tree-planting and the removal of derelict sites, has been initiated for selected villages in the area, including Cecilstown and Ballyclogh. Proposals to re-develop or tidy-up derelict sites are included in the various town plans for the area.

3.19. A survey will be undertaken of the principal wooded demesnes in the area with a view to securing their protection. Tree Preservation Orders will be considered for these and other wooded areas.

F. SCIENTIFIC INTERESTS

3.20. Plans are well advanced to create a Natural Energy Park in Mallow, centred around the local geothermal springs. Preliminary proposals include an exhibition centre focussing on all aspects of natural energy, education, research including horticulture. Other related proposals include the re-opening of Spa House. An in-depth study and financial appraisal is currently under way.

3.21. Encouragement will be given to the designation by the State of Kilcolman bog as a nature reserve in order to ensure protection of its botanical characteristics.

Grouping of Attractions

3.22. These attractions can be classified into:

(i) those capable of being the main reason for a visit to North Cork

(ii) those more likely to be used by someone in the area for other reasons (eg passing through the area)

I. SPECIAL VISITS

3.23. Angling and equestrian activities should be capable of attracting tourists for a special visit. They have the advantage of not being very seasonal (or rather, their seasons are not particularly concentrated in the summer). They are relatively upmarket pursuits, and would combine well with the country house hotels with good restaurants in North Cork.

3.24. Millstreet's showjumping competitions in the Green Glens complex make it a possible base for equestrian tourists, and the success of the recent Eurovision competition has raised its profile. This has resulted in an increased demand for accomodation. So far this has been mainly of benefit to larger tourist centres such as Killarney. Proposals to convert Drishane Convent into a hotel and leisure centre are welcomed, and should help change this. Millstreet is well placed for indoor leisure facilities aiming to serve both the Cork and Killarney markets. It is also close to a mountain chain extending into Kerry, and has good rail access, creating potential as a hillwalking base, or as a starting point of a hill walk into Kerry.

Literary Heritage

3.25. Cultural and historical attractions are in general more likely to be visited by those in the area for other reasons. A possible exception is North Cork's literary attractions, if these could be adequately grouped. An archive which sought to collect original archive or facsimile material associated with the main literary figures would attract researchers, and if it aimed to cover Cork City and County as a whole it could have sufficiently wide appeal to be economic.

3.26. This could be combined with exhibition and leaflet material on places in Cork particularly associated with writers, (which would encourage visits to those areas), a bookshop, and (where film versions of books have been made) some form of film/video theatre. The appropriate location should be a place associated with one of the writers involved. The feasibility of this concept, and its eligibility for funding as a type of interpretative centre, will be investigated.

Self Catering Accommodation

3.27. Self catering complexes are popular and not particularly seasonal, and the availability of this sort of accommodation, in an attractive location, could be a reason for special visits in itself. Promotion of a "rent-a-cottage" scheme as a pilot project in a selected town or village in the area will be undertaken. Doneraile is one obvious possible location.

II. TRANSIT VISITORS

3.28. Good quality brochures promoting the Blackwater Valley Drive have been produced. Copies of the main brochure and supplementary pamphlets, including town trials for Mitchelstown, Kanturk, Fermoy and Lismore, Co. Waterford, "Antiquities of the Boggeragh Mountains", "Poets and Writers of the Blackwater Valley" and "Stone carvings of Dunhallow" which are available from County Council Offices.

3.29. Distribution of this material to tourists driving or cycling through North Cork needs to be improved. Some form of tourist shop or office in a reasonably prominent location at the points where tourist traffic enters North Cork (eg Fermoy, Mitchelstown) would be helpful in ensuring these leaflets got into the right hands. Such outlets might be organised in collaboration with local businesses and economic development associations.

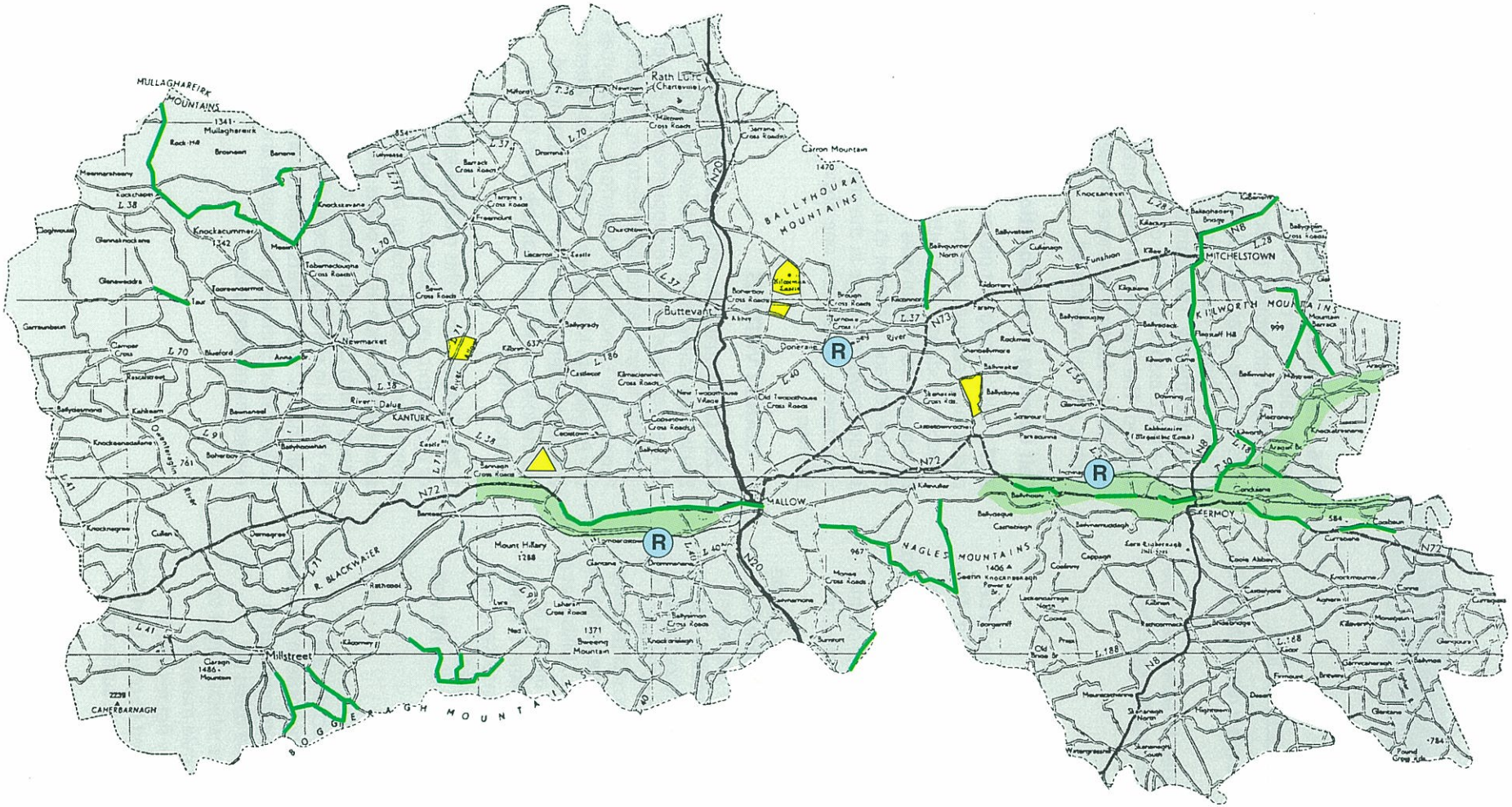


Fig 3.2. Amenity Controls

- Scenic Routes
- Area of Visual/Scenic Importance
- (R) Area of Recreational Importance
- Area of Scientific Importance

3.30. Fermoy and Mallow are the key towns providing the main tourism bases for North Cork. Their continued attractiveness and ability to cater for visitor needs is an essential pre-requisite for area's tourism economy. Substantial environmental improvements to have been made to Fermoy, and more recently to Mallow, though the continuing use of the Main Street in Mallow by traffic in preference to the relief road to the south continues to have an adverse effect on the towns historic core. A number of other towns and villages also have the capacity to extend the diversity and range of visitor attractions. Details of this can be found in the relevant town plans.

3.31. Continuing improvements to the more significant attractions for transit visitors will be pursued as follows:

(a) Publication of supplementary literature on the historic and literary attributes of the area, and co-operation in the mounting of related exhibitions at suitable locations.

(b) Additional signposting of buildings and sites of interest, including the negotiation where feasible of public access to same.

(c) Provision of further picnic areas, scenic viewing points and lay-bys in selected locations along the main and subsidiary touring routes.

(d) Improvements to riverside and fishing paths and walks.

(e) Acquisition, restoration and conversion of Glanworth Mills, in conjunction with the Office of Public Works, to a display centre comprising sculptor's studio cum training workshop in stone masonry and carving. Alternatively, conversion into a restaurant cum riverside pub may be more suitable.

(f) Provision of public access to Spenser's Castle, near Buttevant.

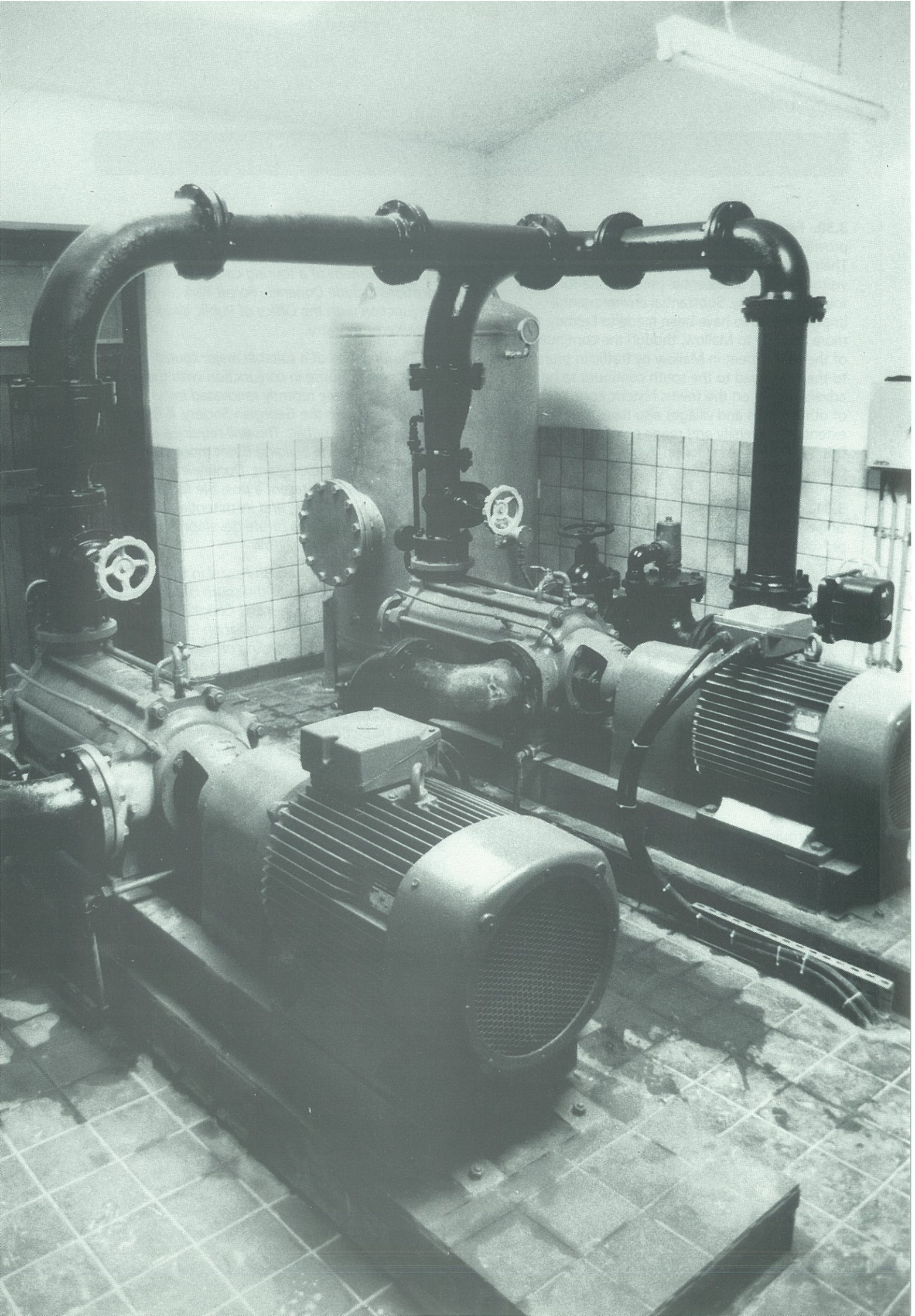
(g) Development of a touring caravan park. Possible locations include Doneraile Forest Park (in conjunction with the Office of Public Works and Cork/Kerry Tourism).

(h) Identification of a suitable major tourist function for Doneraile House in conjunction with the bodies listed in (g). While recently renovated in conjunction with the Georgian Society, it is as yet not open to the public. This will require a major refurnishing as the building is not more than an empty shell. To some extent, Doneraile and Doneraile Court represent a possible focus for tourism in North Cork, and its potential will be pursued vigorously. Its future development needs to be discussed with the OPW.

(i) Establishment of a Youth Hostel in the Boggeragh Mountains to the south of Millstreet in conjunction with an Oige and Cork/Kerry Tourism. Provision of hostel accommodation in conjunction with the promotion of cycling or walking routes would help promote them as well as derive economic benefits from them.

(j) Assistance will be given to Fermoy and Mallow Urban District Councils to improve the environmental image of the towns and exploit their tourism potential.

3.32. The principle areas of scenic amenity (including views from scenic routes) and sites of scientific importance (See figure 3.2) will be protected.



4. INFRASTRUCTURE

4.1. Table 4.1 summarises the infrastructure projects for North Cork, broadly as submitted to the SW Regional Committee for funding under the EC structural funds (1994-9).

Transport

4.2. Because of its geographical position, North Cork is crossed by a number of major road and rail corridors. Investment in these routes reflects their national and regional roles, but produces local accessibility benefits. Of these routes, particular emphasis was placed on the Cork Dublin road (N8) and rail line in the recent National Development Plan.

4.3. The extension of the Glanmire by pass north to Watergrasshill, and the provision of a Fermoy by pass, are likely to be undertaken wthin the next 5 years. These improvements are being integrated into an overall design for a motorway standard road between Glanmire and Kilbeheny (on the County boundary E of Mitchelstown), but the exact route has yet to be finalised. Where the new route is likely to pass close to existing settlements, this will influence the desirable land use pattern, as reflected in local zoning, and may require special environmental measures. The proposed motorway section will be around 30 miles in total.

4.4. Good road links between the main food industry centres will help create favourable conditions for subsuppliers and specialist services, by providing them with as extensive a local market as possible. The possibility of upgrading the regional routes linking North and West Cork (e.g. via Charleville- Kanturk- Millstreet- Macroom-Enniskeane-Clonakilty) needs further investigation. It would help unite the North and West Cork food sectors as a market for specialist services. It could also have benefits for tourism.

4.5. Parking problems are experienced in some of the larger North Cork towns, and these may create difficulties for retailers. In the absence of parking controls, parking spaces immediately adjoining the main commercial areas are often used for long stay parking of cars belonging to those working in these areas, rather than short stay car parking by those wishing to do business there. Provision of off street car parking can only be justified economically when existing spaces in high demand areas are being used efficiently and are subject to time limits or other parking controls.

4.6. Many of the North Cork towns, and some villages, have architecturally impressive central streets or squares. In some cases, these have already been the subject of environmental improvements. These areas are important to the town as a whole in defining its image, and influencing prospects for investment. Successful environmental improvements usually involve some measures to reduce the dominance of motor vehicles. Experience shows that despite concerns over loss of parking, such improvements are usually beneficial to traders.

Sanitary Services

4.7. As Table 4.1 shows, deficiencies in water suplies are (financially) more significant than drainage deficiencies. Water supply deficiencies affect the prospects of North Cork's two main towns: Fermoy and Mallow.

4.8. Mallow is one of the obvious locations for a new food industry, but food industries tend to heavy water users. In the area north and north west of Mallow, the high iron content of the water is a problem.

4.9. The situation in Fermoy is even more worrying, as the basis for resolving the problem has not so far been agreed with the Department of the Environment. Fermoy has shown exceptional growth in industrial and international services employment since the mid 1980s, and has a highly motivated local economic development group which has been exceptionally successful in bringing employment to Fermoy. The capacity of the town to build on this success, both in terms of continuing to attract industry, and in achieving the recovery in the towns population which might normally be expected to follow renewed employment growth, will depend on resolution of this problem.

Ballintona Pumping Station, Newmarket

4.10. North Cork is quite dependent on groundwater for its water supplies. A policy of protecting aquifers being applied, with areas close to aquifers being defined on planning register maps, and being subject to special controls on any development involving pollution risks.

4.11. The Council has been operating a landfill site on 30 acres at Ballygyroe, Kildorrery, since 1990. It is now proposed to extend this site to 80 acres at the same location. This site will accommodate the waste needs of North Cork for the next 25 years.

4.12. This site was chosen by a firm of consultants employed by the Council to determine the most suitable site available in the division for landfilling purposes. Their recommendations have been approved by the Northern Committee, and an EIS prepared by the consultants has been submitted to the Department of the Environment for certification.

Table 4.1:
Infrastructure Proposals: North Cork

A. National Primary Roads	**Cost**	**Comments**
1. Pavement Improvement:-	10.0m.	Main Dublin-Cork Road. Fermoy Kilbeheny, N8.
2. Pavement Improvement:- Charleville Buttevant, N.20	3.0m.	Inter regional link (Cork-Limerick/Shannon) Links food industry centres
3. Fermoy By Pass, N.8	10.0m.	Allow continuation of improvements and enhancement of Fermoy.
4. Pavement Improvement:- Charleville - Limerick County Bounds, N.20	1.0m.	Inter regional link (Cork-Limerick/Shannon) Links food industry centres (Charleville, Mallow).
5. Buttevant By Pass, N.20	16.0m.	Inter regional link (Cork-Limerick/Shannon) Links food industry centres (Charleville, Mallow).
6. Mitchelstown By Pass, N.8	7.0m.	Allow environmental improvement of town - could help diversification of economic base.
7. Pavement Improvement:- Mallow - Boherash, N.20	2.0m.	Inter regional link (Cork-Limerick/Shannon) Links food industry centres (Charleville, Mallow).
Subtotal:-	49.0m.	
B. National Secondary Roads		
1. Realignment and Pavement Improvement Mallow - Mitchelstown, N.73	15.0m.	Important link for food indsutry.
2. Improve Pavement:- Mallow - Rathmore, N.72	5.0m.	(2 - 4) Blackwater Valley section of Rosslare-Killarney tourist route.
3. Realignment and Pavement Improvement,Mallow-Fermoy, N72	17.0m.	
4. Pavement Improvement, Fermoy - Waterford County Bounds, N.72	3.0m.	
Subtotal	40.0m.	

C. Regional Roads: Pavement Improvements		
1. R 515 Charleville - Milford	0.20m.	
2. R 76 Kanturk - Newmarket - Rockchapel	0.80m.	
3. R 577 Clonbanin - Ballydesmond	0.70m.	
4. R 578 Newmarket - Charleville	0.75m.	
5. R 582 Millstreet - Rathmore - Ballydesmond	0.75m.	Improve access between forestry areas and timber processing facilities.
6. R 583 Sandpit - Millstreet	0.65m.	Part of possible N. Cork - W. Cork link.
7. R 626 Rathcormac - Midleton	0.65m.	
8. R 579 Kanturk - Freemount	0.50m.	Part of possible N. Cork - W. Cork link.
9. R 512 Fermoy - Kilmallock	0.75m.	
10. R 628 Rathcormac - Tallow	0.75m.	
Subtotal:-	6.50m.	
D. Strengthening and improvement of important County Roads	12.5m.	
E. Water Supply Schemes		
1. North West Regional Scheme	2.75m.	Problem of high iron content in water at present. Scheme resolves this, facilitates expansion of timber processing and allows redeployment of supplies to meet shortages.
2. Buttevant Water Supply Augmentation	0.987m.	
3. North East Regional Scheme Stage 2, Phase 1	1.5m.	
4. Mallow/Ballyviniter Regional Scheme	3.0m.	Opportunity to provide water at low cost - c. 1m. gallons per day will be available for new industry in Mallow.
5. Conna Regional Water Supply Stage 2	1.5m.	
6. Banteer/Dromahane Regional Scheme	2.0m.	Improves quality (so that satisfactory Scheme compliance with EC directive achieved at all times) and quantity.
7. Millstreet Water Supply Scheme	1.0m.	
8. Ballinatona Water Supply Stage 2, Phase 1.	2.0m.	Linked to No. 1 above.
9. Fermoy Water Supply	3.0m.	
10. Small Capital Schemes Stage 3	1.0m.	
11. General upgrading of Water Distribution Network	1.0m.	
Subtotal	19.735m	

F. Sewerage Schemes	Approx. Cost	Comments
1. Mitchelstown Refurbishment Scheme	2.5m.	Improvement to collection and treatment system: in present condition inhibits future development.
2. Doneraile Treatment Works	1.75m.	Present system archaic and too close to major tourist attraction.
3. Liscarroll Treatment Works and Pipelines	0.25m.	Present system deficient, and treatment too close to Castle.
4. Meelin Sewerage Scheme	0.25m.	
5. Kilbrin Sewerage Scheme	0.3m.	
6. Tullylease Sewerage Scheme	0.1m.	
7. Mallow Flood Relief	2.0m	Tunnel to divert flood waters
8. Small Capital Schemes	1.0m.	
Subtotal:-	7.15m.	
G. Waste Disposal and Environmental		
1. Provision of Landfill Site(s)	1.5m.	Leased site in use at present. May continue, or purchase new site, but in either case investment in site necessary to continue meeting EC standards, control leachate, etc.
2. Provision of facilities for Sludge Disposal incl. Soil Injection	0.2m.	Use of sludge for soil injection and use in forestry requires holding facility.
H. Environmental		
1. Provision of Re-Cycling Facilities	0.2m.	5-10% of waste regarded as recyclable.

PART TWO

Part 2:
LOCAL CATCHMENT AREAS, TOWN AND VILLAGE PLANS

Golden Vale

5. ZONING PRINCIPLES

5.1. The purpose of this chapter is to explain the principles underlying the zoning provisions in the succeeding area chapters (6-11) of the plan. These chapters contain settlement plans for the scheduled towns in North Cork, and a variety of smaller towns and villages.

5.2. Zoning for housing and employment purposes is carried out within the context of population projections for 1996, and the projected population range for 2001. These projections indicate the order of magnitude of growth needed in land available for housing and employment.

5.3. The zoning aims to stimulate as well as provide for demand by using

- *especially attractive sites to attract key development*
- *zoning and option categories intended to broaden the range of development occurring*
- *potential for positive interaction between existing and desired uses, amenity assets and proposed infrastructure, while protecting the special attractions and character of the town.*

A. AREAS ALREADY LARGELY DEVELOPED

5.4. These areas are in general not specifically zoned. The basic principles of a relatively compact commercial core, and protection of housing areas, apply.

5.5. The settlement plans for the larger towns have retained from the 1986 County Development Plan a designation of the retail frontage areas in the town core area. The underlying objectives are

- *to ensure compact town cores in which it is easy to walk from shop to shop, and in which housing areas close to the town core are not subject to erosion by sporadic commercial development.*
- *to maintain and enhance the physical quality of retail areas. A high standard of urban design will be required for retail development in general, including sympathetic treatment of existing buildings, well designed shopfronts, and avoidance of single storey structures.*
- *Where there is an independent entrance and staircase to upper floors above a shop, their removal will only be allowed where the Council is satisfied that there is no danger of upper floor vacancy or underuse arising as a result.*

5.6. Where retail development, of a type which is acceptable in principle but is not easily fitted into the the existing retail frontage, is put forward, the development may be considered favourably if it is located sufficiently close to the existing retail frontage to permit easy movement of pedestrian shoppers between the two, and is not at the expense of established housing or industrial uses which it appears desirable to protect.

5.7. Older housing areas in towns are particularly vulnerable to erosion of amenites by incompatible commercial development or traffic. Conditions in these areas should be likely to promote their continued use, and their maintenance in an attractive condition. This will be an important factor in assessing planning applications, and in designing the Council's own development projects.

B. PERIPHERAL DEVELOPMENT ZONES

5.8. In smaller settlements, the volume and nature of development proposals likely to be put forward in a 5 or 10 year period is less predictable than in large towns. Flexibility on the purpose for which conventionally zoned land is used may be appropriate where

- *the development promotes the wider goals sought by the settlement plan*
- *a good physical relationship between the uses, buildings and physical setting which will adjoin each other as a result of the proposal can be achieved.*

Food industry offices, Charleville

Zoning Options

5.9. Some land at the edge of settlements has been zoned for agriculture, with the option of a specific type of development. The purpose of these zones is to provide alternative land for development in case sufficient conventionally zoned land is not made available for development during the life of the Development Plan, and to stimulate new types of development not occurring in the town at present.

5.10. Options may lapse as a result of needs or desired development types being accommodated on conventionally zoned or other option land, or as a result of a subsequent review of the settlement plan in the light of altered circumstances. If an option lapses, the land reverts to the substantive zoning - agriculture - and to the lowest level in the order of priority for development.

5.11. Accordingly, potential purchasers of option land are advised that purchase of such land at development values is highly imprudent if they are not in a position to carry out a development of the type outlined within the lifetime of this Review, or of a planning permission granted under it, as the Council can give no undertaking that any such option or permission will be renewed. One of the purposes of the option system is to encourage quicker development and to discourage the practice of holding land as an investment asset.

Zoning and Sanitary Services

5.12. Ideally, all zoned land should be serviced. In practice, full advance servicing, so that there are no quantitative or qualitative deficiencies at all, is not always attainable. Restricting development to land with no current sanitary service limitations at all would result in unduly limit limited zoned land. Sanitary service limitations can involve coverage (eg a sewer does not yet extend to the site boundary), capacity (a sewer or waterpipe is available but can only serve limited development) or a need for additional treatment. Consultation with area engineers is advisable to find out the nature and extent of any sanitary service deficiencies, relative to a proposed development.

5.13. Some smaller settlements in North Cork do not have some services (eg they may lack a sewerage system, or the sewerage may not be treated). Depending on the circumstances, this does not necessarily inhibit small scale development. For lower density development, sewerage treatment through septic tanks or package treatment plants, and in some cases water supply from ground water, may be an option, depending on local conditions and densities. Provision for future linkage into the public system is desirable.

Commercial and Industrial Development

5.14. The following zoning categories may require further explanation:

Industry/Industrial Services:
Covers light and (subject to local conditions) general industry, and storage/distribution uses not involving retailing. Screening planting and good quality boundaries important for this category.

High quality light industry:
Limited to light industry housed in high quality new or refurbished buildings, with good quality landscaping and an attractive layout

Small industrial units:
Light industry. Alternative of one medium sized industry (rather than a number of small units) usually acceptable. As with previous category, environmental quality important.

Commercial (non retail):
distribution uses (other than retailing or retail type services such as hairdressers, restaurants etc.) and industrial services

New Housing Areas in Towns

5.15. Subject to specific site conditions which may modify the housing densities which can be achieved, references to low density imply 1-3 houses per acre, medium density 3-7, and high density over 7. Where high density are indicated, it should not be assumed that lower densities would be acceptable. Full site coverage is sometimes impracticable or undesirable, and this may reduce the gross densities achievable. The main purpose of zoning for a variety of house types and densities is so that a range of new housing types are available rather than just one dominant type which may not be appropriate or affordable for some households. To ensure reasonable flexibility for private and public sector developers, housing proposals at densities differing from those zoned for may be accepted, where this can be done without prejudice to this main objective of housing mix in the town, or (where relevant) for other reasons which have made zoning for a particular density/type desirable in a particular area.

5.16. Housing sites on which an access point is shown, or which are otherwise clearly of sufficient size and depth to accommodate in depth development, will normally be subject to phasing controls designed to prevent all the road frontage being developed, leaving the interior undeveloped.

C. DEVELOPMENT BOUNDARIES AND RURAL HOUSING

5.17. Development boundaries are shown either in the form of stop lines on roads leading out of the town, or in the form of a continuous development boundary. Development beyond the stop line or development boundary is subject to the controls for rural areas close to towns. Where there is no stop line or development boundary, the outermost piece of zoned land shall be taken in principle as the development boundary for the purposes of the plan. Small scale development within the development boundaries is not necessarily precluded by the absence of specific zoning, and will be assessed on its merits, having regard to adjoining uses, and to the intentions of the plan for adjoining lands.

5.18. Stop lines and development boundaries are sometimes applied in villages which lie outside the 3 mile agriculture/housing control zones around towns. In these cases, the lines or boundaries lie across the entry points into the village, and indicate an intention to maintain a distinct transition from countryside to village, and to avoid linear development beyond them.

5.19. There is a need to encourage housing in rural villages because providing new housing in such villages is one of the most effective ways of maintaining rural services. In many village plans, the main areas which appear suitable for housing development have been so zoned, but there are also villages where a development boundary only has been shown. Where specific housing zones are shown, this is designed to show the larger blocks on which new housing appears possible, and is without prejudice to the possibility of accommodating small-medium housing on other suitable but unzoned lands within the development boundary.

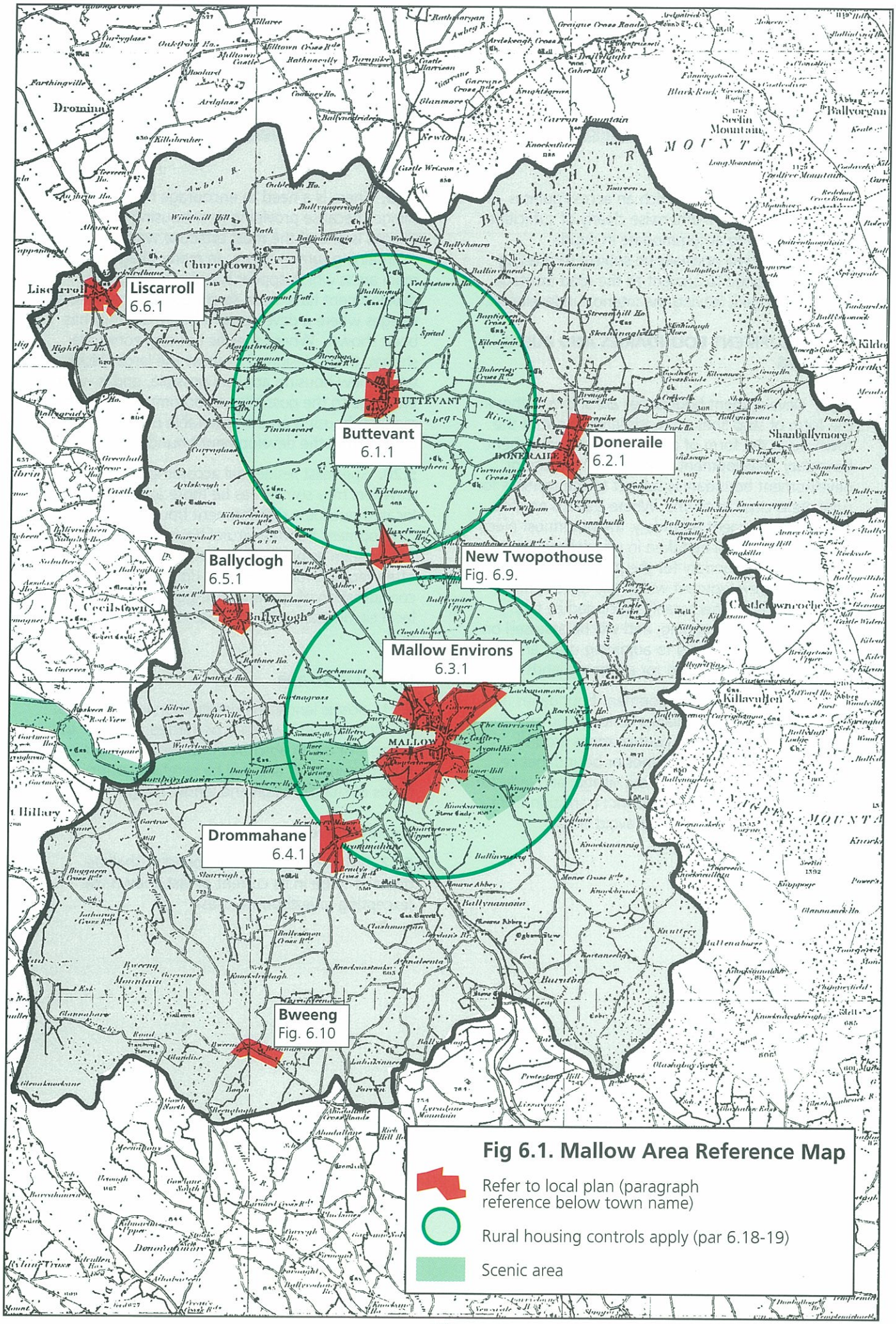
5.20. Specialist residential accommodation for travellers may sometimes be more appropriately located outside a development boundary, and the development boundary/rural housing policies should not be seen as precluding this. Selecting such sites often requires more detailed, up to date consideration of sometimes urgent user needs and local circumstances than is possible in a development plan.

Scenic Landscape

5.21. Scenic landscape designation indicates that any development which is permitted will have to be capable of being absorbed into the landscape rather than dominate it, and will be carefully controlled in terms of siting, design and landscaping.

Unzoned Areas

5.22. Where an area is not zoned, it shall be deemed to be in its current or last known use (excepting unauthorised uses).


Liscarroll
6.6.1
Buttevant
6.1.1
Doneraile
6.2.1
Ballyclogh
6.5.1
New Twopothouse
Fig. 6.9.
Mallow Environs
6.3.1
Drommahane
6.4.1
Bweeng
Fig. 6.10
Fig 6.1. Mallow Area Reference Map
Refer to local plan (paragraph reference below town name)
Rural housing controls apply (par 6.18-19)
Scenic area

6. THE MALLOW AREA

6.1. Mallow Rural District is unusually large and contains the towns of Charleville, Buttevant, Doneraile and Mallow. The areas at the northern end of Mallow and Kanturk Rural Districts are relatively remote from their respective principal towns, and are discussed in a separate chapter covering the Charleville area (Chapter 7).

Population and Labour force Trends

6.2. Population trends in the Mallow area have been close to the County average for the last 20 years, but emigration levels are slightly above average. Population fell in the late 1980s, and seems likely to be relatively static in the 1990s.

6.3. Unemployment rates are above average, partly as a result of the relatively urban and industrial character of the area. Prospective labour force growth, while a somewhat below average fraction of the existing workforce, is large in absolute terms with around 1400 additional jobs required over the next ten years to maintain existing unemployment rates.

Industrial Opportunities

6.4. The Mallow area has an above average proportion working in manufacturing. Most of these workers are in the food industry, which provides over 1000 jobs in the area. The predominant component in the local food industry is dairying, with the sugar factory also making a large contribution.

6.5. Possible future needs and opportunities for the food industry were discussed in Chapters 1 and 2. Provision for additional food industry activities in the Mallow area is made in the following ways:

- *by identifying a substantial site south of the Mallow UD boundary for larger scale food industry, or a new food oriented industrial estate. Development of this site is medium/long term, as water supply deficiencies will have to be rectified first.*

- *by providing local authority small industry units, capable of use by food businesses, in Mallow. Six units are planned at Ballydahin, and construction should begin shortly. They would probably be of most value to the local economy if they were used for new small businesses linked in some way to larger food businesses, but this will depend on demand.*

6.6. There is also scope for new food industry production within existing food industry sites/buildings (including the vacant former vegetable processing plant) in Mallow, and on existing industrial estates within Mallow Urban District.

Diversification

6.7. Diversification of the employment base increases employment choice and reduces vulnerability to sectoral change. The towns of Buttevant and Doneraile could play an important role in the diversification of the North Cork economy, as they occupy a central location within a diamond of predominantly food industry towns. The two towns have a combined population of around 2000. They both lack significant local industry at present.

6.8. An incoming non food industry in Buttevant (eg electronics) would be well placed to provide this element of diversification. Some firms would seek a larger town, and Charleville is a possible alternative.

Table 6.1:
Population trends Mallow Area 1981-2001

Census	Population	% change per annum since previous census	
		Mallow Area	County (excl. Cork RD)
1981	20810		
1986	20886	+ 0.07	+ 0.25
1991	20444	- 0.42	- 0.39
1996 (proj)	20657		
2001 (1)	20829		
2001 (2)	19788		

(1) Assumes nil net emigration (2) Assuming emigration rates as per 1986-91

Tourism

6.9. Doneraile is seen as a possible tourism focus for North Cork, and its potential will be promoted through attraction of self catering accommodation and further development of heritage attractions. Liscarroll and Buttevant are also centres with tourism potential lying within a predominantly food industry area.

Energy

6.10. The Council is pursuing development of energy related engineering in Mallow through development of the proposal to create a natural energy park in Mallow, described in paragraph 1.23 above. The park will need to tap into a geothermal source in the town, and so is likely to be located within the Urban District.

6.11. Mallow has already quite a strong base in this subsector which could be used as a base for further development. The area had above average unemployment rates in engineering in 1986 (26% or c. 150 in absolute terms).

Services

6.12. The Mallow area has over 50% of its employment in the service sector. Mallow town is the largest services centre in North Cork. It is one of the few towns outside the LUTS area in which major retailing multiples such as Dunne's and Quinsworth are represented. Retailing employment in Mallow rose by 13% between 1977 and 1988.

6.13. It is easier to attract and retain service employment in larger towns, so service employment levels in North Cork as a whole are likely to be influenced by the relative attractiveness of Mallow.

6.14. The Council will safeguard the service function of Mallow town centre by control of:

- *edge of town development which would result in fragmentation of Mallow's retailing base*
- *development on the northern fringes of Cork City which could siphon off retail demand from North Cork into the LUTS area via the improved Cork Mallow road.*

Doneraile Court and Forest Park

6.15. Service sector employment is sensitive to environmental conditions. Further environmental improvement of Mallow's town centre would help this type of development. While the castle is impressive and well located, the potential of the town's Georgian heritage is not fully utilised. Some useful environmental improvements in the front of one of the hotels have been carried out recently. Despite the construction of the Park Road, through traffic remains mostly concentrated on Davis Street, with adverse consequences for the physical and commercial environment.

Industrial Services

6.16. The County Council has a site on Station Road, Buttevant which will be available for industrial and (non retail) commercial services. This function will make use of Buttevant's location on the main Cork-Limerick road.

Sanitary Services

6.17. There are sanitary service limitations in most of the settlements in the Mallow area. In most cases, they do not actually preclude small-medium scale industrial and housing development at present, but they will be a constraint on development unless resolved. Service limitations, in particular in water supply, will favour a phasing of development.

Housing

6.18. As in other parts of the County, policy on new housing aims at a reasonable range of choice of housing types and locations while supporting the development of the main towns and villages. The individual settlement plans contain proposals to stimulate their housing markets, particularly through site provision.

6.19. Single rural houses within three miles of the Central Hotel in Mallow, and the Court House in Buttevant, are subject to the controls defined in paras 2.22 - 26. Within these areas, the controls are balanced by relaxations for some types of local demand, and (for non local users seeking housing within this area) development of small villages and clusters (eg Dromahane and New Twopothouse). In areas which are more remote from towns, there will not be an objection in principle to new individual houses in the countryside.

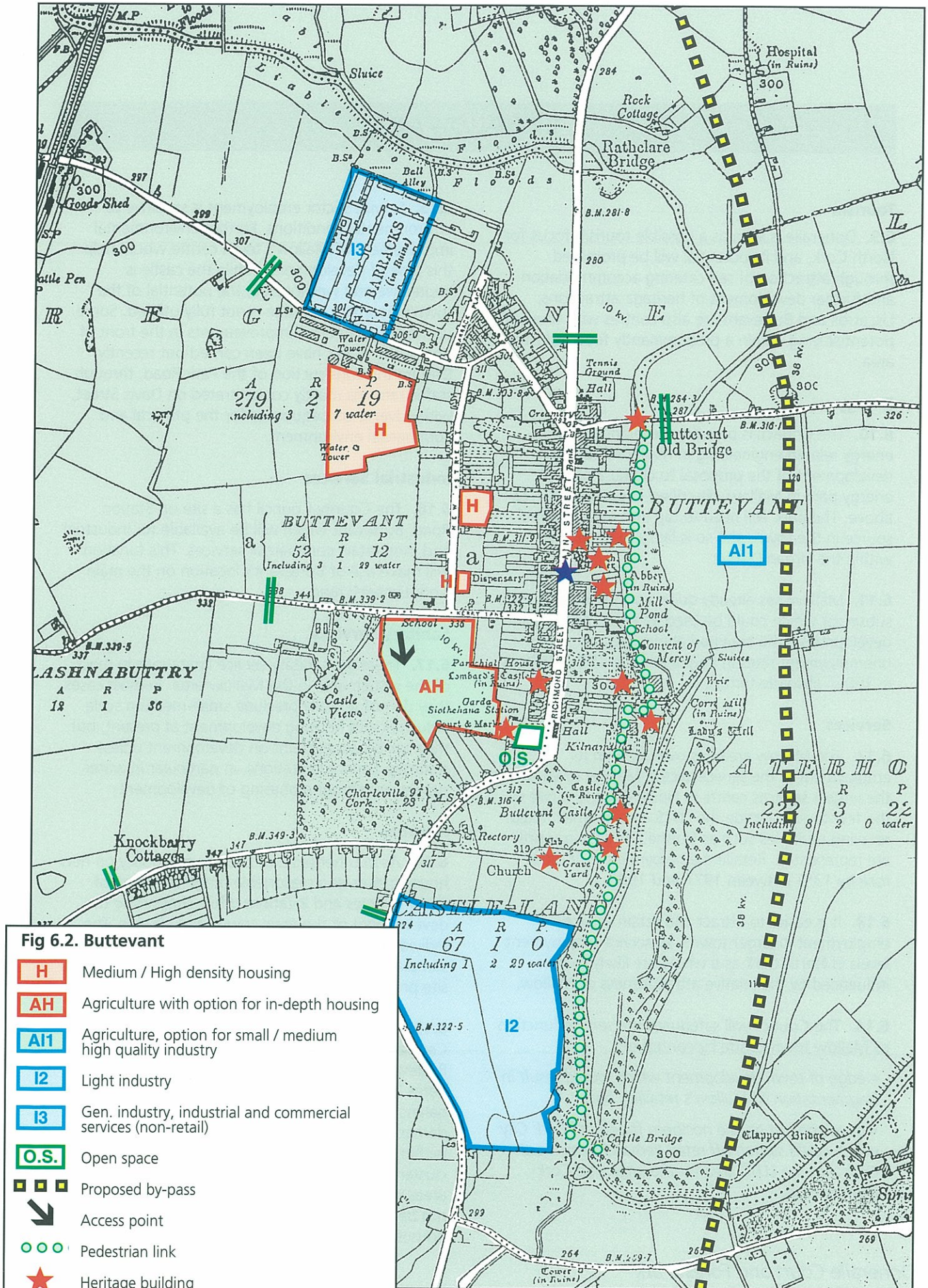


Fig 6.2. Buttevant

- H — Medium / High density housing
- AH — Agriculture with option for in-depth housing
- AI1 — Agriculture, option for small / medium high quality industry
- I2 — Light industry
- I3 — Gen. industry, industrial and commercial services (non-retail)
- O.S. — Open space
- Proposed by-pass
- Access point
- Pedestrian link
- Heritage building
- Amenity works
- Development boundary

6.1.1. Buttevant is a small town on the main Cork-Limerick road (N20), 7 miles north of Mallow, and 4 miles west of Doneraile. Buttevant's population has been relatively stable, but has unusually high levels of unemployment (27% in 1986) and commuting (60% of workers living in Buttevant in 1986 worked elsewhere). This reflects the lack of a substantial local employer.

Table 6.2.
Population Trends in Buttevant

1971	1979	1981	1986	1991
1104	1133	1164	1133	1125

New Economic Functions

6.1.2. As indicated in Chapters 2 and 3, Buttevant is one possible location for an industry designed to encourage diversification of the local economy in North Cork. Its special advantage is that it lies in the centre of a large area in which food industry employment is dominant.

Industrial Sites in Buttevant

6.1.3. Several possible industrial sites have been identified in or close to Buttevant. As the precise type of industry which might be attracted cannot be known in advance, a range of sites, each suitable for a different type of industry, have been put forward:

(a) A spectacular site suitable for a small to medium sized high technology industry (eg electronics, software) could be created looking across the Awbeg river at Buttevant town. The Buttevant by pass is likely to run through this area, and while the precise line is yet to be determined, it is likely to leave a site of c.10 acres south of the Old Bridge. The medieval and 18th century buildings on the other side of the river make this an exceptionally attractive site, but one only suitable for a business willing to invest in attractive high quality buildings and without significant open yard requirements.

(b) South of the town at Castle-land, there is a 5 acre private industrial site (previously owned by the IDA). This site is more level and not quite so sensitive as (a), and would suitable for a slightly wider range of modern light industry. If the site could be expanded to include the remainder of the field in which it is located, it could become a very attractive site for a fairly major industry.

6.1.3. The 4 acre County Council site on Station Road, Buttevant is available for smaller general industry, and for industrial and (non retail) commercial services. Some investment in the site is needed (eg screen planting, extending the road into the site).

Housing and Infrastructure

6.1.4. Buttevant is a fairly compact, well defined town with some ribboning evident on the Doneraile and Knockbarry roads. The Council's house building programme has consolidated the town and its recent housing scheme along New Street has strenghtened this pattern.

6.1.5. Water supply in Buttevant is limited. A scheme to improve this situation is currently with the DoE and is likely to start within the period of the plan. The sewage treatment system will need upgrading.

6.1.6. Until sanitary services are improved, only limited, infill type development can be permitted. Housing developments of this type can be accommodated on lands at Castle View and Kerry Lane with option zoning.

6.1.7. The environmental situation within the town will be greatly improved by the proposed bypass. Changing Main Street from a major traffic artery to a shopping street will, with appropriate landscaping and tree planting, make Buttevant a more attractive place to shop and live in. In constructing the bypass, care will be taken avoid damage to the complex of medieval remains around Ballybeg Abbey

Tourism

6.1.8. Buttevant's tourism potential could be developed in conjunction with that of Doneraile. The town, which has a planned layout and fine townscape, contains important buildings and landmarks worthy of preservation. These include the Franciscan Friary in the town, and Ballybeg Abbey to the south, (both featured in the Blackwater Valley Drive brochure). Their attraction could be enchanced by constucting a riverside walk along the west bank of the Awbeg, past Buttevant Castle and the attractive adjoining church, to Castle Bridge. The old Market House has recently been renovated and extended and now serves as a community centre.

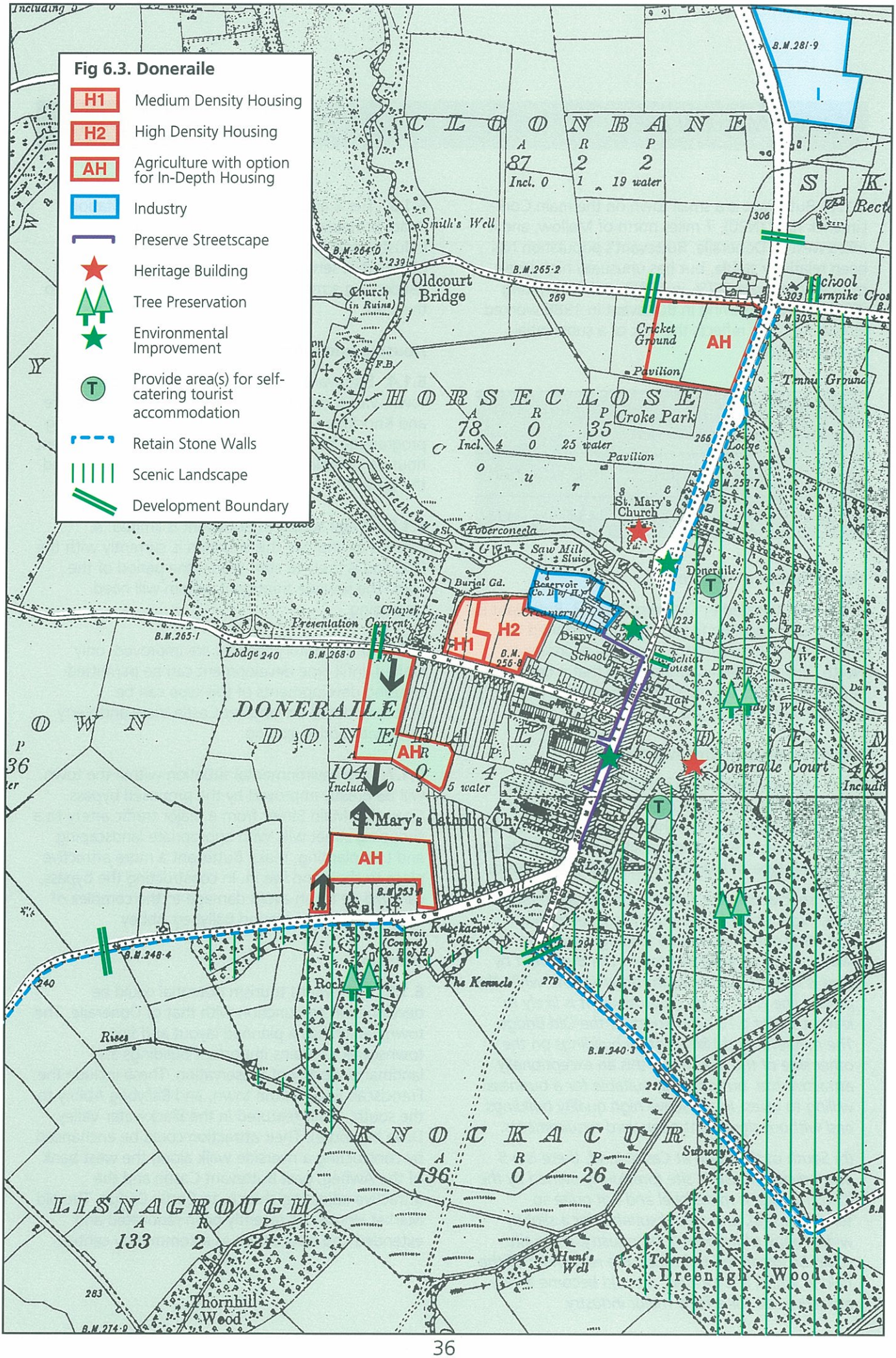


Fig 6.3. Doneraile
H1 Medium Density Housing
H2 High Density Housing
AH Agriculture with option for In-Depth Housing
I Industry
Preserve Streetscape
Heritage Building
Tree Preservation
Environmental Improvement
T Provide area(s) for self-catering tourist accommodation
Retain Stone Walls
Scenic Landscape
Development Boundary
CLOONBANE
HORSECLOSE
DONERAILE
KNOCKACUR
LISNAGROUGH
Oldcourt Bridge
Cricket Ground
Croke Park
Pavilion
Tennis Ground
St. Mary's Church
Doneraile Court
Presentation Convent
Burial Gd.
Saw Mill
Reservoir
Lodge
Thornhill Wood
Dreenagh Wood
Hunt's Well
The Kennels
Smith's Well
Rices

6.2.1. Doneraile is a small town 7 miles NW of Mallow. and 4 miles east of Buttevant. Its population declined in the 1980s:

Table 6.3
Population Trends in Doneraile

1971	1979	1981	1986	1991
813	945	920	846	815

Tourism Development

6.2.2. Doneraile is a possible focus for tourism development in North Cork, primarily because the position of Doneraile Court right in the town, the restoration work which has been carried out to Doneraile Court by the Irish Georgian Society, and the conversion of the attached desmesne to an attractive Forest Park.

6.2.3. Tourism development in Doneraile depends on reopening Doneraile Court (the house), so that it and the Forest Park can combine to form a major tourist attraction, and development of tourism accommodation within the town/forest park area. There is no hotel or large guesthouse which would encourage visitors to stay overnight in the village. Self catering is the type of accommodation most likely to work initially in an area where tourism demand is currently limited.

6.2.4. The Georgian Society are in the process of transferring Doneraile Court (the house itself) back to the office of Public Works. The house is a important major visitor attraction in its own right, but needs some refurnishing. The group of attractions could be reinforced by using some of the outbuildings for cultural purposes (eg as a literary heritage centre for County Cork, along the lines discussed at paragraph 3.25-6).

6.2.5. Self catering accommodation could be provided within the Doneraile Court/Forest Park complex, either through reconstruction of derelict outbuildings, or new building on the walled enclosure immediately north of the river. These would be high amenity locations for holiday homes, while at the same time being in the centre of Doneraile. Provision of holiday housing in either location would obviously need careful consideration and sensitive design, to avoid damage to the overall atmosphere of Doneraile Court, or to specific heritage items. The walled enclosure contains the remains of sevententh century garden terraces.

6.2.6. Once Doneraile Court is drawing visitors into the area, and some development of the tourist accomodation base had occurred, tourism related facilities such as restaurants and craft shops would become more likely.

6.2.7. Doneraile's main street is very attractive with a good range of georgian buildings, one or two of which may be suitable for bed and breakfast or guest house facilities. The imposing buildings just south of the bridge are particularly important and worthy of conservation. The Council will carry out amenity works in the form of formal treeplanting and provision of appropriate street furniture. A small vacant site adjacent to the bridge is suitable for landscaping.

Housing

6.2.8. While Doneraile is largely compact and well defined, it owes a lot of its renewal to the Council infill housing policy. A divergence of public and private house location patterns is very evident in the considerable ribboning that has occured both to the north and the south-west of the town. This trend, if continued, will result in an undesirable social stratification within the town. Efforts will be directed to achieving a better mix of housing in the town and controlling ribboning outside it.

6.2.9. Land has been given option zoning in areas to the west and north west of the town. The areas south of Convent Road and north of the Mallow Road could eventually be linked up on the country lane principle. The latter area has a pumped sewer running through it, and the layout of any future development there will have to take account of this.

Infrastructure and Industry

6.2.10. Water supply is limited, but will be improved when the proposed Mallow/Ballyviniter regional scheme is implemented. As this scheme is serviced by a major aquifer at Box Cross, care will be taken to avoid contamination of this source by limiting development in the Box Cross area. Proposals to upgrade the existing sewage treatment tank are being prepared. It is intended to extend the sewer to Turnpike Cross, which will open up lands just to the north of the new school for medium density development.

6.2.11. Two areas which could accommodate light industry are defined on Figure 6.3. The site immediately south of the river is in low intensity use at present, while the one north of Turnpike Cross would need to be able to dispose of its own effluent, as the sewer does not extend this far.

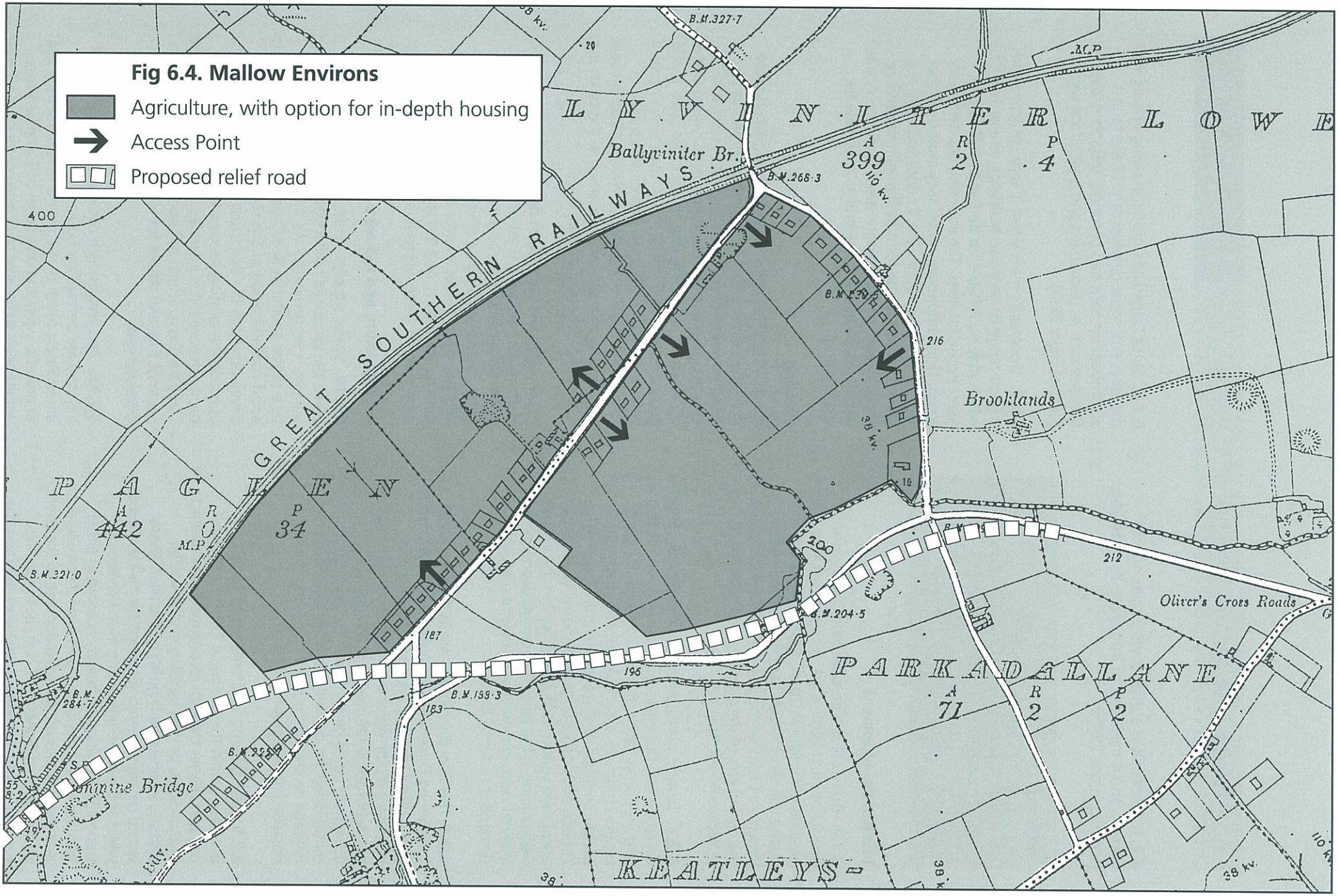


Fig 6.4. Mallow Environs
Agriculture, with option for in-depth housing
Access Point
Proposed relief road
Ballyviniter Br.
GREAT SOUTHERN RAILWAYS
Brooklands
Oliver's Cross Roads
PARKADALLANE
KEATLEYS
Quinine Bridge
B.M.327·7
B.M.266·3
B.M.321·0
B.M.204·5
B.M.199·3
B.M.284·7

6.3.1. The urban area of Mallow is the responsibility of Mallow UDC. A separate development plan for the urban area was adopted in December 1991. This section of the County Development Plan covers its immediate environs and rural service catchment area and relates closely to the plans and policies expressed in the Mallow Urban development plan.

6.3.2. Most projected development can be accommodated within the Urban District, where fully serviced sites for housing and industry are available. However, the recent sewer extension to Ballyviniter and the desirability of providing for longer term industrial development in the Quartertown/Gooldshill area makes it necessary to regulate development in these areas by zoning.

Ballyviniter

6.3.3. The Ballyviniter area developed as an area of ribbon development, which due to increasing pollution problems needed to be sewered in the mid 1980s. Having provided a sewer, the County Council zoned for in depth development in the 1986 Plan. The rate of development seems to have slowed rather than accelerated since then, as Table 6.4 shows

Table 6.4.
House Permissions granted* in Ballyviniter, 1970-93

year	no of houses
1971-74	19
1975-79	20
1980-84	8
1985-89	5
1990-93	0

* where more than one permission on same house site, first permission cited

6.3.4. While the development of Ballyviniter may have proceeded incrementally rather than as a result of conscious planning in the past, it is now one of the areas available to accommodate the long term expansion of Mallow, and the principal one outside the Urban District. It needs to be developed in as coherent a way as possible.

6.3.5. At present, development in Ballyviniter is constrained by water supply considerations. These could be alleviated by providing additional storage, and this is necessary if significant use is to be made of the substantial investment already made in the sewerage system.

6.3.6. Any further housing in Ballyviniter should take the form of in-depth development. Access points must be reserved to avoid landlocking of the zoned area. No development shall be allowed on the eastern side of the County Road, which forms the eastern boundary of the zoned area.

The Ballyviniter area and the Northern Bypass

6.3.7. A provisional alignment for the proposed Northern relief road connecting the N20 to the Mitchelstown and Fermoy Roads via the former Fermoy rail line was included in the 1986 Plan. This route has advantages (eg it would improve access from Ballyviniter to the town centre and other destinations by car), but also involves severance of Ballyviniter from Mallow. This problem might be overcome if the by pass went under an at grade pedestrian overpass linking Ballyviniter to the town: local topography facilitates this solution to some extent.

6.3.8. Several options for the relief road are still under consideration, and no final decision has yet been taken as to its route or design.

Water Supply

6.3.9. Water supply would need to upgraded if major new industrial development were to occur. A scheme to improve the situation has been designed and is currently awaiting approval. Construction of the scheme is expected to commence within the period of the plan. The limited reserves in water supply will be reserved for existing permissions, infill development and industry.

Reservation in the Quartertown/Gooldshill area

6.3.10. A substantial site south of the existing Quartertown industrial estate is zoned for large industry (food or other), or for a food orientated industrial estate in Figure 6.5. This zoning is not likely to be implementable until the water supply situation in Mallow improves. It is important that the site is retained for major new industrial investment, and is not compromised by piecemeal development. This zoning will be subject to periodic review in the light of changing industrial investment needs.

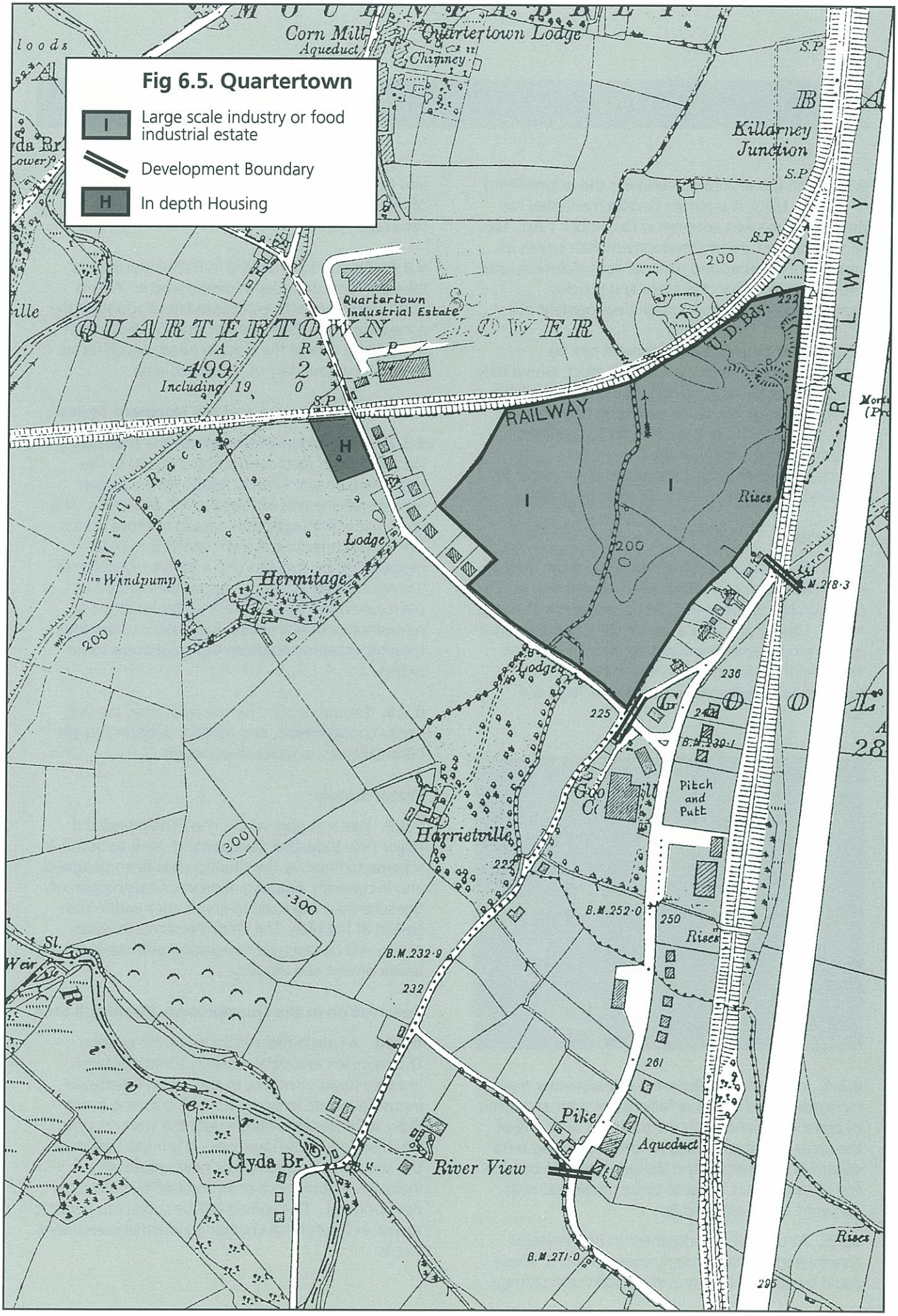


Fig 6.5. Quartertown
I
Large scale industry or food industrial estate
Development Boundary
H
In depth Housing
Corn Mill
Aqueduct
Quartertown Lodge
Chimney
Killarney Junction
S.P
Quartertown Industrial Estate
QUARTERTOWN LOWER
Including 19
RAILWAY
Mill Race
Windpump
Hermitage
Lodge
Rises
Pitch and Putt
Harrietville
B.M.252·0
B.M.232·9
B.M.271·0
Pike
Aqueduct
Clyda Br.
River View
Weir
200
225
232
250
261
295
300

40
40

Fig 6.6. Drommahane

6.4.1. Drommahane is a large crossroads settlement located 3 miles SW of Mallow. Its proximity to Mallow and the availabilty of basic facilities make it a suitable location for further development, within the limits imposed by sanitary services.

6.4.2. While the village experienced a steady increase in population during the 70's, it dropped by over 12% in the 1979-91 period and stood at 622 in 1991.

6.4.3. The Council will endeavour to consolidate the village by directing "one-off" housing pressures into suitable sites within Drommahane (see map 7.5).

6.4.4. The water supply has been recently upgraded. The sewerage system however is overloaded at present. It would be economic to increase the capacity of the existing septic tank for a small to medium sized housing scheme (as opposed to individual houses), with some of the cost being recouped through contribution.

6.4.5. 5 possible housing sites have been identified within the village, and 2 of these are suitable for lower cost in depth development using "country lane" type layouts.

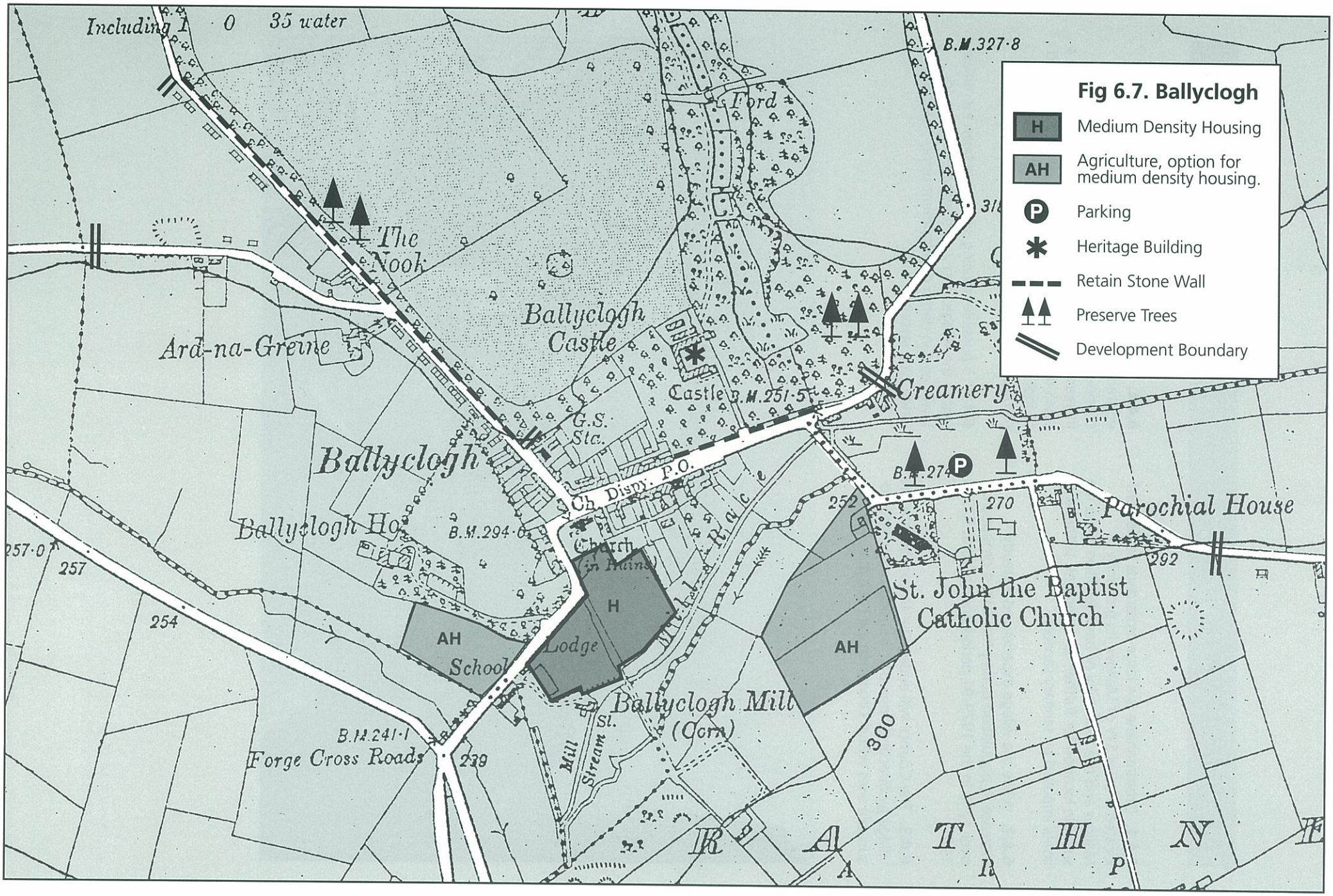


Fig 6.7. Ballyclogh
H
Medium Density Housing
AH
Agriculture, option for medium density housing.
Parking
Heritage Building
Retain Stone Wall
Preserve Trees
Development Boundary
Including 1 0 35 water
B.M.327·8
Ford
The Nook
Ballyclogh Castle
Ard-na-Greine
Castle
B.M.251·5
Creamery
G.S. Sta.
Ballyclogh
Ch. Disp. P.O.
B.M.274
Parochial House
Ballyclogh Ho
B.M.294·6
Church in Ruins
St. John the Baptist Catholic Church
Lodge
School
Ballyclogh Mill (Corn)
Mill Race
Mill Stream
B.M.241·1
Forge Cross Roads
257·0
257
254
252
270
292
239
300

6.5.1. Ballyclogh is a small village located about 6 km NW of Mallow. For its size, it has a wide range of facilities, and a reasonably well established urban character.

6.5.2. It is potentially a quite attractive village, adjacent to a well preserved castle and stone estate walls and mature tree belts. Care should be taken to preserve these as they to a large extent determine the character of the village.

Population Growth

6.5.3. It is one of the few villages in North Cork which has experienced a population increase over the last decade. Its population was 232 in 1991, nearly 30 per cent above the 1981 level.

6.5.4. Although twice as far from Mallow as Drommahane, the village has the capacity to accomodate further housing and thereby take the pressure off the intervening rural area. New housing would also, in itself, help to stimulate the renewal of the village.

Infrastructure and Housing

6.5.5. The water supply serving the village is adequate for the moment and while the sewerage system is operating at capacity it is not yet a constraint on limited development.

6.5.6. Land has been zoned for additional housing to the S and SW of the village.

Employment

6.5.7. The creamery to the east of the village may be suitable for conversion to a small industrial unit. There is a spring water source adjoining it which will be protected.

Fig 6.8. Liscarroll

6.6.1. Situated 9 km. north-west of Buttevant, Liscarroll occupies a strategic position in an area of declining rural population. In contrast, the village has exhibited a fairly stable population compared to other villages in this part of North Cork (276 in 1981, 284 in 1991). Furthermore, its range of local facilities and local accessibility places it in a favourable position to attract further development and help to counter decline in its hinterland.

6.6.2. The village itself is quite attractive and well maintained. Any new development, in particular in-fill, should be in harmony with existing development in terms of design and finishes.

Residential Development

6.6.3. The undulating terrain and rock outcrops, together with the controls required for the area around the castle, impose restrictions on the availabilty of suitable development land. Nevertheless, adequate serviced land adjacent to the village is available. This land is zoned for in-depth development and is suitable for for a "country lane" type development.

6.6.4. While water supply is adequate, the capacity of the sewage treatment plant is limited. Plans to upgrade treatment have been prepared but are unlikely to be constructed during the plan period.

Liscarroll Castle

6.6.5. Its magnificent and well preserved castle is a major resource. The local community, in conjunction with the various state and other agencies, intend to improve the facilities and re-roof part of the castle, and develop it as a tourist attraction and a source of employment. The way in which the large area within the curtain walls is used is likely to be critical to the success of the venture.

6.6.6. It is important to prevent any development in close proximity to the castle that would interfere with its potential as a recreational facility. To that end the council has zoned an area surrounding the castle and incorporating the earthworks associated with Liscarroll Fort, as an Agricultural and Scenic Landscape zone. No development injurious to the castle and its setting will be permitted.

6.6.7. The area in front of the castle will require landscaping and fitting out as a small parking area. The lack of tourist signposting for the castle, both within the village and along the N20 at Buttevant will be rectified.

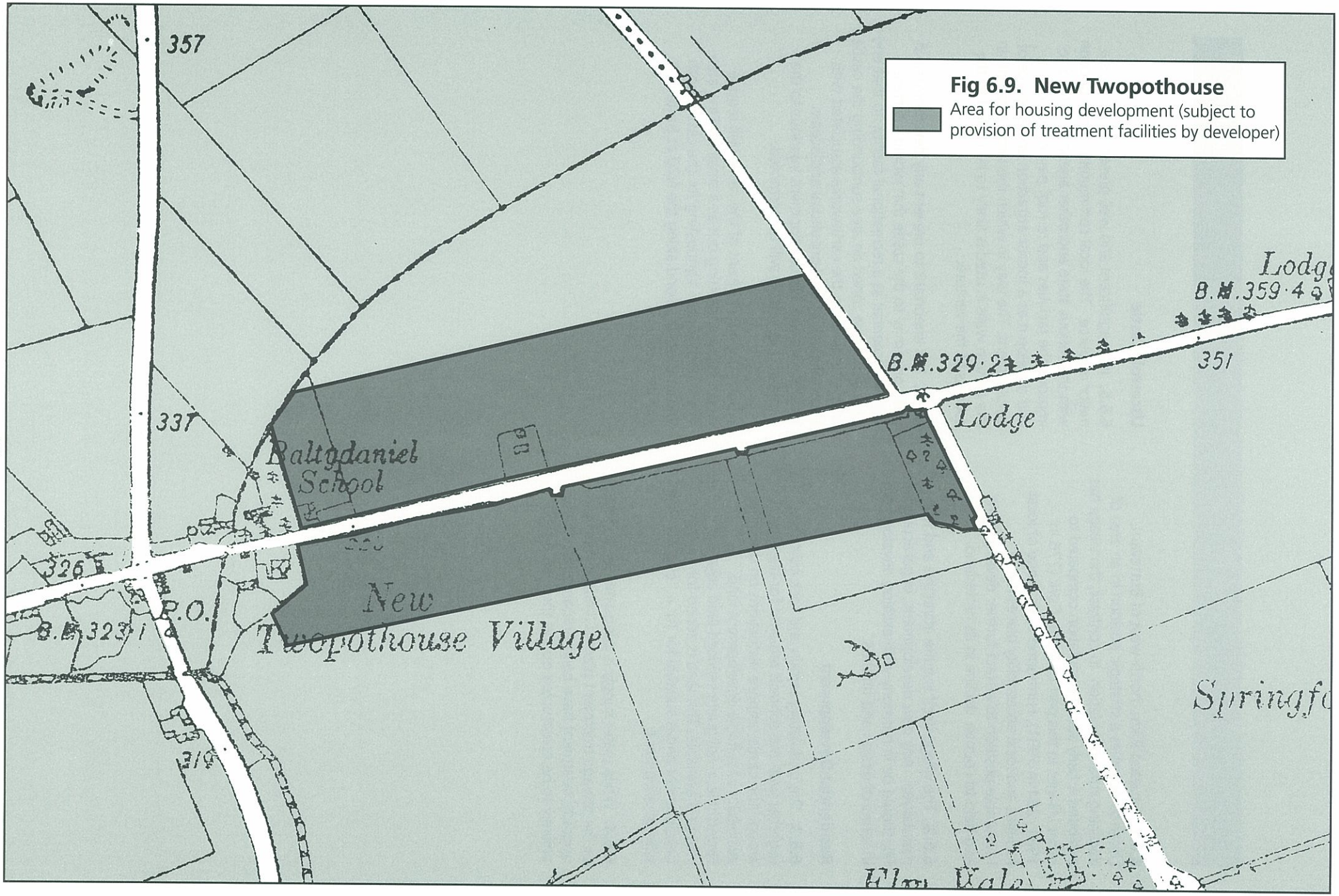
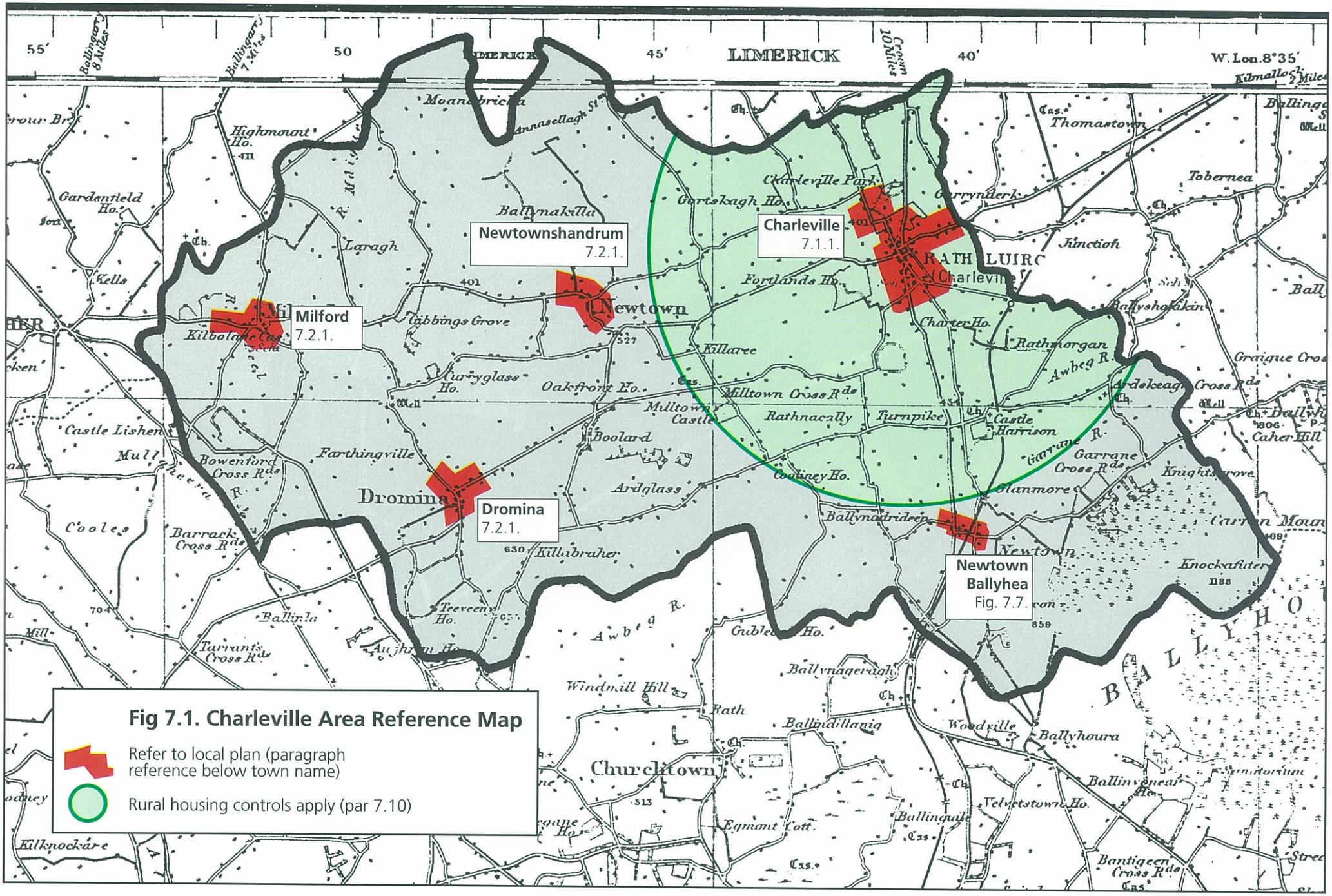


Fig 6.9. New Twopothouse
Area for housing development (subject to provision of treatment facilities by developer)
357
337
326
351
B.M.359·4
B.M.329·2
B.M.323·1
P.O.
Baltydaniel School
New Twopothouse Village
Lodge
Lodge
Springfo
Elm Vale

Fig 6.10. Bweeng

Development Boundary (Zoning is subject to adequate sanitary services)


Newtownshandrum
7.2.1.
Charleville
7.1.1.
Milford
7.2.1.
Dromina
7.2.1.
Newtown
Ballyhea
Fig. 7.7.
LIMERICK
Newtown
Dromina
Charleville
RATH LUIRC
Churchtown
BALLYHO
Fig 7.1. Charleville Area Reference Map
Refer to local plan (paragraph reference below town name)
Rural housing controls apply (par 7.10)

7. THE CHARLEVILLE AREA

7.1. This area consists of the town of Charleville and the surrounding area, including Dromina, Newtownshandrum and Milford. While the area covers the northern ends of Mallow and Kanturk Rural Districts, it is remote from Mallow and Kanturk towns, and better considered as a separate unit. Charleville's natural hinterland includes part of County Limerick.

Population Trends

7.2. As in much of the rest of North Cork, the area's population increased rapidly in the 1971-81 period, and then declined (less rapidly) during the last decade. However, the fluctuations were unusually pronounced in the Charleville area (and even more so in the town itself), as Table 7.1 shows.

The Food Industry

7.3. Charleville is a major food centre, and is at present the North Cork town best able to accommodate an incoming medium-large food industry, because of spare capacity in its sanitary services. Areas where this type of industry could be accommodated are indicated in the plan for Charleville town.

7.4. Apart from the large dairy and meat processing plants, the area contains a number of firms which act as sub-suppliers to the food industry. This includes stainless steel containers and machinery for the food industry. This has to a certain extent counteracted the steady reduction in employment levels in the food industry itself. Development of smaller spin off busdinesses in the main food centres is a strategic objective for North Cork, and this implies a continuing supply of suitable property in Charleville and surrounding villages.

Villages West of Charleville

7.5. The three villages of Dromina, Newtownshandrum and Milford form a group, with a combined population of 700 in 1981-6 and 670 in 1991. This combined population provides a sufficient pool of labour to justify small industry promotion, particularly as the pattern of villages at 2-3 mile intervals is continued westwards to the County Limerick villages of Drumcolliher and Broadford, which have combined populations of 690. Development of food industry related businesses, possibly in underused sections of the creameries in these villages, is suggested: to some extent this is already happening in Milford.

International Industry

7.6. If it proved difficult to attract a substantial industry to Buttevant because of its size (see Chapter 6), Charleville is a suitable alternative location. Its remoteness from substantial non food sources of employment will be increased by the prospective closure of Neodata plants in Co. Limerick.

Services

7.7. Charleville had 380 working in retailing/personal services in 1988, and a further 50 in business services. The town is the most significant retail centre between Mallow and Limerick. The town plan includes proposals for improving the operating environment for these services.

The Local Housing Market

7.8. More than half the population lives in the existing town and villages, and this proportion has only dropped slightly since 1981. While ribboning, in particular to the south of Charleville, has been very evident, more recently there are indications of a shift towards private site provision within Charleville town.

Table 7.1
Population trends, Charleville area/town, 1971-91

Census	Population		% Change since last census		
	Area	Town	Area	Town	North Cork
1971	5682	2232			
1981	6594	2907	+16.1	+30.2	+6.2
1986	6577	2814	- 0.3	-3.2	+1.0
1991	6280	2646	- 4.5	-6.0	-3.6

7.9. Charleville town now has spare sanitary capacity (as a result of considerable public investment) and extensive land zoned for housing. The Council has provided some sites within the town already, and additional sites will be made available.

7.10. As in other parts of County Cork, single rural houses within 3 miles of Charleville (measured from the library on Main Street) are subject to the controls defined in paragraphs 2.22-6. These controls make allowance for specified types of local demand arising in this rural area. Uncontrolled development in rural housing areas close to Charleville would undermine ongoing or completed investments , in infrastructure and site development within the town.

7.11. The villages of Newtownshandrum and Newtown/Ballyhea, both at the edge of the 3 mile area, will provide another possible location for house construction.

Consultation with Limerick County Council

7.11. Discussions with Limerick County Council on the following issues will be undertaken:

(i) ways of meeting employment needs in the group of villages west of Charleville, straddling the County boundary.

(ii) coordinating housing policies in the immediate hinterland of Charleville.

7.1.1. Charleville is one of a number of medium sized North Cork towns, which act as important employment and service centres for the rural hinterland remote from Mallow and Fermoy.

7.1.2. In common with most towns in North Cork, Charleville has experienced a drop in population over the last decade. The current (1991) population of 2646 is 9% below the 1981 level. The 1981 population was however a high point, and the current population is well above the 1971 figure (2309).

Sanitary Services

7.1.3. Charleville is one of the few towns in the county that does not suffer from sanitary services problems. Water supply is adequate for the foreseeable future, while a major sewage scheme was completed in recent years. One of the main objectives of this town plan is to ensure that North Cork in general, and Charleville in particular, derive proportionate benefits from this situation.

Town Structure

7.1.4. The town has a fairly straightforward structure. Most of the industry is on the eastern side of the town, as is the railway line and the proposed by pass, which are important from the point of view of access. Broadly, this plan aims to accommodate industrial growth through eastward expansion of the town, and housing growth through expansion in other directions. Commercial development will continue to be concentrated in the town centre.

A. INDUSTRIAL DEVELOPMENT (Eastern Sector)

7.1.5. Sites suitable for a medium to large incoming industry are identified on the eastern side of the town. In general, the sites are not in public ownership. As they are not all likely to be available at the same time, and as an element of choice for an incoming industry is desirable anyway, zoning options are indicated for a number of sites.

7.1.6. An incoming food industry might most suitably be accommodated on the Killmallock Road, though possible sites on Station Road are also available (part of the eastern AI site belongs to the County Council). A high quality non food industry could be accommodated on the Limerick Road.

7.1.7. The lands, east of the N20 and Baker's Lane, are dominated by the various Golden Vale premises along the Kilmallock Road. For small to medium sized industry, there is a 10 acre IDA estate east of Golden Vale, and a 14 acre County Council industrial estate on Station Road. These have spare capacity to accomodate smaller industries related to the food industry.

7.1.8. An investigation will be made of the partially serviced lands lying between the Kilmallock and Station Roads and fronting Baker's Lane with a view to identify opportunities for non- retail commercial uses such as warehousing and distribution. Industrial uses, in paricular those relating to the food industry, can also be accommodated here.

7.1.9. Housing along Station Road will be severely restricted to maintain its prodominantly rural character and to protect its long term potential for industrial/ commercial uses. Ribbon building outside the development boundary on Charter School road will be curtailed.

7.1.10. Two ring-forts are listed for preservation and the trees at Moatville will be protected.

B. RETAIL AND BUSINESS SERVICES (Town Centre)

7.1.11. In terms of retailing activity, Charleville occupies a key shopping role in the area intervening between Mallow and Limerick City. Main Street is an attractive and well developed shopping area with many of the shops recently renovated.

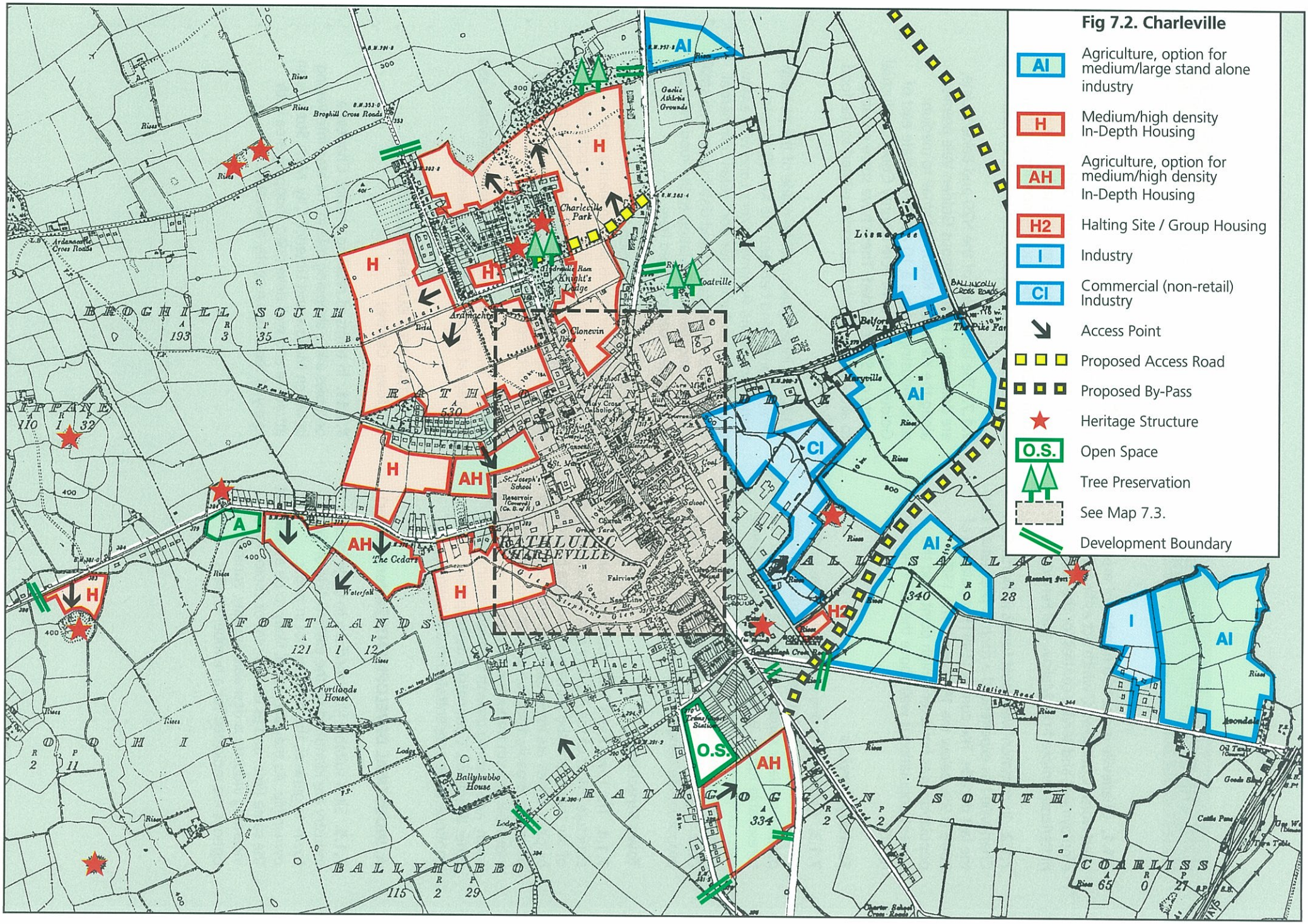


Fig 7.2. Charleville
AI Agriculture, option for medium/large stand alone industry
H Medium/high density In-Depth Housing
AH Agriculture, option for medium/high density In-Depth Housing
H2 Halting Site / Group Housing
I Industry
CI Commercial (non-retail) Industry
Access Point
Proposed Access Road
Proposed By-Pass
Heritage Structure
O.S. Open Space
Tree Preservation
See Map 7.3.
Development Boundary
A
H
AH
AI
I
CI
H2
O.S.
Charleville Park
Ardmachos
Clonevin
Boatville
Merryville
The Cedars
Waterfall
Fortlands House
Ballyhubbo House
Brophill Cross Roads
Ballincolly Cross Roads
Station Road
Harrison Place
Gaelic Athletic Grounds
St. Joseph's School
Holy Cross Catholic Ch.
Charter School
BROCHILL SOUTH
RATH
FORTLANDS
BALLYHUBBO
COARLISS SOUTH

7.1.12. Charleville has a compact centre with a well defined principal shopping street. Over the last number of years there have been substantial external improvements to the existing commercial premises and Main Street has now become a quite attractive place to shop.

Parking

7.1.13. Roadside parking in the town centre continues to be a problem notwithstanding the provision of a large car park at Park Road, which has good pedestrian access to Main Street. The Council's objectives are more orderly parking on Main Street, and better use of the Park Road car park. Parking controls already apply in the Main street itself, but improved enforcement is needed. Visually, the Main Street is unduly dominated by vehicles. A detailed scheme for its improvement is intended. Possible elements could include some use of angled/herringbone parking, and increased tree planting.

7.1.14. The Council intends to improve the Park Road car park's rather bleak appearance by landscaping and re-surfacing. Use of the car park could be also encouraged by more signposting, and turning lanes (right into Smith Lane, left into the New Line) from the Main Street. These measures will be designed in conjunction with measures to improve the appearance of the Main Street.

7.1.15. There is a substantial block of vacant warehousing at the Smith Lane end of Park Road. This is a possible location for a space intensive fringe retail use (eg agricultural supplies), and such a use would help remedy underuse of the Park Road car park, and be close enough to the town centre to encourage use in conjunction with Main Street shopping facilities.

7.1.16. An extension of Baker's Lane in both a northerly and southerly direction, thus linking up with the N20, will create an inner relief road and reduce the amount of through traffic. The plan also shows a long term proposal for a bye-pass to the east of the town.

7.1.17. Within the core area, residential uses will be maintained where existing and buildings of aesthetic value e.g. Market House, Hall at Chapel Street, Clanchy Terrace are listed for preservation. The ruined Church of Ireland building has recently been converted to a library cum museum .

C. HOUSING

7.1.18. Charleville has quite an active property market for its size. A scheme of serviced sites at Love Lane provided by the council has proved successful and will be extended. A 40 house private scheme at Smith Lane, currently under construction, is another indication of a relatively strong local housing market.

7.1.19. Ribboning is evident along the minor roads to the south of Charleville, in particular along Charter School road and at Turnpike Cross. The rate of development in these areas has dropped sharply during the last few years, due partly to the availability of a range of housing opportunities within the town itself.

The North-West Sector

7.1.20. This area, bounded by the N20 to the north-west and Smith's Lane to the south-east, has the capacity to accommodate the towns entire housing need for the plan period. Planning permission exists for site works for 30 dwellings on lands at Charleville Park. Private sites are also available on the Council's land at Love Lane, which can accommodate an additional 23 dwellings.

7.1.21. Charleville Park House, the circular shaped lodge at the entrance to Broom Court and the Catholic Church are listed for preservation. Mature tree belts at Ardmachree and along the adjacent roadsides should be retained as they contribute significantly to the amenities of the locality.

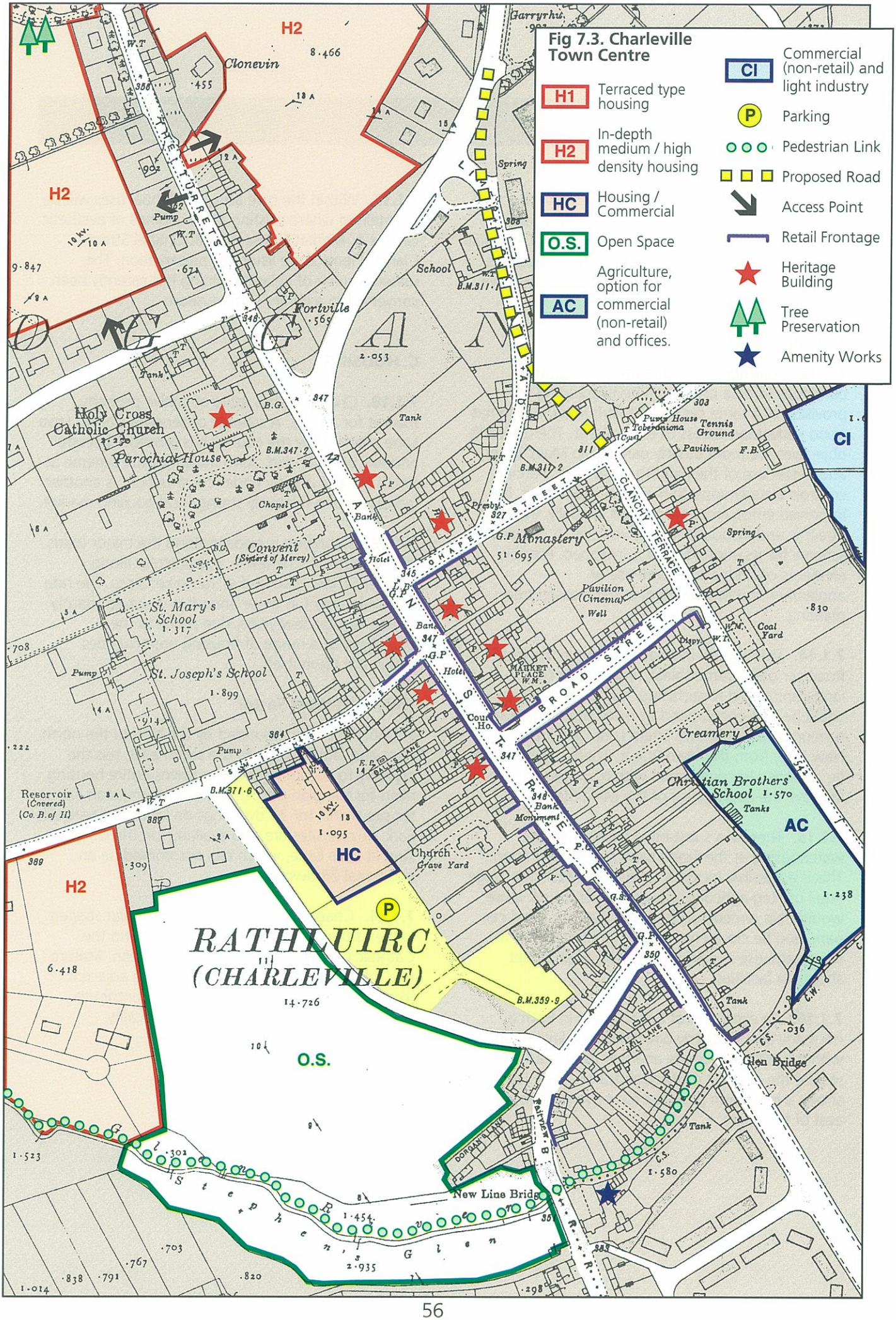


Fig 7.3. Charleville Town Centre
H1 Terraced type housing
H2 In-depth medium / high density housing
HC Housing / Commercial
O.S. Open Space
AC Agriculture, option for commercial (non-retail) and offices.
CI Commercial (non-retail) and light industry
P Parking
Pedestrian Link
Proposed Road
Access Point
Retail Frontage
Heritage Building
Tree Preservation
Amenity Works
H2
H2
H2
HC
CI
AC
O.S.
P
RATHLUIRC
(CHARLEVILLE)
14.726
Holy Cross Catholic Church
Parochial House
Convent (Sisters of Mercy)
St. Mary's School
St. Joseph's School
Reservoir (Covered) (Co. B. of II)
Fortville
Clonevin
Chapel
Bank
Hotel
Pump
School
Tank
Church Grave Yard
Monument
Creamery
Christian Brothers' School
Tennis Ground
Pavilion
Pavilion (Cinema)
Coal Yard
Glen Bridge
New Line Bridge
Stephen's Glen
G.P Monastery
MARKET PLACE
BROAD STREET
CHAPEL STREET
CLANCY TERRACE
RATHLUIRC STREET
TYNTURRETS
DORGAN'S LANE
FAIRVIEW
Garryrhue
Spring
Tobernaoma
Cyst
Pump House
Clapp
Court Ho.
Presby.
F.B.
W.T.
B.M.347·2
B.M.311·1
B.M.317·2
B.M.371·6
B.M.359·9
B.G.
C.S.
C.W.
F.P.
G.S.
G.P.
10 kv.
8·466
9·847
6·418
2·053
1·095
1·570
1·238
1·580
1·454
2·935
1·523
1·014
51·695
1·317
1·899
·455
·565
·847
·902
·914
·309
·222
·708
·830
·542
·036
·703
·767
·838
·791
·820
·298
·583

7.1.22. Additional development can be accomodated on lands to the west of the Turrets. Development proposals for this area should include a link with Love Lane and, eventually, Smith's Lane. A new link road, connecting the Broghill area to the N20, is planned for construction in phase with development of the lands through which it passes.

7.1.23. Direct frontage access onto the N20 outside the speed limit will be prohibited and ribboning curtailed outside the development boundaries on the Broghill road and Love Lane.

South-Western Sector

7.1.24. This area, bounded by Smith's Lane to the north and the N20 to the south-east, has limited potential for estate type development. Permission has been granted for site development works catering for 40 dwellings on lands straddling the Glen River. This has proved to be quite attractive with 9 dwellings already constructed.

7.1.25. Harrison Place has large house plots which could be economically serviced to accommodate infilling in an orderly and economic manner. The Council will encourage such a development. The co-operation of the plot owners is, however, essential to its success. As the road serving these plots is narrow, it may be necessary to provide passing bays.

7.1.26. The amenity of the town park has been recently augmented by the provision of a pitch and putt course. Future proposals include a landscaped pedestrian link to Main Street.

7.1.27. Direct frontage access to the N20 outside the speed limits will be prohibited and ribboning curtailed outside the development boundaries on the Ballyhubbo and Old Cork Roads.

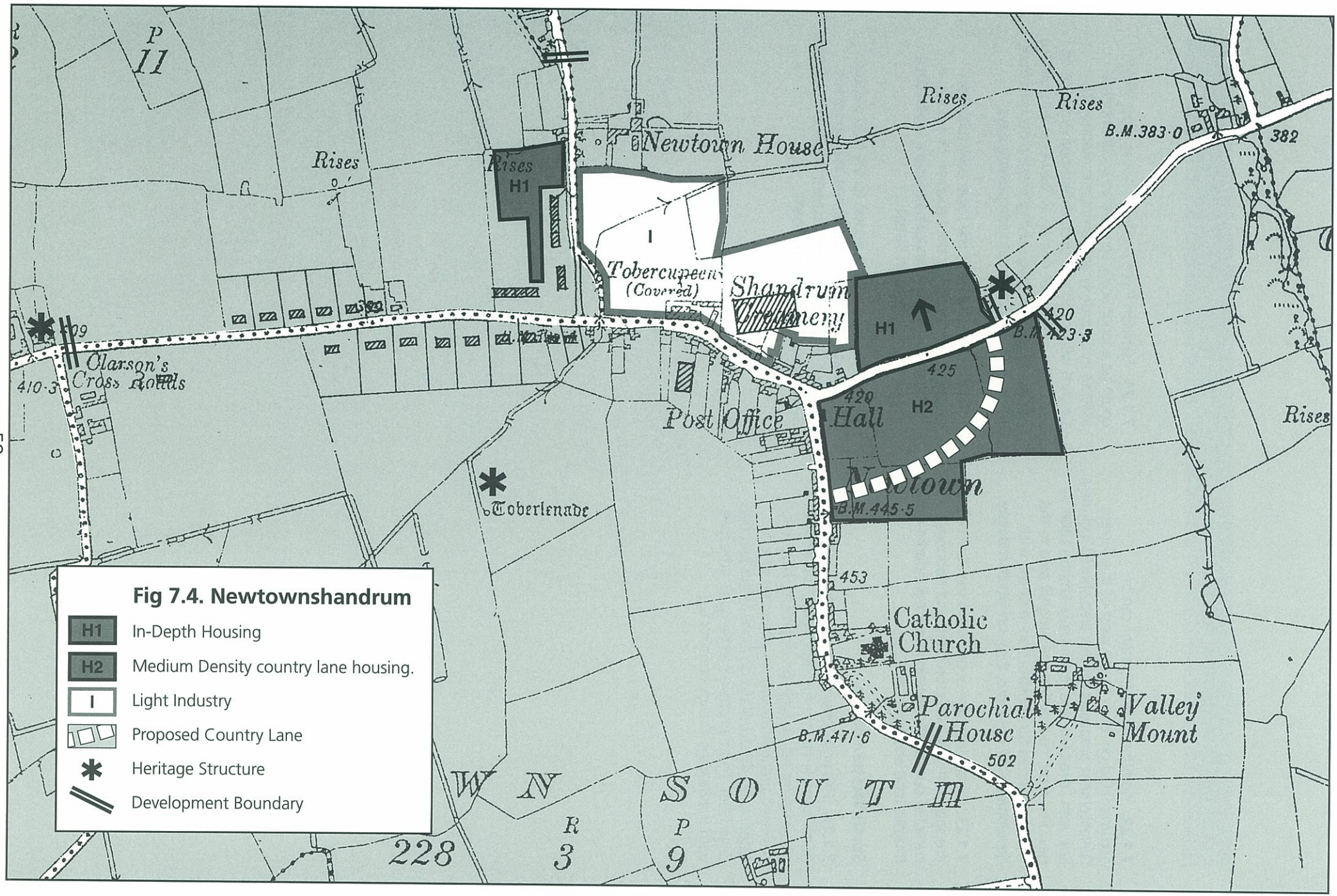


Fig 7.4. Newtownshandrum

- H1 In-Depth Housing
- H2 Medium Density country lane housing.
- I Light Industry
- Proposed Country Lane
- Heritage Structure
- Development Boundary

7.2. THE CHARLEVILLE AREA: DROMINA, NEWTOWNSHANDRUM & MILFORD

7.2.1. The three villages of Dromina, Newtownshandrum and Milford are spaced at approximately 3 mile intervals, forming a triangle to the west of Charleville, with a combined population of 670. The pattern of villages at 2-3 mile intervals is continued westwards to the County Limerick villages of Drumcolliher and Broadford, which have populations of 390 and 300 respectively. With the exception of Milford, these villages lost population in the late 1980s (Dromina -9%, Drumcolliher -13%).

7.2.2. Milford has the highest population and has been able to retain its population relatively well. Both Dromina and Newtownshandrum experienced an increase in the 1981-86 period, followed by a drop during the last census period.

Table 7.2.
Population changes 1981-1991

	1981	%	1986	%	1991
Dromina	243	4.1	253	-9.5	229
Newtown	190	3.2	196	-6.1	184
Milford	268	-5.6	253	1.2	256

Sanitary Services

7.2.3. All three settlements are well supplied with both water and sewerage disposal. This is a major advantage compared to most of North Cork, and is one of the reasons why local plans for the three villages are appropriate.

Employment

7.2.4. There is substantial commuting at present from Newtownshandrum and Dromina to Charleville. If the villages are to develop, this needs to be supplemented by some local employment. Milford has a small industry at present in the form of a small engineering plant serving the dairy industry.

7.2.5. The most likely sources of employment are small food related industry, perhaps involving secondary processing as sanitary services are good. As traditional creamery activities are tending to become more centralised, the creamery complexes in the villages may have spare space in which these activities could be accommodated. The creamery at Milford was reused partly as a result of local community initiative, and this represents a possible way forward for other settlements.

7.2.6. Of the three settlements Milford appears the more likely location of further industrial development and a level site just south of the village has been zoned for this purpose. Milford is more remote from Charleville, making it more dependent on commuting to Charleville.

7.2.7. Milford is 2 miles from Dromcolliher in County Limerick. SFADCO have provided small advance units there, so it has some special advantages for new small business. The Council favours a cooperative approach with development agencies across the County boundary in the interests of this group of settlements as a whole.

Housing

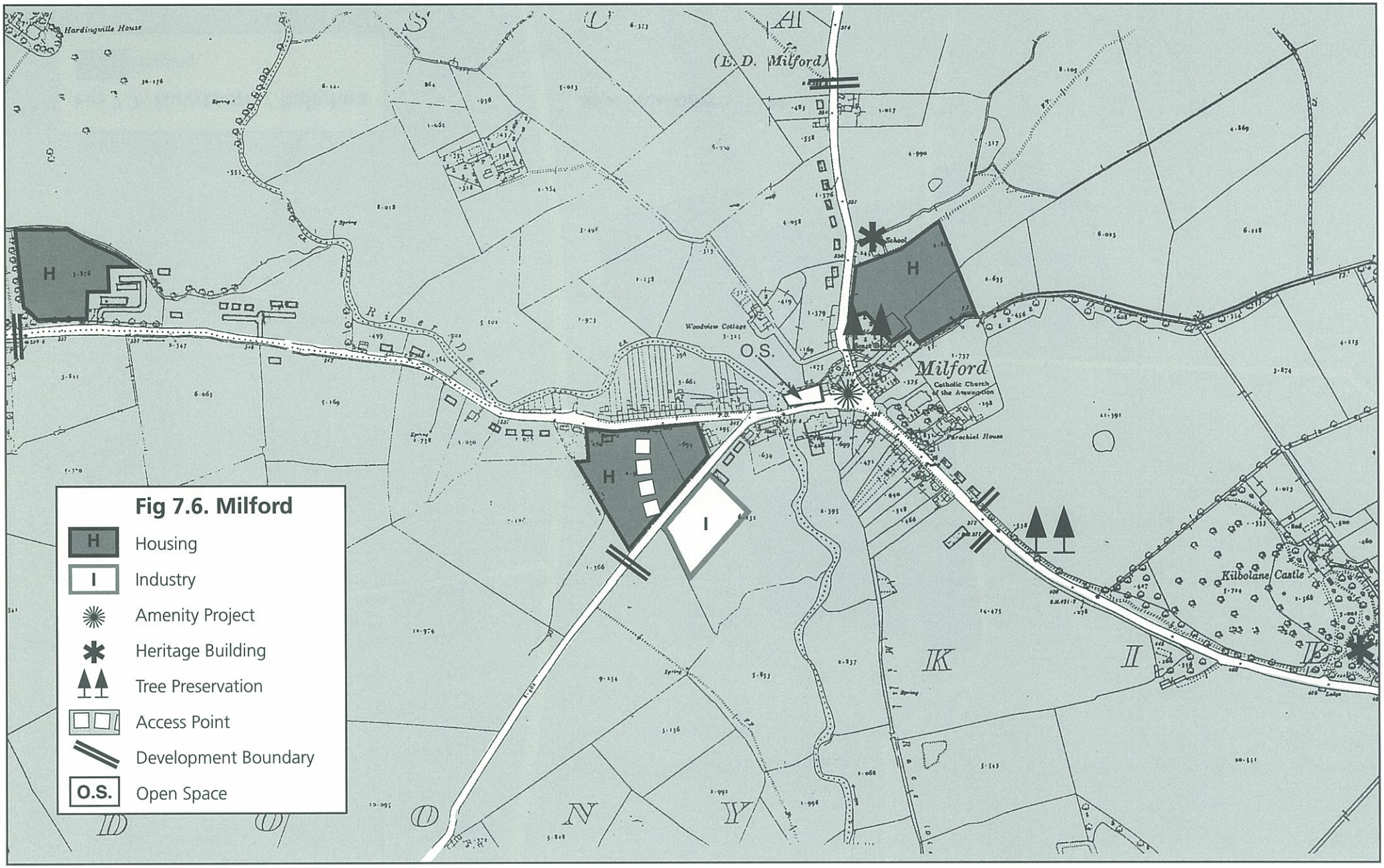
7.2.8. Most of the recent housing construction is in the form of Local Authority housing. Private house construction in any of the three settlements is very limited. The plan aims to stimulate this segment of the market by identifying suitable sites and possibly joint ventures with the landowners concerned.

7.2.9. In Newtownshandrum a 9 acre site adjacent to the hall is suitable for in-depth residential development using the country lane principle. In addition the Council has zoned about 3 acres for further housing development.

7.2.10. There are substantial blocks of centrally located land in Dromina which could be developed in a way which would reinforce the existing village form, and which have been zoned for housing.

7.2.11. Council housing development west of Milford has resulted in a very elongated development pattern. The Council aims to stimulate a more compact pattern by zoning lands close to the centre of the village. The site just south of the Dromcolliher road is suitable for a country lane type development. This may require the removal of a derelict garage. The site just west of the existing council housing could accommodated further public housing if so required.

H1
H3
H2
I
Dromina
Catholic Church
School
P.O.
Creamery
Dromina House
Spring
Fig 7.5. Dromina
H1 Low / Medium Density Housing
H2 Medium Density Housing with provision for in-depth development
H3 High Density Housing
I Industry
Development Boundary


Hardingville House
(E.D. Milford)
School
Woodview Cottage
O.S.
Milford
Catholic Church of the Assumption
Parochial House
Kilbolane Castle
River Deel
H
I
Fig 7.6. Milford
Housing
Industry
Amenity Project
Heritage Building
Tree Preservation
Access Point
Development Boundary
Open Space

Ballynadrideen Bridge
Ballyhay Dairy
Chapel Cross Roads
St. Mary's R.C. Chapel
Burial Gd.
Parochial House
GREAT SOUTHERN & WESTERN RAILWAY
Dooley's Cross Roads
Dooley's Bridge
Level Crossing
Pump
Newtown Ballyhea
Fig 7.7. Newtown / Ballyhea
Housing

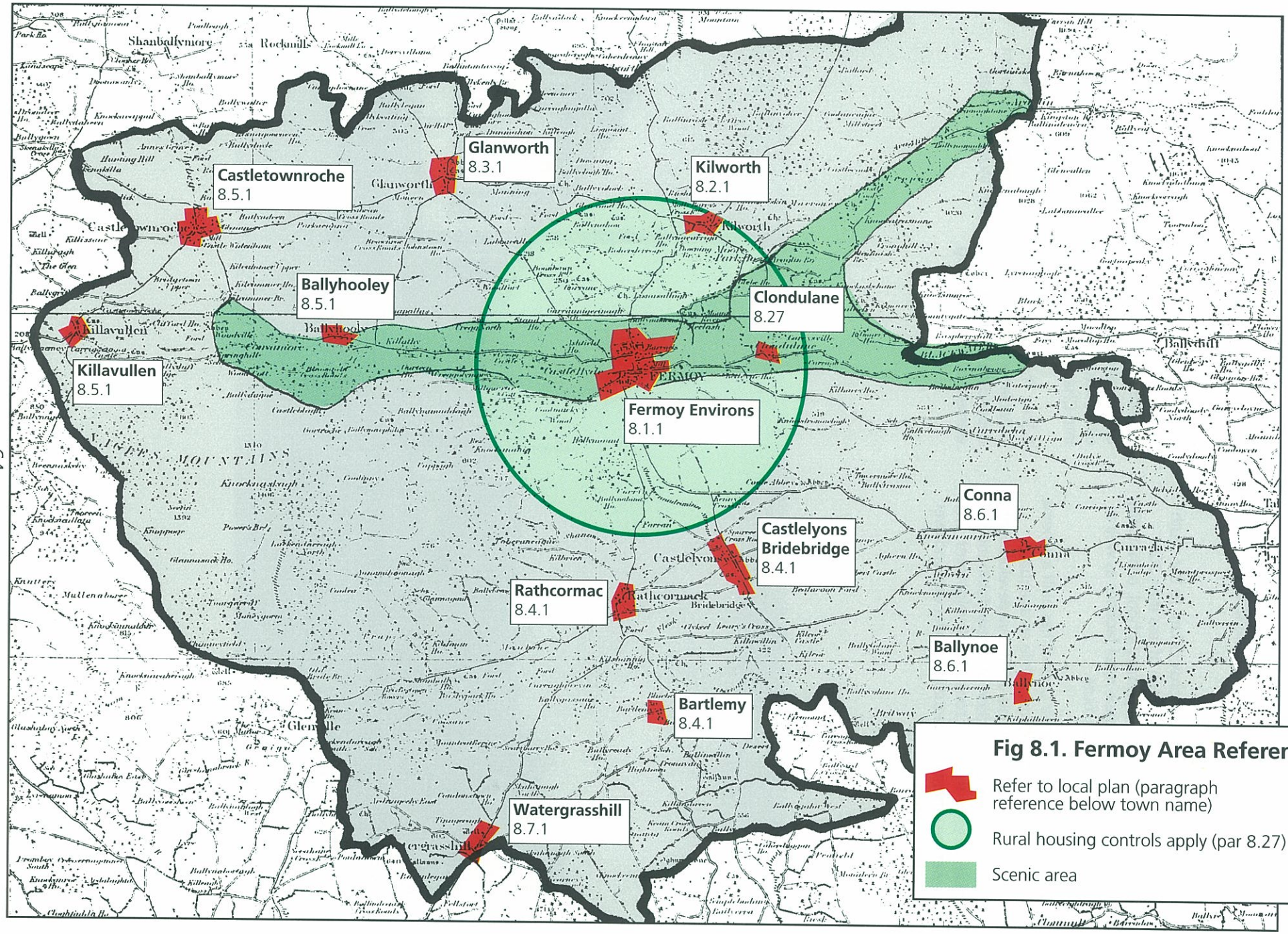
7.3. THE CHARLEVILLE AREA: NEWTOWN / BALLYHEA

7.3.1. This small village approx. 5 km. to the south of Charleville has a population of less than 200 people. It has however, a primary school, community hall, church and some basic retail facilities as well as being adjacent to a bus route.

7.3.2. In recent years the Council has built a scheme of 14 houses in this village. While an adequate supply of water is available additional development will require the construction of a new distribution main to serve the lands zoned for development. The sewerage scheme is adequate to meet demand over the plan period.

7.3.3. In view of the excessive ribboning in the area intervening between the village and Charleville, together with the lack of facilities in that area, the Council will endeavour to re-direct further demand either into suitable sites identified in the village or into Charleville's extensive serviced catchment.

7.3.4. The housing sites as shown on map 7.7 are suitable for either frontage or in-depth development depending on demand. They may include a small element of local shopping.


Glanworth
8.3.1
Castletownroche
8.5.1
Kilworth
8.2.1
Ballyhooley
8.5.1
Clondulane
8.27
Killavullen
8.5.1
Fermoy Environs
8.1.1
Conna
8.6.1
Castlelyons
Bridebridge
8.4.1
Rathcormac
8.4.1
Ballynoe
8.6.1
Bartlemy
8.4.1
Watergrasshill
8.7.1
Fig 8.1. Fermoy Area Reference Map
Refer to local plan (paragraph reference below town name)
Rural housing controls apply (par 8.27)
Scenic area

8. THE FERMOY AREA

8.1. A number of features, which are likely to be important for the future in the County as a whole, occur in an unusually intense form in the Fermoy area at present. These issues are:

(a) population volatility: Population in the area rose by 2% in the early 1980s and fell by 5% in the late 1980s. This degree of variation is exceptional. Given the economic successes of the area in the last few years, this pattern may continue with population recovery in the 1990s

(b) town decline: Static or declining town population is a problem in most parts of the County, but the 9% decline in the town's population (including the environs) between 1986 and 1991 was the highest in the County

(c) industrial recovery, based on international industry and community initiative: IDA surveys show manufacturing/ international service employment in Fermoy rose from 290 at the end of 1988 to 690 at the end of 1992. The local enterprise board is playing a major role in attracting new industry

(d) village structure: The Fermoy area has one town, an extensive rural hinterland, and an exceptional village structure. In the 1991 census, almost a quarter (10 out of 45) of the villages in County Cork with populations between 150 and 500 are in the Fermoy area. 6 of these villages can be regarded as being part of 2 loose "groups" which can be linked for employment purposes

(e) sanitary services: almost all of these villages suffer from sanitary service deficiencies, severe enough to inhibit development

(f) inter urban road investment: the various by passes on the Cork-Kilbeheny section of the N8 are now being planned on the basis that they will link up as a continuous new road

These issues are interconnected. Specifically, issues a-c are interrelated at present, and issues d-e will be in future. These two groups of issues are discussed below. There is also a wider interrelationship embracing the local economy, and investment and settlement patterns.

Population and Employment Change

8.2. Population trends in Fermoy Rural District are summarised in Table 8.1, together with tentative projections, using standard assumptions.

Table 8.1.
Population Trends, Fermoy RD 1971-2001

Census	Population	% change per annum since previous census	
		Fermoy RD	County (excl. Cork Rd)
1971	15271		
1979	16754	+1.21	(+0.95)
1981	17123	+1.10	(+0.69)
1986	17446	+0.38	(+0.25)
1991	16638	-0.94	(-0.39)
1996	16753		
2001(1)	16900		
2001(2)	15640		

(1) Assuming nil emigration
(2) Assuming emigration rates as per 1986-1991

8.3. The exceptional population decline between 1986 and 1991 may seem in conflict with the equally exceptional employment growth in Fermoy. Part of the explanation seems to be that the recovery in employment came late in the 1980s, by which time large numbers had already emigrated. The proportion of young people in the population born between 1966 and 1976, and likely to have started looking for employment in the late 1980s, was well above average.

8.4. The available statistics leave some unexplained questions. The fall in population makes it unlikely that the labour force grew, and the unemployment rate does not seem to have decreased. If the labour force did not rise and unemployment did not fall, overall employment of Fermoy area residents cannot have risen. This can only be reconciled with the employment increases recorded in IDA surveys if there were exceptional job losses in agriculture or service activities, or if many of the new jobs created in the late 1980s were taken up by commuters from adjoining areas (eg Mitchelstown). Full 1991 Census data should provide more of the answers.

8.5. The more general moral is that population is volatile because reliance on international industry results in steeper fluctuations in employment, which in turn affects population. Other areas showing an unusually large shift in population patterns in the mid 1980s were Cork and Millstreet Rural Districts, both of which suffered large closures at that time and are particularly dependent on international industry.

8.6. The population structure is such that above average pressure on the labour force will continue during the 1990s, requiring very substantial increases in employment if high emigration is not to resume as soon as conditions in destination countries improve.

Providing for Growth in the Local Economy

8.7. Fermoy has established considerable economic momentum in the last few years. Expansion has been primarily in light manufacturing/ international services in Fermoy town and Conna. Fermoy has definite advantages: an established track record of industrial growth promoted with strong community involvement, good access to more specialised services in Cork city, and its attractive layout and relationship to the river, which has been enhanced by recent environmental work.

8.8. Opportunities for employment expansion in the area seem to lie primarily in development of the technology based/international service activities.

8.9. The County Council recently purchased the former Faber Castell premises (around 20,000 square feet) and a 3 acre adjoining site. The IDA also has a 7 acre site. Having regard to the scale of prospective labour force growth, further property is likely to be required in the medium term. Land for such growth is being provided by the the local community enterprise board on the Cork Road.

8.10. Given the employment volatility associated with international industry, a spread of employment between several internationally owned businesses, and a healthy indigeous sector, is needed.

Indigenous Industry and Agriculture

8.11. 1986 data on manufacturing employment and on the skills of the unemployed show a fairly traditional industrial profile with considerable employment dispersed amongst food and other traditional industries, though there was also some employment in chemicals and plastics. The composition of the unemployed, while not unusual, did include substantial numbers of unskilled, and also engineering workers.

8.12. The area produces raw materials for the food and timber processing industries. Agriculture is well structured, with farm size well above average. There was significant employment in forestry and sawmills/joinery. There is a natural potential for industry related to primary sector production in the area, and zoning needs to ensure adequate and suitable areas for its development, in the some of the surrounding villages as well as in Fermoy town.

8.13. The plan for Fermoy town, and for some of the villages, include zoned areas for growth in general industry and industrial services.

Services

8.14. Fermoy had a high proportion employed in the service sector in 1986. Fermoy's position on the national road system is reflected in above average employment in industrial distribution, and worthwhile tourism employment. Commercial employment is average.

8.15. Fermoy town appears only moderately well developed as a retail centre, having regard to its size and hinterland. The Council can assist by zoning at the eastern end of the town (see para below), and by controlling retail development on the northern and eastern fringes of Cork City, where it could seriously affect prospects for commercial activity in Fermoy.

8.16. Fermoy is a gateway location to the County on the Blackwater Drive - the natural route from Rosslare to Killarney - and a possible site for a tourist information outlet, on the Lismore road. Any such outlet should include material promoting angling holidays, and detailing local angling resources and contacts.

8.17. A tourist use associated for the Glanworth Mill restoration project is needed. Having regard to the building and its location, use by a single craft producer at the upper end of the market might be the most suitable use.

Villages

8.18. Table 8.2 shows a reasonably healthy village structure. The population of the villages, in aggregate, rose in the 1980s, whereas that of the town and rural areas fell.

Table 8.2
Village Population Trends 1981-91

	1981	1986	1991	% change 1981-91
Castletownroche	458	477	450	-2
Killavullen	199	217	231	+16
Ballyhooly	197	209	173	-12
(group total)	(854)	(903)	(854)	(0)
Kilworth	402	411	403	0
Glanworth	335	379	390	+16
Rathcormack	345	364	365	+6
Bridebridge	270	296	273	+1
Castlelyons	176	188	164	-7
(group total)	(791)	(848)	(802)	(+1)
Watergrasshill	211	231	250	+18
Conna	175	204	217	+24
Total (villages)	2768	2976	2916	+5
(Fermoy town	4904	4885	4462	-9
Rural areas	10021	10151	9836	-2)

Sanitary Services in the Villages

8.19. This relatively favourable situation may not continue. Sanitary services are a constraint on development in most cases. A particular problem is arising in relation to sewage treatment in villages. In the Fermoy area, the villages happen to be in a particular size category: large enough to have a sewer system, but not large enough to have a treatment works. Treatment is via communal septic tanks, which in most cases are at capacity. In addition, they may not meet the new EC standards, so any upgrading will need to improve the quality of treatment, as well as to increase capacity.

8.20. There are obvious difficulties in getting the necessary investment funded. Development in the villages is small scale and incremental, and large developments which could fund upgrading are not likely. Site provision (particularly for in depth housing development) is economically marginal anyway, and is not going to be able to cover large contributions.

8.21. Since funding to cover the necessary improvements in all of the villages in the short term is unlikely, an order of priority is needed. This should encure funding in the short term for

- *at least one of the villages in each of the 2 groups of 3*
- *Kilworth, as the village closest to Fermoy and best able to act as a satellite*

To avoid a situation in which virtually all of the villages in the area are constrained by sanitary problems, an initial investment in these priority villages needs to be made quickly.

Maintenance of Village Cores

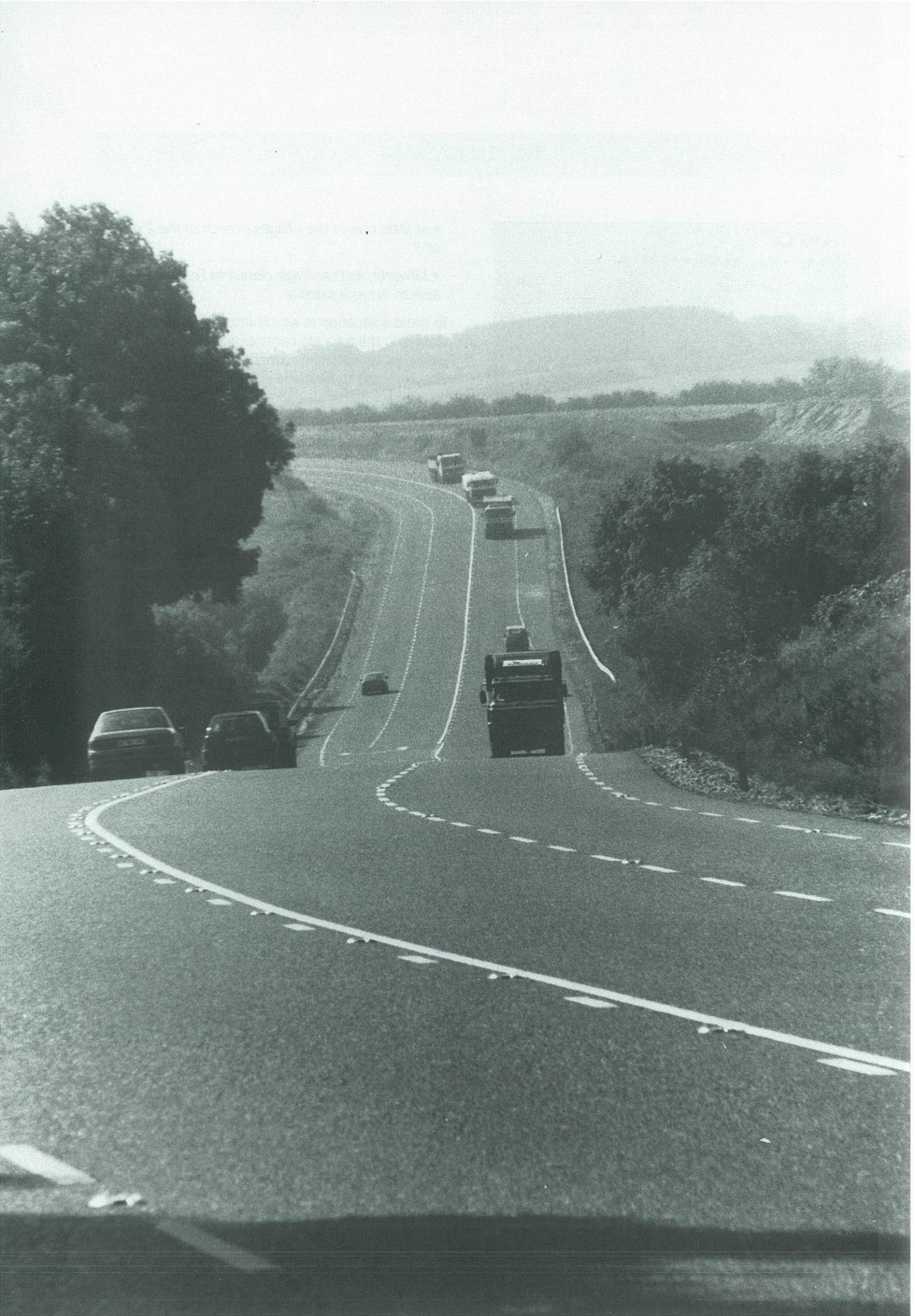
8.22. In general, the villages in the Fermoy area are long established, and have a well defined core consisting of a Main Street, perhaps with radial streets coming into it, and with terraced housing and some shops on these streets. Loss of buildings in the core area, or their decay and dereliction, is a real problem in some villages, and could become more acute as more of the population opts for modern housing at lower densities.

Table 8.3
Sanitary Services in Fermoy Area Settlements

	Water Supply	Sewer System	Sewerage Treatment
Fermoy	x*	y	ok
Castletownroche	ok	y	m
Killavullen	ok	y	m
Ballyhooly	ok	y	m
Kilworth	x	y	x
Glanworth	x	y	x
Rathcormack	ok	y	x
Bridebridge	ok	y	m
Castlelyons	ok	y	m
Watergrasshill	ok	y	ok
Conna	ok	y	ok

* esp. higher areas

x = no spare capacity.
m = spare capacity minimal.
ok = reasonable spare capacity.
y = sewer system exists.
n = no sewer system



8.23. Maintenance of village cores depends primarily on the actions of individual building owners. At the same time, these owners are going to be influenced in their actions by their perception of how far their properties have a future. The local authority can influence market psychology by protecting and investing in town core housing and the town core environment. Specifically:

- *rehabilitation or reconstruction of suitable terrace houses for use either as Council housing or for resale on a Revolving Fund basis will be considered*
- *paving and planting schemes will take account of the need to protect existing housing from the effects of parking and through traffic, and to take advantage of the environmental improvement when a village is by passed.*

The Council may also be in a position to assist local renewal efforts, through acquisition of property under the Derelict Sites Act, which could then be transferred to appropriate local groups for refurbishment or reconstruction.

Employment in Grouped Villages

8.24. Castletownroche/Killavullen/Ballyhooley (between Fermoy and Mallow) and Castlelyons/Bridesbridge/Rathcormac are treated as grouped settlements, principally because they are close enough to each other for their employment needs to be looked at collectively (see paras. 2.14-2.17). There is significant employment at Castlelyons. Castletownroche is suitable for a smaller industry, and land has been zoned in the local plan.

Urban and Rural Housing Markets

8.25. Policies for Fermoy town need to allow for the likelihood of some recovery from the exceptional population losses of the late 1980s, as a result of the improved economic prospects for the area. This need is reflected in the Fermoy Environs plan (see following section).

8.26. With improvements to the N8 to Cork City already partially complete, and increased employment in Fermoy, overall housing demand is likely to increase. It is important that too much of this demand is not concentrated in the rural area immediately surrounding Fermoy, to the detriment of that and other areas.

8.27. In principle, single rural houses within three miles of the middle of the bridge over the Blackwater in Fermoy are subject to the controls defined in Chapter 2 (paras 2.22-26). Within this area, the controls are balanced by relaxations for some types of local demand, and (for non local users seeking housing within this area) development of small villages and clusters (eg at Kilworth village, and at Clondulane (see Figure 8.15).

8.28. These policies should help avoid repetition of the 9% fall in the population of Fermoy town experienced in the late 1980s, and help maintain the population and function of outlying villages, most of which include significant numbers of commuters.

New climbing lanes, Fermoy-Cork road

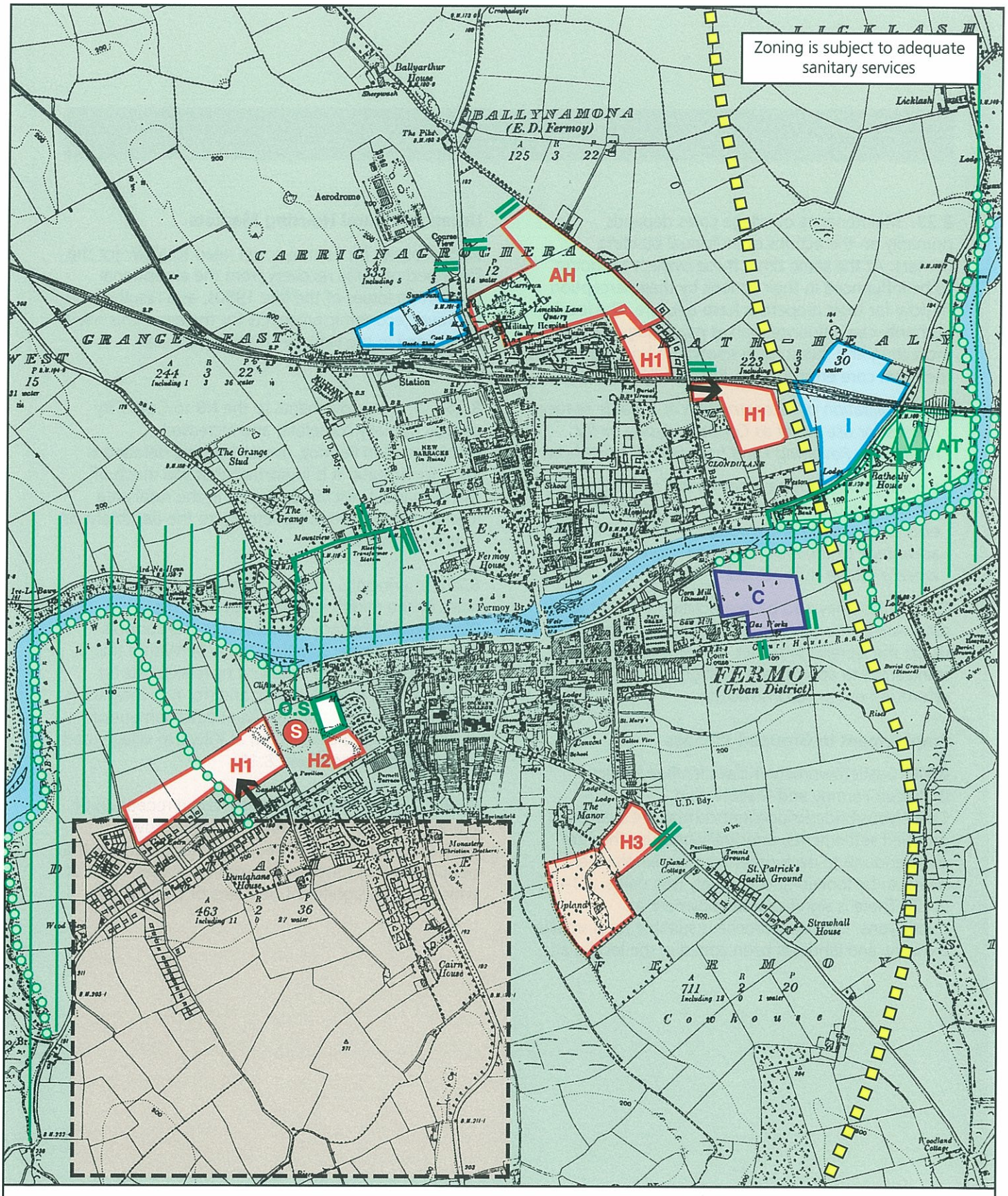


Fig 8.2. Fermoy Environs

- H1 — Medium density in-depth housing
- H2 — Sheltered housing
- H3 — Medium/High density housing
- AH — Agriculture, option for medium density housing
- S — School
- I — Industry
- C — Commercial (retail)
- AT — Agriculture, option for tourism
- O.S. — Open space
- Access point
- Pedestrian link
- Tree preservation
- Maintain view
- Scenic landscape
- Development boundary
- Road reservation
- See figure 8.3.

8.1.1. Fermoy Urban District is tightly defined and most recent development has taken place in the environs. The urban core represented by the Urban District lost one fifth of its population in the late 1980s, and the town taken as a whole lost nearly one tenth (see Table 8.2.).

Employment Opportunities

8.1.2. Despite this, Fermoy has considerable economic potential, and there is ample evidence of economic recovery since the mid 1980s. Industrial employment rose from a low point of 250 at the end of 1985, to almost 700 jobs at the end of 1992. There appears to have been a time lag before improvements in employment trends are reflected in the population figures in this case.

8.1.3. Existing local employment is dominated by SCI, a computer sub-contracting company and Met Life, a US insurance company which established their administrative headquarters in a renovated mill on the river. Employment in the former in particular is increasing rapidly. This now seems likely to absorb the adjoining IDA landholding. To allow for further industrial development in this location, additional lands adjacent to SCI are zoned (see Figure 8.2).

8.1.4. To provide for possible future international industry wishing to locate in Fermoy, a large site just south of Corrin House on the Cork Road has been given the option of development for grant aided industry. In view of its strategic and scenic location at the main entrance to Fermoy a high standard of design and landscaping will be required. A well designed office development for international services could be considered as an alternative.

8.1.5. Development here is conditional on an adequate water supply (see para. 8.1.10 below).

8.1.6. Other industry, including industrial services and distribution (to avail of the town's strategic location on the main Dublin to Cork road) can be accommodated just north of the old station.

Services

8.1.7. A level site along Courthouse Road has been zoned for commercial (retail) use. This area at the eastern end of the commercial core of the town is the only area outside the Urban District within easy walking distance of the existing shopping area, which could therefore support rather than undermine existing retailing, and which could therefore be considered suitable for a substantial new retail use.

8.1.8. The County Council would also be prepared to consider proposals to relocate a non retail use on this site if this were designed to free up a suitable site within the UD for a substantial new retail user.

Infrastructure

8.1.9. An extension and upgrading of the sewerage system has been completed recently, thus allowing further development at Duntahane and Uplands. Water supply is however a major constraint on development with most available water already allocated. Any further development has to be considered premature until such time that high level storage and a new source can be provided.

8.1.10. In view of the actual level of job growth achieved in the period from 1989 onwards, and of current prospect for further expansion, industrial and housing development is likely to be lost unless the water supply is improved as a matter of urgency.

8.1.11. In common with most towns in the County, Fermoy lacks a surface water drainage system. While some of the lands can be drained directly into the river, others may require a proper stormwater system.

8.1.12. The route of the proposed by-pass of the main Cork to Dublin road has not yet been finalised. The route used in the 1986 Plan is shown on Figure 8.2. Other routes are possible, including one to the east of the hospital.

Table 8.2
Population trends in Fermoy 1981-91

Year	Fermoy UD	(% ch)	Environs	(% ch)	Total	(% ch)
1981	3106	-	1798	-	4904	-
1986	2872	(-8%)	2013	(+12%)	4885	(-0.4%)
1991	2313	(-19%)	2149	(+7%)	4462	(-8.6%)

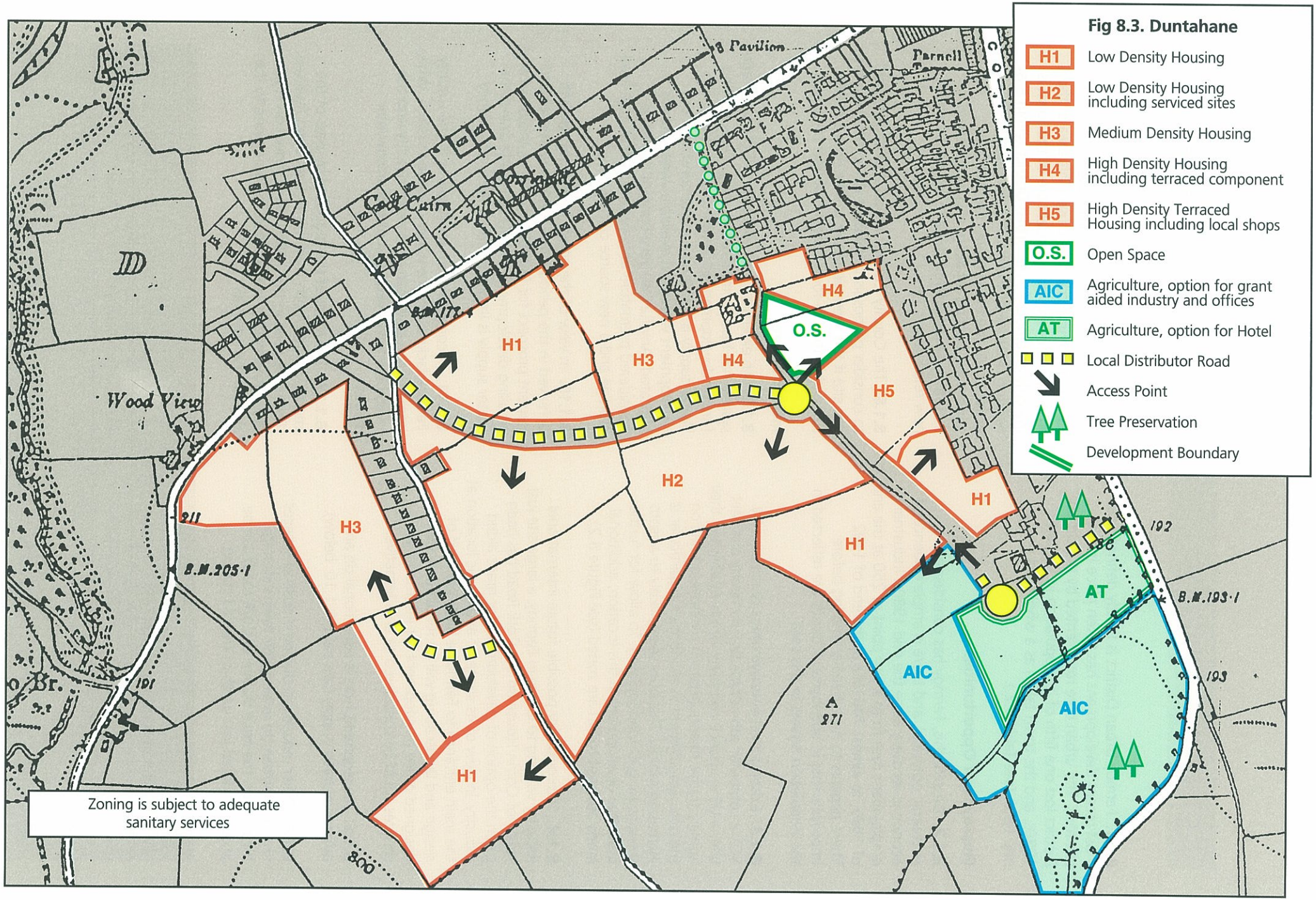


Fig 8.3. Duntahane
H1 Low Density Housing
H2 Low Density Housing including serviced sites
H3 Medium Density Housing
H4 High Density Housing including terraced component
H5 High Density Terraced Housing including local shops
O.S. Open Space
AIC Agriculture, option for grant aided industry and offices
AT Agriculture, option for Hotel
Local Distributor Road
Access Point
Tree Preservation
Development Boundary
Zoning is subject to adequate sanitary services
H1
H2
H3
H4
H5
O.S.
AIC
AT
Wood View
Pavilion
Parnell
Cnoc Cuirn
B.M.205·1
B.M.193·1
211
271
806

Residential development

8.1.13. Except in relation to water supply, Fermoy is well placed for residential development and renewed population growth. Specifically:

- *Fermoy has an unusually active market in new housing for North Cork*
- *There is a strategic block of development land in the Duntahane area, capable of providing for long term housing growth.*
- *the recent completion of the sewerage scheme has helped open up these lands. Some have been developed over the last few years in a combination of private development and council provided serviced sites.*

Duntahane

8.1.14. There is scope for a substantial new residential suburb of Fermoy in the Duntahane area. An action area plan for the land zoned there is outlined in Figure 8.3. Several different density levels are planned for, to encourage a variety of house types and price ranges. Existing trees and hedgerows on site should be retained and integrated into planning applications. A central open space, looking south westwards towards Corrin Hill, with a small group of shops is proposed to serve this residential area (end on parking in front of the shops should be allowed for).

8.1.15. Development proposals should incorporate local distributor roads as shown on Figure 8.3. While there is a long term proposal to connect the Duntahane and Cork Roads, it is not anticipated that this link will be completed within the lifetime of the plan. If, however, development proceeds more rapidly than anticipated, a variation to the plan providing for this link would be made, if this appeared desirable in the circumstances prevailing at the time. In these circumstances, a study would be carried out to assess the need for and consequences of the through link. Two roundabouts, placed at mid-points on the link, would be installed in order to avoid excessive traffic speed and provide convenient access to zoned land.

8.1.16. A two acre site adjacent to the Community College has been reserved for sheltered housing (zone H2).

8.1.17. Development is restricted by the lack of spare capacity in water supply. Without immediate improvements as outlined in para. 8.12, only already committed development can be allowed. This will permit 56 additional dwellings to be constructed in the near future. As the lands that have been zoned are extensive, further development in excess of that already committed will be dependent on agreement on phasing and management of lands not yet developed (so as to avoid an untidy development process, leapfrogging of undeveloped land, unmanaged undeveloped land and so on).

Local Authority Housing

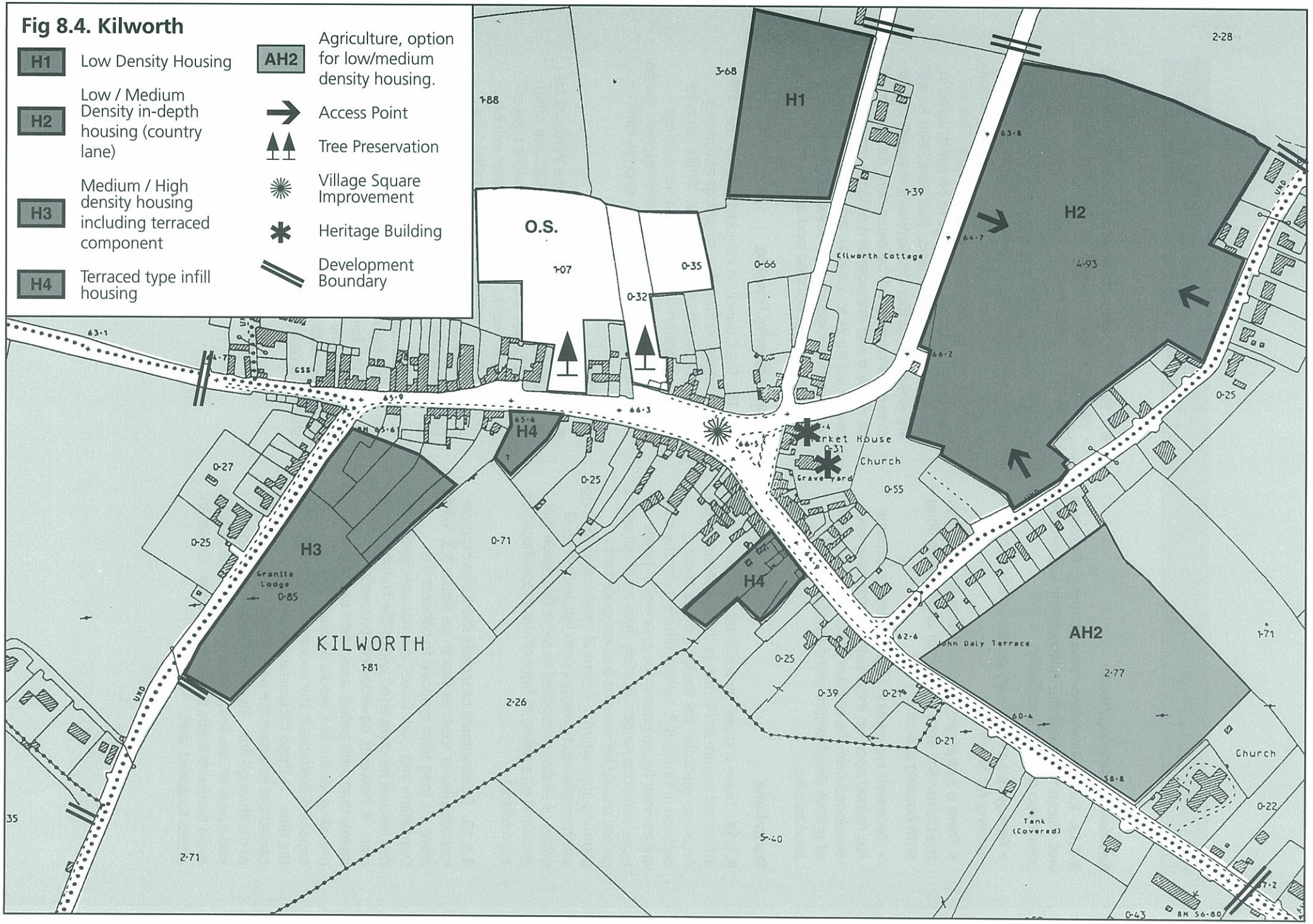
8.1.18. The Council, in conjunction with the UDC, has constructed 36 public dwellings at Uplands during the period of the last plan. While room for further expansion there is limited due to close proximity to the proposed high level reservoir, further local housing is planned for Sean O'Brien Park.

Amenities

8.1.19. Improvement to the Barnane Walk will be pursued in co-operation with the UDC and other interested bodies and the existing public right-of-way along the banks of the Blackwater will be retained. An investigation will be made of the provision of additional pedestrian links in the Duntahane and Rath-Healy area.

8.1.20. Rathealy House and surrounding grounds are set in a highly scenic riverside area. The portion south of the former rail line has potential for a tourist use. Any development here should be integrated within the landscape, and existing trees should be retained as a matter of principle.

Fig 8.4. Kilworth



8.2.1. Kilworth village is 3 miles north-east of Fermoy. Its population has been static at around 400 for the last ten years. It remains an exceptionally attractive village, capable of attracting new residents.

Infrastructure

8.2.2. Sanitary service deficiencies limit scope for development in the short term. As Kilworth is well placed for those wishing to live in the rural area close to Fermoy, remedying these deficiencies needs to be given a higher priority. This issue is discussed at para 8.21 above.

Housing

8.2.3. In recent years the Council have built eight houses, and has plans to construct a further twelve dwellings nearby. This, together with any infill development will take up any spare capacity in infrastructure. Until the water supply for Kilworth is augmented, the Council can only allow infill development.

8.2.4. The large site between Pound Lane and the Dublin Road. is suited for a country lane type of development. Its development depends on resolution of sanitary services deficiencies.

Amenities

8.2.5. There are two gaps on the north side of the main street which are quite attractive, and have stone walls and trees. In this case, continuation of the present use, or development as an amenity area might be more appropriate than housing development. One possible use would be a pitch and putt course.

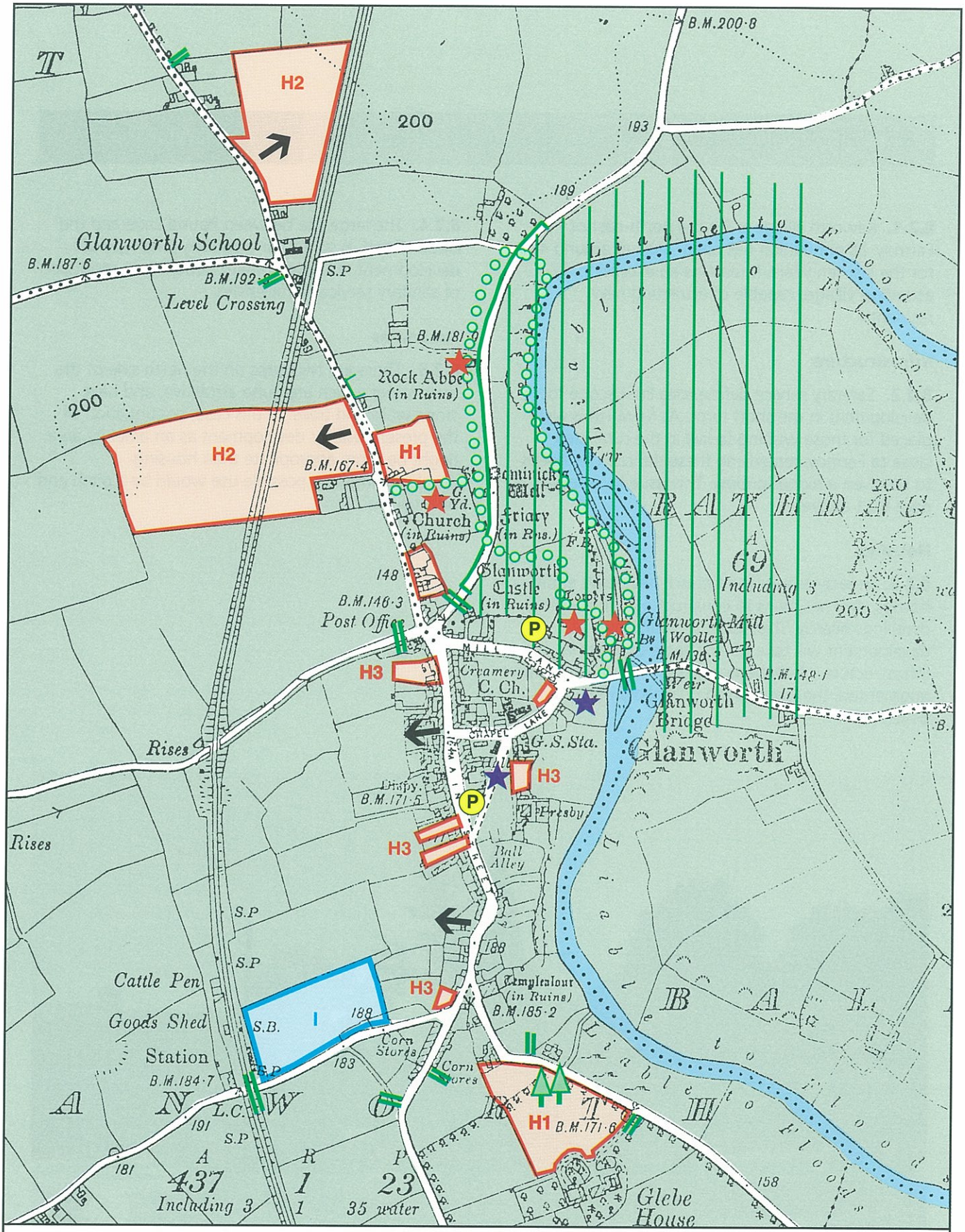


Fig 8.5. Glanworth

- H1 Low density housing
- H2 Medium density in-depth housing
- H3 Terraced infill housing
- I Industry

8.3.1. Glanworth is a historic village 6 miles north-west of Fermoy. Although it is off the beaten track, its population has grown steadily. As there is little new private housing occuring in the village, this growth seems due to local authority house construction, and perhaps also to some renewal and reuse of older buildings.

8.3.2. The village has two unusual features:

- *The entrance to the village from the Fermoy side, via the old bridge and under the ruins of Glanworth Castle, is visually stunning. The Castle is complemented by an exceptional range of other medieval and archaelogical remains in and around the village*
- *the village is not on any major route, and through traffic is not a significant problem. This is an advantage from the point of view of residents, but not from the point of view of tourism*

8.3.3. Glanworth's location away from major routes makes it difficult to exploit the village's tourism advantages in a conventional way, because the required volume of visitors could not easily be attracted.

8.3.4. An alternative approach, involving attraction of activities which are likely to support incremental development of the villages tourism and residential role, but which are self sustaining, is suggested.

Glanworth Mills and Castle

8.3.5. The starting point for making more of the villages potential is to carry through initiatives already undertaken to a successful conclusion. The County Council has carried out restoration works to the old Woollen Mills, under the Glanworth Castle. These works include restoration of the waterwheel. So far, the Council has not been successful in finding a user for the Mill.

8.3.6. Glanworth's position off the beaten track makes the conventional solution of a tourist service use (such as a pub, restaurant or craft shop) difficult. If efforts to find such a use continue to be unsuccessful, an alternative would be a use which is tourist related but not tourist dependent (in the sense of requiring an established flow of tourists through the area), such as:

- *An individual high profile craft production business willing to allow some visitors/buyers might fulfil this criterion.*
- *A summer base for archaelogical excavations in the area*

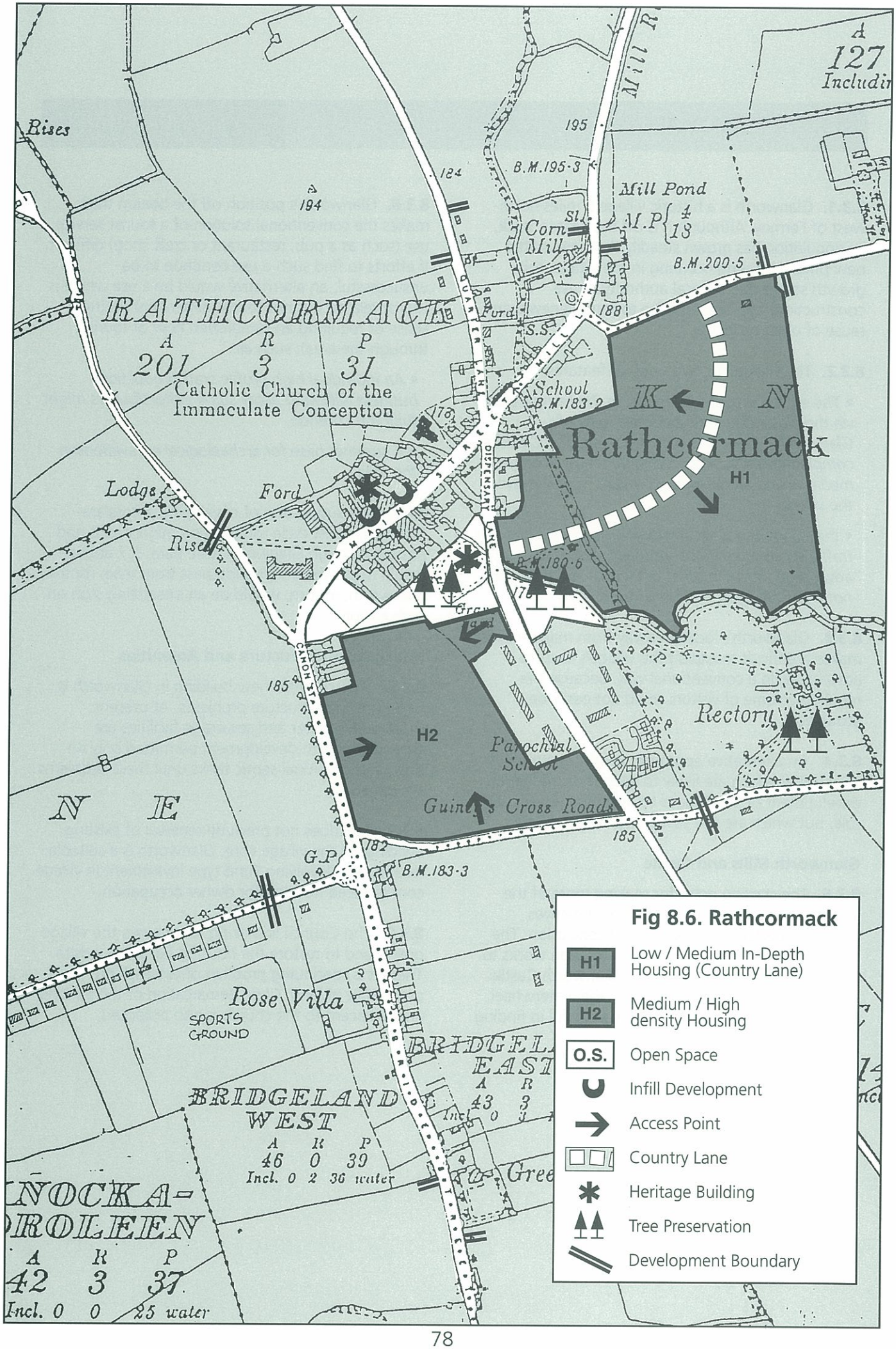
8.3.5. The suggestion of developing a Rosslare-Killarney tourist cycle route, using minor roads and passing through Glanworth, (see para. 3.7 above), would help overcome remoteness from main routes. Glanworth, in turn, would be an interesting stop on such a route.

Housing, Infrastructure and Amenities

8.3.6. The scope for new building in Glanworth is limited by infrastructure problems. At present Glanworth's water and sewerage facilities are overloaded, with development permitted only on sites with individual septic tanks until these problems are remedied.

8.3.7. This does not preclude renewal of existing buildings in the village core. Glanworth is a suitable location for Revolving Fund type investment in village core terraced housing for owner occupation.

8.3.8. The Council is seeking to improve the village green, and to restore the housing terrace opposite. There is a continuing problem of establishing ownership of land. Clear demarcation of the parking area adjacent to the church is also proposed.


RATHCORMACK
A R P
201 3 31
Catholic Church of the Immaculate Conception
Rathcormack
H1
H2
Parochial School
Guinness Cross Roads
Rectory
Mill Pond
Corn Mill
School
Lodge
Ford
Rise
Rose Villa
SPORTS GROUND
BRIDGELAND WEST
A R P
46 0 39
Incl. 0 2 36 water
BRIDGELAND EAST
A R
43 3
Incl. 0
NOCKA-
ROLEEN
A R P
42 3 37
Incl. 0 0 25 water
N E
B.M.195·3
B.M.200·5
B.M.180·6
B.M.183·2
B.M.183·3
G.P.
Fig 8.6. Rathcormack
H1 Low / Medium In-Depth Housing (Country Lane)
H2 Medium / High density Housing
O.S. Open Space
Infill Development
Access Point
Country Lane
Heritage Building
Tree Preservation
Development Boundary

8.4. THE FERMOY AREA: RATHCORMACK / CASTLELYONS / BRIDEBRIDGE / BARTLEMY

8.4.1. These four villages have a combined population of over 800. Castlelyons and Bridebridge directly adjoin each other, Rathcormack is two miles to the west of them on the N8, while Bartlemy is located on the ridge south of Bridebridge.

8.4.2. The villages are grouped for the purposes of a coordinated approach to industrial and infrastructure investment.

Industry

8.4.3. Waterford Co-op is a substantial employer in Castlelyons. Some additional land there has been zoned to all for possible satellite or spin off food businesses. Non food industry could be located on highly accessible zoned land on the northern side of Rathcormack.

Housing and Infrastructure - Rathcormack

8.4.4. The proposed Rathcormack by pass will obviously have a major impact on the planning of Rathcormack. Neither the timing nor the line of this road have been finalised, though a route to the west of the village seems at present to be more likely than one to the east. Due to the uncertainty on the route, it may be necessary for the Council to vary this plan in relation to Rathcormack at a later stage.

8.4.5. Water supply in Rathcormack is adequate, but there is little or no spare capacity in the sewerage treatment plant (which consists of a simple septic tank arrangement). The larger of the two areas zoned for housing purposes, which is 22 acres, has potential for low to medium density development using a country lane type layout. In view of the limits in the sewerage system, the Council may allow large sites with individual septic tanks, but capable of later connection.

8.4.6. A smaller site to the south of the village is suitable, in the long term, for high density housing and will be subject to improvements to the sewer.

8.4.7. If the bypass route were sufficiently far from the village to achieve a major improvement in environmental conditions within it, Rathcormack would become the most promising location for new housing. In these circumstances, it would make sense to coordinate provision of the new road with a "package plant" sewage treatment system, so that the village could benefit from the improvement in conditions.

8.4.8. Road, sanitary service and housing investment could come together in this way in the medium term (perhaps around the end of the decade).

Housing and Infrastructure - Castlelyons

8.4.9. In the meantime, some demand for new housing is likely in Castlelyons. This also has sewerage treatment problems. Unless these can be resolved through immediate investment in its sewage treatment system, an interim solution involving individual septic tanks capable of later linkage into the sewer will be pursued as far as practical.

8.4.10. A number of sites have been identified as being suitable and indeed attractive for residential purposes. A level site just north of Mohera House is suitable for in-depth development only so as to ensure minimum interference with the existing stone roadside fence.

Bartlemy

8.4.11. Apart from a six houses County Council scheme there has been little development in Bartlemy. The improvement to the N8, as well as the presence of a modern primary school and a community hall, may stimulate development and create an adequate population level to support additional facilities. The water supply is adequate but is subject to height restrictions, while the absence of a sewer will require low density development with individual septic tanks. In common with other villages in North Cork and subject to funding, a sewerage system would be desirable.

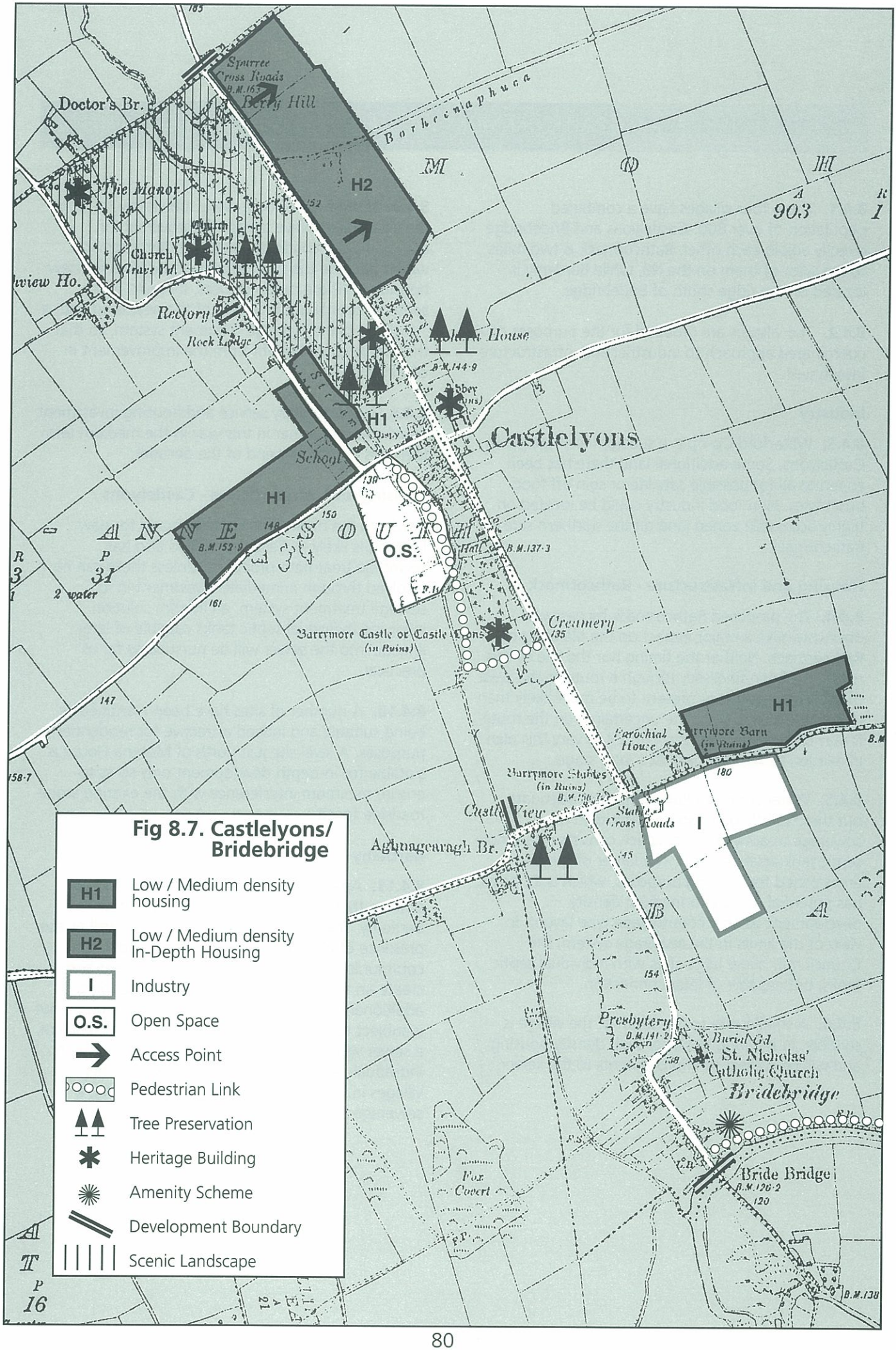


Fig 8.7. Castlelyons/ Bridebridge

H1	Low / Medium density housing
H2	Low / Medium density In-Depth Housing
I	Industry
O.S.	Open Space
→	Access Point
	Pedestrian Link
	Tree Preservation
*	Heritage Building
	Amenity Scheme
	Development Boundary
	Scenic Landscape

Amenities and Environment

8.4.12. At the moment Rathcormack village core suffers from high traffic volumes. This reduces its attraction for residential and most commercial uses and is reflected in dereliction in the village core. Pending construction of a by pass, the Council will carry out traffic calming measures to reduce excessive vehicle speeds within the village.

8.4.13. The Rathcormack plan provides for a centrally located linear park which includes a fine stone build church together with its trees and stone walls. This will provide a pedestrian link between the proposed residential zones and the village core and school.

8.4.14. Castlelyons is a most attractive village with a number of large houses set in a park landscape and high stone walls. It contains the substantial castellated ruin of Barrymore Castle, otherwise known as Castle Lyons, and the remains of Castlelyons Abbey (National Monument).

8.4.15. Castlelyons has an active community, which has received the co-operation of the Council in improving local amenities. Its annual "Cork Makes It" exhibition and fine community centre, pitch and putt course, village park and playfield are indicative of the efforts of the local people. The Council will continue to assist, where feasible, with the attainment of desirable community goals aimed at consolidating the villages.

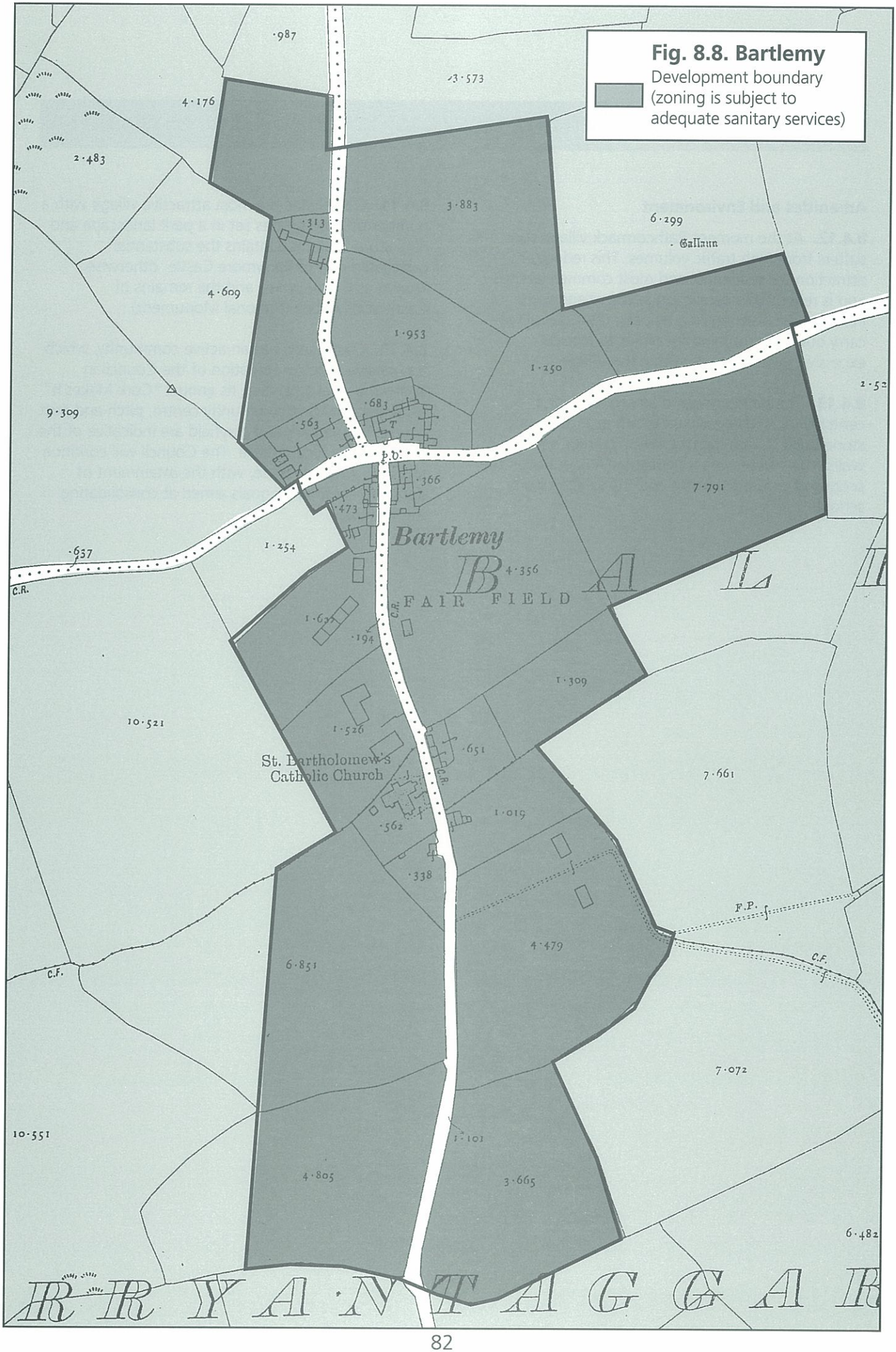


Fig. 8.8. Bartlemy
Development boundary
(zoning is subject to
adequate sanitary services)
Bartlemy
FAIR FIELD
St. Bartholomew's
Catholic Church
Gallaun
P.O.
C.R.
C.F.
F.P.
·987
4·176
2·483
3·573
3·883
·313
6·299
4·609
1·953
1·250
·683
·563
·366
·473
9·309
7·791
·637
1·254
4·356
1·631
·194
1·309
10·521
1·526
·651
7·661
·562
1·019
·338
4·479
6·851
7·072
10·551
1·101
4·805
3·665
6·482

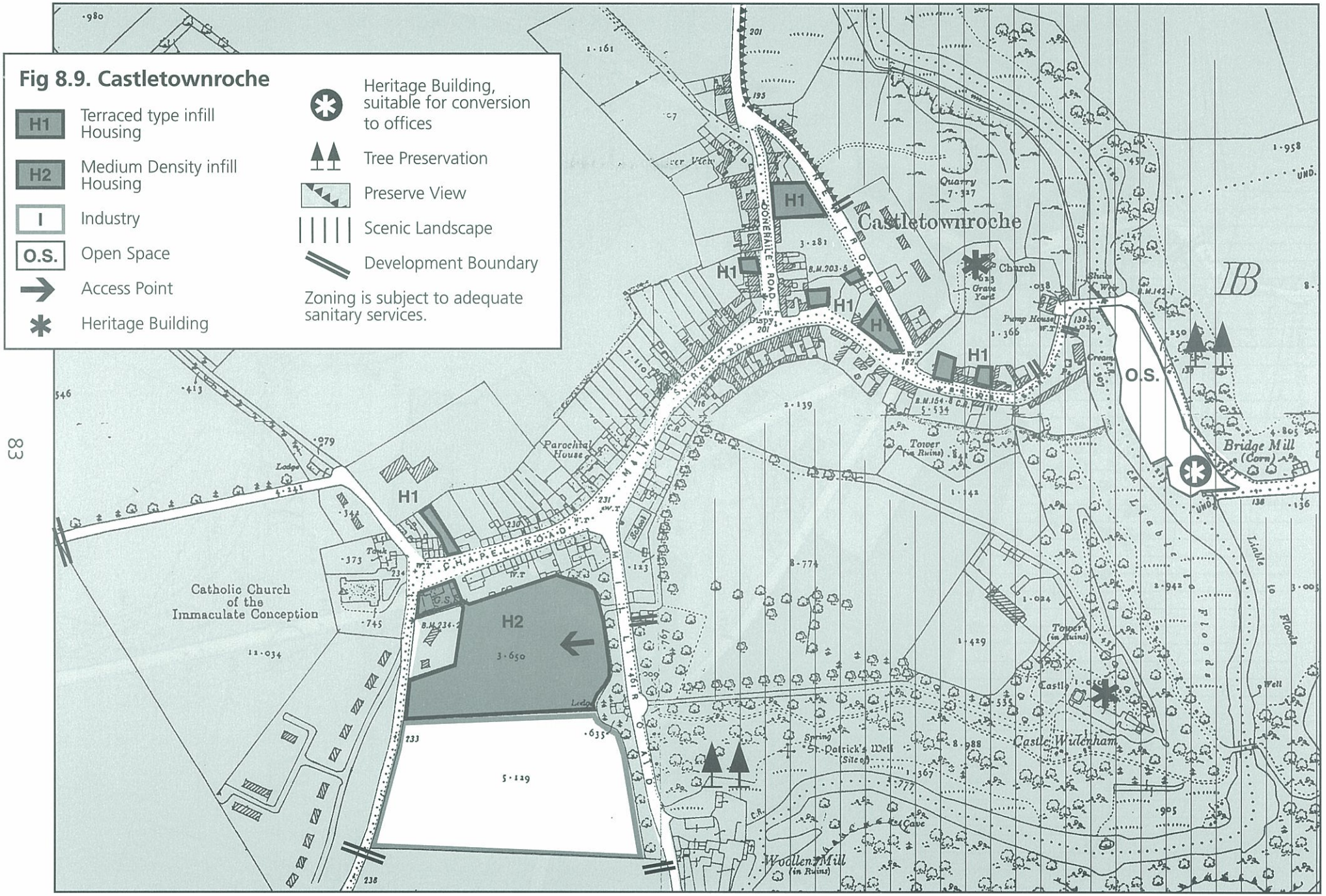


Fig 8.9. Castletownroche
H1 Terraced type infill Housing
H2 Medium Density infill Housing
I Industry
O.S. Open Space
Access Point
Heritage Building
Heritage Building, suitable for conversion to offices
Tree Preservation
Preserve View
Scenic Landscape
Development Boundary
Zoning is subject to adequate sanitary services.
Castletownroche
Church
Quarry
Pump House
Parochial House
Tower (in Ruins)
Bridge Mill (Corn)
Catholic Church of the Immaculate Conception
CHAPEL ROAD
DONERAILE ROAD
MILL ROAD
Castle Widenham
Spring St. Patrick's Well (Site of)
Woollen Mill (in Ruins)
Cave
Lodge
School
Grave Yard
Cream
Floods
Liddle
Well
Castle
H1
H2
O.S.
IB

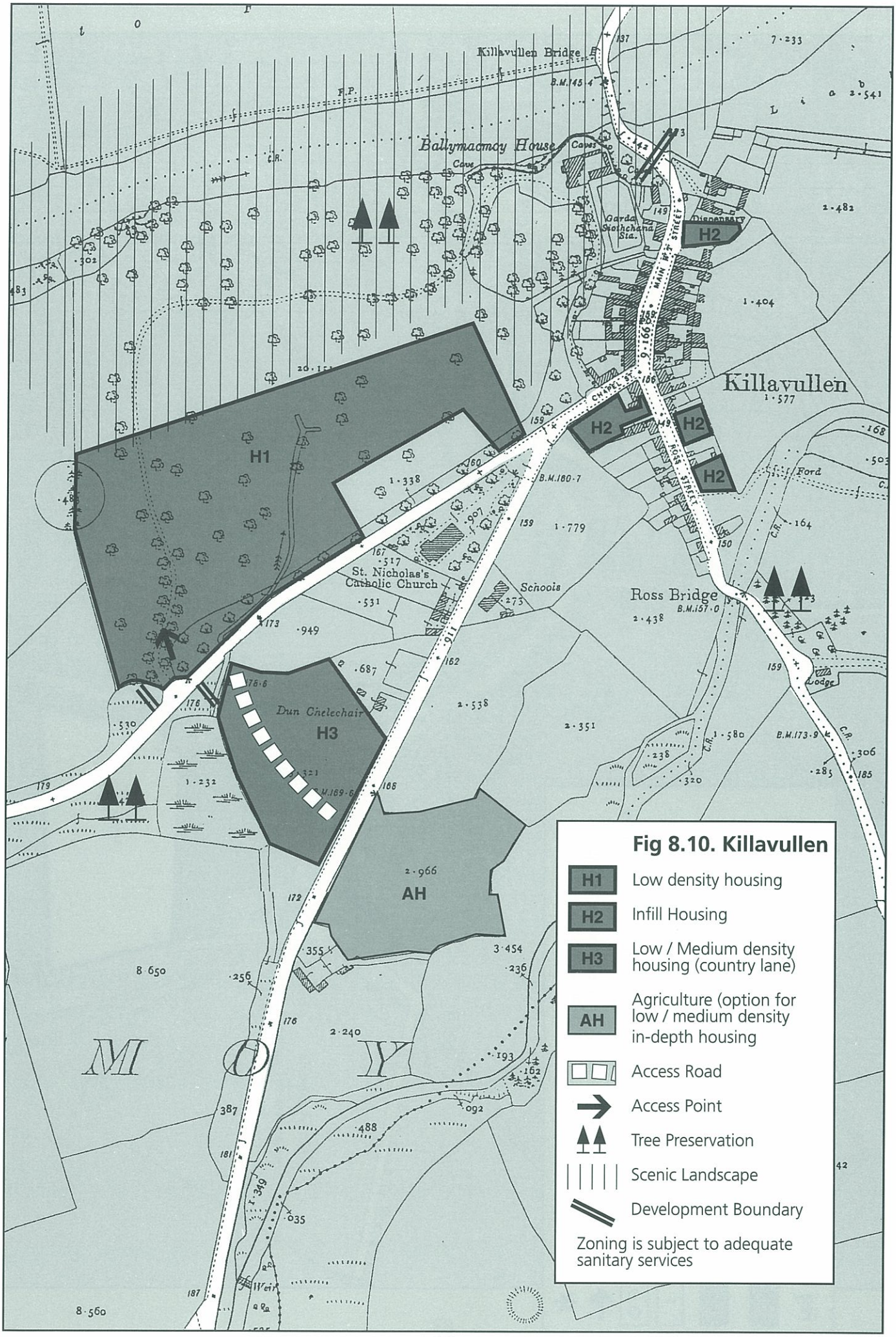


Fig 8.10. Killavullen

H1	Low density housing
H2	Infill Housing
H3	Low / Medium density housing (country lane)
AH	Agriculture (option for low / medium density in-depth housing
	Access Road
	Access Point
	Tree Preservation
	Scenic Landscape
	Development Boundary

Zoning is subject to adequate sanitary services

8.5. THE FERMOY AREA: CASTLETOWNROCHE / BALLYHOOLEY / KILLAVULLEN

8.5.1. These three villages have a combined population of 850, of which 450 is in Castletownroche. These villages are grouped together for employment purposes, as they provide a wider labour pool for a potential employer.

8.5.2. They also share the problem of capacity limitations on the communal septic tanks serving each village. This problem needs to be resolved in at least one of the villages in the short term, so that the group as a whole has the potential to develop.

Employment

8.5.3. Castletownroche is the central village of the group, as well as the largest. A site for light industry is defined in the village.

8.5.4. Castletownroche experiences heavy through traffic. A by pass is proposed in the longer term. This has not been designed but would be to the south of Castletownroche. It will help tie the three settlements together, and would make industry to the south or south west of Castletownroche more accessible. It will also reduce traffic volumes in Castletownroche, increasing its potential to attract housing.

8.5.5. The Bridge Mill in Castletownroche is attractively located overlooking the river. This mill could have potential for an employment generating use, though the options are limited. The conversion of a larger riverside mill in Fermoy for an international service activity represents a possible model.

Housing

8.5.6. The Council will aim to rectify problems with communal septic tanks so that one of the three villages at least is no longer subject to infrastructure limitations. If a developer is prepared to develop housing or housing sites on an in depth basis, this will influence the Council's choice of which settlement to lead with.

Killavullen

8.5.7. Killavullen has been growing more rapidly and consistently than than the other two villages, and may be more likely to attract development in the short term. It serves as a satellite to Mallow. 4 sites suitable for medium and low density housing are shown on Figure 8.10. Ribbon development along the Mallow road has been a problem in the past, and will be discouraged. The sharp break between village and countryside at Killavullen Bridge should be retained.

8.5.8. There are a number of derelict buildings/sites, in particular on Ross Street which provide some opportunity for infill/renewal development within the village.

Ballyhooley

8.5.9. A number of sites have been selected for housing or housing options within the village itself. A high standard of design will be required while the stone walls surrounding these sites should be retained. The Council will favourably consider proposals for a country lane type development of the two larger sites north of the village.

8.5.10. Initially, frontage development will be allowed on these sites provided that access to backlands as shown on map x.x remain unobstructed. Development along the N72 outside these zones and southwards into the scenic landscape of the Blackwater Valley will be discouraged. These objectives will stabilise the village's population and prevent further decline.

Castletownroche

8.5.11. Large sites have been identified on Mill Road for residential and light industrial uses (see Figure 8.9). Use of adjoining sites for residential and industrial uses should be practicable, providing the stone walls which surround the two sites, and divide them from each other, are retained, repaired as necessary, and reinforced on the interface between different uses with suitable planting.

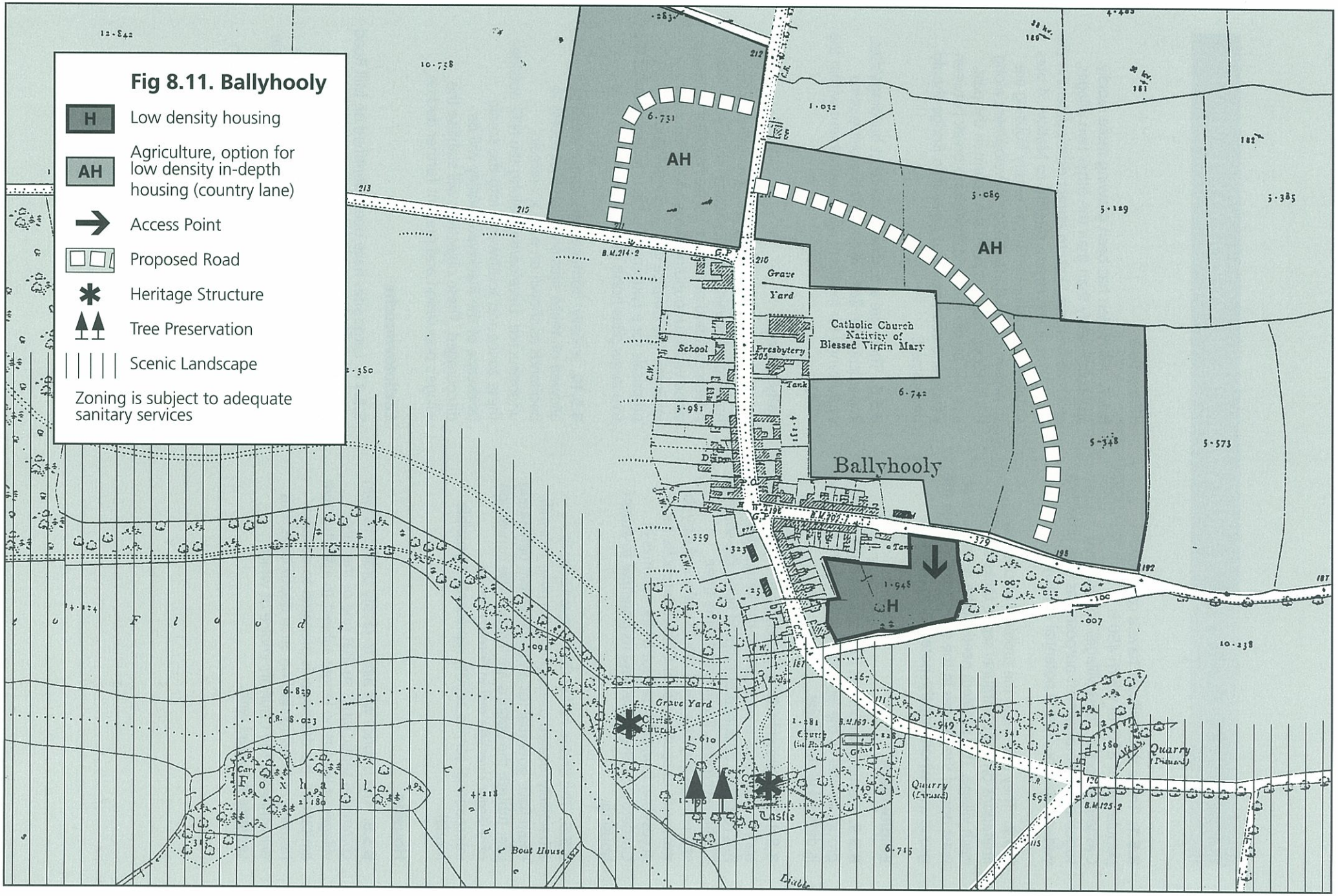


Fig 8.11. Ballyhooly
H
Low density housing
AH
Agriculture, option for low density in-depth housing (country lane)
Access Point
Proposed Road
Heritage Structure
Tree Preservation
Scenic Landscape
Zoning is subject to adequate sanitary services
AH
AH
H
Ballyhooly
Catholic Church Nativity of Blessed Virgin Mary
Grave Yard
School
Presbytery
Tank
Grave Yard
Castle
Quarry
Quarry
Bowl House

8.5.12. In each of the three villages, water supply is adequate to meet future demand (with the exception of the west side of Castletownroche, where small scale works are needed to tap into an extra source), but the sewerage system is operating at design capacity. A small amount of additional development can be accommodated in advance of upgrading of the treatment works. Until sewage treatment systems are upgraded, zoning has to be seen as contingent on satisfactory resolution of sanitary problems.

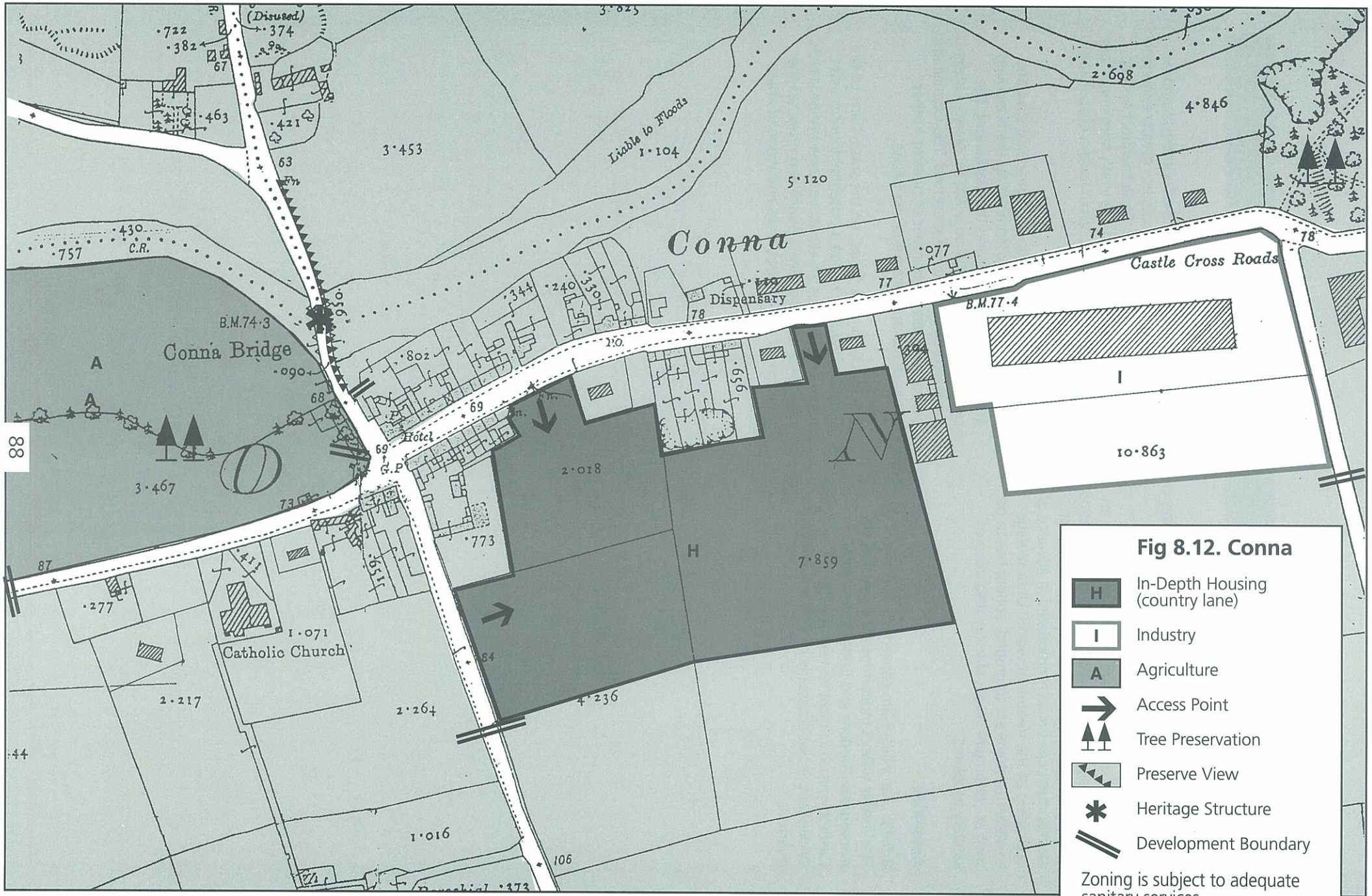
Amenities

8.5.13. The villages are convenient to some of the Blackwater Valley's more impressive features viz., Annesgrove Gardens and Bridgetown Abbey. Castletownroche's most immediate attraction, Castle Widenham, is not accessible or visible from close quarters.

8.5.14. Recent repaving of the footpaths together with renovations of shopfronts has greatly enhanced the physical appearence of Castletownroche. Care should be taken to protect the views from important feature buildings e.g. Church of Ireland chapel and Castle Widenham.

8.5.15. Ballyhooly Castle is an imposing structure located on high ground dominating the floodplain and stone bridge spanning the Blackwater. The castle together with the adjacent St. Mary's Church are listed structures to be preserved. The Council also proposes to plant a number of trees to further enhance the appearance of the village.

8.5.16. Killavullen Caves, on the south bank of the River Blackwater provide a potential tourism asset. Killavullen features an attractive stone bridge which should be retained. The Council also proposes the retention of the village's trees and wooded areas.


Conna
Conna Bridge
Castle Cross Roads
Dispensary
Hotel
Catholic Church
Liable to Floods
1·104
3·453
5·120
4·846
2·698
2·018
7·859
4·236
10·863
1·071
2·217
2·264
1·016
3·467
B.M.74·3
B.M.77·4
A
H
I
Fig 8.12. Conna
In-Depth Housing (country lane)
Industry
Agriculture
Access Point
Tree Preservation
Preserve View
Heritage Structure
Development Boundary
Zoning is subject to adequate sanitary services

8.6.1. Conna is an attractive village, pleasantly situated in the scenic valley of the Bride River some 17 km. south east of Fermoy and close to the County Waterford boundary. It has developed an important role as a local employment centre, largely due to the efforts of the local community, and has also the potential to benefit from tourism promotion in North Cork.

8.6.2. Located 5 km. south of Conna, Ballynoe is a small village on the escarpment of the River Bride. While small, it has a substantial range of shopping and social facilities.

Population and Housing

8.6.3. While small, Conna is one of the few villages in North Cork to record a steady growth in population which now stands at 217 compared to only 150 ten years ago. This increase is largely due to the Council housing programme.

8.6.4. The linear form of the village has been exacerbated by ribbon development along the Knockmourne and Aghern roads. This is considered undesirable, particularly in the former instance, and the Council will endeavour instead to stimulate cluster type housing near the village centre (see Figure 8.12). A country lane type development would appear to be more appropriate here.

8.6.5. The population of Ballynoe is below the Census threshold of 150, so no accurate information is available. It would appear that the population level is fairly stable, helped by the construction of 8 Local Authority dwellings in 1980s. Land has been zoned for infill and other development in Figure 8.13

Employment

8.6.6. The actions of the local community council have facilitated the establishment of a manufacturing company on the Conna industrial estate. Further site capacity exists for additional development, either through an extension of the existing factory or through establishment of a new firm. Some further local employment is provided by an agricultural co-operative. The Council will assist the efforts of the community council, where possible, in consolidating the village's employment role.

8.6.7. Due to its scale and proximity to Tallow in County Waterford, Conna has a limited but adequate service function. The existence of a community hall further enhances the process of community development.

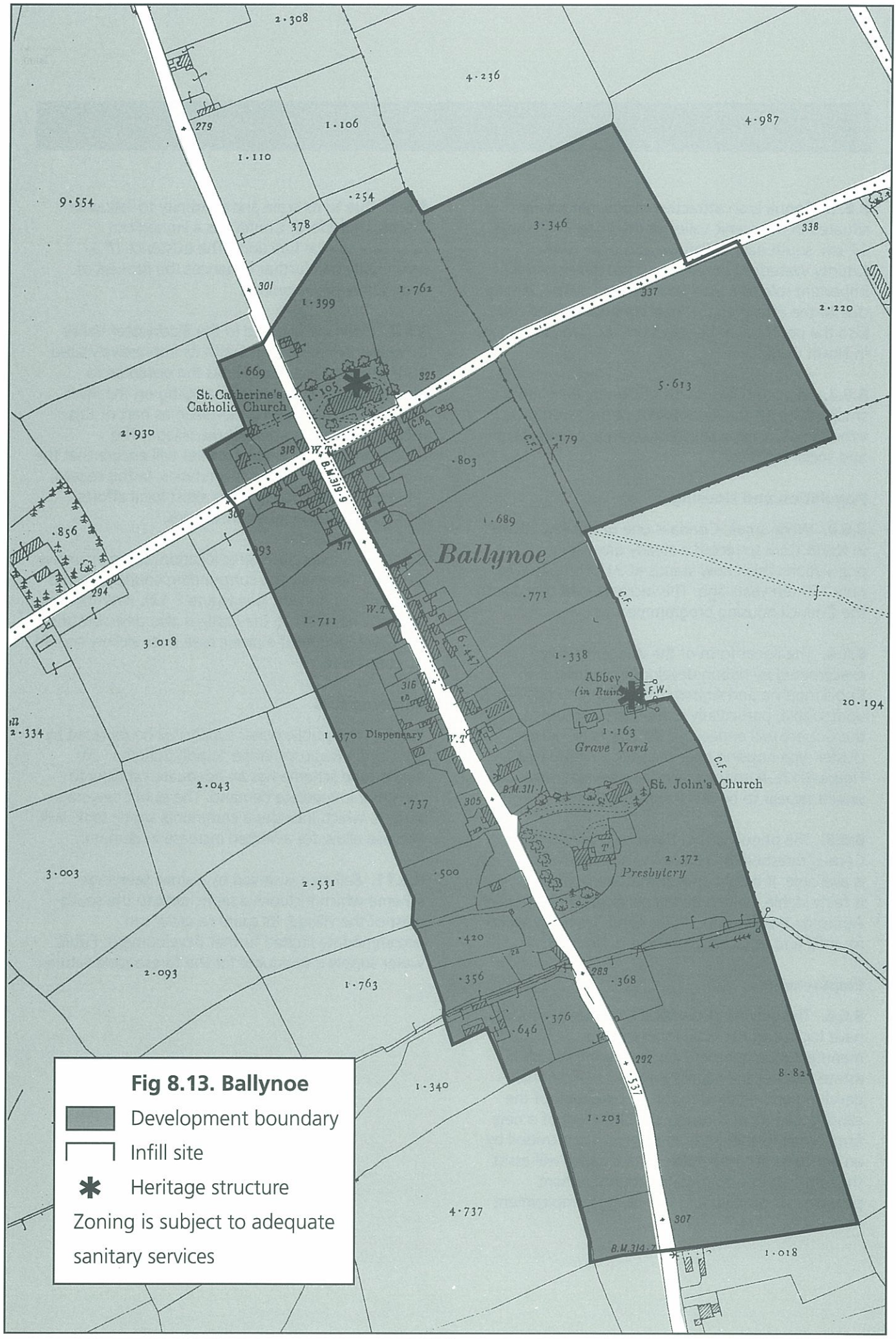
8.6.8. Conna is featured in the Blackwater Valley Drive tourism project and with its impressively sited 16th century tower house has the potential to attract visitors. Promotion of angling on the River Bride, which has been undertaken as part of this project, should also benefit the village. The development of riverside facilities will ensure that the most is made of these opportunities. In this regard, the council will endeavour to assist local efforts aimed at exploiting these resources.

8.6.9. Because of its scenic location, some attractive views of the rivers and surrounding countryside are worthy of protection (See Figure 8.12). Retention of the trees adjacent to the castle is also desirable and the development of a picnic area in its vicinity should be considered.

Infrastructure

8.6.10. The public water supply will be replaced by the Conna Regional Water Supply Scheme. At present the scheme has an adequate capacity to meet the immediate demand. The public sewerage system, which includes a communal septic tank, will likewise allow for a limited increase in demand.

8.6.11. Ballynoe is served by a small sewerage scheme which includes a septic tank to the south-west of the village. Its spare capacity can accommodate limited further development. Public water supply is adequate for the foreseeable future.


Ballynoe
St. Catherine's Catholic Church
Abbey (in Ruins)
Grave Yard
St. John's Church
Presbytery
Dispensary
B.M.319.9
B.M.311
B.M.314.7
W.T.
C.F.
F.W.
Fig 8.13. Ballynoe
Development boundary
Infill site
Heritage structure
Zoning is subject to adequate sanitary services

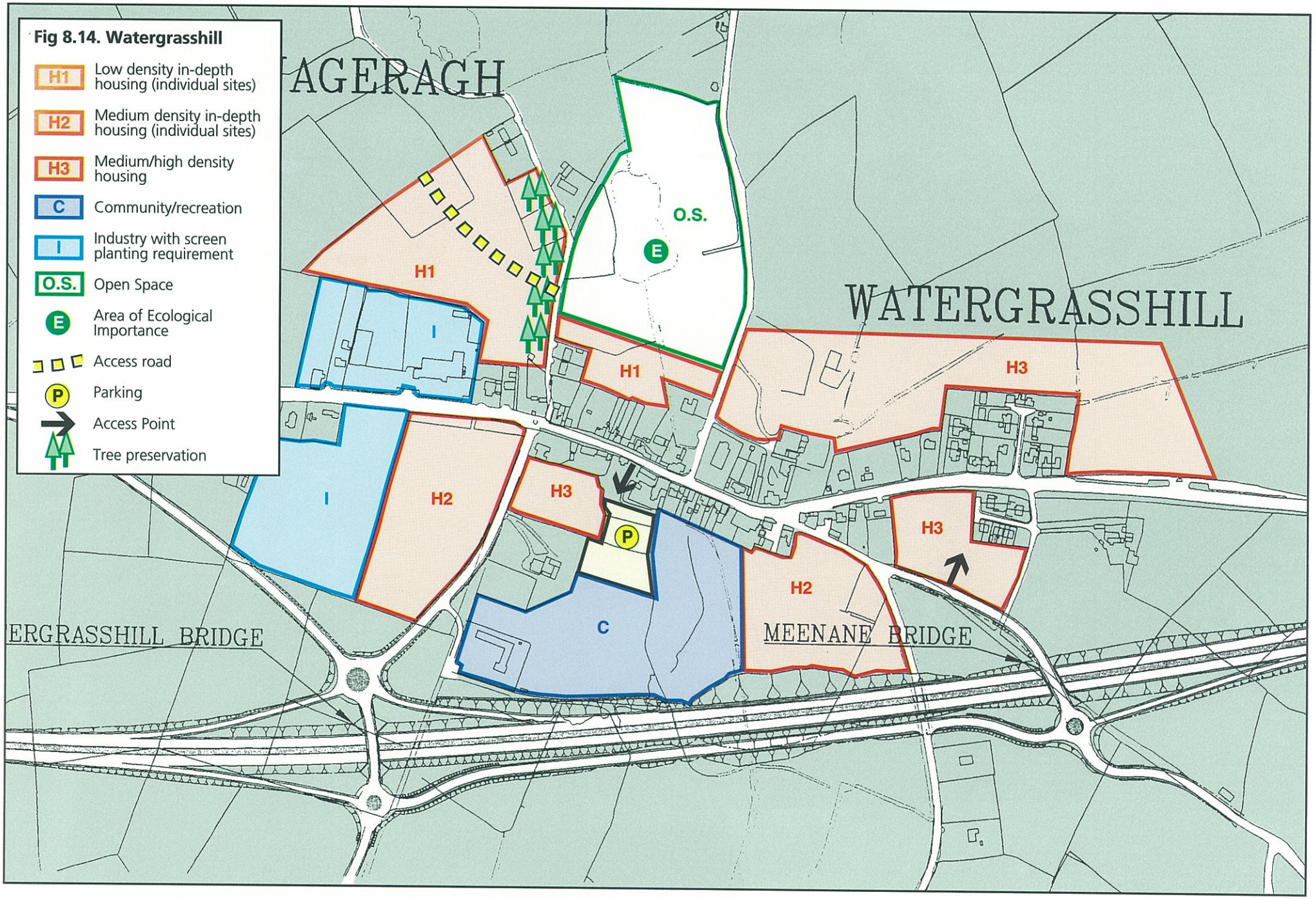


Fig 8.14. Watergrasshill
H1 Low density in-depth housing (individual sites)
H2 Medium density in-depth housing (individual sites)
H3 Medium/high density housing
C Community/recreation
I Industry with screen planting requirement
O.S. Open Space
E Area of Ecological Importance
Access road
P Parking
Access Point
Tree preservation
AGERAGH
WATERGRASSHILL
O.S.
E
H1
H1
H3
I
I
H2
H3
P
H3
H2
C
H2
ERGRASSHILL BRIDGE
MEENANE BRIDGE

8.7.1. Watergrasshill is situated on the National Primary Route Cork - Dublin, halfway between Cork and Fermoy. It is located on the boundary between South Cork and North Cork and consequently the village proposals will be included in both area plans.

8.7.2. The population of the village was 250 in 1991, and grew by 20% during the 1980s.

8.7.3. The village is seriously affected by heavy through traffic at present. This should be alleviated by the construction of the proposed by pass, with the extent of environmental improvement depending on the route finally chosen. The by pass seems likely to be built during the plan period. Once completed environmental improvements will be a priority in the village. Traffic calming measures are already being applied. This should make Watergrasshill a more attractive residential location.

8.7.4. The zoning proposals are shown on Fig 8.14. Zoning has been extended, relative to the previous plan, in view of the increased accessibility of the village.

8.7.5. Land has been zoned for low density housing at the SW end of the town with access from the existing side road. A single access road will be required to serve any housing development. Tree planting will be required on the southern end of the site to screen the development from the National Primary route.

8.7.6. On the Glenville Road, land has also been zoned for residential development. Some frontage development will be permitted on the southern side of the road while indepth development would be required on the northern side.

8.7.7. Development on land previously zoned for housing on the road to Skahanagh bridge may not now be possible if one of the road lines under consideration is selected, as it would act as the boundary to development in an eastern direction.

Above: Traffic calming measures in Watergrasshill
Previous page: Restoration, Bridgetown Abbey

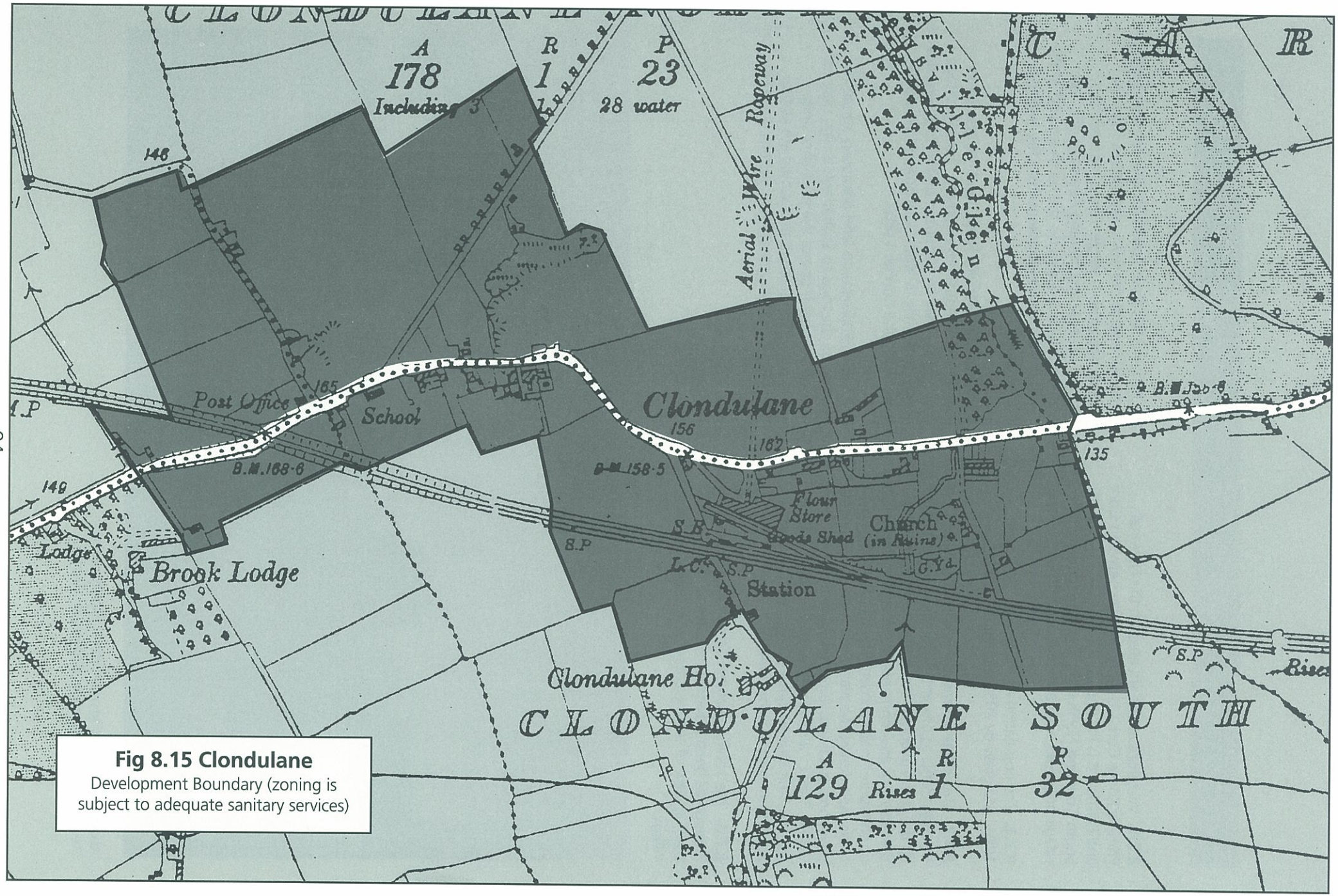


Fig 8.15 Clondulane
Development Boundary (zoning is subject to adequate sanitary services)

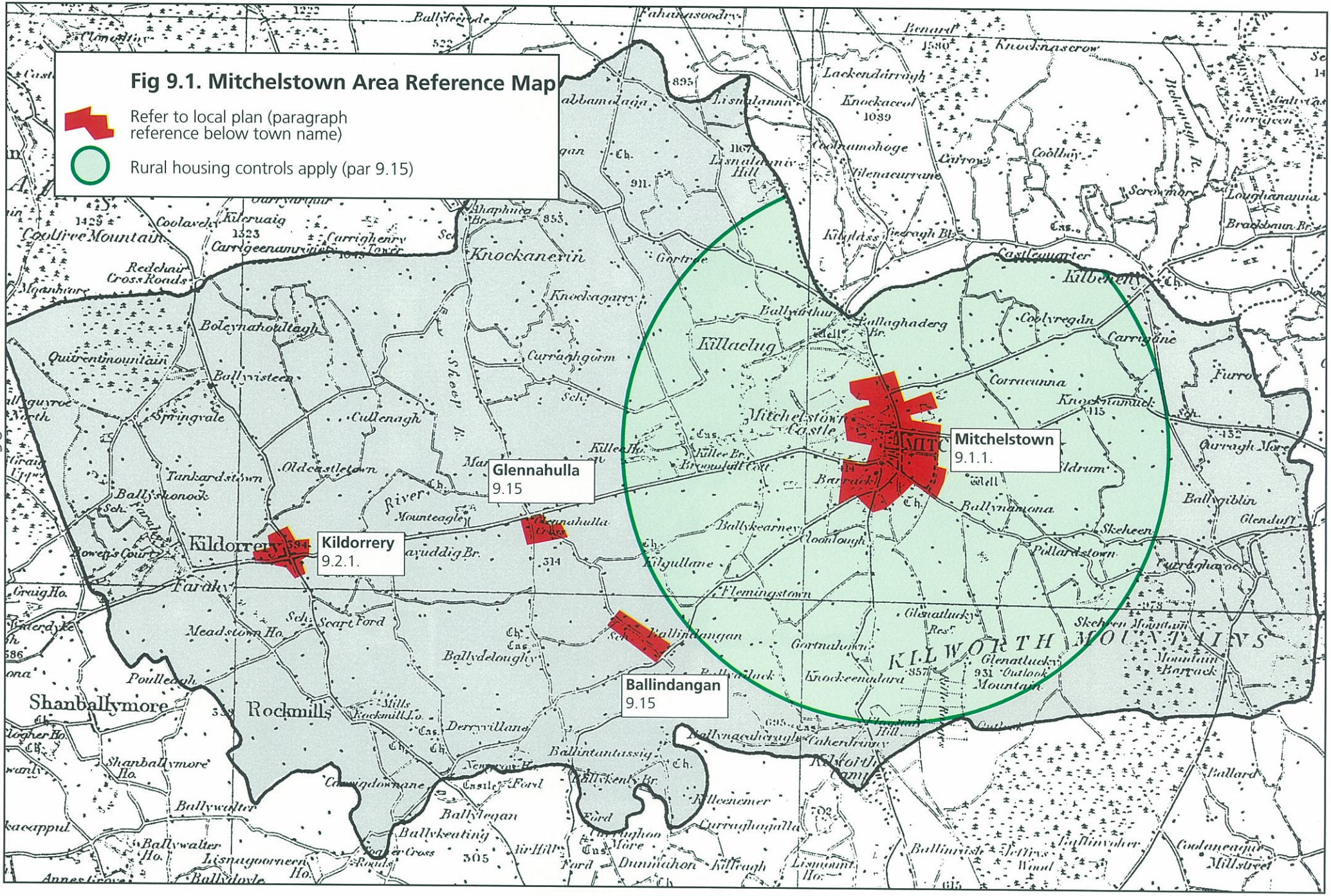


Fig 9.1. Mitchelstown Area Reference Map
Refer to local plan (paragraph reference below town name)
Rural housing controls apply (par 9.15)
Mitchelstown
9.1.1.
Glennahulla
9.15
Kildorrery
9.2.1.
Ballindangan
9.15

9. THE MITCHELSTOWN AREA

9.1. Mitchelstown is an important industrial and service centre 30 miles north of Cork, on the main Cork to Dublin road (N8). It is close to the county boundary, and around half its hinterland is in Counties Limerick and Tipperary:

Table 9.1.
Mitchelstown and its Hinterland: Population

	1981	1986	1991
Mitchelstown	3121	3233	3090
Estimated Hinterland:			
Co. Cork (M'lstown RD)	4179	4260	4207
Co. Limerick	3161	3260	3179
Co. Tipperary	1366	1338	1345
Total	11827	12091	11821

Population and Employment

9.2. As Table 9.1 shows, populations in town and hinterland in 1991 were similar to what they had been in 1981. Around 5% of the population emigrated in the late 1980s. In general, population trends in Mitchelstown and the County Cork part of its hinterland have broadly reflected County wide trends in the last 20 years

9.3. The population bulge of those born in the 1970s is greater than usual, and this will result either in rapid growth in the labour force, or substantial emigration, at least to the end of the decade. Without emigration in the later 1990s, an increase oaround 600 jobs would be needed to maintain unemployment at current levels.

Economic Relationship to Fermoy

9.4. The proportion of overall employment in manufacturing in Mitchelstown RD is much higher than usual (partly because part of the hinterland is in other Counties). More importantly, virtually all of this manufacturing employment is in the food industry. It is divided fairly evenly between dairy products and meat processing.

9.5. The economies of the Mitchelstown and Fermoy areas are mutually complementary. Mitchelstown has the characteristic advantages and disadvantages of the food industry, while Fermoy has a much more diversified economy, including significant international services and electronics employment.

Food industry Development

9.6. Mitchelstown is a prime location for expansion of the main existing food industry businesses, or for a substantial new food industry plant, because of the good quality water supply already available in the town, and the improvements to the sewerage system now being put in place.

9.7. The advantages of concentration in the food industry include the relative stability of food industry employment to date, the ability of the large firms in it to fund product development and marketing, and the potential for "clustering" of new enterprises around the existing food industries.

Table 9.2.
Population trends, Mitchelstown RD, 1981-2001

Census	Population	% change per annum since previous census Mitchelstown RD	 County (excl. Cork RD)
1981	7300	+0.04	(+0.69)
1986	7493	+0.53	(+0.25)
1991	7309	-0.49	(-0.39)
1996	7397	+0.24	
2001(1)	7475	+0.21	
2001(2)	7077	-0.87	

(1) Assuming nil emigration. (2) Assuming emigration rates as per 1986-1991

9.8. The process by which such clusters develop includes development of supplier industries, and development of spin off activities able to use the same skills/supplier/infrastructure base. The latter type of development would be particularly valuable in Mitchelstown, because it would increase the range of size of business. At present, employment is concentrated in two large enterprises; a cluster of firms of different sizes and stages of development could increase robustness and innovation.

9.9. The main ways in which such spin off activities can be encouraged are:

- *by provision of suitable buildings for small or start up businesses. The County Council will pursue this at its site on the Dublin road, following a demand assessment. While it is expensive to provide units to food industry standard, they can be designed so as to be capable of easy fitting out for this purpose.*
- *by cooperation with existing food industries to encourage a "food partnership" approach.*

9.10. The emergence of commercial deer farming is worth mentioning. Mitchelstown is a market leader in this type of agricultural enterprise which provides a welcome diversification in economic activity. Moreover, it is not subject to the vagaries of a quota system.

Service Sector Activities

9.11. The level of service sector activity in Mitchelstown is probably slightly below average at present, having regard to the size of the town and the statistical distortion arising from the County boundary. Commercial and industrial services are quite well represented.

9.12. In the medium term, a major improvement in the appearance of the town could have more substantial benefits, by making the town more attractive to incoming businesses and encouraging diversification in the towns employment base.

The Local Housing Market

9.13. Until recently most house construction within the town was in the form of local authority housing, while private building occurred largely in the form of ribboning along roads leading out of the town, in particular the Ballyporeen road.

9.14. The last few years have seen an upsurge in the private house construction. This is concentrated in the area between Church Street and Brigown road to the south east of the town. Further private housing has been built in Ballinwillin.

9.15. In principle, single rural houses within three miles of the centre of the New Market Square in Mitchelstown are subject to the controls defined in Chapter 2.22-26. For non local users seeking housing within the area, two clusters capable of accomodating further housing development - at Ballindangan and Glennahulla Cross - are shown on Figures 9.6 and 9.7 at the end of this chapter.

9.1.1. The town's population increased significantly during the 1971/86 period, but then fell. Manufacturing employment has been stable but gradually declining since it peaked in 1979.

9.1.2. A resumption of population growth in the town is going to depend partly on increasing manufacturing and service employment, and partly on encouraging investment in house construction and renewal in the town.

Interaction between Town Functions

9.1.3. Mitchelstown has a number of important functions, which in different ways, need to be developed. These are

(a) Food industry functions, concentrated on the NW side of the town, and to the E of Cork Street.

(b) Service centre. Most of this activity is concentrated in or close to Cork Street.

(c) Housing. The main areas of existing housing which are suitable for expansion are on the southern side of the town, and to the NE, at Ballywillin. In addition, the predominant use of the nineteenth century planned town to the west the Cork Street is housing.

9.1.4. Mitchelstown's roles as

(d) a heritage town and

(e) a major traffic node.

interact with these land use functions, and with each other. The town's good accessibility is a positive factor, but its domination by through and industrial traffic and by parking are not. The town's heritage could be a more helpful factor than at present to the town's economic and housing functions if developed, and if the dominance of motor vehicles could be reduced. This involves effective policies on

(f) management of the town core and traffic system

9.1.5. The plan for the town is structured under the six headings (a-f) above.

Table 9.2.
Population, Manufacturing Employment Trends 1971-91

Year	Persons	Manufacturing Employment
1971	2783	984*
1979	3150	1122
1981	3121	1079
1986	3233	941
1991	3090	874

* January 1973 figure

A. FOOD AND OTHER INDUSTRY

9.1.6. Employment is dominated by Dairygold Co-op and Galtee meat processing, employing more than 800 people between them in 1992. This figure is expected to rise in the near future.

9.1.7. Land to the north of the Mallow road, and south of the Dairygold plant, has been given an option zoning for industry, in order that there should be land available for an substantial additional production unit (probably, but not necessarily in the food industry) in Mitchelstown.

9.1.8. Smaller scale future demand could be catered for on the joint IDA/County Council industrial land fronting onto the N8 on the northern outskirts of town. So far the uptake has been slow. Located on the main Cork to Dublin road, it has potential for spin off activities from the two major food industries. The site is suitable for County Council small units, funding and market research permitting. The site could also be used to increase the variety of industrial employment opportunities.

9.1.9. Access to the main food industry complexes is through the existing street system, which involves some congestion delays for the industrial traffic, and some environmental problems for the areas it passes through. A western bypass with adequate provision for some fairly direct access would be the ideal solution from this point of view.

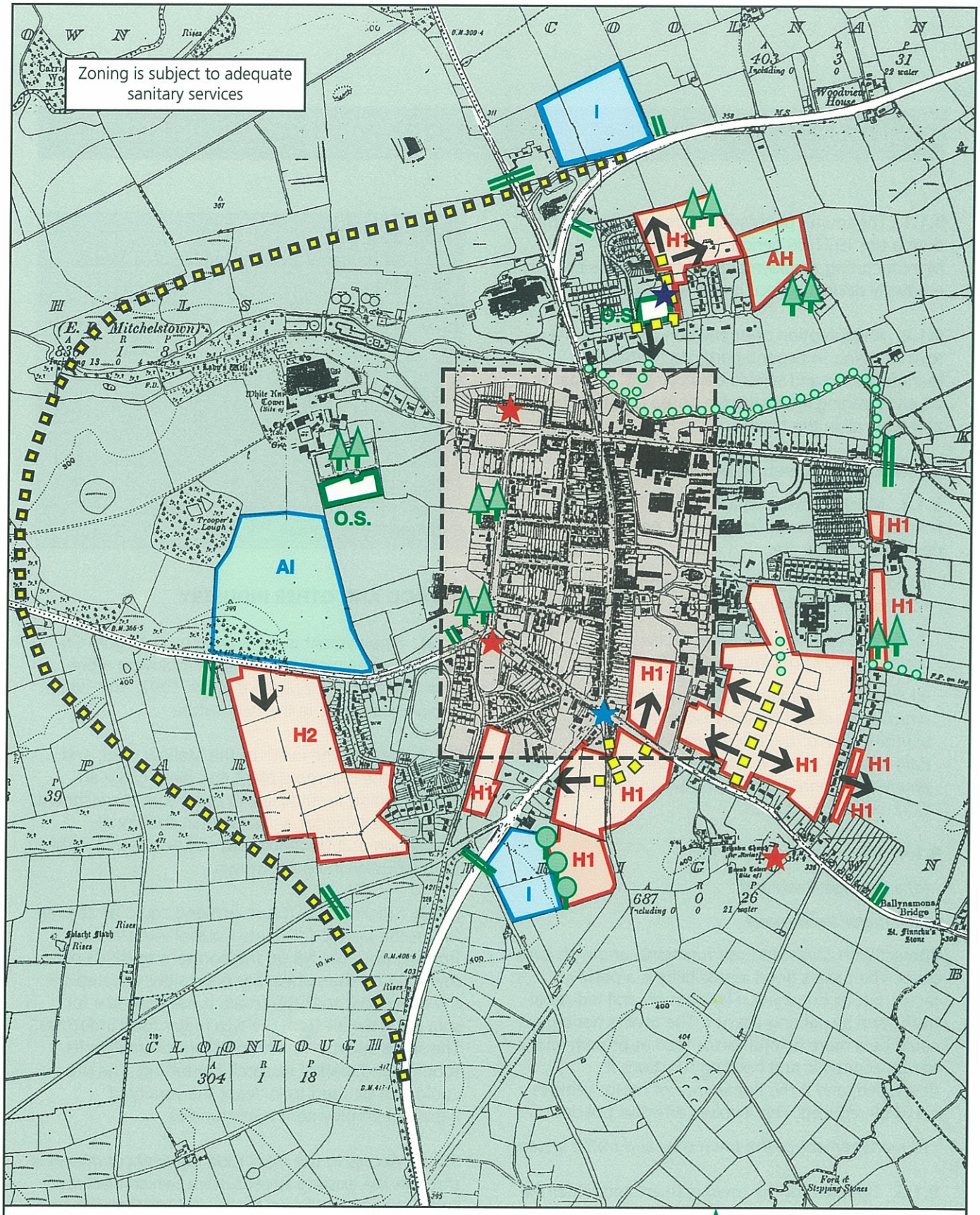


Fig 9.2. Mitchelstown

- H1 — Medium/high density housing
- H2 — Medium/high density housing (long term)
- AH — Agriculture, option for medium density housing
- I — Industry
- AI — Agriculture, option for industry
- O.S. — Open space
- P — Parking
- Access point
- Proposed bypass (see par. 9.1.21 - 9.1.25)
- Proposed Roads
- Junction improvement
- Tree preservation
- Tree Planting
- Heritage building
- Amenity scheme
- Pedestrian link
- See figure 9.3.
- Development boundary

B. SERVICES

9.1.10. Mitchelstown is a well developed service centre, with 430 working in retailing and business services in 1988. It has substantial existing areas in use for wholesaling and agricultural supplies, and a long main street (Cork Street) used for retailing, retail services, and some offices. There has been significant recent investment in hotels.

9.1.11. There is some evidence of vacancy and underuse on Cork Street. Environmental conditions are not very good, partly because of the volume of traffic, and partly because the environmental improvements to Cork Street need to be taken further, and to include Market Square. This is discussed under section (F) below.

C. HOUSING

9.1.12. Most of recent housing is concentrated in Brigown, with additional activity in Ballinwillin.

9.1.13. Ballinwillin is a largely residential area, to the east of the N8, and north of the Gradoge River, with a mix of private and local authority housing. Small schemes of 10 private dwellings and 6 council houses (with the possibility of 6 more soon) has just commenced. There is adequate land to allow for further development in this neighbourhood. The existing small open space just south of the Cope facility needs to be improved by reconstructing stone walls, planting and the provision of some play facilities.

9.1.14. Residential land between Mulberry Lane, Brigown road and the VEC school is suitable for residential development. Part of the lands are now being developed, but it is essential to maintain access points as shown on Map 9.3.

9.1.15. Lands to the south of Brigown Road and the N8 can be serviced by extending the existing foul and storm drains from the crossroads just to the north. The availability of a storm drain will allow development here rather than along the Kildorrery road, where previous residential zoning now has to be qualified as long term because of the absence of a storm water drain.

9.1.16. Development south Brigown road should be in accordance with a detailed overall plan. A new access to these lands from Brigown Road together with the closure of Station Road at its northern end will be an essential pre-requisite to large-scale development. No direct access from the N8 will be permitted.

9.1.17. Some low density housing development will be allowed on the eastern side of Mulberry Lane. The preservation of the belt of trees leading to St. Fanahan's Well is an objective.

D. MITCHELSTOWN AS A HERITAGE TOWN

9.1.18. Mitchelstown is one of the best examples in Ireland of a planned town. Its rectangular grid layout uses the natural features of the site to advantage, as it was laid out in such a way to create striking vistas of both the surrounding countryside, and of the main public buildings of the town (the spires of the two churches, Kingston College and the Market House). The Council has designated Mitchelstown a 'heritage town' and had an architectural study undertaken by the Housing Research Unit of UCD in 1984 which confirms its status. Any new developments or rehabilitation schemes in the town will be strictly controlled in keeping with its status.

9.1.19. Within this layout, there is a variety of architecture, most of it pleasant and attractive nineteenth century housing. King Square is however of quite exceptional quality, a very impressive Georgian set piece, which was originally related to the principal entrance to the Castle demesne.

9.1.20. Since, apart from King Square, the key element in the heritage of Mitchelstown is its layout, the main role which the Council can play is through management and environmental improvement of the streets and pavements. This is closely related to how traffic is managed and planned for in the town, and both issues are discussed under section (F) below.

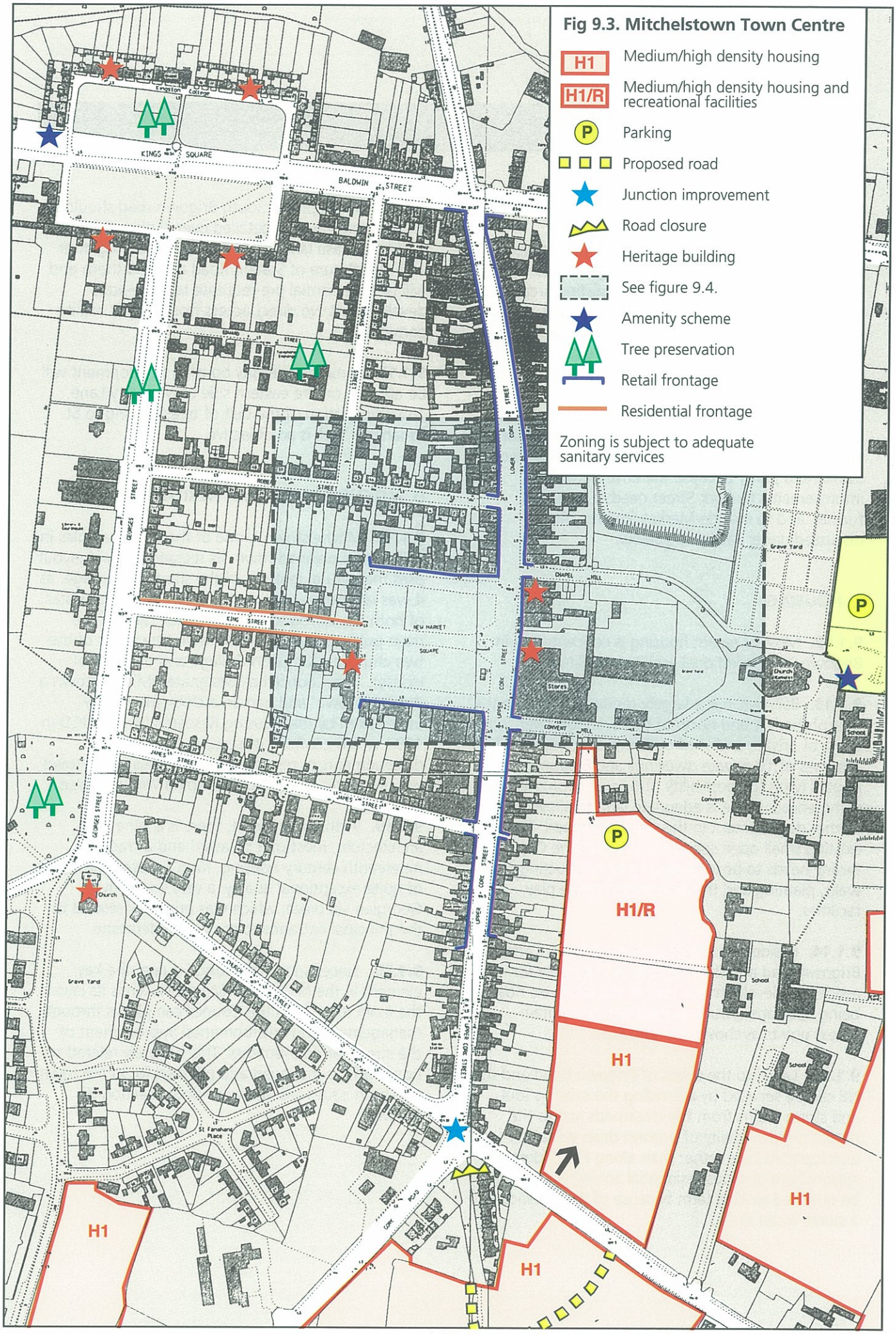


Fig 9.3. Mitchelstown Town Centre
H1
Medium/high density housing
H1/R
Medium/high density housing and recreational facilities
P
Parking
Proposed road
Junction improvement
Road closure
Heritage building
See figure 9.4.
Amenity scheme
Tree preservation
Retail frontage
Residential frontage
Zoning is subject to adequate sanitary services
KINGS SQUARE
BALDWIN STREET
GEORGES STREET
KING STREET
NEW MARKET SQUARE
CORK STREET
CHAPEL HILL
CONVENT HILL
JAMES STREET
CHURCH STREET
Grave Yard
Convent
School
Church
H1
H1/R
H1
H1
H1

E. MITCHELSTOWN AS A TRAFFIC NODE

9.1.21. There are two broad alternative ways of bypassing Mitchelstown, involving routes to the east and west of the town respectively. No decision has yet been made between these options. Until a particular route is definitely decided upon, the various route options will have to be protected from development.

9.1.22. The 1986 Plan envisaged that the Mitchelstown bypass would be a conventional road to the west of the town, ending at Caher Cross Roads. Current design work is exploring the possibility of a bypass on a new route designed to bypass Kilbehenny as well as Mitchelstown.

9.1.23. The main advantages of the eastern route are:

(a) it is 1.3 miles shorter, and so likely to be significantly cheaper

(b) time and vehicle operating costs are likely to be minimised for a majority of through movements (ie Cahir-Fermoy ones)

(c) the Kilbehenny and Mitchelstown bypasses could be built (with the intervening section of the N8) in one operation

9.1.24. The main advantages of the western route are:

(a) it avoids Cahir-Mallow traffic passing through the town

(b) it would help take heavy traffic to and from the town's food industries out of the town. This would relieve the architecturally very important King Square Area, and facilitate economic linkages with food industries in Mallow

(c) the project could be phased to make funding easier, with the town bypass, the improvement of the N8 (Mitchelstown - Kilbehenny) and the Kilbehenny bypass as possible phases

9.1.25. As it may be some time before any bypass can be provided for Mitchelstown, management of the existing street system will be important in the short term. In the event of an eastern route being selected, a decision will be needed on how far it is necessary to hold open any other corridor.

F. MANAGEMENT OF THE TOWN CORE AND TRAFFIC SYSTEM

9.1.26. The Council are custodians of the town's planned layout, in the sense that they are responsible for the maintenance and improvement of the public streets and squares around which it is organised.

9.1.27. A number of parking and environmental schemes have been carried out during the period of the last plan. These include substantial treeplanting and demarcation of parking bays. No progress has been made with New Market Square which requires a revision of the existing car parking and hard and soft landscaping.

New Market Square

9.1.28. New Market Square is the commercial centre of Mitchelstown, and is the logical starting point for any improvement of Cork Street. It is on display to large amounts of through traffic. Its appearance could be greatly improved by grassing and planting much of New Market Square. This is an attainable objective because:

- *the present parking layout is relatively wasteful, as much of the surfaced space is used for circulation rather than parking. Providing parking around the perimeter of one or two green areas would greatly reduce the paved area, with only a modest reduction in the actual number of spaces.*
- *the spaces lost could be replaced at Chapel Hill. A site on this Street has been identified and work to provide 120 additional spaces there will start as soon as an overall scheme for it and New Market Square is adopted.*

Fig 9.4. Possible Environmental/ Parking Improvements, New Market Square.
Parking
Pedestrian Area
Grassed Area (protected by low walls)
Tree Planting
Focal Building
Vista
NEW MARKET SQUARE
LOWER CORK STREET
UPPER CORK STREET
CHAPEL HILL
CONVENT HILL
Bank
Stores
Grave Yard
Convent
Hall
88·3
90·0
92·5
BM 91·09

- *the grassed area could be protected from overuse by pedestrians through the use of low walls and level differences (as happens at the top end of the square at present)*

9.1.29. The parking spaces backing onto the central open space, and a paved area along Cork Street, could be used for casual trading in the weekly market.

9.1.30. A possible outline scheme is shown at Figure 9.4 for discussion purposes. If reasonable consensus on a design can be achieved, the Council will aim to carry out the works, funding permitting, as a matter of urgency.

9.1.31. Tree planting will be undertaken at the car park opposite the Catholic Church to environmentally improve the area.

King Street

9.1.32. The suggested layout would discourage through movement down King Street. King Street is an important street in the town layout, aligned on the Market House and Catholic church. It would benefit from tree planting on the wide footpaths to strengthen the vista effect. It remains mainly residential, and this use is protected by zoning (see Fig. 9.2).

Upper and Lower Cork Street

9.1.33. The appearance of Upper and Lower Cork Street has been improved following extensive tree planting. The wide, undifferentiated carriageway in Cork Street contributes to its somewhat bleak, traffic dominated appearance. Periodic projecting sections of pavement are suggested, to distinguish between the carriageway proper, and areas for parking on either side of it.

9.1.34. Use of different surface colour or material for the parking areas at each side would strengthen the distinction between parking and moving traffic areas, and this could have practical value in controlling parking, as well as aesthetic value.

9.1.35. Integrated improvement of Cork Street following drainage works, and as part of the N8 resurfacing, should involve undergrounding of overhead wires. Because of the town's historic character, it would be desirable to keep as close as practicable to the natural paving materials which would have been used originally. Arrangements for careful vetting of the design of environmental improvements within the planned town, and of the materials used in them, will be put in place by the Council, to ensure work consistent with its historic character.

King's Square

9.1.36. King's Square is an architectural set piece of exceptional importance. Unfortunately, its special character is adversely affected by the steady flow of through traffic and the unnecessary visual conflict with the Dairygold plant.

9.1.37. Extension of tree lines up to and beside the plant entrance would restore the visual unity of the square, and soften views of the plant. The Council will discuss this and the question of parked trucks with the co-op and other interested parties.

9.1.38. The use of the King's Square/Georges Street route is largely due to the difficult and dangerous junction between Upper Cork Street and Church Street, on the signposted route. Traffic management options include the possibility of providing traffic lights at this junction, and of coordinating them with the lights at the junction of Baldwin Street and Lower Cork Street, so as to make the King Square/Georges Street route less attractive. Alternatively, an interim solution to the bypass problem is needed.

Development Control in the Town Core

9.1.39. There several ways in which the Council can protect and enhance the special character of the planned town. Alterations to existing buildings will be carefully controlled, and in the more sensitive areas, such as King Square, details are particularly important. For instance, replacement of sash windows by hinged, PVC or aluminium windows will not be permitted there. In less sensitive areas, care should be taken that replacement windows closely match the original ones.

9.1.40. Any new development should respect the scale and finishes of existing buildings and not interfere with the existing vistas. Rather than a constraint this should be seen as an opportunity, an possibility to enhance an already attractive urban environment.

9.1.41. The town has a number of fine traditional shopfronts and it will be the Councils policy to retain and to preserve these features. New shopfronts will be strictly controlled as will advertising signs on buildings, in particular those fronting New Market Square.

9.1.42. Mitchelstown has been the subject of a special study by the Housing Research Unit of U.C.D. While this was some years ago, its comments on urban design are still valid today and can be used as a guideline to appropriate design and scale. Pamphlets on a number of design issues remain available.

9.1.43. Opportunities for infill development consolidating existing uses exists along Edward, Robert, James and Church Street. Sites on Georges Street are suitable for office and housing development only.

9.1.44. The Council will ensure that in the case of new buildings or alterations within the older part of town, the existing character of the particular street and the town itself is maintained by paying attention to the proportions, heights, massing and materials of surrounding buildings. In the main existing building lines, roof pitches and window details should be maintained in both new developments and infill schemes.

Infrastructure

9.1.45. Following the recent completion of a water supply scheme Mitchelstown has now an adequate supply. The capacity of the existing sewerage treatment plant is inadequate, but this is likely to be rectified in the near future.

9.1.46. Storm water disposal is a problem in some parts of the town and development may have to be phased until this problem is rectified.

Above: King Square, Mitchelstown (detail)
Facing: Glanworth Bridge, Castle and Mill (see p. 77)

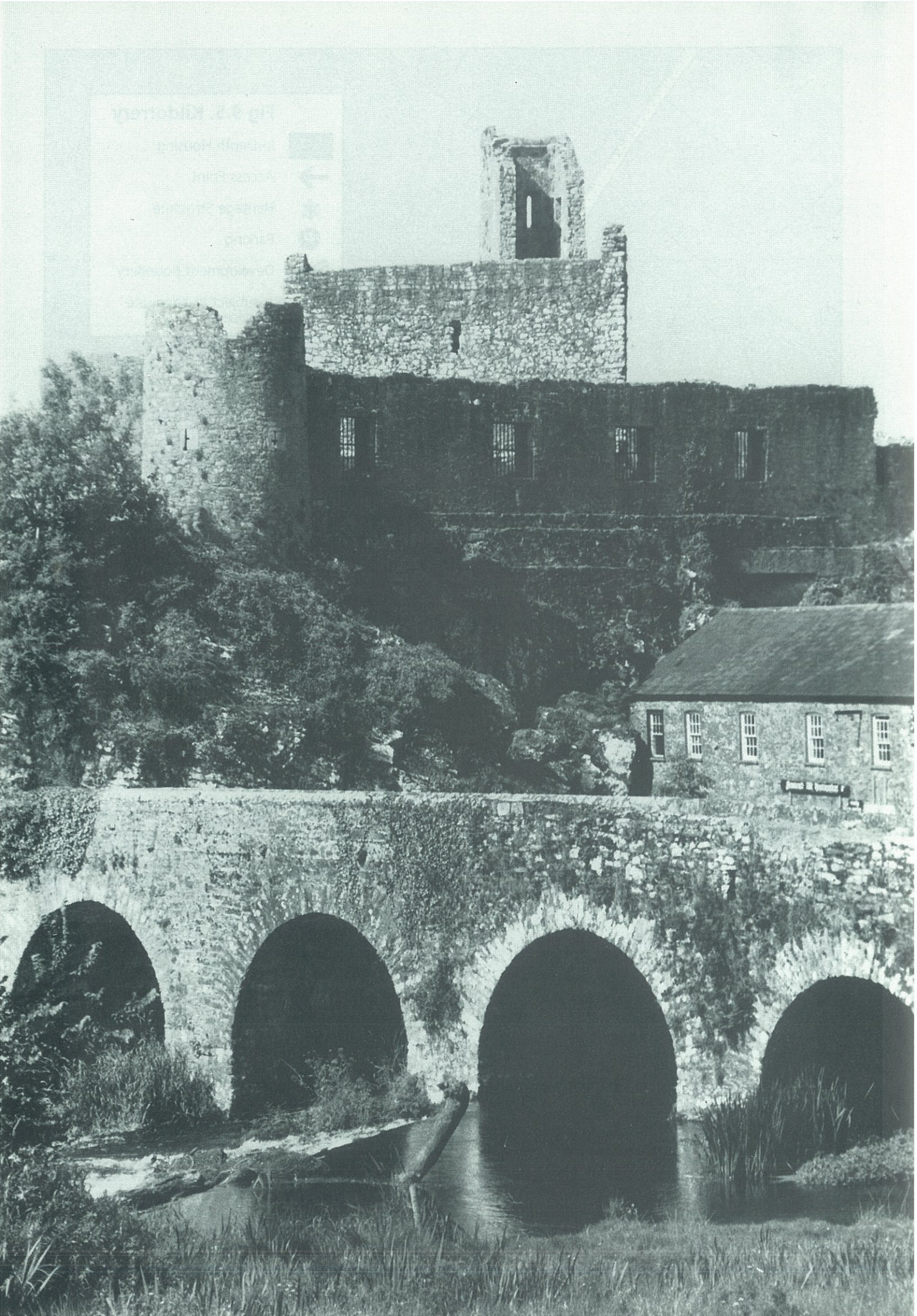


Fig 9.5. Kildorrery
H1
In-Depth Housing
Access Point
Heritage Structure
Parking
Development Boundary
Zoning is subject to adequate sanitary services
H1
8.877
FAIR GREEN
Kildorrery
St. Bartholomey
Catholic Churc
Church (in Ruins)
Grave Yard
Creamery
Parochial Hall
K I L D O R R E R Y

9.2.1. Kildorrery is an attractive hilltop village which is located 12 km west of Mitchelstown on the main road to Mallow, the N73. Its current population is 236, a figure that has remained remarkably stable over the last 20 years.

9.2.2. Considering its relatively small population, Kildorrery possesses a wide range of facilities including primary school, church, bank, post office, restaurants and a variety of grocery shops.

9.2.3. Over the last few years there have been clear sign of rejuvenation of the village as witnessed by renovated shopfronts and dwellings. The Council has supported this drive with a tree planting programme.

9.2.4. The existing sewerage system, while overloaded, could facilitate some further development and is as yet not a constraint on residential development. The water supply is adequate.

9.2.5. The topography restricts the sewered area, but a site to the south west is suitable for in-depth development. Adjacent to the village, is suited for the provision of serviced sites. Further development along the N73 will be discouraged.

9.2.6. No site has been zoned for industrial development. Ideally, any industrial development should take in the vicinity of Shreelane Oils to the north of Kildorry. As this area is outside the sewered area, private treatment will have to be provided.

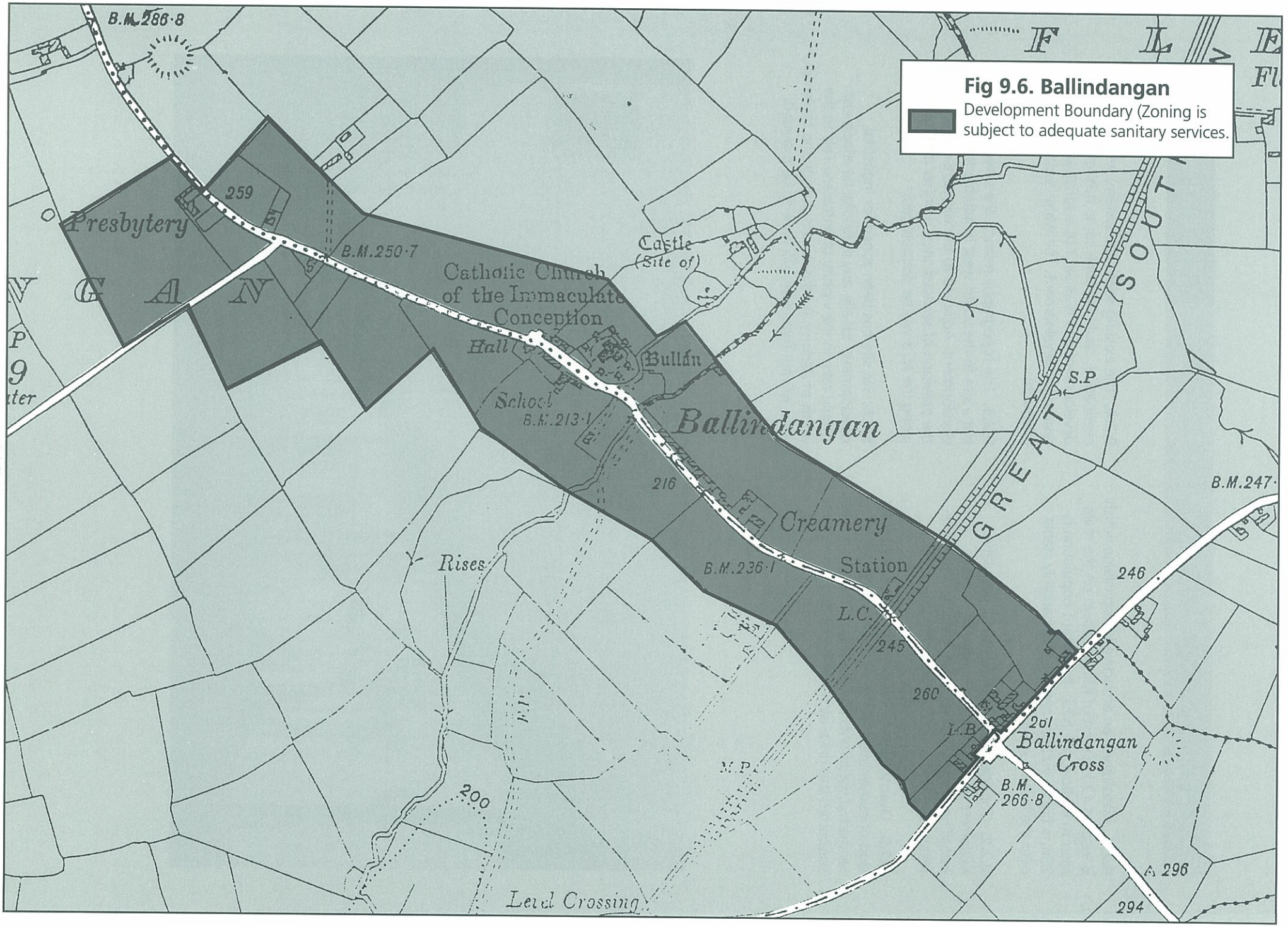


Fig 9.6. Ballindangan
Development Boundary (Zoning is subject to adequate sanitary services.
B.M.286·8
Presbytery
259
B.M.250·7
Catholic Church of the Immaculate Conception
Hall
Castle (Site of)
Bullán
School
B.M.213·1
Ballindangan
S.P
216
Creamery
B.M.236·1
Station
Rises
246
L.C.
245
260
L.B.
201
Ballindangan Cross
B.M. 266·8
200
Lead Crossing
294
B.M.247·
GREAT SOUTH

Fig 9.7. Glenahulla

Access Point

Development Boundary

Zoning is subject to adequate sanitary services

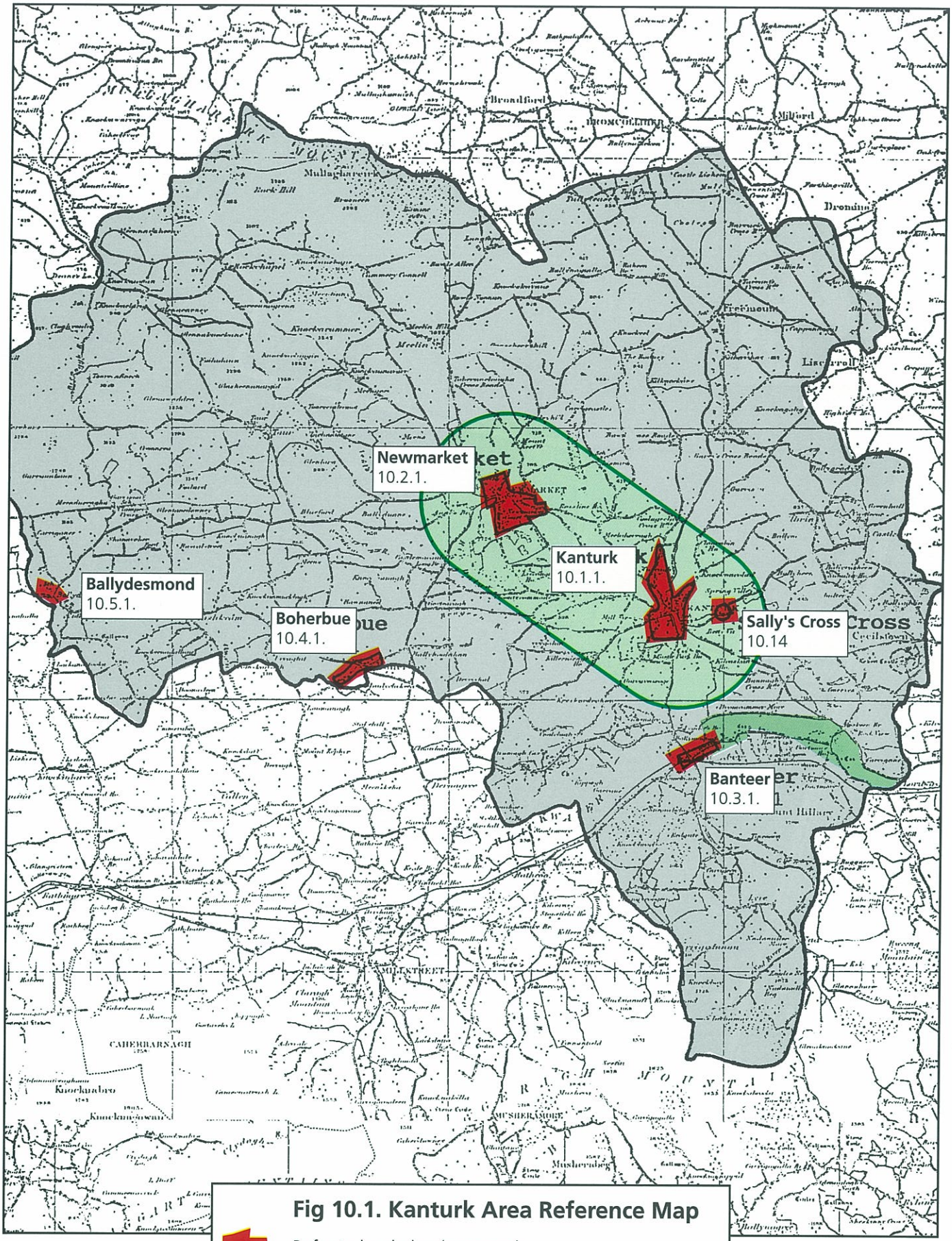


Fig 10.1. Kanturk Area Reference Map

Refer to local plan (paragraph reference below town name)

Rural housing controls apply (par 10.14)

Scenic area

10. THE KANTURK AREA

10.1. The Kanturk area has substantial strengths, as well as significant weaknesses. Its main strength is its manufacturing base, which has been both stable and growing over time (see Table 10.1). In recent years, this rise is due to the expansion of Ring Brothers at Ballydesmond, but employment in Kanturk and Newmarket combined has remained steady at 5-600 over the last 20 years.

Table 10.1.
Manufacturing Employment in the Kanturk Area, 1973-92

	1973	1979	1985	1992
Kanturk/Banteer	382	424	506	396
Newmarket/Boherbue	179	155	125	183
Ballydesmond/Kiskeam	8	15	160	353
Total	569	594	791	932

10.2. Although the area tends to be perceived as peripheral, population trends have been close to the County average since the late 1970s (Table 10.2), and indicators such as the proportion working in industry, and the average size of farm, are slightly above average.

Table 10.2:
Population Trends 1971-2001

Census	Population	% Change per annum since previous census	
		Kanturk R.D.	County (excl. Cork R.D.)
1981	15129	+0.64	+0.69
1986	15378	+0.29	+0.25
1991	14933	-0.55	-0.39
1996	15036		
2001 (1)	15105		
2001 (2)	14320		

(1) Assuming nil emigration.
(2) Assuming emigration rates as per 1986-91.

10.3. Projections suggest that the population is likely to remain fairly static over the next decade. The current estimated emigration rate of 4.6% during the period 1986-91 is slightly above the County average. If emigration does not resume after 1996, an employment growth of about 550 jobs is needed to offset labour force growth and projected agricultural job losses. If emigration resumed on the scale of the late 1980's this requirement drops to around 150 jobs.

10.4. One obvious objective for the area is to ensure that manufacturing employment growth continues to grow, as this would make a substantial contribution to meeting prospective employment needs. This could be made more likely by:

- *good availability of sites suitable for food or other indigenous industry*
- *provision of at least one group of small units. Consultation with the principal food sector businesses would be desirable to assess future prospects and the possibility of using local skills to increase the range of food products*

10.5. The Council recognises that for some types of rural resource based industry (eg timber processing) out of town sites may be more suitable than in town ones, and that this type of need is not easy to zone for. It will be prepared to consider such sites which are not specifically zoned for these purposes, providing they are amongst the best available from the point of view of minimising environmental impact.

10.6. Kanturk and Newmarket are some 4 miles apart, so commuting between them is practicable for many people. Together they have an urban population of around 3000. In the mid 1980s, census data showed substantial commuting from Newmarket to Kanturk, but this was at a time when Kanturk had a larger share of industrial employment in the two towns than of population. As this is no longer the case, commuting levels may now be lower.

The Service Sector

10.7. Some help from the service sector is needed if substantial emigration and/or a further rise in unemployment in the area is to be avoided. The service sector in the Kanturk area is relatively weak. The percentage employed in services is well below average, and this is reflected in most services subsectors. This reflects the predominantly rural character of the area.

10.8. Also, town size is small (Kanturk's population is 1800, and Newmarket's 1100), and this tends to result in lower service sector activity. The division of the urban population between two significant towns close together may also limit growth.

10.9. There are some possible ways of escaping from constraints on service sector employment. One possibility is to seek data processing operations similar to that in Fermoy (the relative absence of other office activities means the potential available workforce would be larger than normal, particularly when the prospective bulge in labour force entrants later in the decade is taken into account).

10.10. The availability of a suitable older building capable of conversion, and local resources for carrying out the conversion were important factors in the establishment of Metlife in Fermoy. There is no obvious building of the size and type required in Kanturk, but a purpose built building may be acceptable.

10.11. Kanturk is an architecturally attractive town, capable of enhancement by suitable environmental improvements, and located just off the Blackwater Valley route, with an impressive castle. It might act as a focus for some increase in the current (low) level of tourist activity. A suitably sited good quality camping/caravanning park would be one way of stepping up tourist activity. There are already country house hotels in the area, and there would also be scope for a small hotel. Rural tourism is being encouraged by the Duhallow IRD Group.

The Local Housing Market.

10.12. Urban growth would help boost service employment. In the last census period, both Newmarket and Kanturk lost population, and in the case of Kanturk the loss was large (-7%) and has been occurring for some time.

10.13. The level of new house construction in the area is low, and skewed towards individual houses. The main provider of "in-town" housing is the County Council, particularly in Kanturk and Newmarket. For instance, 11 houses are due to be built in Kanturk in 1994-5. Private estate type development is relatively rare and has not always been very successful. Diversion of demand towards ribbons in the countryside close to Kanturk is partly responsible. Desirable urban infill and restoration are also adversely effected. Conditions for more successful urban type housing need to be established.

10.14. In principle, rural houses within two miles of a straight line connecting the Clock House, Strand Street, Kanturk, and Christ Church, Newmarket, are subject to the controls defined in Chapter 2.22-26. For non-local users seeking housing within this area, an existing cluster at Sally's Cross has been identified as being capable of accommodating further housing development.

Villages

10.15. The Kanturk Area includes extensive rural areas, which are hilly and remote from any town. The village structure in these areas is vital to their survival. Village plans for Banteer, Boherbue and Ballydesmond have been included later in the chapter. The County Council will be providing additional local authority housing at Meelin.

10.1.1. Kanturk is an attractive country town 53 km NW of Cork, and 20 km E of Mallow, in the Blackwater Valley. Its population has been falling since 1971

Table 10.3
Kanturk town population, 1971-91

1971	1979	1981	1986	1991
2063	1980	1976	1916	1777

The Main Issues and Strategic Response

10.1.2. The development of Kanturk is important to the area as a whole, because the size of the largest town in an area influences the amount of service employment within it, and lack of service employment is one of the area's main weaknesses.

10.1.3. Corrective action is needed on the problems of persistently falling town population and the more recent fall in employment opportunities. This will involve actions to:

- *stimulate the town housing market*
- *attract new service or other employment directly*
- *make the town core in particular physically more attractive to potential employers, residents and service users*

The Housing Market

10.1.4. Given the difficulties faced by private estate type housing in Kanturk in the past, carefully considered action to make this type of development more attractive in future are needed. The main measures proposed are

- *zoning for country lane layouts to minimise site development costs. Areas for this type of development have been identified north of the Buttevant road (where there is attractive south facing land with a good view of the Boggeragh mountains) and between Bluepool Lower and the Mill Road.*
- *upgrading and landscaping of the Council's existing land holding and housing estate at Mill Lane to provide some reasonably priced sites.*
- *zoning for a variety of housing types, including some higher density housing with a terraced component at Bluepool Upper.*

Relatively small self contained development initially are suggested to build confidence.

Employment

10.1.5. While manufacturing employment in the area has been increasing, it has fallen in Kanturk itself by around 20% since 1985. Employment in the town is dominated by the food industry, providing for two thirds of total manufacturing employment.

10.1.6. Apart from the co-op and bakeries located within the town, there is another concentration of varied industrial development a few miles south of Kanturk on the Banteer road.

10.1.7. The town plan (Figures 10.2-3) makes provision for

- *growth in general/indigenous industry (at Bluepool Lower, off the proposed link road SW of the mart, and at Dromalour)*
- *attractive alternative sites suitable for international service industries on the Newmarket Road (where they would be accessible to Newmarket as well as Kanturk). These sites would only be suitable for high quality buildings serving incoming office or light industrial functions. One possible strategy for promoting a well located site is to go through planning procedures for a unit of the type envisaged, thereby saving an incoming industrialist time and uncertainty.*

Tourism

10.1.8. Kanturk is featured in the Blackwater Valley Drive brochure as a town of considerable charm and interest. A town trail has been prepared. The towns main tourism asset is Kanturk Castle, and a riverside site on the town side of this is suggested as a possible hotel site, 2 miles off the main Killarney Road. Creation of a pedestrian link along the river and the old rail line to Bluepool Upper and Strand Street is suggested. It could also serve as a cycle route if the concept of a cross North Cork signposted cyclists touring route were pursued (see para 3.7)

10.1.9. An attractive urban environment is an important factor in attracting tourism as well as stimulating housing and business in the town. A number of measures are proposed, including amenity works, the provision of new roads providing traffic and environmental relief, and adequate off-street parking. These measures primarily affect the town core area.

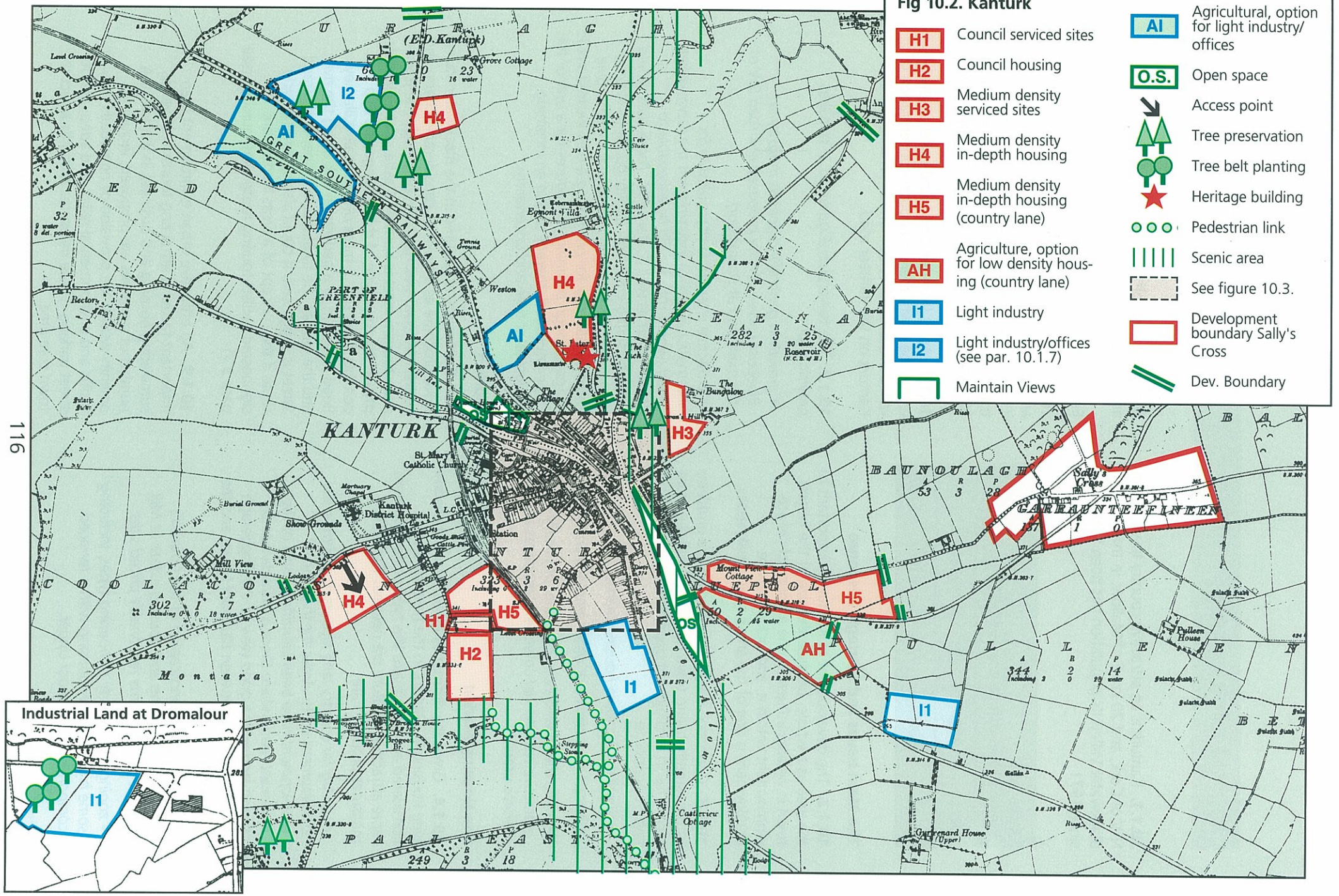


Fig 10.2. Kanturk
H1 Council serviced sites
H2 Council housing
H3 Medium density serviced sites
H4 Medium density in-depth housing
H5 Medium density in-depth housing (country lane)
AH Agriculture, option for low density housing (country lane)
I1 Light industry
I2 Light industry/offices (see par. 10.1.7)
Maintain Views
AI Agricultural, option for light industry/ offices
O.S. Open space
Access point
Tree preservation
Tree belt planting
Heritage building
Pedestrian link
Scenic area
See figure 10.3.
Development boundary Sally's Cross
Dev. Boundary
KANTURK
Industrial Land at Dromalour

The Town Core Area

10.1.10. The town core has suffered over the last two years from the effects of the sewerage scheme works. These have tended to disrupt business in the short term but should facilitate the towns development in the longer term. Reinstatement of streets is being combined with paving, lighting and planting improvements.

Relief Roads

10.1.11. The town core suffers from a conflict between shopping/shoppers parking, and traffic circulation requirements. The latter is made more difficult by the existing street pattern which funnels most traffic into the narrow Main Street.

10.1.12. To improve traffic circulation a new road linking Strand Street with Percival Street was proposed in the 1986 Plan. Apart from acting as relief road reducing traffic congestion at Main Street, it will also serve as an access to off-street car parking and open up the lands to the north of Bluepool Upper for residential development.

10.1.13. This relief road could be extended via a river bridge to the Mallow road at Greenane Street Lower. To overcome the height difference a new road parallel but at a lower level to Greenane Street is suggested with the existing stone wall. being retained. This is a long term proposal, not likely to be realised within the lifetime of this Review for funding reasons. It would greatly relieve traffic and environmental pressures on Main Street and at the bridges.

Shopping and Parking

10.1.14. The main shopping frontage is concentrated in Strand Street, Main Street and Lower Percival Street with smaller frontage across the river on Wm. O'Brien Street. It will be the Council's policy to prevent the spread of retailing to the fine residential terrace at Egmont Place and also to maintain the primarily residential uses on other streets shown on Figure 10.2.

10.1.15. Strand Street is on an impressive scale, and its most attractive building is currently being renovated by the local Credit Union. The environmental works to the street are designed to complement its architectural character.

10.1.16. The council intends to provide additional off-street carparking, preferably west of Strand Street and south of Percival Street, with pedestrian access to these commercial areas. Application and enforcement of parking time limits will ensure that on street space is used by shoppers and other users of commercial services, rather than by the people who work in these businesses. There is little point in providing additional off street car parking unless these conditions apply. There is an underused car park suitable for long stay use at the Court house. The Council will carry out environmental improvements to it in the next year or two.

Core Area Workshops

10.1.17. Lands at the rear of Church Street have been zoned for light industrial uses including distribution and warehousing. To a large extent these are existing uses housed in traditional stone buildings, some of which are quite attractive.

Conservation

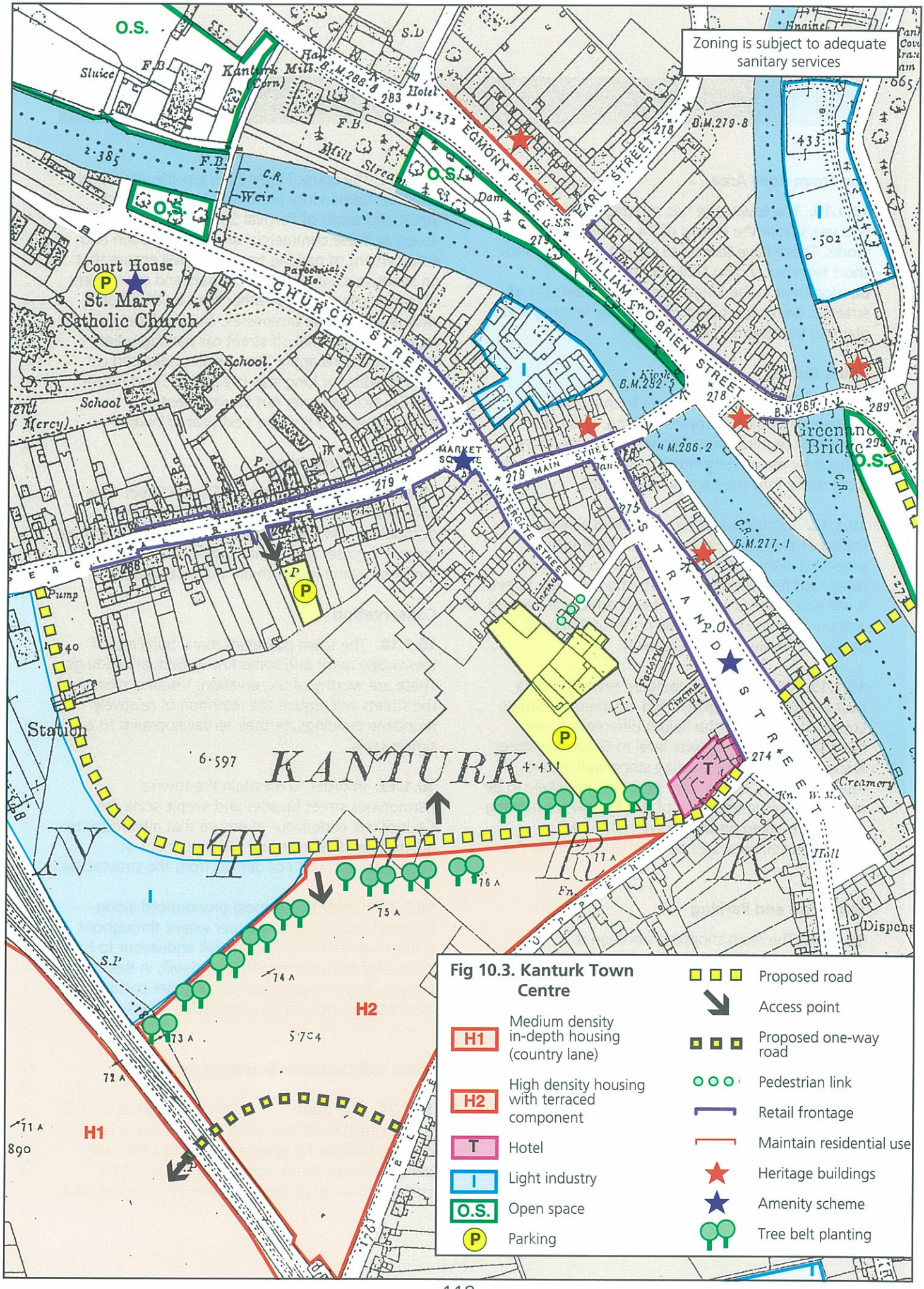
10.1.18. The town possesses many buildings of townscape merit and some fine individual buildings. These are worthy of preservation. Visual enclosure of the streets will require the retention of relatively mundane buildings, or their re-development to a similar scale.

10.1.19. In order to maintain the town's harmonious street facades and simple scale the Council will endeavour to ensure that alterations to buildings and facades and the placement of advertisements will not detract from the streetscape.

10.1.20. Dereliction is most pronounced along Bluepool Lower and to a lesser extent throughout the central area. The Council will endeavour to have these blighted areas renewed and will, in this context, seek the co-operation of other parties. The Derelict Sites Act will be used where relevant.

AREA SUMMARIES: Southern Sector

10.1.21. The Council has sufficient serviced land for c. 70 houses on its site at Mill Road. Further blocks of land, suitable for private residential uses have been identified to the north. Ribboning will be curtailed outside of the limits shown on Figure 10.2.


Zoning is subject to adequate sanitary services
O.S.
Court House
St. Mary's Catholic Church
CHURCH STREET
EGMONT PLACE
EARL STREET
WILLIAM O'BRIEN STREET
MAIN STREET
WATERGATE STREET
STRAND STREET
Station
KANTURK
H1
H2
T
I
O.S.
P
Fig 10.3. Kanturk Town Centre
Medium density in-depth housing (country lane)
High density housing with terraced component
Hotel
Light industry
Open space
Parking
Proposed road
Access point
Proposed one-way road
Pedestrian link
Retail frontage
Maintain residential use
Heritage buildings
Amenity scheme
Tree belt planting

10.1.22. Additional lands have been zoned for industrial uses adjacent to the existing small factories at Bluepool Lower. These are suitable for light industry as well as industrial services and distribution. A high standard of design and landscaping will be required.

10.1.23. Some of the Council's holding along the Brogeen River, will be developed for amenity purposes and the Council will endeavour to negotiate a pedestrian link between it and Kanturk (Mac Donagh's) Castle to the south-east. An additional spur linking this walk to Bluepool Upper via the old railway line is proposed.

10.1.24. The landscape of the Brogeen River and the wooded parkland of both Castlepark and Park Houses are important scenic assets of this area. They will be suitably protected, as will the Castle and Castlepark House. Similar protection will be extended to the tree lined approach to Percival Street west of the hospital and efforts made to retain the characteristic stone walls of the area.

10.1.25. A level site adjacent to Kanturk Castle has been given the option for a hotel development. It is strategically located on one of the main access roads into Kanturk and close to the Blackwater Valley.

Eastern Sector

10.1.26. The gently sloping lands on either side of the Buttevant road have a fine view over the Boggeragh Mountains to the south and are suitable and attractive for housing. By zoning highly attractive areas like these the council aims to stimulate the local housing market.

10.1.27. This area is suitable for development in depth (not further frontage development). It could involve country lanes linking the Buttevant road with the minor road to the north, and the Mallow Road. Part of it is not sewered at the moment, and this will reduce achievable densities until a sewer extension can be provided.

10.1.28. Additional development could be accommodated at Sally's Cross to the east of Kanturk. This is an existing cluster capable of catering for low density development (see Map 10.1).

10.1.29. The IDA has a 11 acre holding at Pulleen on the Mallow road with a small advance factory which had been vacant for some time, but is now in use.

Northern Sector

10.1.30. This part of Kanturk with its stone walls and tree belts is highly scenic and offers the best opportunity to attract the type of high class industrial/office development desirable for Kanturk. The type of development that could be accomodated here are clean high tech industries and large size international services offices.

10.1.31. To realise this type of development the Council has identified three possible scenic sites. The options sites are lands on which continued agricultural use is envisaged unless this type of development became available.

10.1.32. The valleys of both Allow and Dalua rivers will be protected as will the wooded, stone walled approach road to the town along the former. St. Peter's Church -now a museum- and the adjacent Lisnamarve Ringfort will be protected.

Infrastructure

10.1.33. Work on a new sewerage system including a treatment plant is currently under way and should be completed by the end of this year. Water supply is adequate for the near future and is scheduled to be upgraded through the proposed Ketragh Water Supply Scheme.

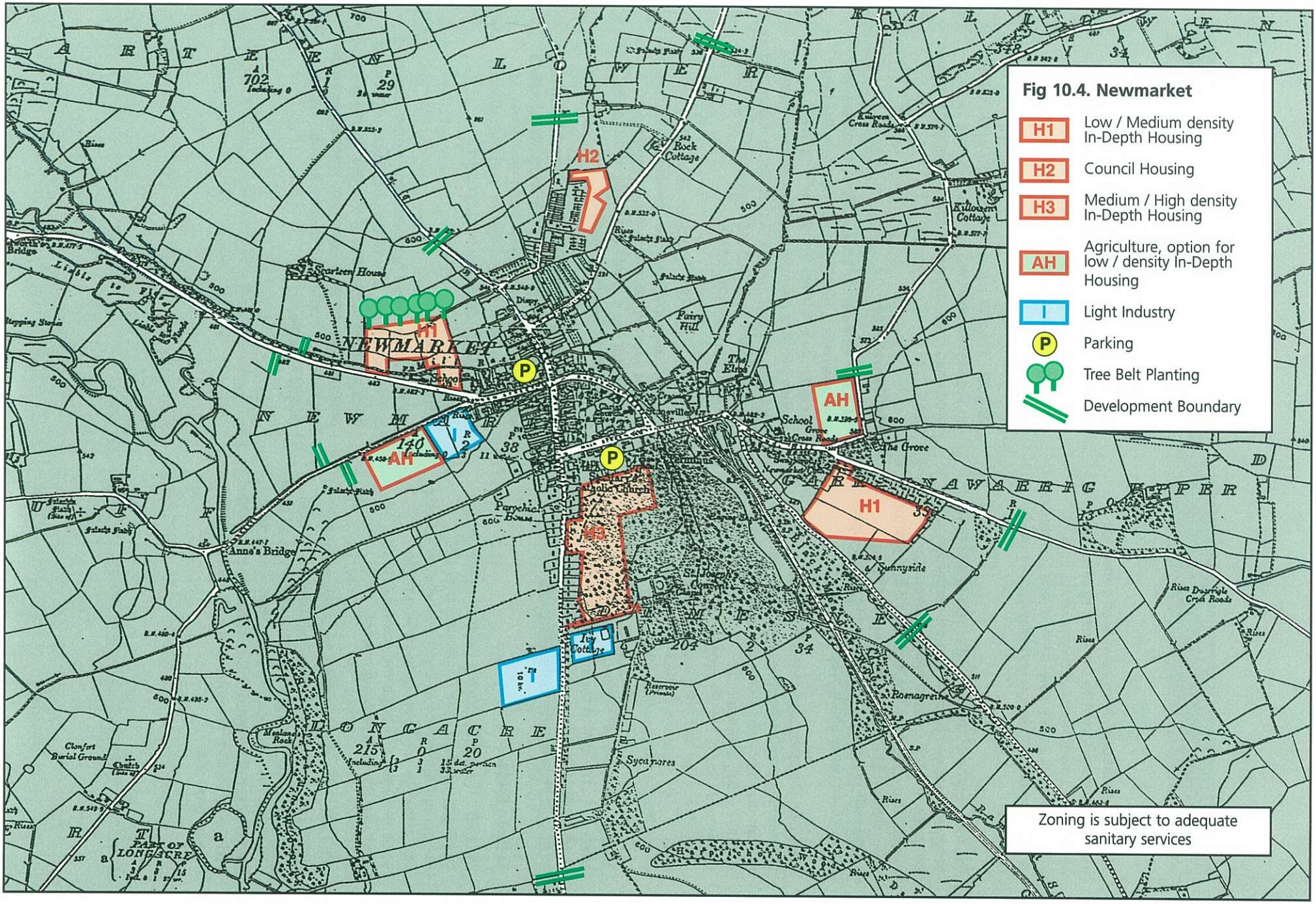


Fig 10.4. Newmarket
H1 Low / Medium density In-Depth Housing
H2 Council Housing
H3 Medium / High density In-Depth Housing
AH Agriculture, option for low / density In-Depth Housing
I Light Industry
P Parking
Tree Belt Planting
Development Boundary
Zoning is subject to adequate sanitary services
NEWMARKET
H1
H2
H3
AH
I
P
Scarteen House
Rock Cottage
Killowen Cottage
Parry Hill
The Elms
School
The Grove
Sunnyside
Rosmagreha
Ivy Cottage
Anne's Bridge
Clonfert Burial Ground
Sycamores
Reservoir
Rocky Mead
Rivers
Roads
Bridge
Cross Roads

10.2.1. Newmarket experienced steady population growth between 1971 and 1981 but has remained static since then at approximately 1100. In relation to its size and proximity to Kanturk it has a surprisingly good level of facilities.

Housing

10.2.2. The town is however, very spread out, with extensive ribboning on the Kanturk road. The development of a housing estate by the Rural Housing Organisation in the grounds of Newmarket House has provided an attractive and central alternative. Council policy will be directed towards stimulating such developments.

10.2.3. The County Council has a housing scheme to the north of the town. A proportion of this land has been allocated for development as private sites.

10.2.4. A site to the south of the town at Newmarket House has been zoned for in-depth housing connecting to the public sewerage and water supply systems. Another site has been identified to the north east of the town as suitable for further in depth-housing. This has been zoned agriculture with a medium density housing option.

Employment

10.2.5. For its size, the town has a diverse employment base. Despite the adverse effects of the recession in the early eighties industrial employment levels have doubled during the last plan period. The IDA advance factory on Chapel Lane is now being used by Impulse Electronics

10.2.6. Another light industrial site has been identified opposite this factory, and there is a further site located beside some existing industry at the County Council offices. Three small advance units will be provided shortly on the IDA site by the combined efforts of the local Community Council and the West Cork Development Team.

10.2.7. Newmarket House has made a significant contribution to the employment needs of the area with FAS, Teagasc and the Duhallow Heritage Centre located there. Some of the outbuildings of the House could be suitable for incubator units.

Infrastructure

10.2.8. While the required Improvements to the treatment works have not been undertaken, it could however accommodate a limited increase but not a large scale development. Part of the problem is the combination of foul and storm flows: future development must have a separate means of disposing of storm water.The water supply is adequate for existing and future needs. There is also a proposed group water supply scheme on the Charleville side of Newmarket to serve the higher areas.

Amenity

10.2.9. Although the town itself does not have a particularly attractive townscape, Newmarket House, its environs and Island Wood, to the south west of the town are attractive features which could be further exploited to the town's benefit. The development of a park in the grounds of the "big house" should be encouraged. The treatment of the finishes of buildings together with a brighter colour scheme would enhance the existing fabric of the town centre itself.

10.2.10. The council considers Newmarket's role in North Cork as being complementary to that of Kanturk. In promoting employment creation in the area it will endeavour to link the industrial/ commercial and tourist attractions of both. However, the "seperateness" of the towns in terms of compact, economic and self renewing residential growth points to controls on ribboning between the two settlements.

Fig 10.5. Banteer
H1 Frontage Housing
H2 In-Depth medium density Housing
H3 Council Housing
I Light Industry
P Parking
Access point
Development Boundary
Zoning is subject to adequate sanitary services
Banteer House
Garda Siochana Station
Banteer B
B.M.245·
B.M.252·9
Melrose
Cycle Track
H2
H3
H1
Banteer
Station
Level Crossing
Cath. Ch.
Presby
P
S.P
F.B.
B.M.284·4
B.M.273·0
B.M.316·2
244
258
257
256
280
282
300
293
400
313
13
3 water

10.3.1. The current population of Banteer is 235. The village is is strategically situated close to the Mallow-Killarney road, N72 and is served by the Mallow-Tralee railway line. It is also positioned to "capture" traffic on the Cork, Tralee/North Kerry road, which passes through the village.

10.3.2. Banteer is also convenient to industrial employment opportunities on sites within 4 km. of it. Lands beside the railway station are an obvious location for industry which could use the railway line directly.

Housing

10.3.3. The population of the village is growing slightly. To some extent the Council has contributed to the village's growth through its own house building programme. Land has been zoned on the Cork Road for further Council housing, which should be adequate for future demand.

10.3.4. Four houses have been constructed on the Rural Housing Organisation site. Although the RHO is now defunct their land is still available for further in depth development. Land has also been zoned for frontage housing development opposite the railway station.

Infrastructure

10.3.5. The water supply was prone to pollution. A new source has been identified and purchased at Poulgorm and has now come on stream. The scheme will require water storage facilities. The sewer is overloaded, and funds to improve the situation are not likely to be available within the plan period. Consequently only limited development can be accommodated.

Boherboy
Curragaun
(E.D. Boherboy)
Wolfstone Cottage
Quarry
Mountain View
Grieves
Catholic Church
Quarry
Fig 10.6. Boherbue
In-Depth Housing
Light Industry
Access Point
Development Boundary
Zoning is subject to adequate sanitary services

10.4.1. Boherbue has a good range of facilities for its size and a strategic location on the R.577 linking north west Cork with the Castleisland/Tralee area of Kerry. The Council will promote Boherbue as a local service and employment centre.

10.4.2. Village population rose from 420 in 1981 to 490 in 1986, but then fell back to 440 in 1991. Surrounding rural DEDs also showed a net gain over the 1980s. With a modest increase in population expected over the plan period it is desirable that this be chanelled into the existing village so as to encourage renewal and counteract ribboning tendencies on the County roads to the north-east and south-west of the village.

10.4.3. While an adequate water supply is available, the capacity of the sewage treatment works is limited. Plans for a new sewerage treatment works will be prepared by the end of the year. This works may use the new wetlands treatment process.

10.4.4. Two parcels of land have been zoned for in depth housing (see map 10.5). Development here will be subject to the availability of suitable treatment facilities.

10.4.5. A site adjacent to some existing industry to the west of the village has been zoned for industrial development. IRD Duhallow have a proposal for provision of food incubator units in Boherbue.

10.4.6. Consolidation of the village should ensure the viability of its present service level. Beyond this, it is difficult to define specific measures to increase job opportunities at this stage.

Fig 10.7. Ballydesmond

- H1 Frontage Housing
- H2 Low / Medium density housing (country lane)
- H3 High density housing
- O.S. Open space
- Access Point
- Country lane
- P Parking
- Development Boundary

Zoning is subject to adequate sanitary services

Fig 10.8. Meelin

Development site (zoning is subject to adequate sanitary services).

10.5.1. Ballydesmond is 17km south-west of Newmarket. It had a population of 211 in 1991. Unlike many small villages, it held its population during the late 1980s.

10.5.2. Ballydesmond village is bounded to the south by the Blackwater River which also forms the boundary between Cork and Kerry. It contains facilities, such as a primary school, church, community hall, a variety of shops including a grocery/hardware store, hair salon and D.I.Y. centre. It is close to the Ring Brothers plant, wher employment has been expanding rapidly.

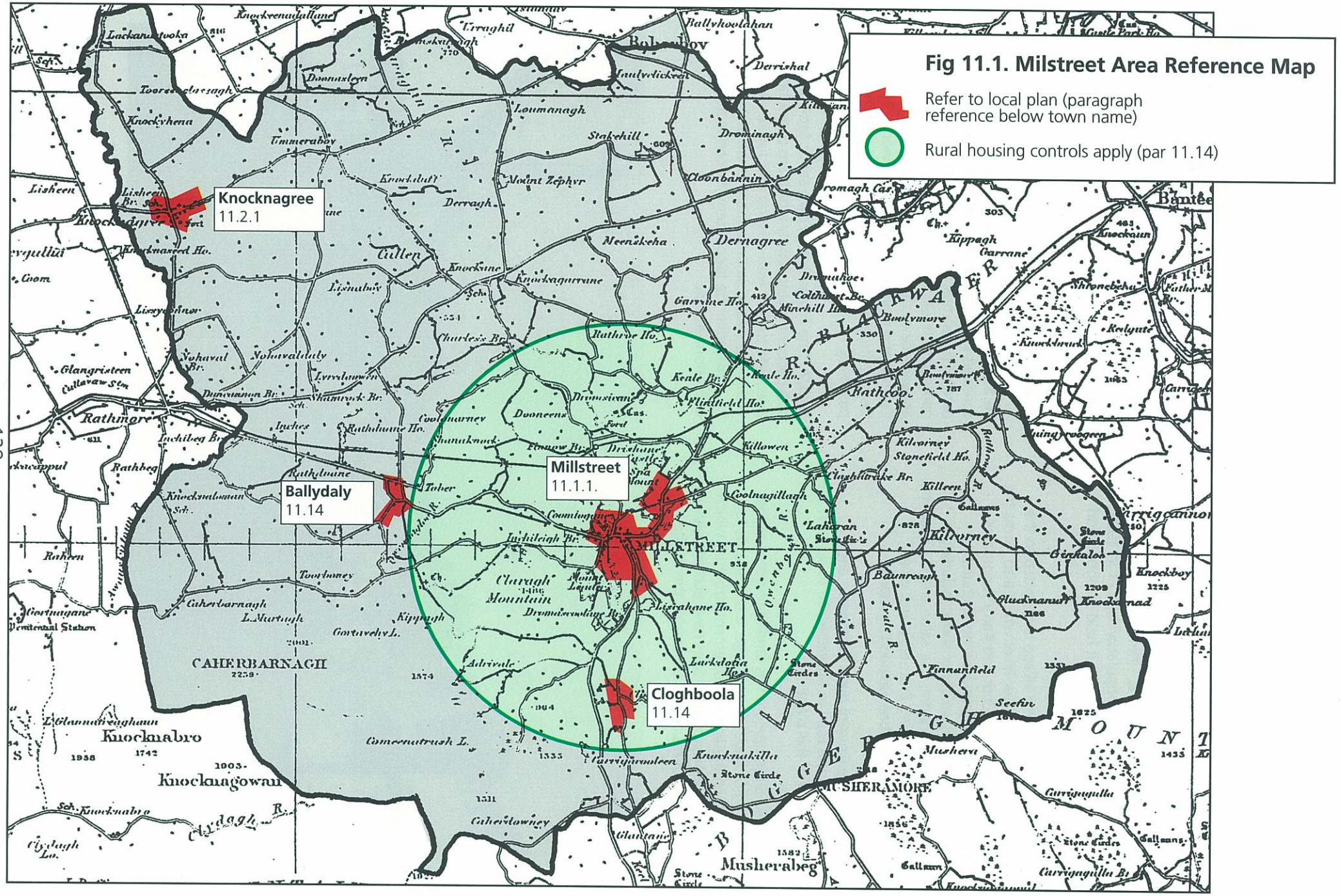
10.5.3. The Council plans to improve and strengthen the road to Knocknagree to support the expansion of this plant

10.5.4. Development has tended to occur at the eastern entrance of the village. It is desirable to strengthen the limited settlement structure which exists W of Newmarket. Sites have accordingly been identified for residential use within the village.

10.5.5. Two sites, situated on the avenue leading to St. Patrick's Church provide an attractive location for housing. The smaller site is suitable for individual private housing while the other site is ideally suited for a country lane type development incorporating an area of public open space.

10.5.6. While the village has generally retained its compact streetscape, renewal and removal of derelict properties, to the east of the village in particular, should be considered a local priority. The appearance of the village has been improved by Council and private environmental works. Further tree planting on the main street of the village is proposed.

10.5.7. The village has its own septic tank and independent water supply which are quantitatively adequate to deal with existing and future needs within the village. Improvement in water quality will be achieved in the longer term by connection to the Ballinatona supply.


Knocknagree
11.2.1
Millstreet
11.1.1.
Ballydaly
11.14
Cloghboola
11.14
MILLSTREET
CAHERBARNAGH
Knockmabro
Knocknagowan
Musherabeg
MUSHERAMORE
MOUNTAIN
Rathmore
Rathcool
Kilcorney
Kilmorney
Derrinagree
Boherboy
Ballyhoolahan
Loumanagh
Drominagh
Cullen
Derragh
Meenskeha
Knockane
Knockaganrane
Garrane Ho.
Rathroe Ho.
Keale Ho.
Millfield Ho.
Duneens
Killowen
Coolnagillagh
Laharan
Baunreagh
Finnanfield
Gortavehy L.
Clarragh Mountain
Lisnahane Ho.
Luckalolia Ho.
Knocknakilla
Caherdowney
Glantane
Carrigagulla
Gallanes
Stone Circles
Fig 11.1. Milstreet Area Reference Map
Refer to local plan (paragraph reference below town name)
Rural housing controls apply (par 11.14)

11. THE MILLSTREET AREA

11.1. Millstreet is an important service centre for the rural hinterland of North Cork, situated approximately 60km from Cork and 20km North West of Macroom. Located at the intersection of two regional roadways, Millstreet town is used as a through route for traffic from Macroom to North Cork.

Population and Labour Force Trends

11.2. Millstreet showed the highest rate of population loss amongst Rural Districts in the County for the 1986-91 period (See table 11.1). There is an element of paradox in this, as in many respects Millstreet has performed well. Having lost three quarters of its 1981 industrial base by 1987, it recovered all the lost ground by 1991. However, much of the recovery took place in 1990-91, too late to affect the census result.

Table 11.1:
Population Trends 1981 -2001

Census	Population	% change per annum since previous census	
		Millstreet RD	County (excl. Cork RD)
1981	7003	-1.84	(+0.69)
1986	6942	-0.17	(+0.25)
1991	6432	-1.46	(-0.39)
1996	6368		
2001(1)	6331		
2001(2)	5826		

(1) Assuming nil emigration
(2) Assuming emigration rates as per 1986-1991

11.3. The high rate of population loss illustrates the vulnerability on areas dependent on one or two international industries, and the need to broaden the economic base. Apart from the loss of a major existing industry in the mid 1980s, the population decline is also partly explicable by the population bulge in those born 1971-6. The pressure of population structure on the labour force will be less in the 1990s.

11.4. The proportion engaged in agriculture was significantly above average in 1986, with more medium sized farms than usual. As a result of this concentration in farming particularly dairy farming, Cadbury's have located a chocolate factory in Rathmore on the Kerry border.

11.5. Service sector employment is slightly below average, as one would expect given the absence of large settlements. The town would have some potential as a base for walking and climbing in the adjoining mountains, and ways in which this might be developed should be explored. The railway station is an asset from this (and other) points of view.

11.6. The local equestrian centre has had a major role in raising the profile of the area. The lack of accommodation in the area is evident when major events are staged there. Tourist accommodation capable of serving several different markets would be needed to avoid peaking problems.

11.7. Millstreet has an average proportion of the workforce in manufacturing, with a considerable spread of modern and traditional industries. The presence of high technology industries employing a large workforce is unusual for the size of the town.

11.8. The presence of an active local community, and the unusually attractive relationship of the town to the mountain range immediately to the south, may continue to give Millstreet special advantages in attracting smaller mobile industries, and make this strategy more promising than in many other areas. Availability of such industries has however become much more limited than in the past.

11.9. The local community has developed a system for providing electronics subcontracting services to the major electronics companies in the area. This type of initiative is very valuable in encouraging a shift from free standing large businesses to the beginnings of a cluster of activities.

Infrastructure

11.10. Millstreet town has an adequate sewerage system and the water supply can be expanded if required to facilitate demand over the plan period. Proposals for this scheme (Millstreet Stage III) are currently with the department. There are water quality problems in the area west of Millstreet which will be serviced by a different scheme i.e. Stage II with a high level reservoir and storage to serve the area west of Millstreet.

11.11. As part of the Council's policy to protect the groundwater supply at Tubrid Well just east of Millstreet, it will be essential to avoid any pollution of this valuable resource. Constraints will be will be imposed on future developments, while any development granted will require special attention to be given to sewage disposal.

The Local Housing Market

11.12. Demand for housing in the Millstreet area has been slow with some ribboning occuring on the southern section of the town at Liscahane Road. Serviced sites available from both the public and private sector have not initiated new housing development.

11.13. To stimulate in -depth development in fully serviced areas, the Council may consider entering into a partnership agreement with with private developers whereby the Council will provide the necessary services including roads in return for part of the site. This will make it a much more attractive proposal by reducing the up-front costs as well as offering security to prospective customers.

11.14. In principle, single rural houses within 3 miles of the monument at Main Street are subject to the controls defined in paras. 2.22- 2.26. For non-local users seeking accomodation within this area, two clusters capable of accommodating further housing development have been identified at Cloghboola and Ballydaly (see maps 11.5 and 11.6). The Council intends to construct local authority housing in Cullen and Dernagree in the near future.

11.15. Among the smaller villages within the Millstreet area, Knocknagree deserves a special mention. It possesses a fine village green which is a major amenity. Plans have been drawn up by the Architects Department to maximise its use.

11.1.1. Millstreet with a current population of 1300 is a service centre for a declining hinterland and possesses a diverse and healthy employment base. Its growth is fundamental to the well-being of its surrounding area.

Population and Urban Form

11.1.2. The population of Millstreet peaked in 1979 at 1460, fell to 1330 in 1986 and 1300 in 1991. Oddly, the rate of decrease has slowed down in the late 1980s when it was speeding up in the rural hinterland. If adequate employment opportunities can be provided locally, the population is expected to stabilize or even increase.

11.1.3. Like many of the smaller North Cork towns, Millstreet sprawls into the surrounding countryside. The difficult topography exacerbates the ribbon pattern of growth in this case. However, opportunities exist for infill housing which would beeconomical to service and convenient to the facilities in the town.

Physical Development Policy

11.1.4. The main aim of the plan is to create an environment that encourages further employment generation and residential development, so as to reverse the population trends. The most important element of the Council policy for Millstreet is the incremental construction of a new distributor road, designed primarily to open up lands for development.

Opening up Areas for Expansion

11.1.5. The existing road network consists of a long Main Street, extended westwards by Coomlogane Street and eastwards by Minor Row, with a number of minor roads off it. The scope for longer term development of the town could become restricted, as land to the north of the town is low lying and does not command the sewer, while the minor roads to the south are becoming built up, making access to the substantial backland areas more difficult.

11.1.6. The immediate purpose of the distributor road suggested in Figure 11.2 and 11.3 is to secure remaining access points to developable backlands to the south of the town, in the long term interests of the town's development potential. In the longer term, it will alleviate traffic problems arising from all local and through traffic being funnelled through the Main Street, and give some of the backland areas a higher profile road frontage.

The Distributor Road

11.1.7. The proposed new road would be modest in scale, and should have well planted frontages. It would run from Tanyard Bridge to link up with the Macroom road. It is intended to open up elevated and attractive lands for residential development by the private sector. The first section of this road will pass through Council land on which development for a small public housing estate and some private sites is to start shortly.

11.1.8. Proposals for this area include a link road back to Minor Row via Fair Field. This will allow the construction of a small off-street car park serving the existing commercial development at Minor Row.

11.1.9. Additional car parking could be provided in part of the former Buckley's premises just north of MainStreet. This will allow a reduction in on-street parking and a conversion of a section of the existing parking area to amenity uses.

11.1.10. The proposed relief road will extend westwards to link up with the Mount Leader road. This will give the industrial estate direct access to the main Macroom road as well as opening up additional industrial land to the south of the existing steelworks.

11.1.11. Construction of the relief road will be on a phased basis. The first, relatively short section, from Tanyard Bridge to the Macroom road, crosses County Council housing land. This could be completed by the end of the plan period. It is envisaged that remaining section would be constructed as the lands through which the reservation passes are developed. It would be premature to consider zoning some of these lands at this stage.

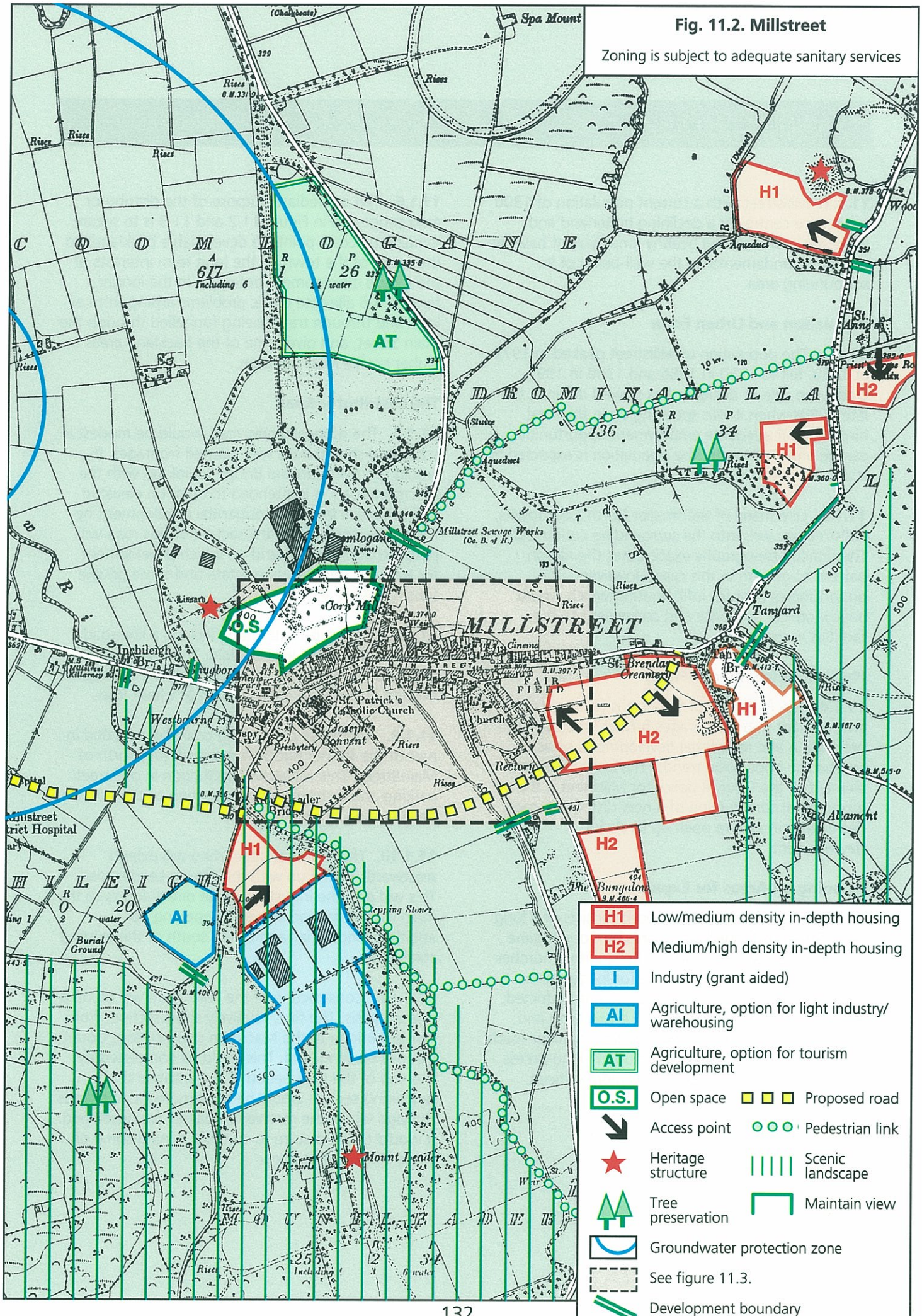


Fig. 11.2. Millstreet
Zoning is subject to adequate sanitary services
MILLSTREET
H1
H2
AT
AI
I
O.S.
Low/medium density in-depth housing
Medium/high density in-depth housing
Industry (grant aided)
Agriculture, option for light industry/ warehousing
Agriculture, option for tourism development
Open space
Proposed road
Access point
Pedestrian link
Heritage structure
Scenic landscape
Tree preservation
Maintain view
Groundwater protection zone
See figure 11.3.
Development boundary

11.1.12. A road link from the Macroom road through Mount Leader to the Claragh road could serve a useful function in the context of development of leisure activities in the Mount Leader lands. Part of the steelworks lies close to both Main Street and Church Steet with existing pedestrian links to both. It may be possible to acquire some land here for off-street car parking.

Sanitary Services

11.1.13. Water supply is adequate. Plans to improve the situation have been drawn up and are awaiting sanction. There are no major problems with the sewerage system.

11.1.14. The groundwater source at Tubrid Well just west of the town, which supplies the Millstreet area, will be protected by restricting development likely to pollute the groundwater in its vicinity.

Economic Development: the Electronics Industry

11.1.15. Manufacturing employment is dominated by the electronics industry with two foreign owned factories: Alps and Molex. Employment levels over the last ten years show considerable fluctuations due to the relatively footloose character of these industries, coupled with cycles within the electronics industry itself.

11.1.16. The setting up by the local community of electronics subcontracting services such as assembly and quality control for local and other firms is to be welcomed. Apart from providing additional employment opportunities, it also is a shift to the establishment of a small industrial cluster more capable of weathering the changing fortunes of the electronics industry.

11.1.17. The strong international profile of Millstreet following the highly successful Eurovision Song Contest may make it possible to attract other electronics industries to complement the existing Alps and Molex plants. These could easily be accommodated on the IDA lands at Mount Leader, if so required,

11.1.18. Following a land swop by the IDA, there is further industrial land available at Mount Leader. This nearly 8 acres site adjoins Alps and Molex and should be reserved for activities of a similar type and quality. Additional land adjacent to the IDA holding has been also been zoned for this type of industrial development. The area is physically very attractive, because of the views of the mountains immediately behind it.

Other Industrial Development

11.1.19. Further employment could be generated in the non-IDA industries. Millstreet already has a number a firms in the distribution sector. The zoning of suitably located sites with easy access to the main roads could stimulate an expansion in this industry.

11.1.20. The Council has zoned 2 sites for this and similar industrial uses. The first one is located at Mount Leader, close but physically separated from the IDA estate. The second one, off Church Street, is suitable for light industry such as an extension of the existing steelworks. The various industrial zones are shown on map 11.2.

11.1.21. Due to its strategic location and rail access, industrial type distribution is already well established in Millstreet. Care should be taken to ensure that adequate land is zoned for this and similar industries.

Tourism

11.1.22. To reduce the danger of wide fluctuations in jobs which can occur in the electronics industry, the Council supports local efforts to promote formation of an electronics cluster, and also to diversify into other economic activities such as tourism.

11.1.23. Millstreet has good access by road and rail to Killarney. It is possible the area to the west of station road, close to the station, could attract accommodation or activity centre type development linked to Killarney. Development incompatible with this possibility should be avoided.

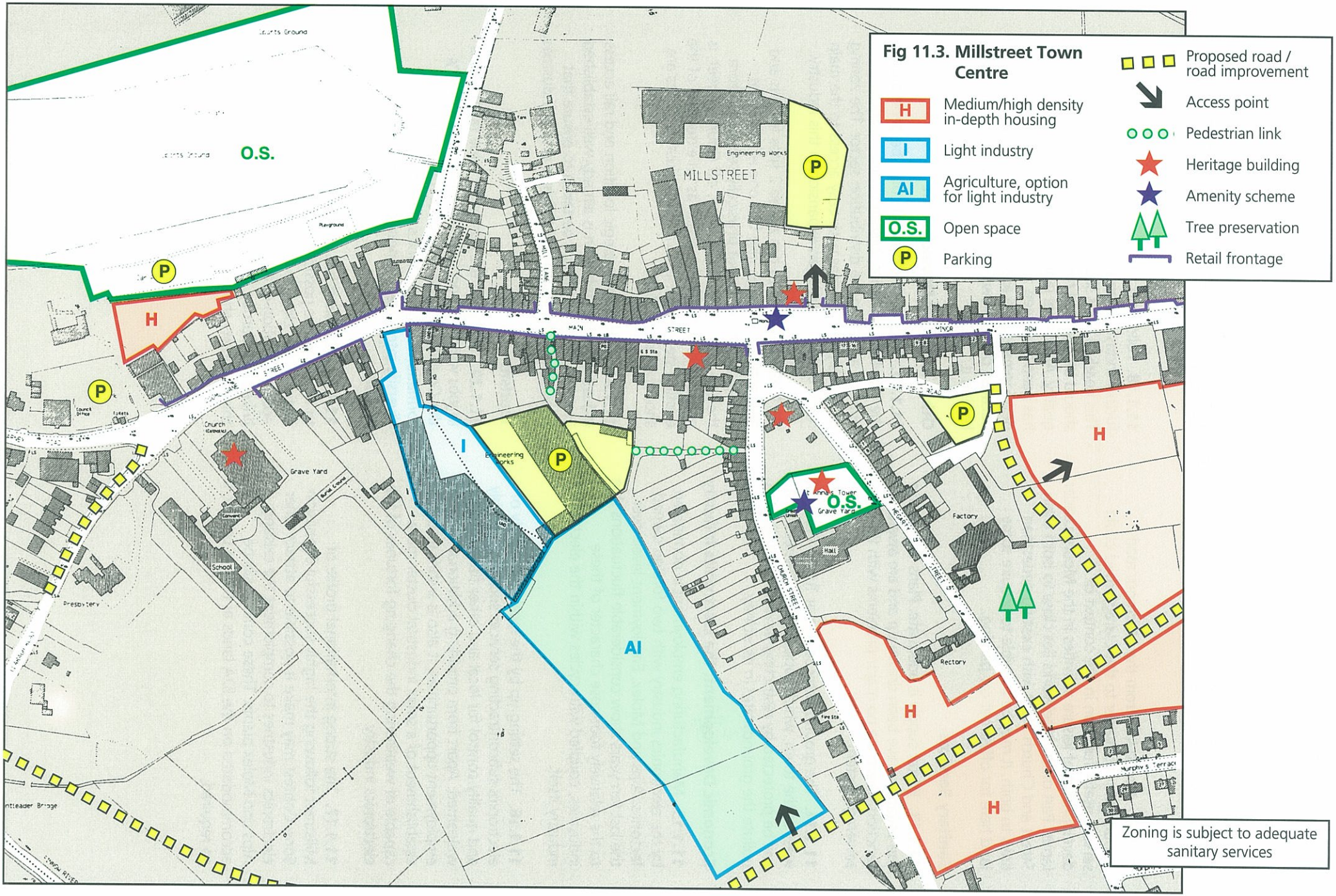


Fig 11.3. Millstreet Town Centre
H
Medium/high density in-depth housing
I
Light industry
AI
Agriculture, option for light industry
O.S.
Open space
P
Parking
Proposed road / road improvement
Access point
Pedestrian link
Heritage building
Amenity scheme
Tree preservation
Retail frontage
O.S.
MILLSTREET
MAIN STREET
MINOR ROW
Engineering Works
Grave Yard
School
Presbytery
Church
Factory
Rectory
Zoning is subject to adequate sanitary services

11.1.24. Other economic sectors capable of expansion are the Green Glens equestrian centre and Drishane Castle. The latter has been bought by a local businessman who intends to develop it as a hotel, health and leisure centre as well as a golf club.

Housing

11.1.25. It is important to ensure that sufficient suitable land is available to cater for a range of housing demands. The proposed relief road will open up lands hitherto inaccessible. Apart from the existing area zoned for in-depth development along the Liscahane road, the Council has zoned further lands between Fair Field and Tanyard Bridge.

11.1.26. Fully serviced private housing sites are available at Mount Leader, Drominahilla near Priest's Cross, with additional serviced sites on land owned by the Council at Priest' Cross. Serviced land on the Liscahane Road which have been zoned for in-depth development in the previous plan, have not been developed.

11.1.27. Level land just west of Priest's Cross has now been zoned for medium density development. This adjoins a small scheme of 12 dwellings for which site development works have recently been completed. Part of this site could be acquired by the Local Authority and developed as private sites.

Amenities

11.1.28. The situation of the town immediately under Claragh Mountain is most attractive. This relationship needs to be protected by avoiding development along the Claragh road, and developing access for walkers to the mountain. The town has potential as a hill walking base.

11.1.29. There is also potential for pedestrian routes which would (a) link Station Road with Priest' Cross, and (b) follow the bank of the Finnow River.

11.1.30. Frontage housing along the west side of the main Mallow road will be strictly curtailed to prevent interference with the scenic views of Millstreet. This is essential in maintaining an attractive entry to the town.

11.1.31. While the town has a pleasant, well maintained appearance, it possesses relatively few buildings of notable architectural merit. Mount Leader House with its fine pediment (which is in danger of collapse), the churches, banks and some details on individual buildings, however, are worthy of preservation. Semi-closure of the eastern end of Main Street by existing buildings is an important townscape.

11.1.32. Because of the relative paucity of architectural features, the retention of the town's simple scale and harmonious street facades will require particular attention. It is planned to improve the appearance of Main Street by widening the pavement on the northern side and a reduction in on-street car parking. Thus it will be possible to create a highly attractive and pedestrian friendly central area for the benefit of locals and visitors alike.

11.1.33. The area at St. Anna's Tower and its small graveyard are ideally located to create a small urban park. The Council, in conjunction with other interested parties, intends to complete the necessary works within the next few years.

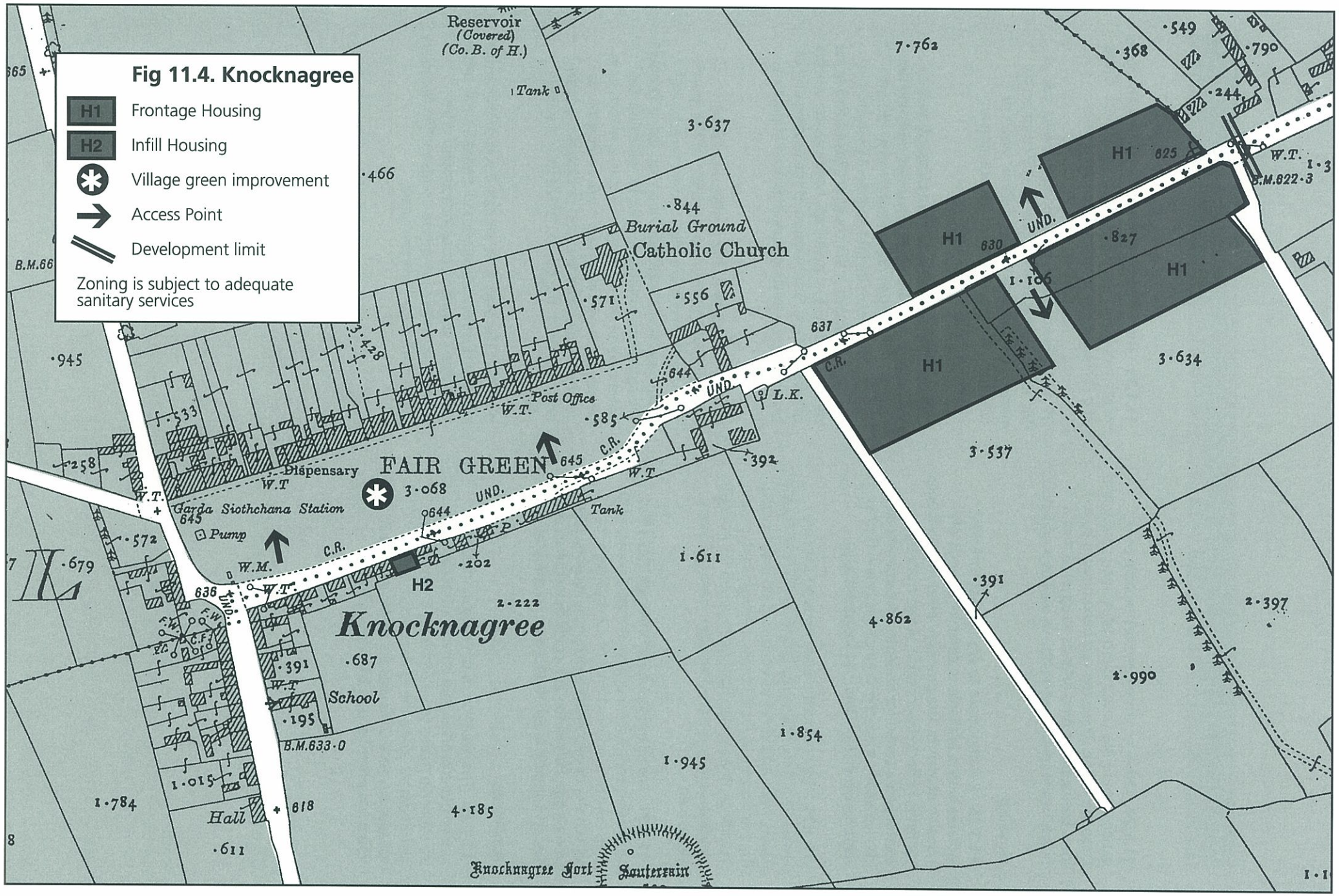


Fig 11.4. Knocknagree
H1 Frontage Housing
H2 Infill Housing
Village green improvement
Access Point
Development limit
Zoning is subject to adequate sanitary services
Reservoir (Covered) (Co. B. of H.)
Tank
Burial Ground
Catholic Church
Post Office
Dispensary
FAIR GREEN
Garda Siothchana Station
Pump
Knocknagree
School
Hall
Knocknagree Fort Sauterrain
H1
H2
W.T.
C.R.
UND.
L.K.
W.M.
B.M.633·0
B.M.622·3

11.2.1. Knocknagree village is situated approximately 15km north-west of Millstreet and 4km north of Rathmore. The population has fallen from 340 in 1971 to 199 in 1991. Recent growth in employment in Ring Brothers could help arrest this decline, particularly if the attractions of the village could be increased at the same time.

11.2.2. Despite its size and continuous decline in population, the village contains facilities (for example, a credit union, chemist, community hall, primary school and a funeral parlour which serve both the village and rural hinterland).

The Green

11.2.3. Knocknagree village is dominated by a large open green which is presently used as a car park and as an access route by both pedestrians and motorists. Improvement of both appearance and layout of the green would enhance the village visually.

11.2.4. The Council proposes to demarcate the green area clearly, and protect it from parking. The space lends itself to formal and regular planting of medium size trees. Areas for parking, with vehicular access at both ends of the green, will be provided, and obtrusive wirescape removed.

11.2.5. It is important to resolve this problem, as Knocknagree is a centre of traditional Irish music, and has a significant tourist function as a result.

11.2.6. Ribboning has occurred on the Ballydesmond Road and to a lesser extent on the Boherbue Road. In order to encourage more housing to occur within the village, 4 linear sites have been defined at the eastern end of the square. Access points should be held to avoid closing off the possibility of in depth development in future.

11.2.7. The regional road between Knocknagree and Ballydesmond is being improved and strengthened to facilitate the growth in the main local industry.

11.2.8. The village is served by a septic tank which is adequate to deal with current and future needs within the village. Its water supply is sufficient to deal with further development within the village only.

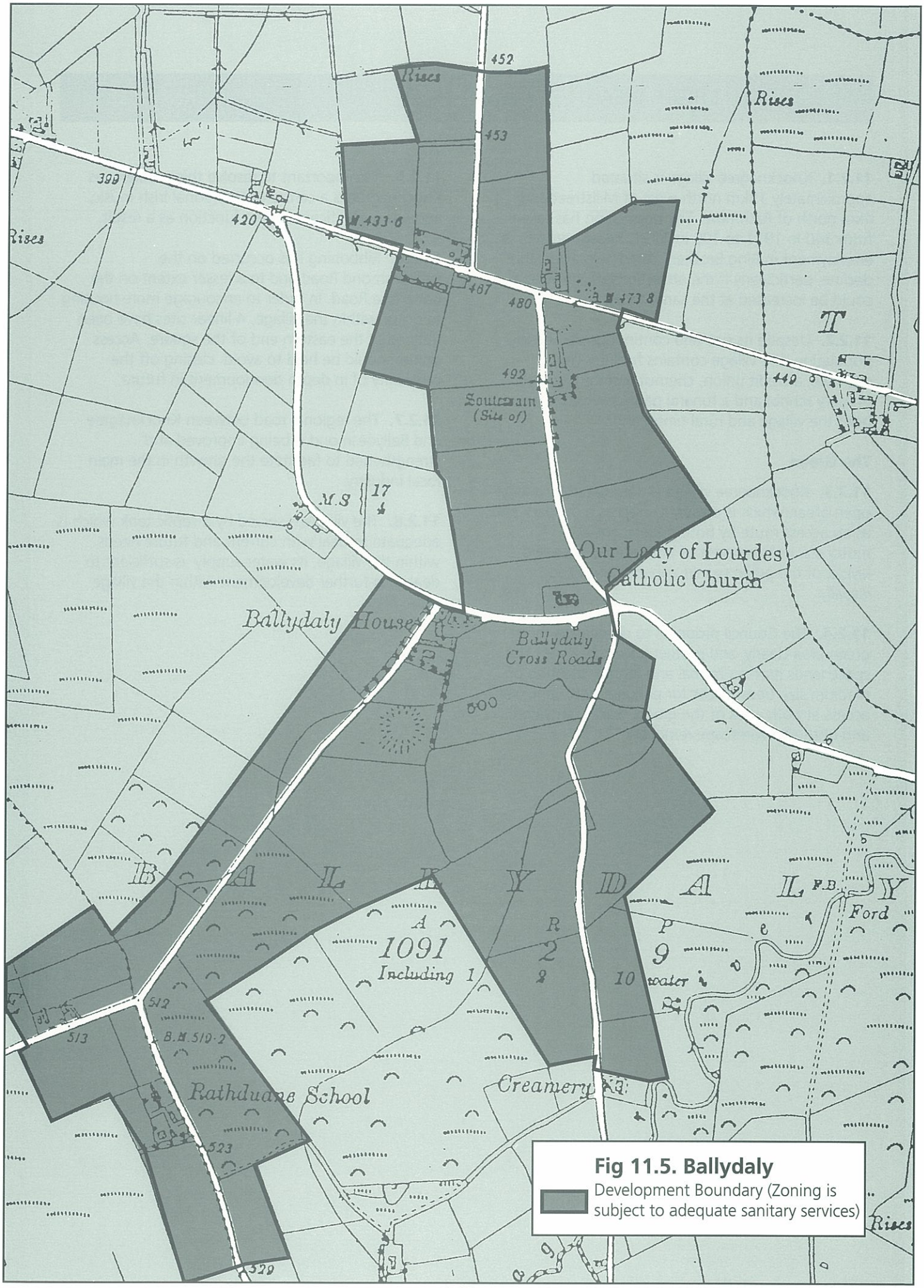


Fig 11.5. Ballydaly

Development Boundary (Zoning is subject to adequate sanitary services)

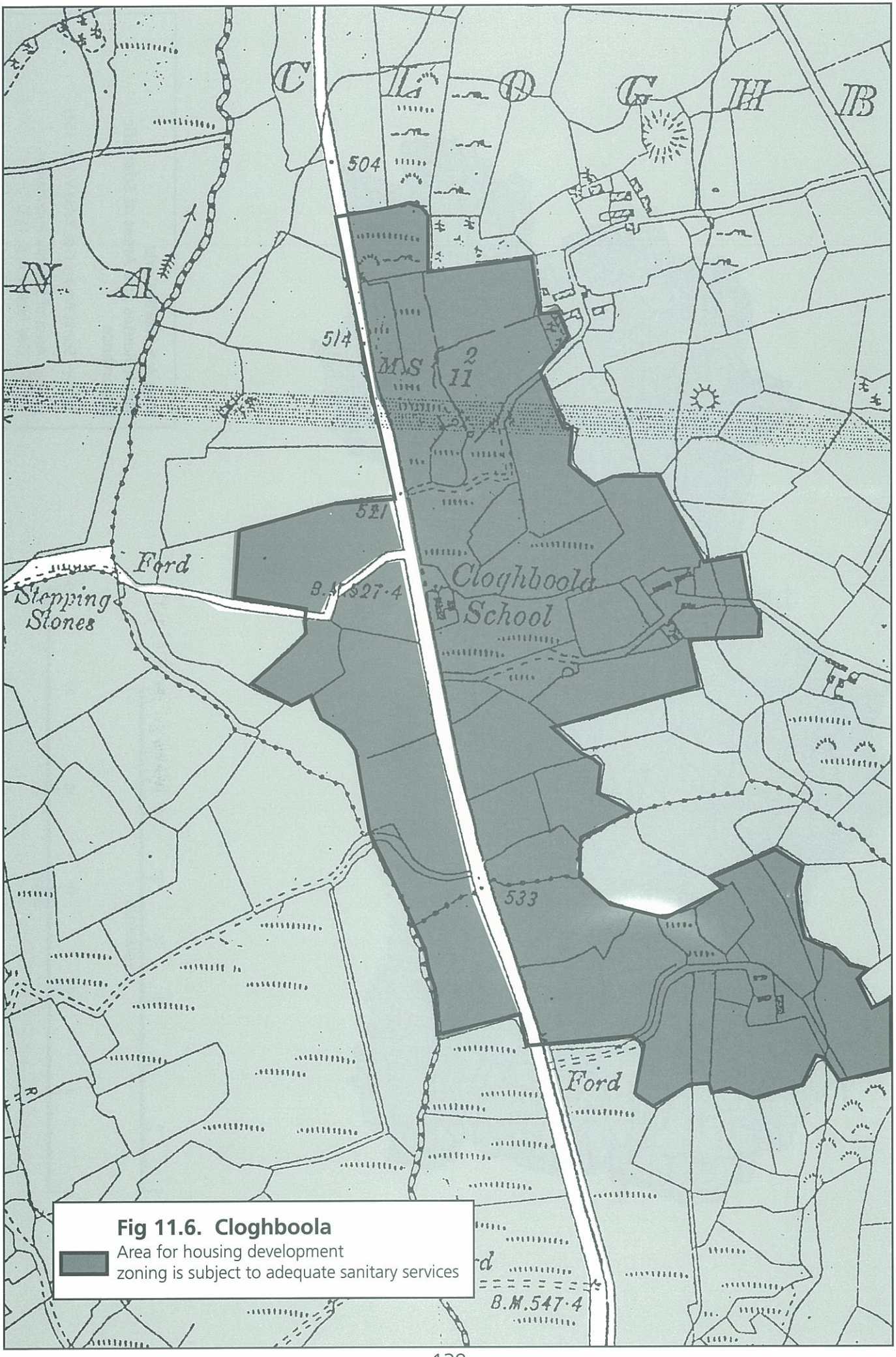
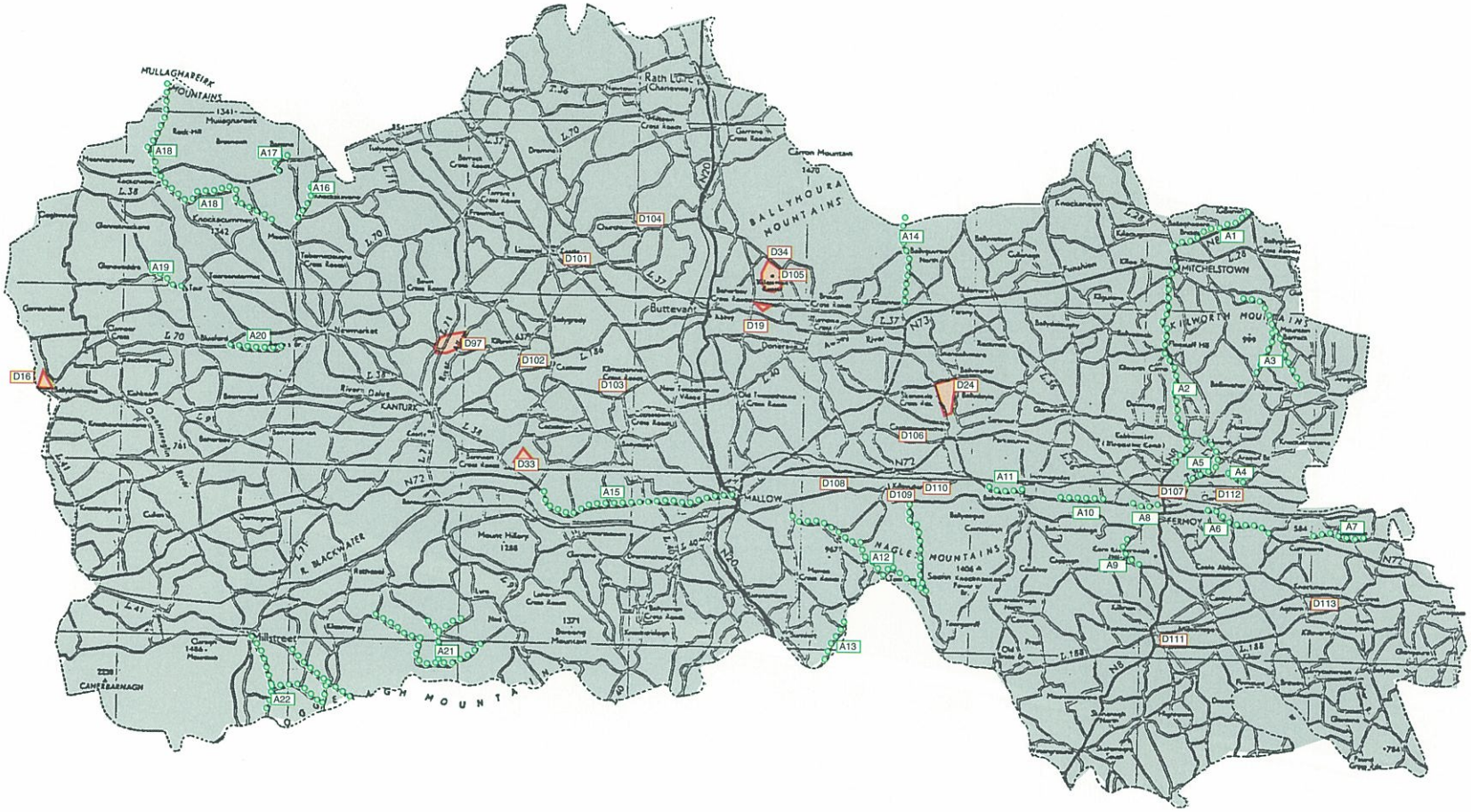
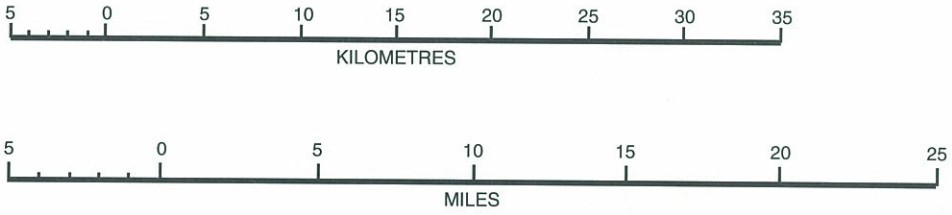


Fig 11.6. Cloghboola
Area for housing development
zoning is subject to adequate sanitary services





Map A.1. North Cork: Scenic Routes and Areas of Scientific Importance

A41 Scenic Routes (See Table V.1, p. 151)

D26 Areas of Scientific Importance (See Table V.4, p. 153)

12. DEVELOPMENT CONTROLS AND STANDARDS

12.1. The purpose of this chapter (and associated appendices) is to give guidance to developers on the Council's attitude on the detailed design, servicing, layout and other factors which should be bourne in mind in the preparation of development proposals.

Housing

12.2. The principles which should guide the design and layout of housing estates are summarised in Appendix I. Matters more specifically relating to engineering standards for housing estates are summarised in the Council's revised "Guidelines for Residential Estates" (available from County Council Offices)

12.3. Country lane layouts are seen as a means of making in depth development more economic in smaller towns and villages with limited demand. Specific suggestions on areas in which country lane layouts may be helpful are included in a number of the settlement plans in this volume. The principles governing country lane layouts are set out in Appendix II.

12.4. Appendix III provides guidance on individual houses in the countryside. The Bord Failte publication "Building Sensitively in Ireland's Landscapes" is also helpful, particularly in the more scenic parts of the County.

Industrial and Commercial Development

12.5. Advice notes on industrial and commercial developments, and on petrol filling stations, are in the course of preparation.

Street detail, Killavullen

Parking Standards

12.6. Appendix IV sets put the parking standards to apply to different types of development.

Amenity and Preservation

12.7. Appendix V contains lists of items for protection, including views, structures and other amenities, as follows:

- *Tables V.1 and V.2 list views and prospects of special amenity value or special interest which it is necessary to preserve. Views in Table V.1 are listed by reference to the point along a scenic route from which they are visible, while Table V.2 lists features or areas viewed.*
- *Table V.3 lists areas of recreational importance*
- *Table V.4 lists areas of scientific importance*
- *Table V.5 lists buildings and other structures of artistic, architectural or historical interest which it is a development objective of this Development Plan Review to preserve. Some of these structures are also protected under the National Monuments Acts (indicated by N.M. in Table V.5).*

12.8. The size of the County and the limited resources available for Development Plan research has meant that it is difficult to carry out revision of the preservation lists at the same time as the plan is reviewed or remade. Realistically, revision of these lists will have to take place between Development Plans, on a divisional or even area chapter basis. Pending this revision, the list used in the 1986 Plan has been readopted without change, except in cases where a convincing case for a change has been brought to the Council's attention.

12.9. The Department of Arts, Culture and the Gaeltacht is in the process of revising and redefining Areas of Scientific Interest (ASIs), which it is intended to redesignate as Natural Heritage Areas (NHAs). This process has not yet been concluded, so it has not been possible to include a list of NHAs in this document. Once the NHAs have been decided upon, they will supersede the list of ASIs in Appendix V.4.

Table I.1
Maximum Housing Estate Densities (serviced land: per hectare gross)

House Type	for City Suburbs/Larger Towns Standard Max Density	Exceptional Max. Density*	Small Towns/ Vills
Terraced	30	40	25
Semi Detached	20	25	15
Detached (2 storey)	15	20	12
Detached (1 storey)	10	15	10
Apartments (Near town centres)	40	50	30
Apartments (Near town edge, in parkland context)	25	30	20

* see para I.4 below

Table I.2.
Qualitative Aspects to be sought in New Housing Estates

Desired Feature:	Is it present? Yes	No
A. Overall:		
1. the architectural expertise desirable in a design for a development of this scale	☐	☐
B. Existing Features		
2. trees, walls, hedgerows and other site features of value retained, protected during construction, and integrated into the design.	☐	☐
3. opportunities for connecting up hedgerows/other vegetation to provide corridors for wildlife used	☐	☐
4. design makes good use of site contours and views	☐	☐
C. Layout		
5. Houses grouped around open spaces, cul de sacs, or courtyards, giving sense of enclosure, and with use of longer access roads minimised	☐	☐
6. Entrances and parking avoided on through/distributor routes, adequate visitor parking provided. Curves, T junctions, roundabouts etc used to slow traffic	☐	☐
D. Public and Private Open Space		
7. Housing oriented to face open spaces so that there is adequate informal supervision of them	☐	☐
8. Detailed landscape plan specifying trees, plants etc to be used in public open space	☐	☐
9. Most rear gardens with over 150sq.m private space (detached), 110sq.m (semi detached) and 60sq.m (terraced) surrounded by an appropriate visual boundary (see also I.5).	☐	☐
E. Variety		
10. Variety of layout within estates, use of staggered as well as straight building lines,	☐	☐
11. Use of several house types, involving variations within a common theme	☐	☐

* Slightly reduced rear gardens size may be acceptable where "exceptional" densities apply in accordance with para. I.4 above

I.1. The Council's forthcoming "Guidelines for Residential Estates" (will be available from County Council Offices) outlines the main quantitative and engineering guidelines which new housing estates should meet. The purpose of this appendix is

- *to emphasise points important to the success of housing estates, but qualitative in nature*
- *to draw attention to intended changes in the Guidelines*

Density and Design

I.2. The 1986 Guidelines indicated a maximum density of 30 dwellings per hectare (12 per acre) in development areas in larger towns and the City suburbs. This density, while possible in certain circumstances, is too high for most dwelling and housing estate types in the urban areas found in the County. Appropriate densities for specific dwelling types are specified in Table I.1. The onus would be on the developer to justify any proposals involving higher densities.

I.3. Where town/area plans indicate a particular density for a particular block, planning applications should be consistent with that density. Low density housing implies detached houses: high density housing implies a substantial element of terraced housing.

I.4. "Exceptional" densities are introduced to encourage a higher standard of modern housing design, particularly in the LUTS area. They will only be available if:

- *the house design(s) used are good examples of modern architecture which fit well in their context. In positive terms, this will normally involve relying on proportions, building form, and materials. It also involves avoiding historical motifs (half timbering, Georgian doorways, diamond windows etc), excessive detail or excessive use of contrast, and windows which are assymetrical, have numerous panes or horizontal emphasis.*
- *the proposed development performs well on the requirements outlined in Table I.2*

Qualitative aspects of Housing Estate

I.5. Table I.2 provides a check list suitable for use by developers, and in the process of development control, covering the main qualitative factors whose presence is likely to enhance a development, and whose absence is likely to detract from it. Item (9), while quantitative, is designed to ensure that each house has worthwhile private space. A 30% reduction in rear garden size (relative to the figures cited under item (9) is acceptable where the rear garden can be surrounded by a solidly constructed 1.75m wall (intermittent trellises for creepers are desirable to soften these). "Appropriate visual barrier" in that item may include appropriate planted boundaries likely to grow to the required height. Experimental voucher schemes (by which the first occupiers are given a voucher for hedging plants of their choice at a nearby nursery) may be relevant in the context of tenant involvement in managing local authority estates.

I.6. The check list is seen as an aid to assessing the quality of housing estate designs. Individual desired features are not absolute requirements, but most of the desired features should be present, and, if any are absent, there should be adequate and justifiable reasons for this. As the use of 'exceptional' densities indicates, it is not the intention to create difficulties for designs of real merit, or for layouts which allow architecturally consistent infilling of a physically constrained town centre site.

I.7. The Council will encourage provision of several different dwelling types within a single estate, providing the overall design integrates them successfully. Zoning provisions sometimes divide up development areas into zones of different density in order to promote this.

Quantitative and Engineering aspects

I.8. Other requirements for housing estates are set out in the Council's revised "Guidelines for Residential Estates" (1994). In relation to public open space, open space in excess of the minimum of 80 square metres per dwelling referred to in the Guidelines is sought in a number of areas where limitation of overall densities would most appropriately take the form of

- *a strategic open space breaking up what would otherwise be an excessively large and unrelieved block of development*
- *development of any part of the block is only acceptable if accompanied by a land use buffer such as open space, woodland or sports facilities separating it from open countryside.*

I.9. The quality of landscaping provided in housing estates is often unsatisfactory. The Council is seeking generous and well designed planting, which is well looked after by the developer after planting so that it will become properly established, plus careful retention of existing landscape features, trees and hedgerows. It will take such measures as may be necessary to improve the situation, including:

- using the "request for further information" procedure to ensure a good landscape plan is submitted before a permission issues, together with details of how the developer intends to ensure that the necessary skills and maintenance are applied to implement it.
- full bonding
- declining to take in charge estates where the planned landscaping has not been properly established.

APPENDIX II: COUNTRY LANE DEVELOPMENTS

II.1. A specialised version of the country lane principle has been developed to reduce development costs in smaller settlements in County Cork, where there is limited demand, and new development is relatively low density. It is intended to make in-depth housing more economic in such low demand areas.

II.2. In the form proposed here, it is not intended for the LUTS area or for larger/coastal towns which have a sufficiently high demand to warrant the application of the standard design criteria. An exception to this may be low density urban edge zones involving woodland in the City Suburbs.

Features of Country Lane Layouts

II.3. On sites suitable for a country lane layout, the development costs can be reduced by accepting a narrower carriageway width. Instead of a minimum width of 4.5m the Council will accept a road width of 3m for a country lane, providing the special requirements referred to below can be met.

II.4. As the 3m width is not suffient to allow 2 vehicles to pass on the carriageway, the following measures are necessary to ensure that this does not lead to access problems:

(a) the layout must provide for a "half moon" entrances (normally these should be double entrances) which can also act as a passing bay. Ideally, entrances on either side of the lane should be staggered, thus creating evenly spaced passing bays.

(b) the country lane must include a grass verge capable of withstanding occasional traffic. This may require strenghtening of the verge, and/or measures to keep it dry (eg by construction of an open/french drain). Provision should also be made for removal of surface water from the roadway. The distance between front fences should be not less than 5.5m, while the minimum acceptable distance between road edge and fence is 0.5m.

(c) each country lane should have 2 exits, and not be a cul de sac. This can be achieved by linking 2 existing roads diverging from a cross roads or other junction. (The road should be designed to avoid offering a short cut, relative to a route through the cross roads). If two roughly parallel roads are not available, the country lane can be provided in the form of a loop off one road.

(d) each house must be provided with a driveway/parking area capable of accommodating 4 cars. It should also be designed so as to minimise any tendency to park on the lane. This may be achieved either by a looped driveway allowing cars to drive in and out without reversing, or by a combination of adequate manoeuvring space and setting back the house 15m+ back from the entrance, so as to make driving in more convenient. Ideally, both precautions should be used.

Density

II.5. Housing densities on country lane layouts should not normally exceed 8 per hectare for sewered sites, or 2-3 per hectare for sites with individual septic tanks (the acceptable density will vary with ground conditions). Where the site is unsewered at present, but is likely to become sewerable in the short-medium term, phased proposals may be considered. Such proposals should designed in such a way as to provide for proper management of sites left undeveloped pending provision of a sewer (eg guaranteed retention in agricultural use, or inclusion in a large garden designed to facilitate later subdivision). The design should also facilitate later connection to the sewer.

Landscape Plan

II.6. Any application for a country lane should be accompanied by a comprehensive landscaping plan, which clearly specifies the position and species of trees and shrubs to be planted, the nature and construction of boundaries, and the extent and surfacing of vehicle parking and manoeuvring spaces.

II.7. Where individual sites are being sold on and are to be the subject of individual planning applications, each purchaser should be provided with a copy of the landscape plan, with a enlarged print covering their specific site (for incorporation in their planning application). The planning authority will consider modifications to the landscape plan at individual site level to suit individual preferences, provided that they are remain reasonably consistent with the overall plan, and that detailed, specific identification of the planting and other works to be carried out remains possible.

II.8. The main function of the landscape plan will be to create a rural rather than a suburban environment. Typically, its features should include:

(a) Boundaries of natural materials: earthen banks, stone and sod ditches or stone walls. These could be supplemented by appropriate hedging. (Timber or post and wire fences are acceptable for other boundaries if associated with hedges or tree belts). Entrance splays using concrete blockwork are acceptable if plastered and painted (but not otherwise)

(b) Substantial informal tree planting other than on the site boundaries

(c) Trees used for (a) or (b) predominantly from indigenous species

(d) Gravel or limestone chippings on a suitable sub-base for parking areas.

(e) A bond to ensure compliance with the planting schedule.

House Types

II.8. In higher density, sewered country lane developments, the overall application should specify the range of house types and building finishes so that a coherent overall appearance can be achieved. At lower densities, the need for this is less, but care should be taken to avoid unduly urban designs and materials.

III.1. The purpose of this appendix is to minimise the possibility of difficulties at planning application stage by outlining basic principles likely to be taken into account by those processing them.

III.2. A general principle of planning is that new houses should be reasonably compatible with existing house forms and materials. There are often practical difficulties in achieving this, and the importance of doing so varies with location.

Rural Housing

III.3. In the countryside, most houses built before the 1960s had a gable at each end, were not very deep in relation to their height, and had steeply pitched roofs. From the 1960s onwards, many more bungalows were built, and these tended to be two full rooms deep and to have a shallow roof pitch, giving them a completely different shape.

III.4. In general, the more traditional design of house fits into the landscape better, while many householders clearly find a bungalow layout more convenient.

III.5. The advantages of both house types can be achieved providing reasonably steep roof pitches are used (35 degrees+) and designs avoid trying to cover too large or deep an area with a single roof. Steeper pitched roofs have several incidental advantages: they provide extra storage space, are less liable to storm damage, and can easily be planned in such a way as to allow for subsequent attic conversion if extra space is needed later.

III.6. The possibility of difficulties over design in the planning application process can be minimised by using

- *painted smooth plaster or natural stone finishes (not crazy paving), and slate (natural or man-made) or dark grey/blue black flat tiles for roofs. Inappropriate use of contrasting finishes is often a source of difficulty.*
- *Windows types which are either square, or higher than they are wide, or are subdivided into large panes which are higher than they are wide. Where large windows are needed, French windows combine size with a strong vertical emphasis.*

Use of rustic brick on smaller houses can fit well into some rural areas where it is part of the building tradition, but its suitability does depend on location.

Front boundaries

III.7. A front boundary of soft or traditional materials, such as a stone wall, a hedge, or a traditional grassed bank will fit into the countryside much better than a boundary using concrete or brick walls or railings. In many cases there is an existing grass bank which could be rehabilitated to form an attractive boundary at minimal cost.

III.8. Set backs should not normally be necessary and usually have an adverse visual impact. However, they may be appropriate where an adjoining site has already been set back, or in the case of an acute and specific safety problem. Where a set back is necessary, arrangements must be made for surface treatment and maintenance of the ground, and the satisfactory treatment of the point at which the old and new road boundaries connect.

Landscaping

III.9. Landscaping and planting conditions will normally apply to individual rural houses, since this is important in integrating them visually into the landscape. The use of indigenous species is recommended as these are suited to the existing soil and climate conditions. Professional advice is recommended.

Bonds

III.10. Where conditions are imposed which involve expenditure by the developer in excess of the basic minimum needed to produce a habitable house (e.g. landscaping conditions, special sanitary conditions) a bond or other financial security for the approximate estimated cost may be required, which will normally be released on appropriate certification of compliance.

Village Housing

III.11. New housing in villages should, as far as possible, be consistent with the established architectural character of the particular village. Village core areas are predominantly terraced, and are suffering gradual diminution in the stock of terraced houses. The Council will consider waiving contributions and density requirements (eg in cases of restricted sites) to encourage well designed infill or extension of villages cores.

Extensions

III.12. Flat roofed extensions are better avoided, both for visual reasons, and because of the frequent maintenance required. Care should be taken to integrate the design and scale of the extension into the overall design.

Septic Tanks

III.13. Standards for septic tanks have been recommended by EOLAS (SR 6:1991) and circulated by the Minister for the Environment. The Minister's circular referred to a 1989 ERU survey showing that 39% of one off dwellings surveyed were in breach of sanitary conditions.

III.14. SR6 notes the need for margins of safety, and the relevance of the overall density of septic tanks. In areas which already have a number of septic tanks close to the application site, it is often imprudent and not in the interests of the prospective householders to accepting site sizes which represent the bare minimum under the most favourable conditions, or rely on full compliance with conditions which are difficult to check. Above minimum size sites may be sought if local conditions require.

III.15. There are particular dangers in areas where there is both a significant number of septic tanks, and water from individual bored wells. Depending on specific site conditions, the Council may have to seek sites of up to 1 ha if this is necesary to minimise the risk of pollution of water supplies.

Aquifers

III.16. 80% of drinking water in North Cork is extracted from groundwater, and the Council accordingly has to ensure protection of major aquifers through development control and other measures. To achieve this, scheduled developments are subject to special controls within defined areas close to such aquifers.

Planning Advice

III.17. The Council is happy to provide pre planning advice to individuals, and may supplement this with brief advisory notes where this seems likely to be helpful. The County Council produced an advisory note on building in the countryside in the 1980s, and this remains available.

APPENDIX IV: CAR PARKING STANDARDS

The following standards will apply to new developments. In cases where adequate on-site provision is either not possible, or undesirable, (eg in high street shopping situations where it is desirable to maintain a continuous shopping frontage and to avoid piecemeal demolition to create parking spaces), the Council will consider levying financial contributions to cover the full economic cost of providing the facilities itself.

Table IV.1
Parking Standards/Contributions

Land Use	Unit	Parking Spaces per Unit
Community Centres, Auditorium	1,000 sq. ft. (100m2) of gross floor area	14.00
Cinema (town centre) (suburban)	Seat	0.20 0.25
Stadium	Seat	0.33
Greyhound Tracks, local Football Fields	Per Head attending	0.20
Church	Seat	0.33
Bank	1,000 sq. ft. (100m2) of gross floor area	5.00
Library	"	2.00
Offices	"	8.00
Shopping Centres, Retail Stores: - town centre - suburban	"	 4.50 6.00
Cash & Carry Outlets etc.	"	2.00
Golf Driving and Archery Ranges	Seven feet of base line	1.00
Golf or Pitch & Putt Courses	Per hole	4.00
Bowling Alley	Lane	3.00
College Vocational School	Student Seats	0.50
Schools	Per Class Room	1.00
Dwellinghouse	Dwelling	2.00
Flat (residential) (tourist accomodation)	Dwelling "	1.25 2.00
Hospital	Per Bed	1.50
Hotel, Motel, Motor Inn etc. (excl. function rooms, bars, etc.)	Bedroom	1.00
Guesthouses	Bedroom	1.00
Self catering accomodation	Dwelling	2.00
Manufacturing	1,000 sq. ft. (100m2) gross floor area	2.00

Table IV.1
Parking Standards/Contributions (continued)

Land Use	Unit	Parking Spaces per Unit
Warehousing	"	1.00
Ballroom, Private Dance Clubs	100 sq. ft. (10m2) dance floor and sitting out space	3.00
Restaurant	100 sq. ft. (10m2) dining room	1.50
Bars, Lounges, Function Rooms	80 sq. ft. (8m2) net public space	2.00
Surgeries	Consulting room	6.00
Nursing home	Bed	0.33

Note: The Council may allow some dual use of spaces, where it is clear that one of the uses involved is a daytime use, and the other an evening one.

Table IV.2
Dimensions of Parking Bays

Car Parking Bay	Required Dimensions:	16 ft.(4.9m.) X 8 ft. (2.4m.)
Loading Bay	Required Dimensions:	20 ft.(6.1m.) X 10 ft.(3.0m.)
Circulation Aisles	Required Dimensions:	20 ft.(6.1m.) in width.

Note: Narrower circulation aisles are possible where circulation is 1 way and angle parking (eg 45 degree) is used.

Table V.1.
Scenic Routes (Views & Prospects)

Item No.	Views to be preserved or improved Views from:-
A1	Mitchelstown-Kilbeheny Road to County Boundary
A2	National Primary Route between Moorepark and Mitchelstown
A3	Road adjoining Kilworth Mountains
A4	Road from Ballynamuddagh overlooking Araglin River & part of road from Ballyduff over the river
A5	Road between Fermoy and Kilworth
A6	Road between Bellevue Cross and Kilbarry overlooking Blackwater Valley
A7	Road to Coolquane
A8	Road between Castlehyde and Fermoy Bridge
A9	Road over Hollymount
A10	Road at Cregg Castle - north view of river, castle and mountains
A11	Road adjoining Ballyhooly with view to Philip Wood, Johnson Wood and Gurteen Wood
A12	Roads at Nagle Mountains and Ross River Valley
A13	Road between Knuttery and Daly's Cross Roads (continues into South Cork)
A14	Kilfinnan-Shanballymore Road
A15	Road between Mallow and Roskeen Bridge
A16	Road north of Meelin
A17	Mullaghareirk overlooking mountains
A18	Road northwards from Meelin to Rockchapel to County Bounds.
A19	Road at Taur
A20	Road west of Newmarket
A21	Mountain roads between Seefin and Nad.
A22	Roads at Mushera in the Boggeragh Mountains and roads from Mushera to Ballynagree, Lackdoha and Rylane Cross (continues into South Cork)

Table V.2.
Areas or Features of Visual/Scenic Importance

Item No.	Item	Location
B4	Philip, Johnson and Gurteen Woodlands	South of Ballyhooley
B12	Blackwater Valley (County Bounds)	Banteer to Waterford
B49	Araglin Valley	N.E. of Fermoy

Table V.3.
Areas of Recreational Importance

Item No.	Item	Location
C1	Doneraile Forest Park	Grounds of Doneraile Demesne
C2	Blackwater Valley	West of Fermoy along the River Blackwater
C3	Blackwater Valley	West of Mallow along the River Blackwater

Table V.4.
Areas or Features of Scientific (High Amenity) Importance

Item No.	Townland	Item	Interest	Value	Grid Ref.
D16	Kingwilliamson	Ballydesmond	Geological	(N)	21.5
D19	Ballyshane/Oldcourt	Castlepark Caves	Geological	(N)	17.11
D24	Anne's Grove	Gardens	Ecological Zoological Botanical	(N)	26.6
D33	Gortmore	Gortmore Caves	Geological	(R)	32.9
D34	Kilcolman East	Bog	Botanical & Ornithological	(R)	17.6
D97	Clonrobin	Woodland near Kanturk	Botanical	(L)	23.3
D101	Rockspring	Poulnafahee Caves (North and South)	Geological	(L)	16.1/5
D102	Castlecor Demesne	Poulnagat Cave	Geological	(L)	24.1
D103	Derryorgan	Clashnabrack Cave	Geological	(L)	24.6/11
D104	Churchtown	Poulnabrien Cave	Geological	(L)	16.3
D105	Kilcolman west	Kilcolman Castle Cave	Geological	(L)	17.6
D106	Castletownroche	Castletownroche Caves	Archaeological	(N)	26.10
D107	Grange East	Moorpark Cave	Archaeological	(L)	35.3/4
D108	Dromraham	Dromraham	Archaeological	(L)	33.4
D109	Killavullen	Killavullen Cave	Archaeological	(R)	34.1
D110	Monanimy Lower	Poulcam Cave	Archaeological	(L)	34.1/2
D112	Knockaduff	Ileclash Caves	Archaeological	(L)	44.8
D113	Aghern East	Aghern Karot	Archaeological	(L)	45.4

Table V.5A:
Structures & Features of Historic, Archaeological. Architectural or Artistic Importance Vested in the Council.

Item No.	Townland	Item	Value	Map Ref.
F1	Bridgetown Lower	Abbey	(N)	34.2
F2	Dromiscane	Castle	(N)	39.2

Table V.5B:
Structures & Features of Historic, Archaeological. Architectural or Artistic Importance in Cemetries Maintained by the Council

Item No.	Townland	Item	Value	Map Ref.
F12	Knockanevin	St. Mologa's Church	(L)	10.13
F13	Marshalstown	Church	(L)	19.1
F14	Brigown	Church	(L)	19.4
F15	Glanworth	Castle & Church	(L)	27.10
F16	Macroney	Castle & Church	(L)	28.10
F17	Conva	Kilcummer Church	(L)	34.4
F17A	Rathcormac	Gortroe Church	(L)	44.8

3 "I", donates international importance, "N", National, "R" Regional and "L" Local on this scale.

Table V.5C:
Structures & Features of Historic, Archaeological. Architectural or Artistic Importance Vested in the Commisioner of Public Works or Subject to Preservation or listing orders by the O.P.W.

Item No.	Townland	Item	Value	6".25" Map Ref.
E1	Kilbolane	Castle	(N.M.)	1.16.4
E2	Liscullane	Moated Site	(L.O.)	2.11
E3	Ardskeagh	Church	(N.M.)	3.14.5
E4	Tullylease	Church, Sculptured, Slabs	(N.M.)	6.5.2
E5	Cloonsilagh	Ringfort	(L.O.)	6.7
E6	Labbamologa	Church & Slabs	(N.M.)	10.6.1
E7	Ballyarthur	Moated Site	(L.O.)	10.11
E8	Garrane	Moated House Site	(L.O.)	10.12
E9	Garryleagh	Ringfort	(L.O.)	11.13.2
E10	Liscarroll	Castle	(N.M.)	16.1.5
E11	Ballinvonear	Ringfort	(L.O.)	17.2

Item No.	Townland	Item	Value	6".25" Map Ref.
E12	Ballybeg West	The Abbey Columbarium	(N.M.)	17.13.4
E13	Buttevant	Franciscan Abbey	(N.M.)	17.9.4
E14	Cahermee	Ringfort	(P.O.)	17.4.4
E15	Carkerbeg	Ringfort	(L.O.)	17.1
E16	Killeens	Three Fulachta Fiadh	(L.O.)	17.1
E17	Ballynamona	Castle	(P.O.)	18.13.6
E18	Oldcastletown	Ringfort	(L.O.)	18.8
E19	Killeenemer	Church	(N.M.)	19.14.6
E20	Flemingston	Five Fulachta Fiadh	(L.O.)	19.11
E21	Gurteenard	Castle	(N.M.)	23.15
E22	Paal East	Kanturk Castle	(N.M.)	23.14.6
E23	Ballyhest East	Monastic Site	(L.O.)	24.5
E24	Garranenageevoge	Ringfort & Annexes	(P.O.)	24.2
E25	Kilmaclenine	Church & 17th Century House	(L.O.)	24.3.6
E26	Clogheen	Ringfort	(L.O.)	25.12
E27	Kilcummer Upper	Barrow	(L.O.)	26.15
E27A	Labbacallee	Gallery Grave	(N.M.)	27.1
E28	Boherash	Abbey	(P.O.)	27.6/7
E29	Boherash	Friary	(P.O.)	27.6/7
E30	Boherash/Glanworth	Castle	(P.O.)	27.6/7
E31	Moneen	Cairn	(L.O.)	27.9.5
E32	Dromaneen	Castle	(N.M.)	32.11.2
E33	Dromaneen	Bawn Walls	(P.O.)	32.11.2
E34	Lackanalocha	Ringfort	(L.O.)	33.3
E35	Castlelands	Mallow Castle	(N.M.)	33.6.4
E36	Ballymacmoy	Kilavullen Caves	(P.O.)	34.1.5
E37	Reany Upper	Ringfort	(L.O.)	34.4
E38	Corrin & Coolcarrow	Hillfort & Cairn	(N.M.)	35.12
E39	Cregg North	Cregg Castle	(P.O.)	35.6.2
E40	Coole Upper	Churches	(N.M.)	36.14.2
E41	Drishane More	Drishane Castle	(N.M.)	39.6.5
E42	Shanacloon	St. Abban's Grove (Cairn, 3 Ogham Stones)	(L.O.)	41.7
E43	Castlebarrett	Castle	(P.O.)	42.6.1
E44	Greenhill	Ogham Stone	(N.M.)	42.6.7
E45	Island	Wedge Grave	(N.M.)	42.11.3
E46	Mourneabbey	Abbey	(P.O.)	42.6.2
E47	Ballinterry	Late 18th Century House	(L.O.)	44.12.3

Item No.	Townland	Item	Value	6".25" Map Ref.
E48	Bushypark	Ringfort	(L.O.)	44.14.4
E49	Garryantaggart	3 Fulachta Fiadh	(L.O.)	44.16
E50	Ballyrobert	Ringfort	(P.O.)	45.3
E51	Mohera	Castlelyons Abbey and slabs	(N.M.)	45.1.5
E52	Kill Saint Ann South	Barrymore Castellated Mansion ruins	(L.O.)	45.1.1
E53	Conna	Castle	(N.M.)	46.1.1
E54	Lisnabrin South	Fulacht Fiadh	(L.O.)	46.10.3
E55	Brookpark	Group of Standing Stones	(P.O.)	48.4.2
E56	Cloghboola Beg	Circle of Loose Stones	(P.O.)	48.7.5
E57	Tullig	Alignment	(P.O.)	48.4.4
E58	Tinageragh	Moated House Site	(P.O.)	53.6
E59	Garryduff	Ringfort c. A.D. 650-750	(L.O.)	55.1.4

Table V.5D:
Structures & Features of Historic, Archaeological. Architectural or Artistic Importance for Protection other than those Protected by the O.P.W. or vested in the County Council

Item No.	Townland	Item	Value	Map Ref.
F18	Milford	Village	(L)	1.16
F19	Newtown	Catholic Church	(R&L)	2.10
F20	Rathluirc	Market House Catholic Church Old C. of I. Church 18th Century Houses	(L) (N&L) (R)	2.12 2.13
F21	Maine South	Gibbings Grove & Lodge	(N)	3.13
F22	Ballyhea	12th Century Church	(N)	3.13
F23	Toorenagrena	Rockchapel R.C. Church	(R)	4.12
F24	Prohust	Prohust House	(L)	6.4
F25	Milltown	Milltown Castle 1780	(N)	7.3
F26	Cooliney	Cooliney House	(R)	7.3
F27	Dromina	R.C. Church	(L)	7.5
F28	Altamira	Late 18th Century House, good doorway, and gate lodge	(N&R)	7.13
F29	Pruntus	Castle Harrison	(L)	8.1
F30	Ballyhoura	Ballyhoura Lodge	(L)	8.13
F31	Ballinavonear	Ballinavonear House 18th Century	(N)	8.14
F32	Mitchelstown	King's Square, 1780 Church of Immaculate Conception Church of Ireland King's St. east and 2 small shopfronts	(I) (N) (N)	10.16

Item No.	Townland	Item	Value	Map Ref.
		Red painted ionic shopfront	(N)	
		New Market Square		
		"Evans"	(L)	
		Market House 1823	(N)	
		Upper Cork St.		
		-O'Brien House	(L)	
		-"M. O'Brien & Son"	(L)	
		-Warehouse, Forde	(L)	
		-Lower Cork St.		
		"W.Murphy", N.15	(N)	
		-J.Houlihan & Son	(L)	
		-Dunne, Foodmarket	(L)	
		-No. 48	(L)	
F33	Glenlohane	Glenlohane House	(R)	13.9
F34	Meelin	Catholic Church Shop Front (Bloonan)	(R&L)	14.3
F35	Demesne	Gothic Gate Lodge and Newmarket Court	(N&L)	22.4
F36	Freemount	Village	(L)	15.3
F37	Knockballymartin	Kilbrin R.C. Church	(R)	15.16
F38	Liscarroll	Village	(L)	16.1
F39	Egmont	Egmont House	(R)	16.2
F40	Creggannacourty	Cregane House	(L)	16.2
F41,42	Egmont	Egmont Lodge & Barn	(L)	16.2/3
F43	Burton Park	Country House & Lodge	(N)	16.3
F44	Churchtown	Catholic Church	(R&L)	16.3
F45	Dunbarry	Dunbarry House	(L)	16.7
F46	Mountcorbitt	Farmhouse & Stables	(R)	16.7
F47	Templemary	Smithy at Annagorp Bridge	(L)	16.10
F48	Ballygrady North	Fortwilliam	(L)	16.13
F49	Ballygrady North	Ballygrady School	(L)	16.13
F50	Lisgriffin	Lisgriffin Castle	(R)	16.14
F51	Lisgriffin	R.C. Church	(R)	16.14
F52	Buttevant	C. of I. Church by the Pains Catholic Church 1837 Lombard's Castle Buttevant Castle	(N&L) (N&L)	16.16
F53	Velvetstown	Ruined House	(R)	17.1
F54	Kilcolman West	15th Century Castle	(L)	17.6
F55	Kilbrack	Laurentium County House	(R)	17.6
F56	Ballyellis	Ballyellis House	(R)	17.10
F57	Rossagh	Early Medieval Church	(L)	17.10
F58	Corker	House, Gates Stables, & Church	(R)	17.12
F59	Ballybeg East	Springfield	(R)	17.13

Item No.	Townland	Item	Value	Map Ref.
F60	Waterhouse	Medieval clapper bridge	(R)	17.13
F61	Oldcourt	Country House Gates and Avenue		17.15
F62	Horseclose	C. of I. Church and St. Leger Monument	(L)	17.15
F63	Demesne	18th Century Doneraile Court and Demesne	(N)	17.5 & 25.3
F64	Doneraile	R.C. Church Shop Fronts Canon Sheehan's House	(R&L)	17.15 & 25.3
F65	Park South	Park House	(R)	17.16
F66	Kilbrack	Kilbrack House, Yard and Avenue	(L)	17.16
F67	Kilcolman Middle	Ballinvonear School-house	(L)	17.16
F68	Farahy	C. of I. Church Glebe House & Bridge	(N&R)	18.10
F69	Craig	Craig House	(R)	18.10
F70	Farahy	Bowen's Court Lodge Stables & Glebetto	(R)	18.10
F71	Kilshannig Upper	Kilshannig House	(N)	18.12
F72	Ballyenohan South	Ballyenohan House	(R)	18.12
F73	Scart	Kildorrery R.C. Church	(R)	18.12
F74	Clogher Demesne	Clogher House	(R)	18.14
F75	Shanballymore	R.C. Church, Old School, Handball Court	(R&L)	18.14
F76	Shanballymore Lower	Shanballymore House	(L)	18.14
F77	Ballyvoddy	Rockmills C. of I. Church	(L)	18.15
F78	Ballynahalisk	Rockmill Lodg	(L)	18.16
F79	Carrigdownane Lower	Stannard's Grove Gates& Obelisk	(L)	18.16
F80	Marshalstown	Mount Eagle Country House	(L	19.1
F81	Marshalstown	Bridge	(L)	19.1
F82	Ballindangan	Balynahow Bridge	(N)	19.10
F83	Castleterry	Ballindangan R.C. Church	(L)	19.10
F84	Carrig Demesne	Carrig House & Lodge	(L)	19.13
F85	Ballykenly	Ballykenly Bridge	(N)	19.14
F86	Billeragh East	Chinnaghtane R.C. Church	(L)	20.15
F87	Billeragh East	Araglin Cottage	(L)	20.15
F88	Ballydesmond	Village	(L)	21.9
F89	Ballyheen	Ballyheen Piers	(L)	23.3
F90	Springville	Springville Country House	(L)	23.11
F91	Rathmaher	House, Quarry, Lime-Kiln	(L)	23.12
F92	Paal East	Castle Park House	(R)	23.14

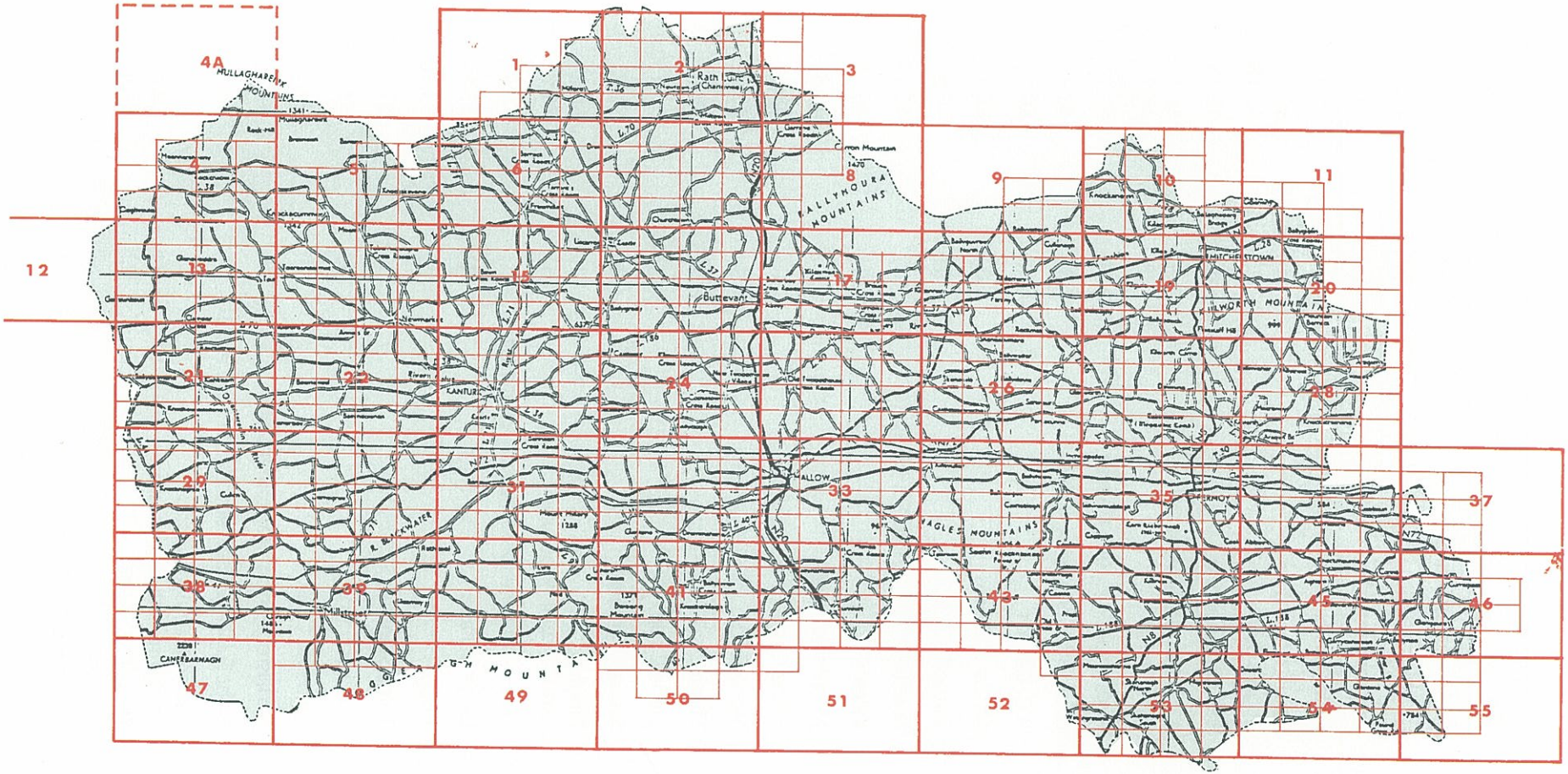
Item No.	Townland	Item	Value	Map Ref.
F93	Kanturk	Bridge	(I)	23.14
		Market House, early 19th Century	(N)	
		Catholic Church	(R)	
		Pedestrian Bridge	(R)	
		Court House	(R)	23.14
		C. of I. Church	(L)	
		Row of stone almshouses,	(R)	
		Mallow Road: Garda Station Main St.	(R)	
		Tall brick house (facing south to Strand St.)	(R)	
F94	Assolas	Assolas House	(N)	23.16
F95	Lisduggan South	Castlemagner R.C. Church	(R)	23.16
F96	Castle Cor Demesne	Castle Cor		24.1
F97	Kilmaclenine	Medieval Deserted Town		24.3
F98	Dromin	Castlecor School & Pub	(L)	24.5
F99	Ballygiblin	B. House, 18th Century		24.9
F100	Ballygiblin	R.C. Church	(R)	24.9
F101	Ballylass	Ballygiblin National School	(L)	24.9
F102	Ballyclogh	C. Castle, 15th Century & 16th Century	(L)	24.11
F103	Ballyclogh	18th Century Monuments		
		Catholic Church	(N&L)	24.11
F104	Ballyclogh	Ballyclogh House	(L)	24.11
F105	Copestown	Abbey	(R)	24.12
F106	Castlemagner	C. of I. Church & Glebe House	(R)	24.13
F107	Castlemagner	Castlemagner House, Tower & Lawn	(N)	24.13
F108	Castlelohart Demesne	Lohort Castle 15th Century	(N)	24.14
F109	Mountnorth	Mount North House	(L)	24.15
F110	Clogheen	Moated Medieval Homestead	(R)	25.2
F111	Clogheen	Clogheen House	(L)	25.2
F112	Castlesaffron	Creagh Castle Gates 19th Century House	(N)	25.4
F113	Ballydaniel East	Springfort Hall	(L)	25.5
F114	Twopothouse	Hazelwood House, Lodge & Gates	(L)	25.5
F115	Kilmacoom	Fort William C. House & Gates	(R)	25.6
F116	Clenor North	C. of I. Church	(L)	25.8
F117	Ballydaniel East	Beechfield House & Lodge	(L)	25.10
F118	Castle Kevin	Castle Kevin, 19th Century Folly Fortress	(R)	25.12
F119	Annesgrove	Annesgrove, Country House & Gates & Gardens	(N)	76.6
F120	Wallstown	Ballynamona Bridge & Toll House	(R)	26.1
F121	Wallstown	Wallstown Glebe House & Church	(L)	26.1
F122	Wallstown	Wayside Cross	(L)	26.1
F123	Doonawanly	'Castle Curious' or Roches Castle (Wallstown)	(R)	26.2

Item No.	Townland	Item	Value	Map Ref.
F124	Ballywalter/Demesne	Trees & Gardens	(N)	26.6
F125	Ballydoyle	Trees & Gardens	(N)	26.7
F126	Ballydoyle	Rockvale House	(L)	26.7
F127	Castletownroche	C. of I. Church, Bridge, Flour Mill	(N&L)	26.10
F128	Castlewidenham	House, 15th Century & 19th Century	(N)	26.14
F129	Kilcummer Upper	Kilcummer House	(L)	26.15
F130	Boherash	Airhill Country House	(L)	27.5
F131	Dunmahon	Dunmahon Castle	(L)	27.6
F132	Cuppage	Stone Circle or Cairn Base	(L)	27.6
F133	Clontinty	Stone Head	(L)	27.6
F134	Glanworth	Village	(L)	27.9
F135	Glanworth	Mill	(R)	27.9
F136	Glanworth	Medieval bridge & weir	(N)	27.9
F137	Manning	Manning Castle	(L)	27.10
F138	Ballynacarriga	Ballynacariga House	(R)	27.12
F139	Labbacalee	Labbacalee House	(L)	27.14
F140	Moorpark	Cloghlea Castle	(L)	27.14
F141	Maryville	Maryville Country House	(L)	27.16
F142	Billeragh West	Baker's Bridge	(L)	28.3
F143	Castlecooke	Medieval Castle	(L)	28.6
F144	Kilworth	Market House Catholic Church C. of I. Church	(N) (R) (R)	28.9 28.9 28.9
F145	Ballyderown	Castle	(L)	28.13
F146	Ballyderown	Araglin Bridge & Mills	(R)	28.13
F147	Ballyderown	Douglas House	(L)	28.13
F148	Billeragh East	Elizabeth's Bridge (Araglin Bridge)	(R)	28.3
F149	KIlmurry South	C. House	(R)	28.15
F150	Boherboy	Village	(L)	30.2
F151	Clonbannin East	Two Thatched Cottages	(R)	30.7
F152	Dromagh	15th Century Castle	(R)	30.8
F153	Dromagh	Coolclogh R. C. Church	(N)	30.8
F154	Dromagh	C. of I. Church	(R)	30.8
F155	Duarrigle (E.D. Derragh)	Castle	(R)	30.13
F156	Derrinagree	R.C. Church	(R)	30.15
F157	Fort Brady	Raith Breasail, Medieval Enclosure.	(R/N)	31.13
F158	Banteer	Village	(L)	31.6
F159	Clonmeen	Castle, 15th Century	(L)	31.7
F160	Gougane	Clonmeen House	(N)	31.11

Item No.	Townland	Item	Value	Map Ref.
F161	Gearanaskeagh	Waterloo C. House & Lodge	(L)	32.6
F162	Longueville	19th Century House & conservatory	(N)	32.7
F163	Firville West	Firville Country House	(N)	32.8
F164	Lombardstown	Lombardstown Bridge	(R)	32.10
F165	Newberry	Kilshanning C. of I. Church & Cross Slab	(R)	32.11
F166	Newberry	Newberry House & Gates	(L)	32.11
F167	Kilveaton East	Woodfort C. House & Folly (now Immaculate,Mount Alvernia Hospital)	(N)	32.12
F168	Dromore	Newberry Manor (now Nazareth House Hospital)	(R)	32.16
F169	Kilconway	Carrig Viaduct	(R)	33.4
F170	Rockforest East	C. House & Gates	(R)	33.4
F171	Dromrahan	Dromrahan House and Stables	(L)	33.4
F172	Ballyellis	Avondlen House (now Colaiste de la Salle)	(L)	33.6
F173	Ballymagooly	Garrison C. of I. Lodge	(L)	33.7
F174	Ballymagooly	The Garrison Stables	(L)	33.7
F175	Quartertown Lower	Quartertown House	(L)	33.9
F176	Quartertown Lower	Quartertown Mills	(L)	33.9
F177	Ballygarrett	Ballygarrett House Gates	(L)	33.11
F178	Monanimy	Castle	(L)	34.1
F179	Clifford	Clifford House	(L)	34.2
F180	Conva	Convamore C. House Lodge & Farm buildings	(R)	34.4
F181	Ballyhooly	Castle St. Mary's Church Market House Courthouse	(R&L) (L) (L)	34.4
F182	Conva	Upper Convamore C. House		34.4
F183	Ballymacmoy	Killavullen, Ballymacmoy House, St. Nicholas R.C. Church, 18th Century Bridge	(L)	34.5
F184	Carrigacunna	Carrigacunna Castle House & Tower	(L)	34.5
F185	Creggolympry North	Cregg House	(N)	35.2
F186	Mountrivers	Mountrivers Country House	(R)	35.4
F187	Licklash	Licklash Country House	(L)	35.4
F188	Creggolympry South	Country House	(R)	35.6
F189	Castlehyde East	Castlehyde Country House and Gardens	(N)	35.7
F190	Castlehyde East	C. of I. Church	(N)	35.7
F191	Castlehyde East	Carriganeedy Castle	(L)	35.7
F192	Carrigabrick	Carrigabrick Castle	(L)	35.8
F193	Carrigabrick	Viaduct	(L)	35.8

Item No.	Townland	Item	Value	Map Ref.
F194	Carn Thierna	Hill Fort & Round Cairn	(N)	35.16
F195	Carrigabrick	Carrigabrick Castle	(L)	36.1
F196	Clondulane North	Country House & Mills	(L)	36.1
F197	Careysville	Country House	(R)	36.2
F198	Ballyvadona	"Belleview" House & Viaduct	(L)	36.5
F199	Clondulane South	C. of I. Church & School	(L)	36.5
F200	Clondulane South	Clondulane House	(L)	36.5
F201	Kilmagner	School	(L)	36.11
F202	Modelligo	Modelligo C. House & Folly	(R)	36.12
F203	Coole Abbey Upper	Coole Abbey, Duckart 18th Century House	(N)	36.14
F204	Castleview	Castle View, C. House & Gates	(L)	37.14
F205	Rathduane	Rathduane House	(R)	38.7
F206	Rathduane	Old R.C. Church	(L)	38.7
F207	Derreen	Boulder Burial	(L)	38.12
F208	Ballydaly	Rathduane R.C. Church	(L)	38.12
F209	Gortageen	Flintfield House	(L)	39.2
F210	Keale South	Keale Bridge House & Gates	(R&L)	39.3
F211	Drishane More	Drishane C. House and Lodge	(R)	39.6
F212	Millstreet	Catholic Church	(N)	39.10
F213	Glenleigh	Stone Circle	(L)	39.12
F214	Kilmeedy East	Tower House	(L)	39.13
F215	Mount Leader	Mount Leader Country House	(L)	39.14
F216	Glandine	Beenlaght Stone Alignment	(R)	41.14
F217	Ballynamona	18th Century Templemichael C. of I. Church	(N)	42.2
F218	Mourneabbey	Graveyard, walls and gatehouse	(R)	42.6
F219	Monaparson	Lisnagrave Ring Fort		42.7
F220	Burnfort	Stone Circle	(L)	42.11
F221	Burnfort	Ringfort	(L)	42.11
F222	Burnfort	Ogham Stone	(L)	42.11
F223	Coom West	Ringbarrow	(L)	43.9/14
F224	Lisnagar Demesne	Lisnagar House	(R)	44.7
F225	Rathcormac	C. of I. Church	(N)	44.8
F226	Shanaclogh	Desmond Castle	(L)	44.10
F227	Bridestown	Bridestown House, Glenville	(N)	44.18
F228	Hollyhill	"Sheelabuynaskeranes" remains of Tower House		44.16
F229	Kill-Saint-Anne South	C. of I. Church	(N)	45.1
		Barrymore Mausoleum	(I)	45.1
	Castlelyons	16th Century Castle	(N)	45.1
		Two pairs of gates, good piers	(L)	45.1
F230	Mohera	One Standing Stone	(L)	45.1

Item No.	Townland	Item	Value	Map Ref.
F231	Ballyarra	Two Standing Stones	(L)	45.1
F232	Aghern East	C. of I. Church	(L)	45.1
F233	Aghern West	Aghern House	(R)	45.3
F234	Kilcor North	Kilcor Castle & Consevatory	(R)	45.3
F235	Britway	Early Church & St.	(N)	45.15
		Brigid's Stone	(L)	45.15
F236	Ballyvolane	Ballyvolane House	(L)	45.15
F237	Conna	17th Century Bridge	(R)	46.1
		R.C. Church	(R)	46.1
F238	Curraheen	Knockmauna C. of I. Church	(R)	46.1
F239	Lisnabrin Lodge	Late 18th Century Residence	(L)	46.2
F240	Glengoura Lower	R.C. Church	(R)	46.7
F241	Templevalley	House & Offices	(L)	46.7
F242	Ballynoe	Catholic Church	(N)	46.9
F243	Shanakill Upper	Bivallate Ringfort Two Soutterains	(L)	46.14
F244	Kilcronat	Killeen	(L)	46.14
F245	Tullig	Megalithic Tomb	(L)	48.3
F246	Glantane	Stone Circle	(L)	48.6
F247	Cloghboola More	Stone Circle	(L)	48.7
F248	Mushera	Stone Circle	(L)	48.7
F249	Goulane North	Stone Circle	(L)	50.2
F250	Beenlaght	Stone Alignment	(L)	50.7
F251	Ahadallane	Ringfort	(L)	50.8
	Rathcoole East	Large circular enclosure	(L)	50.8
F252	Cronovan	Large enclosure (possible early church site)	(L)	53.4
F253	Ballinlegane	Large Gallaun	(L)	53.9
F254	Watergrasshill	Village	(L)	53.10
F255	Knockeennagroagh	Three Standing Stones	(L)	53.11/12
F256	Scartbarry	Scartbarry Bridge	(L)	53.11/12
F257	Desert	Medieval Church	(R)	54.1
F258	Desert	6 Millstones from Horizontal Mill	(R)	54.1
F259	Desert	Eight Fulachta Fiadh and Flax Retting Pond		54.1
F260	Killasseragh	Rectangular ecclesiastical		
		enclosure with Church site	(L)	54.4
		Megalithic Tomb	(L)	54.4
F261	Rathaneague	Dolmen	(L)	54.5
		"Lisanuisce" half ringfort	(L)	54.5
		Wedge tomb	(L)	54.5
		Standing Stones	(L)	54.5
F262	Rathaneague	Ogham Stone	(L)	54.9



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