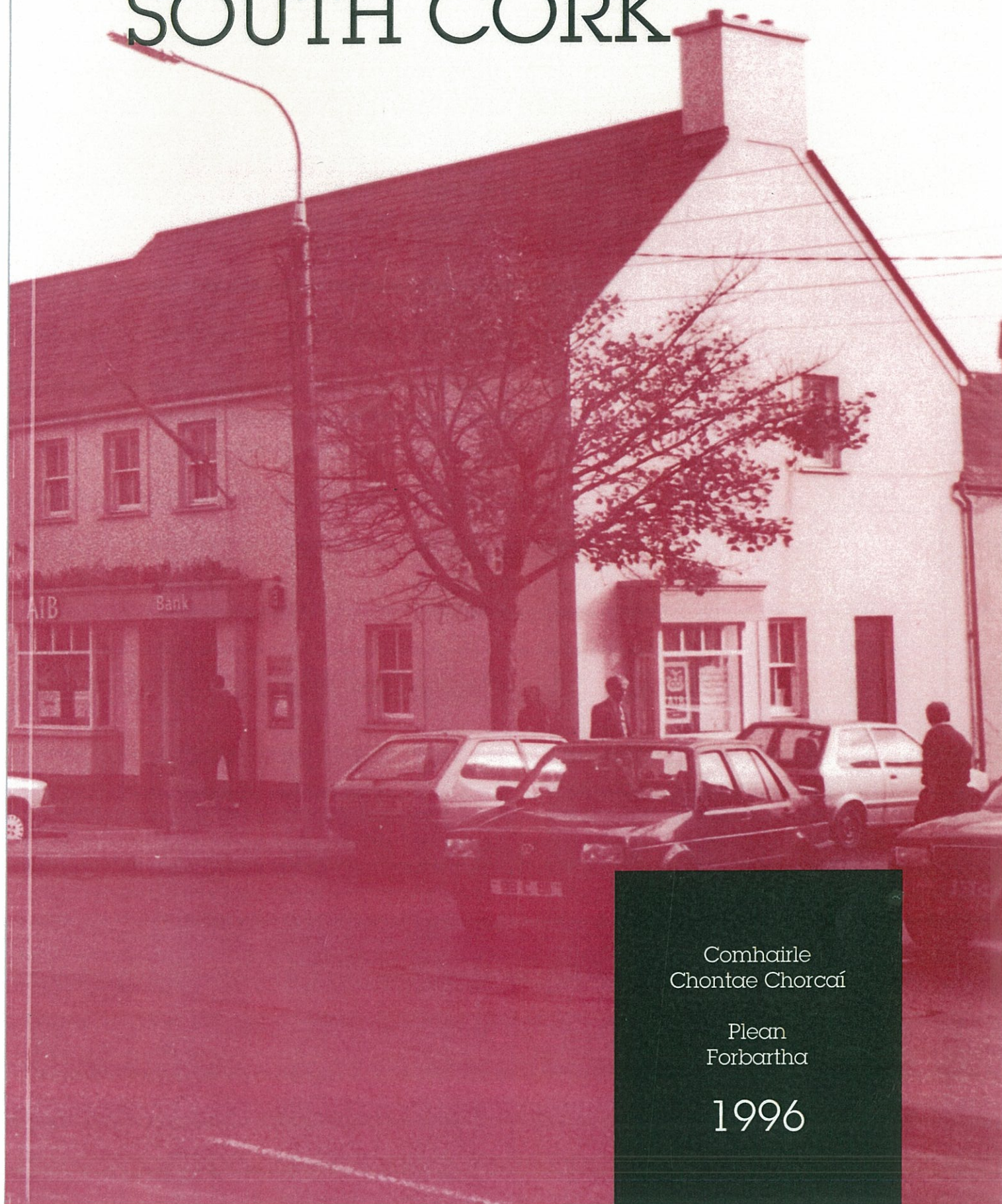


County Development Plan

SOUTH CORK

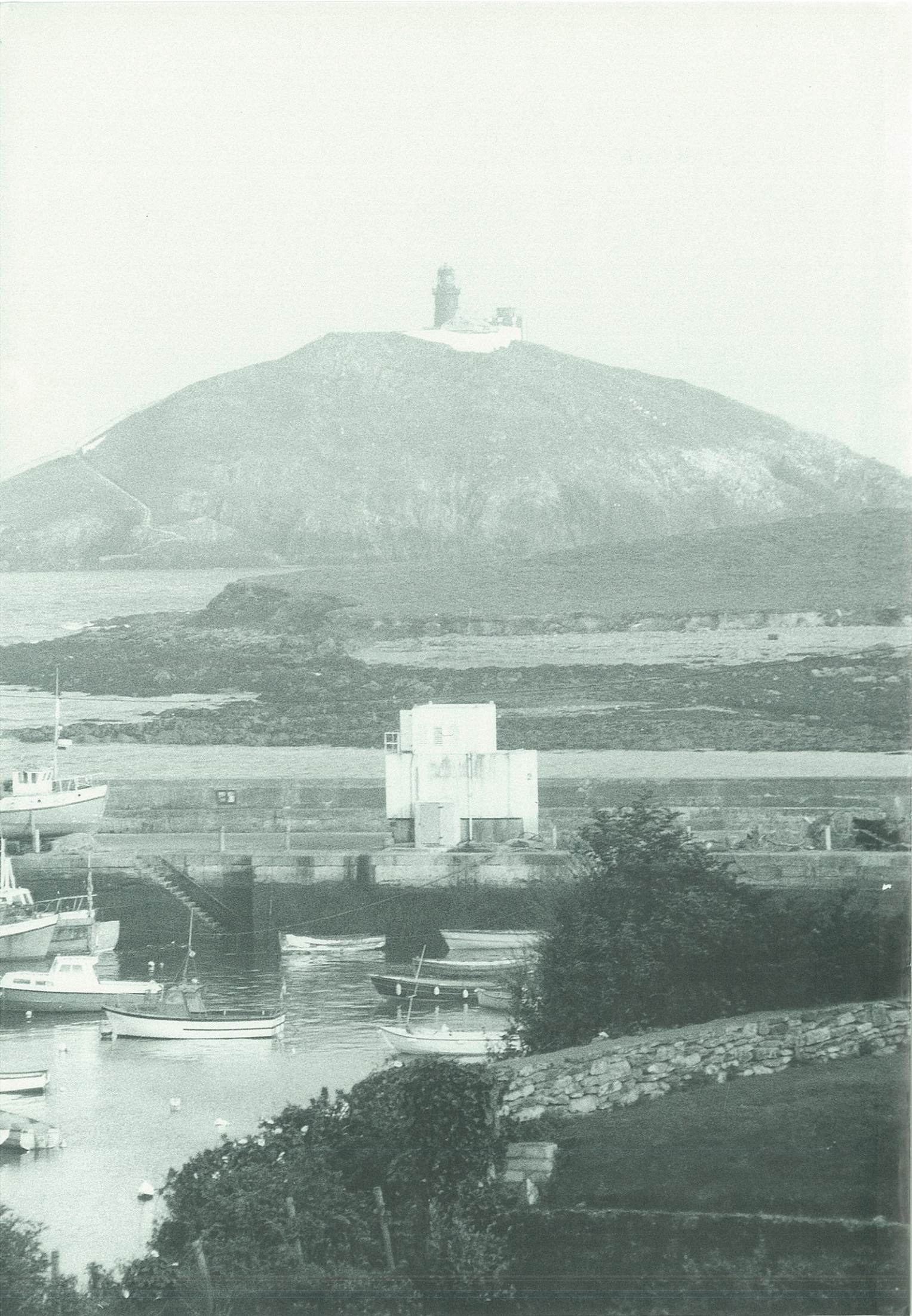


Comhairle
Chontae Chorcaí

Plean
Forbartha

1996

**CORK COUNTY
DEVELOPMENT PLAN
SOUTH CORK VOLUME**



South Cork Development Plan 1996

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South Cork Development Plan - Executive Summary

This Plan aims to stimulate growth in South Cork, and to guide it so it supports the development of coherent communities, and encourages a more even spread of development between them (Ch. 1).

Sectoral Policies (Ch.2)

More rapid employment growth will be promoted through sectoral policies covering:

- (a) the harnessing of physical planning policies to improve the prospects of key sectors*
- (b) development of specialised resources, services and skills to support the development of major sectors, and improvement in business support services*
- (c) linkage of sectoral initiatives to the scale and type of job needs in particular areas, particularly where surplus skills are concentrated in areas of high unemployment.*

The Balanced Development of Communities (Ch.3)

Market forces need to be guided if they are going to support the balanced development of communities. Otherwise, they tend to concentrate growth in edge of city locations, and rural areas close to the City. This could result in the collapse of the green belt, and is leaving many of the satellite towns, and more peripheral parts of South Cork, with relatively little development. There is also an imbalance between the SW and NE halves of South Cork, with the latter area suffering from low growth, declining traditional industry, and high structural unemployment.

In response, the Plan aims to stimulate growth of the satellite and ring towns. Current transport improvements are making these towns more accessible to the City, and they will also benefit from increased zoning, and environmental improvements. These policies will be complemented by a planned but gradual slow down in edge of City development, which will help divert growth out to the towns.

Rural housing is also increasing fastest in areas close to the City, which already have the highest densities and are closest to needing suburban type infrastructure. To avoid the conversion of large rural areas into low density suburbs, further housing in these areas will be controlled, but with some relaxation for those already living locally (so as to maintain local communities).

In the more remote parts of South Cork, where small existing settlements threatened with loss of services might benefit from some increase in population, there will not be an objection in principle to new rural housing, and this may result in some extra population being diverted to areas in need of it.

These broad development policies are applied to individual areas as follows:

• The Environs of the City (Ch.5)

The City Environs are grouped into 4 types of area for policy purposes:

(1) **Suburban Areas:** The main suburban area lies in the **Tramore Valley**, which has major housing and employment functions.

On **housing**, a middle course is needed between allowing large scale suburban housing development to continue indefinitely, and bringing it to an abrupt halt when committed land is exhausted. To achieve this, some further land has been zoned, but development of larger blocks is phased so as to gradually reduce the rate at which land is released onto the market. This should allow time for builders to diversify into other locations, and for a transition from large scale estates to infill development.

The main **additional areas zoned for housing** are at Rochestown, Frankfield (both have access to the Southern Ring Road without going through Douglas Village) and Togher.

Projected expansion of **employment** functions can be accommodated through greenfield development on zoned land, infill development, and recycling of older buildings. Extra industrial land is zoned at Doughcloyne and Cork Airport. Zoning policies in the west of the Tramore Valley aim to simplify the current mixture of housing and employment areas, with employment uses predominating except south of Togher/Sarsfield Road.

North of the City, more jobs on the 200 acre IDA estate at Kilbarry are highly desirable. Access improvements, and good quality housing in the vicinity, could help. Zoning allows some further housing infill at Dublin Pike/Hill.

(2) **The Green Belt**: The amount of development in the rural area outside the City/Suburbs varies. There is extensive ribboning in some areas, but with gaps, and a fewer larger blocks, which remain largely agricultural and undeveloped.

The proposed zones for the green belt aim to

(A1) *Strongly protect agricultural use in remaining gaps and on ridges, with new development limited to **farmhouses only**, so that the gaps are not replaced by continuous development.*

(A2) *Allow for **limited housing for local demand** from within the remaining larger blocks which are largely undeveloped*

(A3) *Where further housing to meet local demand is permitted in areas with significant housing already, **require planting** of small woods to help the landscape absorb development*

(3) **The Urban Edge** (where suburban areas are in contact with the green belt) needs careful management to minimise the impact of higher density housing on adjoining agriculture. Forestry, sports facilities and low density housing are proposed for urban edge areas, and this is built into the zoning. Creation of new walking routes is designed to cater for demand for access to countryside.

Green Belt and Urban Edge policies both encourage **creation of small woodland** areas on a substantial scale. This will help absorb new development. Dept. of Energy standards should apply, making planting largely fundable from grant aid.

(4) Some **Smaller Settlements in/at edge of Green Belt** are designated for expansion, so as to provide another option for non local housing demand. These are:

*North of R. Lee: **Kerry Pike, Killeens, Whitechurch, Carrignavar, Upper Glanmire***

*South of R. Lee: **Ballygarvan, Waterfall, Killumney***

SW sector (for further study - selection from: Ballinhassig, Fivemilebridge, Goggin's Hill, Ballyheda)

• **The Satellite Towns (Ch.6)**

The satellite towns need to be able to attract a higher proportion of LUTS area development. They had circa one quarter of population growth in the LUTS area between 1976-90. They are only likely to remain independent settlements if they can increase this proportion. If most development is in edge of City and rural areas, the satellite towns will be absorbed by an expanded City, as the suburbs expand outwards towards them, and rural densities in intervening areas rise.

The proportion choosing to live in satellite towns can rise if land and infrastructure is there to accommodate them, and if people find them attractive places to live. This can be promoted by

* *zoning for a wider mix of housing types and markets*

* *encouraging employment led growth*

* *zoning for growth in town core areas, to develop town services*

* *better access to City jobs and services, so that they are not at a disadvantage relative to the suburbs*

* *making the most of their rural situation, by developing amenities and access to countryside*

These methods are applied to the various inner satellite towns and are intended to maintain growth in Ballincollig and Carrigaline, and stimulate it in Glanmire, Blarney and Passage.

Carrigaline already has the attraction of an unusually good range of services (similar to Ballincollig, although 60% of its size), and town core zoning proposals allow for their further expansion. A system of **amenity walks** giving access to countryside and the Owenabue River is planned. Road improvements under construction will improve **access** to City facilities and employment. Subject to population growth, the LUTS Review also envisaged City type bus frequencies by the late 1990s.

To make the growth of Carrigaline more employment led, the Council is seeking a **medium sized stand alone industry** for its site at Kilnagleary. To match the continuing large inflow of young people into the labour force due to Carrigaline's unusual age structure, sites/premises **for small high growth firms** will also be needed there. This will help retain second generation residents.

Much of Carrigaline's employment to date has occurred in the service sector. New sources of service employment, such as a **caravan / camping park and a hotel**, are suggested and zoned for.

Generous housing zoning and options have been provided. A local water pressure problem in the SW of the town needs rectifying.

Ballincollig is the largest satellite town. Before it becomes **mature** and difficult to change, its local employment and services base needs to be strengthened, and structured development of the large development area to the SW of the town needs to be achieved. A **technology park** is proposed in the area around Ballincollig Castle, with direct access, via the proposed by pass, to the SW of the City and the Southern Ring Road. The **Castle** could act as a focus for the industrial area, with open space around it.

The **local road system** should be modified to improve access from the development area in the SW of Ballincollig to the by pass for Citybound traffic, to be oriented more towards town core areas, and to discourage fast through traffic on the Killumney Road. A **village green** at Coolroe will help structure housing on the SW side of Ballincollig.

Additional land is zoned for growth of **town centre functions**. Implementation of the planned link road is needed to overcome the backland status of the designated commercial area behind the Main Street.

In **Blarney/Tower**, housing growth is at present mostly in Tower. Blarney's well established tourist industry needs protection and upgrading of its immediate environment, but also results in a strong internationally known image which could attract suitable industry.

Zoning policies allow for both **industrial and housing growth on the E. side of Blarney**, making use of the improved N20 on the E edge of the town. Localised water supply and sewage network problems need to be resolved to facilitate this development.

In Tower, zoning allows current growth to continue, and encourages a more substantial **service core**.

Glanmire has **exceptional availability of serviced land**, an attractive wooded environment, and is very close to the City and Little Island. Generous zoning policies, and the substantial lands in Council ownership will be used to speed up the rate of development.

Glanmire lacks a coherent **town core**, and policies to create the conditions for one to develop at the new focus of the local road system at Riverstown, building on the Hazelwood centre, are proposed.

Passage/Monkstown did not grow at all during the 1980s, but needs at least **modest growth to provide demand for town core regeneration**. As availability of zoned land and services have not by themselves secured this growth in the past, specific limited developments which could act as **catalysts** to promote larger scale development are proposed, such as:

- * a **quayside apartment development** north of Bath Terrace (to promote urban renewal in Passage town core)
- * **Small businesses units** to promote jobs in underused dock areas, possibly involving combined living/working space
- * repair **Monkstown Castle** as a tourist attraction. This would help Passage/Monkstown benefit more from the cross harbour ferry

The chapter also includes plans for **Little Island and Ringaskiddy**. These include policies to achieve compatibility of industrial, residential and amenity functions. Little Island has potential for large stand alone industry and industrial services.

• **Cork Harbour's amenity and tourism role (Ch. 7)**

This role needs to be emphasised to balance the Harbour's residential and industrial roles.

The harbour could play an important role in developing tourism in Cork. At present, lack of linkage between tourist attractions in the Cork area results in tourists making brief stops on their way through. A **tourist harbour transport service** could help link attractions on the harbour, and so encourage longer stays. Coordinated development on coastal attractions and tourist boat services, and support for EC funding, will be needed.

Around half the **harbour shoreline** is developed for settlements or industrial areas. The undeveloped half is important because it makes harbour towns and industrial estates much more pleasant places to be in than they would be if the harbour shoreline is fully developed.

The main blocks of undeveloped shoreline are to the north and east of Cobh, and on the Owenabue estuary. An agriculture/forestry zoning is used to protect scenic and/or hilly areas close to the shore.

To encourage job growth in **Crosshaven**, land at the centre of the village has been allocated for expansion of marine industries and a modern hotel. A study of how the appearance of the reclaimed parking area there can be improved is recommended. Expansion of housing in the Crosshaven and Bays area is channelled towards Crosshaven itself and Myrtleville.

• **East Cork (Ch.8)**

The main objective is the resumption of growth in East Cork, which was interrupted in the 1980s. Half the population of East Cork lives in the three main towns (Cobh, Midleton, Youghal). For East Cork to develop, these main towns need to be growing. During the 1980s, this was not happening: the 3 main towns lost 4% of their population and 55% of their manufacturing employment.

There is no single, simple way of ensuring a resumption of growth, but a number of measures, making use of the special potential of each town, could have this effect:

- * **Cobh** is the East Cork town best placed to capture more of the population growth occurring within the LUTS area. Extra land NW of Cobh has been zoned for housing, using the cross harbour ferry and an improved rail service to attract development. Combining residential growth with the tourism growth being promoted by the Queenstown Project, will support a wider range of services and more service jobs.

- * Despite job losses, **Midleton** has three special advantages which could be exploited:

- (i) *it has retained its traditional base in the **food** industry, and has specialist cold store facilities, and a private sector industrial land bank. Increased zoning allows for the expansion of the Knockgriffin complex, but sectoral initiatives will be needed to realise its full potential*

- (ii) *it has a strong service role. This could be expanded if a suitable marine related use could be found for the heritage quayside warehouses at Bailick*

- (iii) *its by pass has been completed, creating a highly accessible location for a zoning option for industry.*

- * The policy of allowing zoning options for new industrial sites accessible to the improved N25 route also applies at the edge of **Youghal**, and of smaller settlements in the Cork Youghal valley, which have had more stable employment levels in the past, such as **Carrigtwohill**, and **Castlemartyr/Mogeely**. Carrigtwohill has a substantial existing IDA land bank, which should be made as accessible as possible to the Carrigtwohill by pass.

The development of East Cork is very dependent on carrying out **key infrastructure improvements** as quickly as possible. Scope for housing development will be limited until the **Midleton water supply** improvements can be completed, though current housing developments within the Urban District and generous zoning in settlements nearby will alleviate this to some extent. The **Youghal by pass** will make the existing industrial area at Springfield more accessible and more likely to expand, and will also improve its tourism prospects. Upgrading of the **rail line** is crucial to residential/service growth in Cobh, and the longer term objective of bringing the Midleton/Youghal line back into use should be maintained.

The potential of the **southern/coastal area** of E. Cork lies in a diversity of small-medium scale activities. This diversity can be promoted by:

- * collective promotion of the numerous underused traditional warehouses in Cloyne (and Midleton), in the hope of attracting new service sector users.*
- * opening up lands immediately to the south of Ballycotton village, for both permanent and holiday housing. This could both accommodate existing demand, and stimulate new tourist related development*
- * zoning for holiday housing at Shanagarry/Garryvoe (allowing for some movement up market from caravan accommodation)*

Housing control policies in parts of the Cork-Youghal valley will divert some housing demand to the lightly populated **northern hill** area, which will help maintain a population base for local services. Land for additional housing has been zoned in Dungourney, Knockraha and Watergrasshill.

• The Kinsale Area (Ch.9)

The Kinsale area has features which are unusual outside the LUTS area. Its population has grown consistently and quite rapidly, its main town is also growing, and it has a mature tourism sector.

The success of Kinsale has created market pressures which could result in erosion of the amenities which have made Kinsale a success in the first place, and in crowding or pricing out of desirable land uses. To avoid this, the following policies are proposed:

(a) *reserving extra **land NE of the town for industry***

(b) *protecting the **coastline** of the area. In Kinsale Harbour, the Review proposes a clear policy on what constitutes the town (which should be allowed to develop) and what constitutes the view (which needs to be protected).*

(c) *providing for a **range of housing types**, including adequate provision at the lower end of the market, while avoiding sprawl*

To promote (b) and (c), a **major new housing area for Kinsale town is proposed at Commoge**. This will allow the town to expand, but without the current tendency towards sporadic development in important scenic locations. Zoning provides for a variety of house types in the Commoge area. The setting is attractive, but design will be very important.

A new road link W. of the town, and serving Commoge, will reduce traffic problems. Commoge is within walking distance of the town centre, and this will help limit traffic generated by the development.

Controls on rural housing will apply in areas within 3 miles of the centre of Kinsale, and in DEDs on the edge of the LUTS area. (The same approach is followed in the Bandon and Macroom areas). Provision is made for the expansion of Riverstick, Minane Bridge and Belgooly, which lie within the area of control.

Belgooly is a possible site for a park for mobile caravans and campers (as opposed to coastal parks, which tend to be dominated by static caravans). Water quality problems need to be resolved to increase scope for holiday home development at Ballinspittle and Garretstown.

• The Bandon Area (Ch. 10)

The Bandon area lost population in the late 1980s, with the loss concentrated in Bandon town. The area will become more accessible with completion of the Bishopstown-Halfway road improvement, improving its prospects for employment and population growth.

Strategic choices are needed in **Bandon town**, on traffic, environment and areas for industrial development. The key choice is on whether to complete the partially constructed southern relief road to turn it into an effective by pass, or to rely on selective demolition and traffic management to create inner relief roads in the town core area.

Despite difficulties of terrain and funding, completion of a **southern outer relief route** is recommended because:

** the outer relief route will create new locations for industry and industrial services, which will enable Bandon to benefit from it increased accessibility*

** leaving through traffic in the town centre will progressively degrade one of Bandon's main assets - its exceptional townscape and environment - and discourage maintenance of its physical fabric*

** Bandon is a large town on the main route to much of West Cork, and an outer relief route/by pass is likely to be needed in the medium term anyway.*

On the basis of this strategy, **urban renewal and commercial expansion along the Bandon and Bridewell Rivers, and employment zones along the by pass**, are proposed. Housing zoning on the N and SW periphery of the town, and in some inner locations, has also been increased.

At present, several of the area's main industries are outside the town, creating more than usual pressures for rural housing NE of Bandon. These pressures are provided for through expansion of **Inishannon**, and also smaller settlements such as **Cross Barry**.

Provision for growth in settlements elsewhere in the area (eg **Kilbrittain, Ballinadee**) has also been made, partly because these settlements provide the basic services for the surrounding area.

• The Macroom Area (Ch.11)

The Macroom Area has a **settlement pattern which is more rural than its employment pattern**. It has many small settlements serving an large rural area, but employment is more concentrated around Macroom town, and there is also substantial commuting into the LUTS area.

The Plan includes local plans for an unusually large number of small settlements, in order to help maintain this rural structure. In some of the larger villages (eg **Crookstown, Ballyvourney, Inchigeela, Coachford**), land has been zoned for industry to help meet some job needs locally.

The main location for industry is to the SW of **Macroom town**, accessible from Cork, and from areas both E and W of the town. Further land has been zoned there for major industries, with some provision for industrial services being made around an existing industrial cluster (in need of environmental upgrading) on the Millstreet Road.

Efforts have been made over the past two decades to develop the tourist potential of the Lee Valley. The Plan suggests supplementing existing measures with a fairly major tourist facility, such as an activity centre, on a lakeside location. The spin off from such a proposal could act as a catalyst, shifting tourism in the area to a larger scale, and increasing the perception of the Macroom area as a tourist destination in its own right.

Users' 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 paragraphs 3.31-3.36

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 3.21-3.30 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 occurring 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 Plan 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, consult the map at the end of the volume.

Part 1:
DIVISIONAL POLICIES

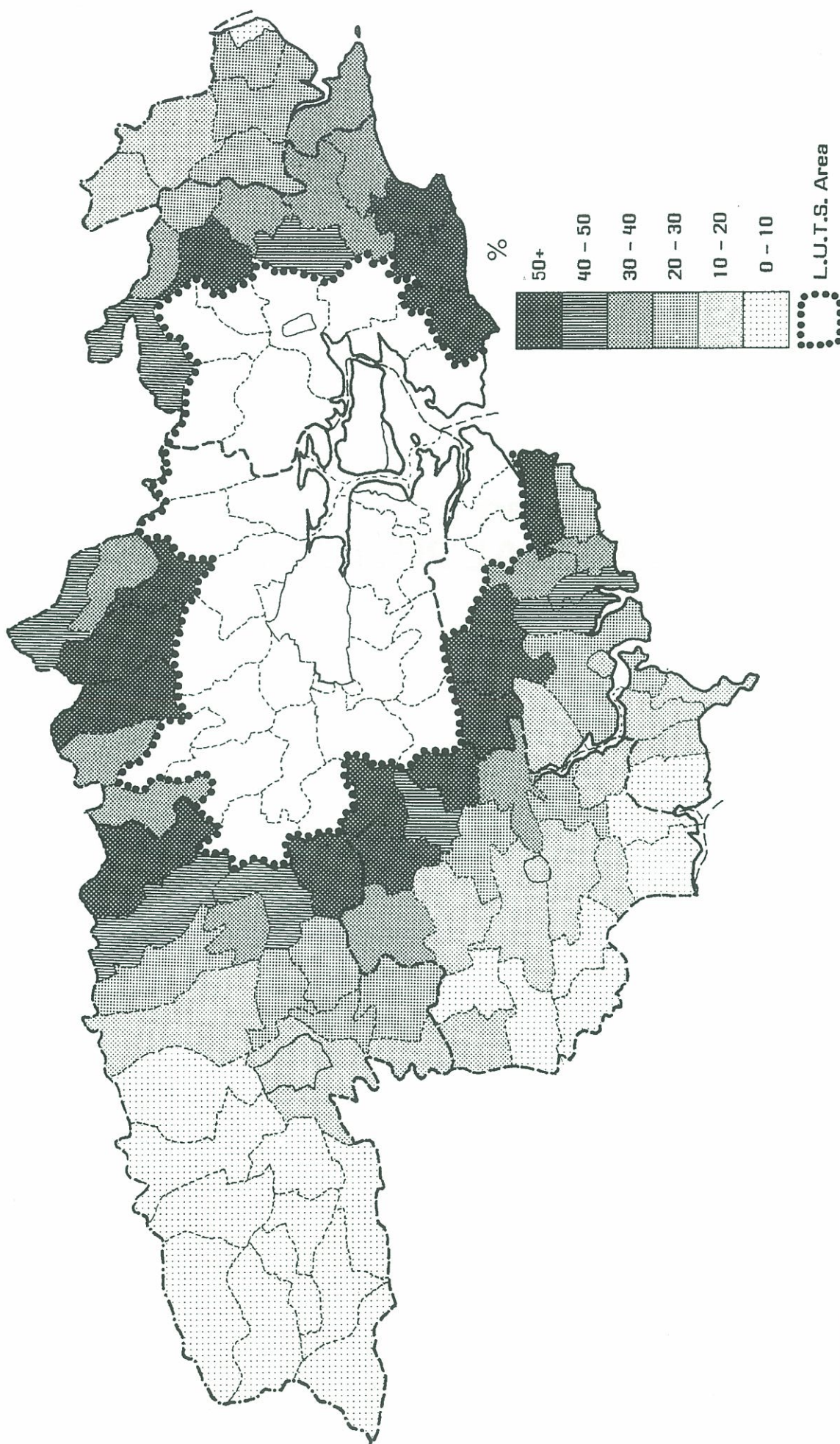


Fig 1.1.
Percentage of Workforce
Commuting into L.U.T.S. Area

1. THE REGIONAL CORE AND ITS HINTERLAND

1.1. South Cork consists of the core of the South West region (which is roughly equivalent to the LUTS* area), and its adjoining hinterland. It is an area of rapid physical growth and change where numerous planning choices have to be made, even though its economic growth since 1981 has been disappointing.

Population Growth

1.2. The population of South Cork has grown by slightly under 60,000 in the last 20 years. Almost all this growth is within the LUTS area and arises from

- (i) the development of Cork as a regional centre and
- (ii) decentralisation of population out of the City

This increment of 60,000 is greater than the total current populations of Galway or Waterford cities, and has involved physical development on a large scale.

Table 1.1.
Population Trends, 1971-91 ('000s)

	1971	1981	1986	1991
LUTS Area (excl City)	54.6	85.5	97.3	104.4
Remainder of S.Cork	51.6	57.5	59.0	58.8
South Cork	106.2	143.0	156.2	163.2

1.3. Despite slower population growth since 1981, substantial physical development will continue, because of continued decentralisation from the City, and the prevention of emigration by adverse economic circumstances in destination countries at some stages in the economic cycle.

Relationship of Hinterland to Regional Core

1.4. The outer parts of South Cork are closely involved with the fortunes of the LUTS area, because:

- (i) An estimated 26% of the workforce living in the remainder of South Cork works in the LUTS area. As Figure 1.1 shows, the only substantial area with less than 10% commuters is that west of Macroom
- (ii) The remainder of South Cork seems to have benefitted from modest decentralisation of manufacturing from the LUTS area (see Figure 1.2)
- (iii) There is further evidence of interaction in the economic similarities between the north eastern parts of the LUTS area and the Youghal area, and between the south western parts and the Kinsale, Bandon and Macroom areas.

The Growth in Regional Services

1.5. Figure 1.2 shows that most of the employment growth in the South Cork economy has come from professional services. This reflects the growth in the role of regional educational and medical institutions, as well as growth in office jobs.

1.6. Population growth in South Cork is at present squarely based on this service role. Agriculture, manufacturing and construction have been losing employment. In manufacturing, there has been a shift from traditional sectors to electronics, pharmaceuticals and international services.

Where Development is Occurring

1.7. The LUTS Review noted six areas which had gained 1000+ jobs since 1976: Little Island, the Tramore Valley, Ballincollig, and three sectors of the City. All these areas lie within the 1986 Census definition of Cork City and Suburbs, so employment growth continues to be concentrated in a relatively small area.

* The Cork Land Use Transportation Study (LUTS) was a subregional plan for Cork City and Harbour, including the city suburbs and satellite towns (the 'LUTS area'). The 1978 LUTS study involved all the main development agencies in the area. A Review carried out on the same basis was published in 1992. The LUTS Review proposed three initiatives, designed to:

- i) create attractive new industrial locations for inward investment in growing industrial sectors.
- ii) in north east corridor (Blarney-northside of City-Cobh/Midleton): support traditional industrial sectors, industrial services and tourism, improve road and rail links between high unemployment areas and areas with potential for job growth within the corridor, and stimulate satellite town growth.
- iii) complete the LUTS road system, upgrade alternatives to car use and extend the areas in which they are available, and maintain population in the higher density areas in which these alternatives are most widely used.

Much of the content of this volume is based on LUTS/LUTS Review policies.

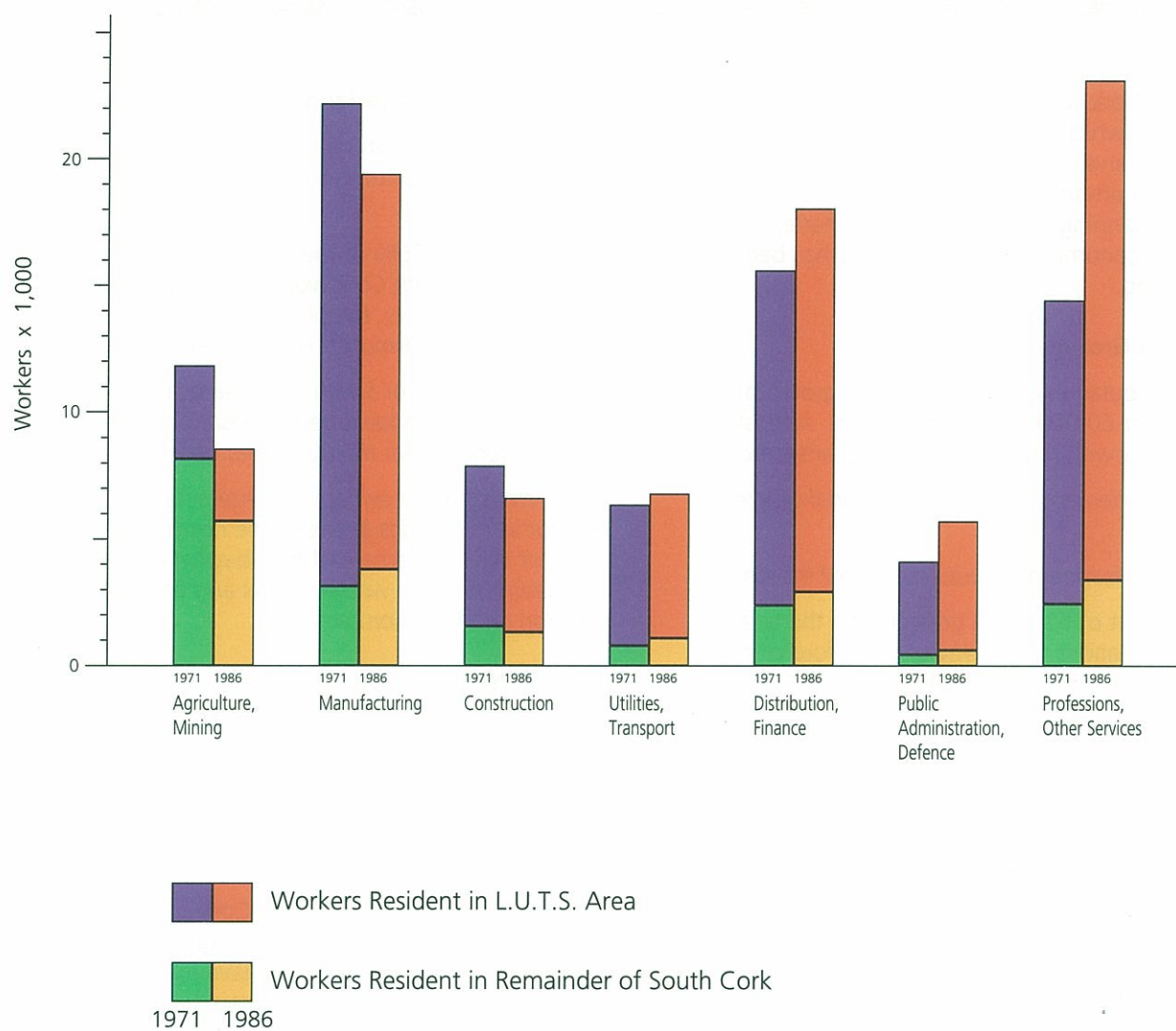


Fig 1.2.
Employment in
South Cork, 1971-86

1. THE REGIONAL CORE AND ITS HINTERLAND

1.8. Population growth has been more dispersed, because of the high proportion occurring in rural locations. Concentrated population growth has occurred in the three large settlements to the south and west of the City. Table 1.2 indicates roughly the rate of growth per decade experienced in the 1970s and 1980s.

Table 1.2.

Distribution of Population Growth during 1970s/1980s in South Cork

	'000s per decade	% per decade
Rural part of LUTS Area	+10.8	53
Tramore Valley	+6.3	77
Ballincollig	+3.6	69
Carrigaline	+2.9	101
Rural part of Kinsale Area	+1.5	18
Rural part of Bandon Area	+1.3	11
Rural Part of Macroom Area	+0.7	6
Glanmire/Riverstown	+0.7	31
Bandon	+0.4	13
Kinsale	+0.4	19
Blarney/Tower	+0.4	13
Passage	+0.3	13
Rural part of Youghal Area	+0.3	9
Carrigtwohill	+0.3	29
Youghal	+0.2	4
Macroom	+0.1	6
Crosshaven	+0.1	9
Cobh	+0.1	2
Midleton	+0.1	1
Total	+30.3	27

Unemployment and Lack of Development

1.9. At or near the bottom of Table 1.2 are the three major East Cork towns (Cobh, Midleton and Youghal), Macroom town, and two older towns on the West side of Cork Harbour: Crosshaven and Passage.

1.10. While lack of population growth is not necessarily a problem in itself, the areas with low population growth are also in most cases the areas with high unemployment rates. Figure 1.3 uses 1986 unemployment data (admittedly very out of date at this stage, but the most recent available) to illustrate this point. The causes of both characteristics are normally:

- *inadequate new employment opportunities (relative to need), partly resulting from unsatisfactory image and low property market activity*
- *concentration of workers with manual skills, resulting in structural unemployment as manual employment opportunities have shrunk. Areas with a high proportion of local authority housing are particularly likely to experience this problem.*

Main Themes

1.11. Development policy in South Cork needs to be guided by three main themes:

(a) *measures to improve the prospects for individual economic sectors. The LUTS Review outlined ways in which physical planning can be harnessed to improve prospects of gaining employment in growing sectors, and to stop the loss of employment in more traditional ones. This plan should provide for practical application of this approach, both in the LUTS area and in the rest of South Cork.*

(b) *policies to ensure reasonably balanced development, so that growing inequality between different areas is avoided. If unusually high levels of structural unemployment and poor access to employment opportunities become established characteristics of some areas, there is a much greater danger of this resulting in social and educational disadvantage, which may produce further structural unemployment in the next generation.*

(c) *policies to ensure that physical development is structured around coherent settlements and communities. Over the past 20 years, the County Council has used the satellite town concept to ensure that urban expansion around Cork City was organised around pre existing settlements which had some basic facilities in place. Compared with other major areas, this has helped minimise the problems associated with rapid urban expansion.*

1.12. These themes are developed in the next two chapters, which deal with sectoral strategies (chapter 2), and the balanced development of communities and settlements (chapter 3).

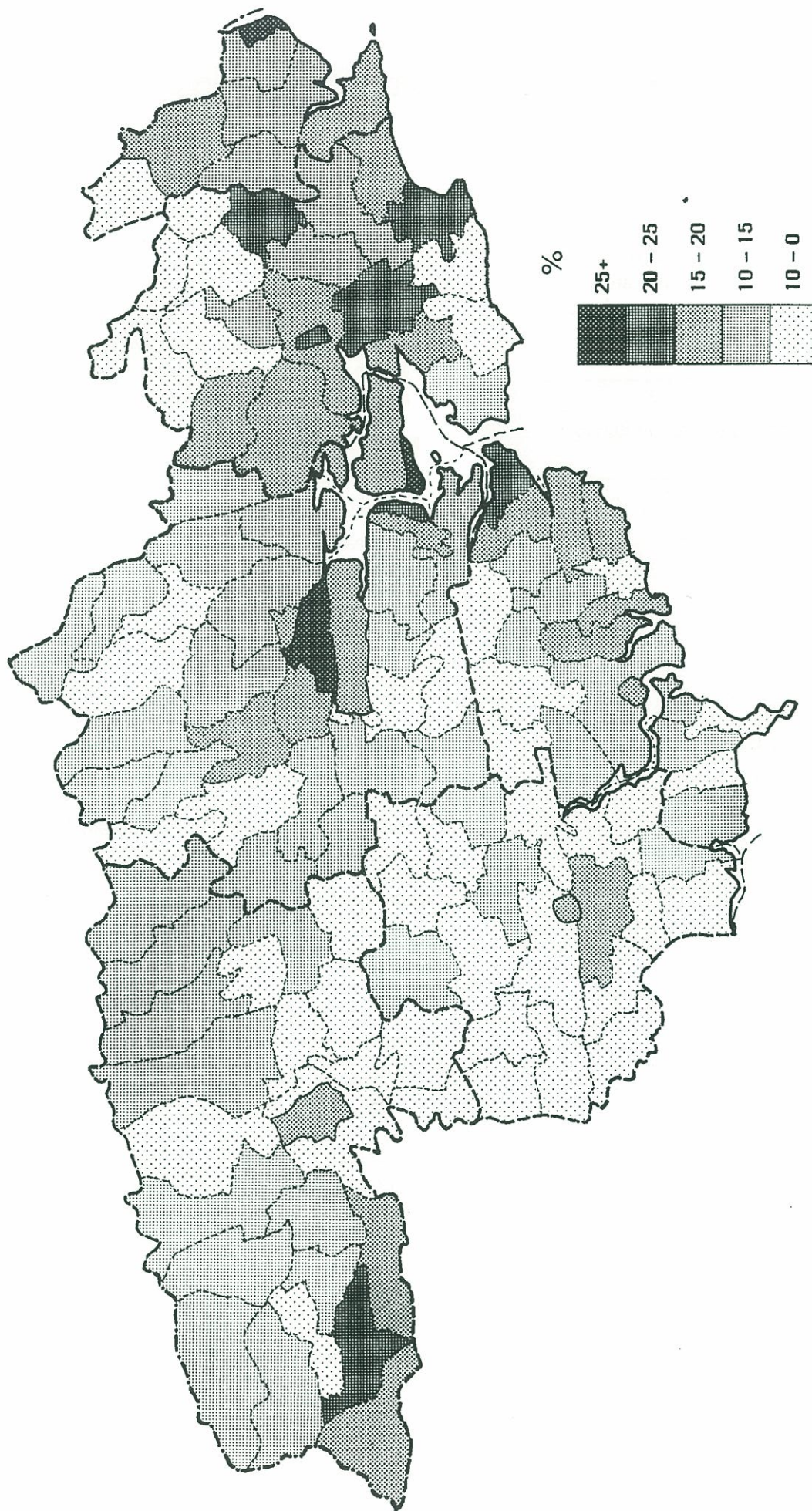


Fig 1.3.
 Percentage Unemployment
 Rate 1986

2. SECTORAL STRATEGIES

2.1. The population of South Cork was 163,200 in 1991. This is likely to rise to around 179,000 by 1996, and to 185,000-190,000 by 2001 (depending on the level of emigration). The Labour Force is expected to grow by between 13,000 and 18,000 during the 1990s, and a similar increase in employment is necessary if an absolute increase in unemployment is to be avoided. Future performance of the local economy is thus critical.

2.2. Economic performance varies widely over time, and between one location and another. Much of the variation arises from changes in the international economic climate, and the effects this has on key sectors of particular local economies, but some arises from whether local economic interests have been able to formulate and apply a clear and appropriate set of policies for their economy.

2.3. Primary responsibility for employment rests with the specialist agencies, but local authorities can help create positive conditions for employment growth through their infrastructural and planning roles. They can also help promote adoption of a joint economic strategy by the relevant local bodies.

2.4. The County Council and the other major public bodies in the Cork area have developed a strategy for the LUTS area through the 1992 LUTS Review. This strategy has economic, land use, transport and infrastructural aspects. The strategy is an integrated one, and measures for which the County Council are responsible are frequently undertaken to promote economic objectives. These objectives therefore need to be outlined.

2.5. Given the close connections between the LUTS area and the rest of South Cork, the general approach of the LUTS Review also needs to be extended to cover South Cork as a whole.

Sectoral Policies for South Cork

2.6. Sectoral policies are partly a matter of improving the prospects for attracting new employment, and partly one of retaining existing jobs. In the past, the latter task has proved more difficult. In the LUTS area, manufacturing employment is lower than it was in the mid 1970s, even though gains were higher than anticipated, because losses were 5 times the expected level.

2.7. Sectoral policies should cover:

(a) the harnessing of physical planning policies to improve the prospects of key sectors

(b) development of specialised resources, services and skills to support the development of major sectors, and improvement in business support services

(c) linkage of sectoral initiatives to the scale and type of job needs in particular areas, particularly where surplus skills are concentrated in areas of high unemployment.

A. PHYSICAL PLANNING POLICIES AND KEY SECTORS

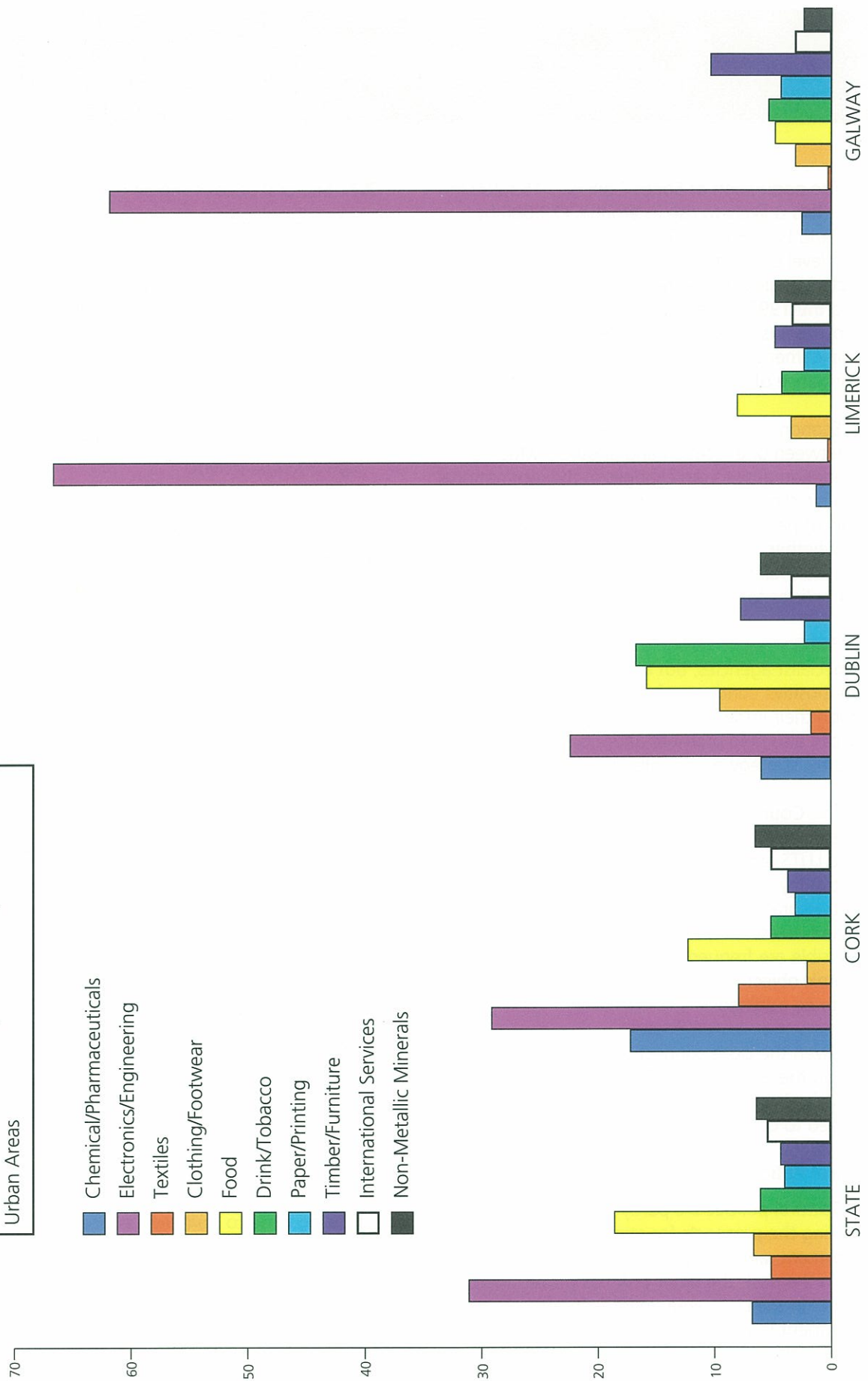
2.8. The rapidly growing manufacturing sectors in the South Cork area have been pharmaceuticals and electronics, together with the "international services" category, also supported by the IDA and (to date mostly computer software businesses). These are also sectors in which the Cork area has special resources and an established skills pool, and where, consequently, businesses have a reason for coming to, and staying in, Cork.

Electronics and International Services

2.9. Electronics and international services are image conscious, require an attractive environment, and often want access to third level educational institutions and research facilities. They are subject to rapid change, so incoming firms may be reluctant to wait for a purpose built building to be provided, and may prefer areas in which good quality existing buildings are available. The Technology Park on the Model Farm Road is an illustration of the rate of development possible when all these factors are present.

2.10. Future growth in the international services and electronics activities having the strongest preference for being close to third level educational institutions could be located in Ballincollig. As land in the south west of the City may be fully used by the mid 1990s, Ballincollig is seen as a suitable area for further expansion of these uses.

Fig 2.1. Manufacturing Profiles 1989:
Percentage of Total Manufacturing Employment in
each subsector in Cork (L.U.T.S. Area) and other
Urban Areas



2. SECTORAL STRATEGIES

2.11. For electronics firms in slightly less need of close contact with educational institutions, Blarney is a potentially attractive location. Given its image and improving access to the Shannon area, it may be suitable for incoming businesses from the US.

2.12. There are substantial established electronics businesses at Bandon and Macroom, and in East Cork. The outer ring of towns around Cork combine access to the City's educational institutions and specialised services with proximity to a wide rural labour market. Road improvements (proposed and under way) will make access to facilities in the south west of the City easier. Because of its environmental quality, Kinsale could have potential for attracting the owners of small owner managed businesses. Provision of a well designed, extendable complex of medium size industrial/international service units would be one way of realising this potential.

Pharmaceuticals

2.13. Fifteen of the forty six major chemical/pharmaceutical manufacturers in Ireland are located in Cork - the largest concentration in the state. Cork has in effect specialised in this sector, as Figure 2.1 illustrates. One advantage of specialising in this sector is that it provides fairly stable employment, with a longer product cycle and less risk of closures than, say, electronics.

2.14. Concentration increases awareness of the environmental issues involved: but it also allows the build up of relevant skills and expertise in the area, makes the provision of specialised infrastructure more economic, and encourages the growth of specialist suppliers and services, including public regulatory and monitoring services.

2.15. The special advantages of Cork Harbour for process industry include the availability of large volumes of water, extensive port related industrial areas, deepwater and bulk handling port facilities, and natural gas. These facilities represent a very large public investment in the Harbour area, much of it intended to support the development of process industry.

2.16. There has been a policy response to public concern on the environmental aspects of process industry. The County Council has invested in additional staff, facilities and equipment so that it can carry out its regulatory and monitoring role to a high standard. The 1987 Air Pollution Act came into effect in 1989, and major investments have been made by local industries in order to meet its requirements.

2.17. Some diversification is planned at Ringaskiddy, with land being reserved for the Far Eastern Industrial Park, as well as for additional water using/port related industry. The City and Harbour water scheme also serves Little Island, and could, subject to finance, be extended to Whitegate, where there is a long term reservation for port related uses.

2.18. Substantial chemical/pharmaceutical projects occur relatively infrequently. The measures which have been taken, together with the specialised skills and infrastructure available, put Cork in a good position to compete for suitable projects.

Producer Services

2.19. Investment in the road system around Cork City is improving the prospects for producer services such as distribution and services to businesses, servicing of branded products, and warehousing. The completion of the single European market is likely to produce a shake up in these services. The creation of special estates to capture opportunities arising from this shake up is suggested in the LUTS Review. Blackpool and Little Island were regarded as the most suitable locations, being well placed:

- *to meet demand already evident nearby*
- *to serve the Limerick and Waterford areas as well as Cork*
- *to provide manual employment accessible to areas where manual skills are in excess supply*

2. SECTORAL STRATEGIES

B. SPECIALISED SKILLS AND RESOURCES TO SUPPORT SECTORAL DEVELOPMENT

2.20. To retain employment, the Cork area needs competitive advantage in specific sectors, so that firms tend to stay and to survive because they have access to resources in Cork which are not readily available in many other locations. A virtuous circle is possible where availability of a range of specialised skills and services encourages a growing "cluster" of firms, which in turn broadens the range of skills and services available, and so on.

2.21. This process is evident in the growing sectors referred to above. In traditional industrial sectors subject to long term decline, special measures to stimulate it may be needed, particularly in sectors where firms are generally small, and need to buy in or share the information and skills which they cannot economically hold within the firm. Shared marketing networks will be particularly important in helping small firms to sell in Europe.

2.22. The LUTS Review suggested

- *the use of specialist business centres to make technical, design, management and educational resources more accessible to businesses within that sector, as a focus for specialist services, and to raise the profile of the sector.*
- *bringing together businesses and relevant public organisations to promote cooperation on policies to develop the sector.*

2.23. The County Council is supporting such local sectoral development policies through participation in the relevant LUTS Implementation Group, and will cooperate with other relevant organisations (existing or prospective) in applying this approach more widely.

Tourism

2.24. South Cork possesses important tourist attractions, international access via air and sea, and a major concentration of hotel and other tourist accommodation. With one or two exceptions (eg Kinsale) these separate assets do not at present combine to produce effective competitive advantage in tourism. Much of the tourist accommodation is oriented towards business users, and many tourists either pass straight through the area, or only make an isolated visit to a specific attraction before moving on.

2.25. In response to the tendency to target established business demand only, new accommodation should be encouraged to locate in dual purpose locations which appeal to tourists as well as being convenient to business users.

2.26. Initiatives which bring the key components of tourism - attractions/activities, accommodation/tourist services and transport - together would make it easier for tourists to see Cork as having a group of attractions sufficient to justify staying in the area, rather than individual, isolated ones. If this shift in perception could be achieved, it would create a much more favourable context for the development of individual tourist projects.

2.27. The LUTS Review suggested a waterbus service on Cork Harbour as a way of achieving this objective. It would provide a pleasant method of transport linking waterside heritage sites and accommodation. Connecting bus loops to tie in Blarney/ Ballincollig and some East Cork locations were also suggested.

2.28. A separate effort is needed to promote the Macroom area via a substantial tourist/leisure development in the Lee Valley, which would be active recreation based and include accommodation, and encourage linkages with other amenities in the area rather than being self contained.

2.29. Youghal has strong links to the LUTS area, and the basic attractions in place - impressive heritage buildings, the lower Blackwater Valley, and beaches. The need is to build on and upgrade the attractions, and improve access from Cork. Key elements in this process could include upgrading the town's environment in conjunction with the provision of a bypass, restoration of the rail line, and boat trips on the Blackwater.

C. MATCHING LABOUR SUPPLY TO SECTORAL DEVELOPMENT INITIATIVES

2.30. Unemployment is particularly high in the north and east of the LUTS area, and in Youghal. In these areas, industrial and manual type jobs have declined faster than the section of the workforce having these skills, resulting in structural unemployment.

2. SECTORAL STRATEGIES

2.31. Any additional or replacement jobs in traditional industrial sectors, industrial services and tourism would be of particular value in reducing the structural unemployment problem. Such jobs need to be in, or at any rate accessible from, areas of high unemployment.

2.32. The LUTS Review suggested that areas of particularly high unemployment, such as Cobh, Middleton and the Northside of the City, should be connected by improved road and rail links to areas in which employment growth is expected (eg Little Island, Blarney), and where some of the additional employment will be suitable for those with manual skills.

Community Initiatives

2.33. Local employment initiatives in areas of high unemployment are a means of producing jobs directly targeted at the skills of local unemployed people. Such initiatives can increase motivation and experience: important factors in reintegrating longer term unemployed people into the workforce. The County Council recognises that such initiatives face considerable difficulties, but will promote them where there is strong local support and a reasonable chance of viability.

Areas of Rapid Population Growth

2.34. At the time of the 1986 Census, Ballincollig and Carrigaline both had 28-29% of their population born between 1976 and 1986 (as compared with 19% for the LUTS area as a whole). This population bulge reflects the exceptionally rapid

growth of these areas in the 1970s and early 1980s, and will affect the rate of entry into the labour force for the next 15 years or so. The County Council aims to attract smaller firms with good growth prospects to these areas, on the principle that their recruiting will be spread over the relevant period, rather than concentrated in short bursts. The small units already provided in Carrigaline illustrate one way of achieving this.

2.35. Policies to attract such firms should include provision of good quality small to medium size units with scope for expansion, aimed primarily at technically oriented businesses in expanding sectors.

Agriculture

2.36. Agriculture remains an important sector, with around 10% of direct employment in 1986. It is not easy for physical planning to act effectively to improve the prospects for conventional agriculture.

2.37. Available data suggests employment losses in the primary sector can be minimised if nurseries, market gardening and quarrying provide a worthwhile minority of employment within it. While market forces may promote nurseries adequately, existing policies to retain access to mineral resources will need to be continued. The concentration of population in South Cork should be capable of supporting a growing horticulture sector, and the possibility of a local sectoral strategy, involving increasing direct production of fresh produce and improvement of local distribution networks, will be investigated.

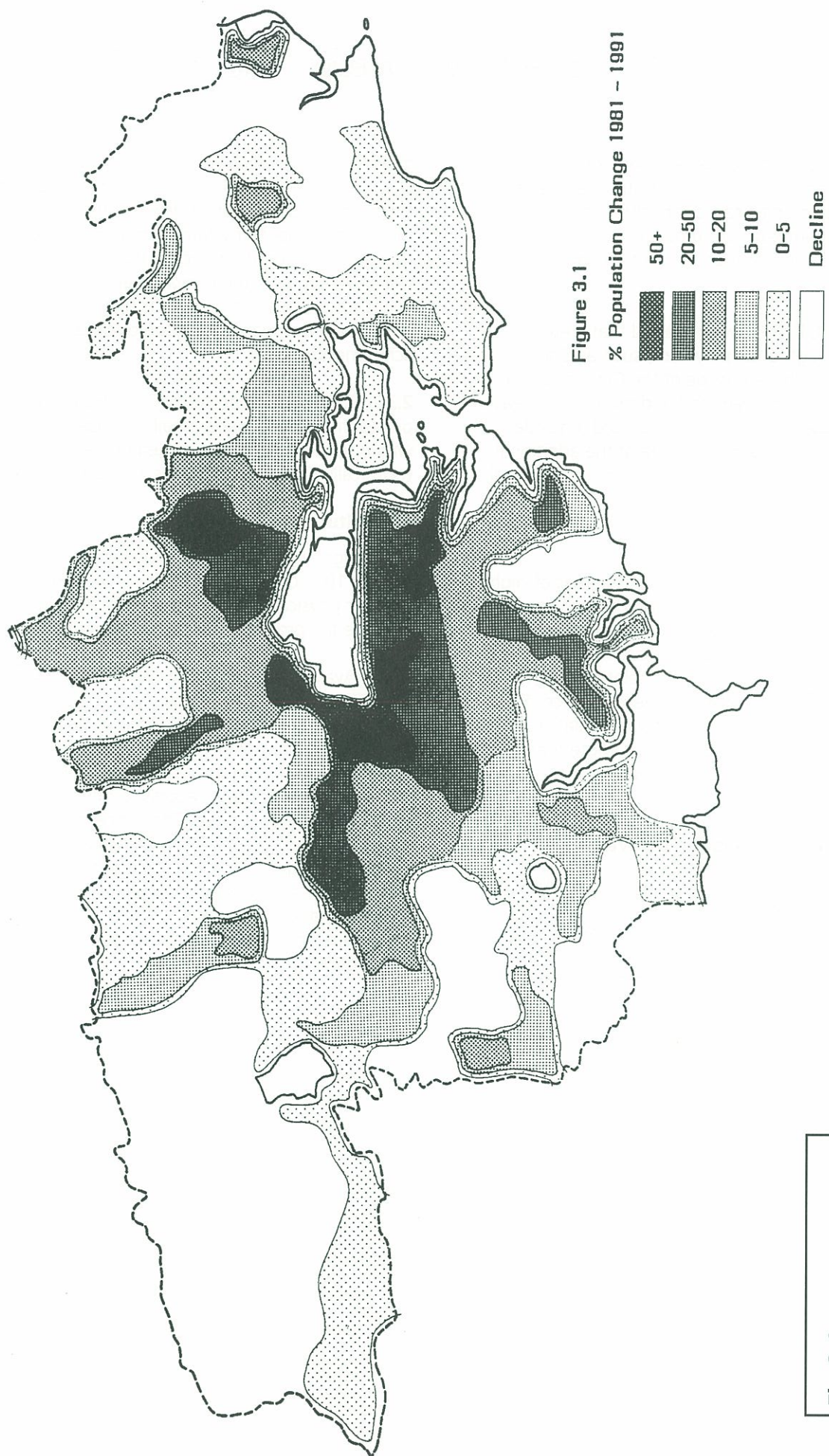


Fig 3.1.
% Population Change
1981-1991

3. MARKET FORCES AND THE BALANCED DEVELOPMENT OF COMMUNITIES

3.1. From the point of view of physical and community development, South Cork can be seen as an area in which the very powerful property market forces, which exist close to the City, gradually diminish with distance. These forces result partly from increases in population and employment, and partly because a given population or workforce requires more space over time.

3.2. This process is illustrated in Table 3.1, in relation to population and housing. In each Rural District, growth in households in the last decade was about 10% higher than growth in population. Also, growth in both population and households fell as the distance from the City increases (Figure 3.1 illustrates this in more detail for population). In West and North Cork, where property market influences from the City area are minimal, all Rural Districts had fewer people in 1991 than in 1981.

Table 3.1.

% Population and Housing Growth,
South Cork RDs, 1981-91

RD*	Average distance from Cork (miles)	Percentage change in population 1981-91	Percentage change in households 1981-91
Cork	8	+27	+37
Kinsale	13	+9	+17
Midleton	14	+2	+11
Bandon	15	+4	+12
Youghal	23	-3	+10
Macroom	24	0	+7

* includes UD's, excludes City.

Responding to a Range of Property Market Conditions

3.3. Physical planning policies need to respond to the different levels of property market demand, as one moves outwards from the City. In all areas, it is desirable to maintain a coherent community structure, with reasonable social balance, which provides satisfactory living conditions for residents and can attract new investment. Equally, erosion of amenities and the creation of development patterns which will then require expensive and uneconomic additional infrastructure, need to be avoided. However, policies to produce these results should vary, in line with variations in local property market and other conditions.

3.4. Thus, close to the City, the intensity of demand could disrupt a coherent community structure, while at the periphery of South Cork static or declining population is a threat to rural communities. Between the two extremes, lack of growth in older satellite towns may increase the economic imbalance between the south western and north eastern halves of the LUTS area, particularly in East Cork, while growth in the City's wider commuting hinterland could create extensive low density suburbs in rural areas, particularly to the west of the City.

Pressures to Concentrate Development at the Edge of the City

3.5. The greatest pressures exist at the edge of the City. Within the County Borough, population and employment are falling, except at the edge. There is then an area of very strong growth, at the outer edges of the County Borough and in the parts of the County immediately adjoining them.

3.6. Over the past 15 years, this edge of City zone has absorbed two thirds of the employment growth and half the population growth in the LUTS area, and around 45% of population and industrial/service employment growth in Cork City and County.

3. MARKET FORCES AND THE BALANCED DEVELOPMENT OF COMMUNITIES

3.7. The concentration of growth in the edge of City zone would have been greater in the absence of policies designed to decentralise population and employment which did not have to be immediately adjoining the City, through the satellite towns policy, and through industrial development in the outer ring towns. While the satellite towns are primarily residential in function, they also provide an important focus for service and some industrial employment. As new businesses are established in the satellite towns, they increase demand for local services, and a cumulative build up of employment becomes possible.

3.8. Market forces, left to their own devices, would probably have produced continuous expansion of the City, with development fingers extending further out from the City on some corridors, rather than satellite towns. However, the property market was willing to accept a policy of integrating new development into existing communities close to the City.

Challenges to the Satellite Towns Policy

3.9. The satellite towns policy now faces serious challenges:

- *The gaps between the City and the satellite towns are becoming built up, threatening the towns with absorption into a greatly enlarged City.*
- *the satellite towns have established their services and employment bases in competition with edge of City locations. The new roads system now being created around the City will increase the attraction of edge of City locations and could damage the satellite towns.*

These challenges are not surprising: developers and providers of services may be able to reduce risks and increase catchment areas in edge of City locations, and land there may multiply its value by 10-20 times if development is allowed.

3.10. Benefits from locating at the edge of the City are sometimes financial rather than economic. For instance, an edge of City shopping centre may service more customers with less labour than a smaller facility in a satellite town, but the public may be carrying these costs in the form of travelling further to services, more road investment, and more unemployment benefit.

Achieving a Balance between Edge of City and Other Communities

3.11. The area chapters (5-10) of this volume incorporate policies to encourage a wider spread of housing and employment growth, benefitting communities at greater distances from the City, than would occur on the basis of unmodified market forces.

3.12. Chapter 5, which deals with the City Environs, includes policies designed to prevent a collapse of the green belt, and avoid incorporation of the satellite towns into a greatly expanded City. The County Council has invested heavily in the creation of the satellite towns as distinct communities, and their record compares favourably with other types of urban expansion in Ireland. A collapse of the green belt would also release larger quantities of development land on the edge of the City, increasing its share of the total amount of development in the County.

3.13. Chapter 6 puts forward complementary policies for the inner satellite towns, designed to ensure they are able to meet demands for housing land, to develop their service role, and to increase the proportion of their labour force employed in them. Current improvements to the road system will give the satellite towns quicker access to the City, making them a more attractive housing option.

East Cork

3.14. Both the LUTS Study and the LUTS Review supported a major increase in the share of development going to East Cork. To date this has not been realised. Chapter 7 develops the proposals of the 1992 LUTS Review for reversing this trend.

3.15. East Cork is quite highly urbanised, with half the population living in the three large towns of Cobh, Midleton and Youghal. The towns have similar economic problems, including high unemployment (Youghal and Cobh are the two highest in the County). All have had declining populations since 1981, despite support from the 1978 LUTS Study for major growth in Cobh and Midleton. Table 3.1 shows population growth in East Cork as a whole is less than one would expect on the basis of its distance from the City.

3. MARKET FORCES AND THE BALANCED DEVELOPMENT OF COMMUNITIES

3.16. The LUTS Review proposed measures to encourage residential development, particularly in Cobh, and to a lesser extent in Midleton. This was partly put forward on the principle that increased property market activity and improved social mix would create better conditions for resolving economic problems.

3.17. The imbalance between the south western and north eastern halves of the LUTS area has been obvious for some time, and was discussed in the 1986 County Development Plan. Such imbalances have much greater significance when the general level of unemployment is so high.

The Outer Ring Towns

3.18. Kinsale is the only one of the outer ring towns with strong property market demand at present, and policies to accommodate housing growth in particular are needed. This implies a substantial new development area in the town environs, zoned in such a way as to promote several different types of housing in different price categories.

3.19. At present, around 15% commute inwards to the LUTS area from Bandon and Macroom. In the context of a reasonably structured development policy in areas closer to the City, the improvements to the Cork-Bandon road and the Ballincollig bypass should stimulate some housing growth in both towns

3.20. Other proposed policies to stimulate as well as provide for housing demand in these towns are:

- *Good conditions for the housing which already exists in these towns will be needed, as housing growth is less likely if existing housing is suffering from visible decay. Bandon, Macroom and Youghal all need bypasses to reduce the environmental impact of traffic on older housing stock, so that they continue to be maintained. Environmental improvements and good quality restoration of architecturally interesting buildings would be particularly relevant in Bandon. Kinsale and Clonakilty provide recent illustrations of the benefits of this approach for the wider housing market.*
- *Zoning of a number of attractive areas within the towns, with some site provision by the local authority.*

Policies for these towns are outlined in more detail in chapters 8 - 10.

Higher Density Rural Areas

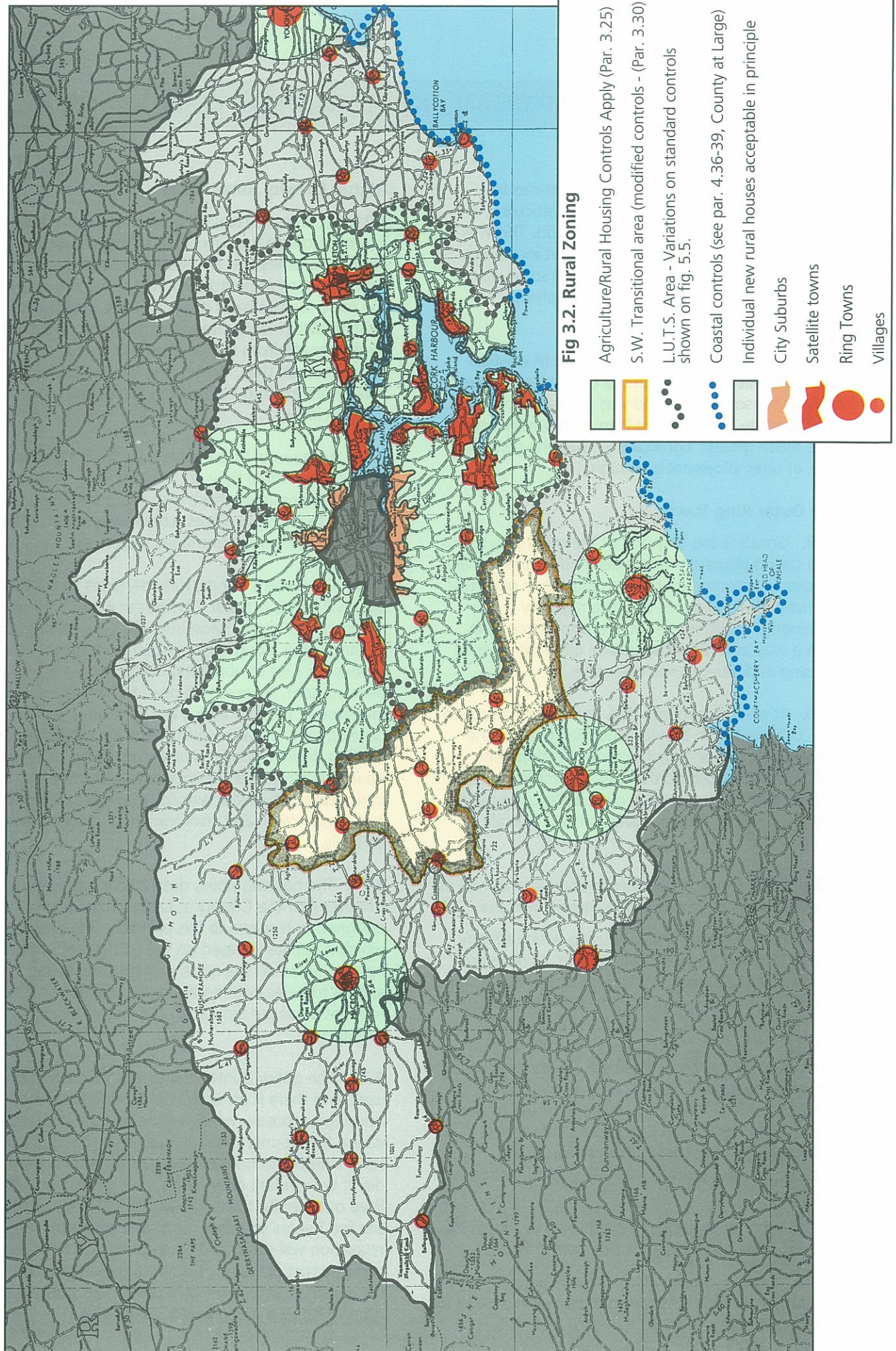
3.21. At present, rural housing is increasing fastest in areas close to the City, which already have the highest densities and are closest to needing suburban type infrastructure. It is increasing least in the more remote parts of South Cork, where small existing settlements threatened with loss of services might benefit from some increase in population. In areas closer to the City, housing is often locating away from existing hamlets or villages with some basic facilities.

3.22. Many rural households have strong reasons for locating where they do. Planning policy can however encourage those with less compelling reasons to locate in places where they will do more to support existing community structures.

3.23. On present trends, rural densities in the LUTS area will typically reach 1 house for every 5-10 acres in the next 30 years. Most such development would be strung out along existing road frontages, producing a lot of ribboning. To service such development, there would need to be a lot of investment, most of which would come after the development it was servicing on a fire brigade basis. Existing distinct villages would tend to be swallowed up in extensive areas of ribbon development, agricultural production would become more difficult, and major traffic and environmental problems would be likely.

3.24. The housing policy described more fully in Chapter 4 of the County at Large Volume is designed to respond to this problem. The area to which it applies is based on the LUTS area, but has been reduced on the north eastern side. It also applies to areas close to the outer ring towns. The relevant areas are defined in the individual area chapters.

3.25. The policy is intended to maintain agricultural uses, and there is an objection in principle to new housing proposals, which 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. (For zones A1, A2 and A3, see paragraph 5.53, p. 33-34)



3. MARKET FORCES AND THE BALANCED DEVELOPMENT OF COMMUNITIES

3.26. This approach is seen as part of a wider policy on housing choice, which also includes measures to stimulate the supply of housing land and sites in towns, and the identification of existing villages or groups in the countryside for expansion as rural clusters. Such clusters are defined in the area chapters later in this volume.

Low Density Rural Areas

3.27. Outside the rural areas affected by this policy, 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. Control of new housing in rural areas close to the City or main towns will tend to displace housebuyers who did not need to live there inwards to the towns, or outwards to lower density rural areas. Additional population in the more remote and lower density areas will help support rural services, and maintain rural communities.

3.28. In the Macroom area in particular, there is a network of villages with existing basic services. Chapter 10 outlines policies to attract development to these villages.

South Western Transitional Area

3.29. To the south and west of the LUTS area, there is a large area without substantial towns, but with quite a lot of rural employment. The area is gaining population, and is under some pressure for rural housing. At the same time, the combination of the presence of rural industry combined with the absence of significant towns may lead to restricted housing options for new residents of the area employed in these industries.

3.30. A south west transitional area is defined on Figure 3.2, using DED boundaries. The Council, in dealing with rural housing applications by those employed in villages or rural areas within this area, will modify the principles outlined in para. 3.25 to have regard to availability or otherwise of alternative approved supply of housing/housing sites within settlements reasonably close to the place of employment. At the same time, to explore ways of stimulating local housing supply within settlements, the Council will undertake an experimental serviced sites project in one of the villages within the area.

General Zoning Principles Relevant to Housing

3.31. Areas which are already largely developed are not usually specifically zoned. The basic principles of a relatively compact commercial core, and protection of housing areas, apply. References to retail and non-retail on map keys in this context equate retailing with shopping functions suitable for a high street location, and do not include sales of bulky items such as agricultural machinery and supplies, car sales, fuel sales etc. Commercial (non retail) zoning should be read in this light.

3.32. Some land at the edge of settlements has been zoned for agriculture, with the option of a specific type of development. 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.

3.33. 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.

3.34. 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.

3. MARKET FORCES AND THE BALANCED DEVELOPMENT OF COMMUNITIES

3.35. There is a need to encourage housing in rural villages outside the LUTS area, 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.

3.36. 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 are over 7. Where high density is indicated, it should not be assumed that lower densities are 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.

3.37. 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.

3.38. 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.

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

4. INFRASTRUCTURE: THE DIVISIONAL PROGRAMME

4.1. The divisional infrastructure programme for South Cork is summarised in Table 4.1. The total cost is approximately £215 million, of which £135 million is for roads. This does not include major schemes in which the County Council is involved but which will be actually implemented by Cork Corporation, such as the Southern Ring Road and the River Lee tunnel.

4.2. The level of expenditure reflects the position of South Cork, and more particularly the LUTS area, at the centre of regional transport networks, its role as a focus for the regional economy and its exceptional population density and growth.

4.3. Priority will be given to investment which:

- *has particular relevance to increasing employment*
- *will support development identified as critical for the future of individual towns or areas.*

Transport

4.4. Work on the LUTS road network is now well advanced, and its completion within the 1990s is realistic. The LUTS network is the focus of the wider regional road system. A number of improvements to the main radial routes connecting other parts of the region to Cork are being made (eg the current improvement to the road to Bandon). These will improve access from other parts of South Cork (and the County as a whole) to major regional facilities such as Cork Harbour and airport.

4.5. Provision of bypasses or relief roads for larger towns can have three sets of benefits: for through traffic, for the environment of the town core, and as an economic stimulus arising from the opening up of new, highly accessible sites for industry. The towns are also where delays to traffic are most significant. Many of the satellite towns have now been bypassed, the most important exception being Ballincollig (recommended by the LUTS Review). Roads of this type are needed for the outer ring towns, with the scale and function of the road varying according to the requirements of the town and its position on the road network.

Alternatives to Car Use

4.6. The LUTS reports supported a balanced transport policy, in which traffic growth was contained by control of city centre parking and improving the quality of alternatives to car use. 1986 Census data showed that car use in areas where public transport, cycling and walking were viable alternatives to driving was much less than in areas with similar car ownership, but fewer/lower quality alternatives. The LUTS Review proposed improved bus and cycle access from areas to the south and west of the city (eg extension of city bus routes to Ballincollig and possibly Carrigaline, cycleways to Ballincollig and Douglas) and provision or improved and new rail services on the rail lines to the north and east.

Sanitary Services

4.7. South Cork has a wide range of sanitary services needs, including schemes to bring large urban areas up to EC sewage treatment standards, and a multiplicity of medium to small schemes.

4.8. The area chapters of this volume lay fresh emphasis on the importance of sanitary service improvements in making it possible for several specified towns to meet their strategic needs. In particular, Kinsale, Cobh, Midleton, and Blarney fall into this category.

4.9. The Council has commissioned a major waste management study in the South Cork area, which will cover all aspects of waste minimisation, reduction, recycling and disposal with a view to identifying appropriate solutions. The specific physical facilities likely to be required will be identified as the study progresses.

4.10. New Local Authority public utilities (eg water, sewage and landfill schemes) which have yet to be designed will have locational and environmental requirements, and the council will ensure that these are compatible with the proper planning and development of the county.

Table 4.1.

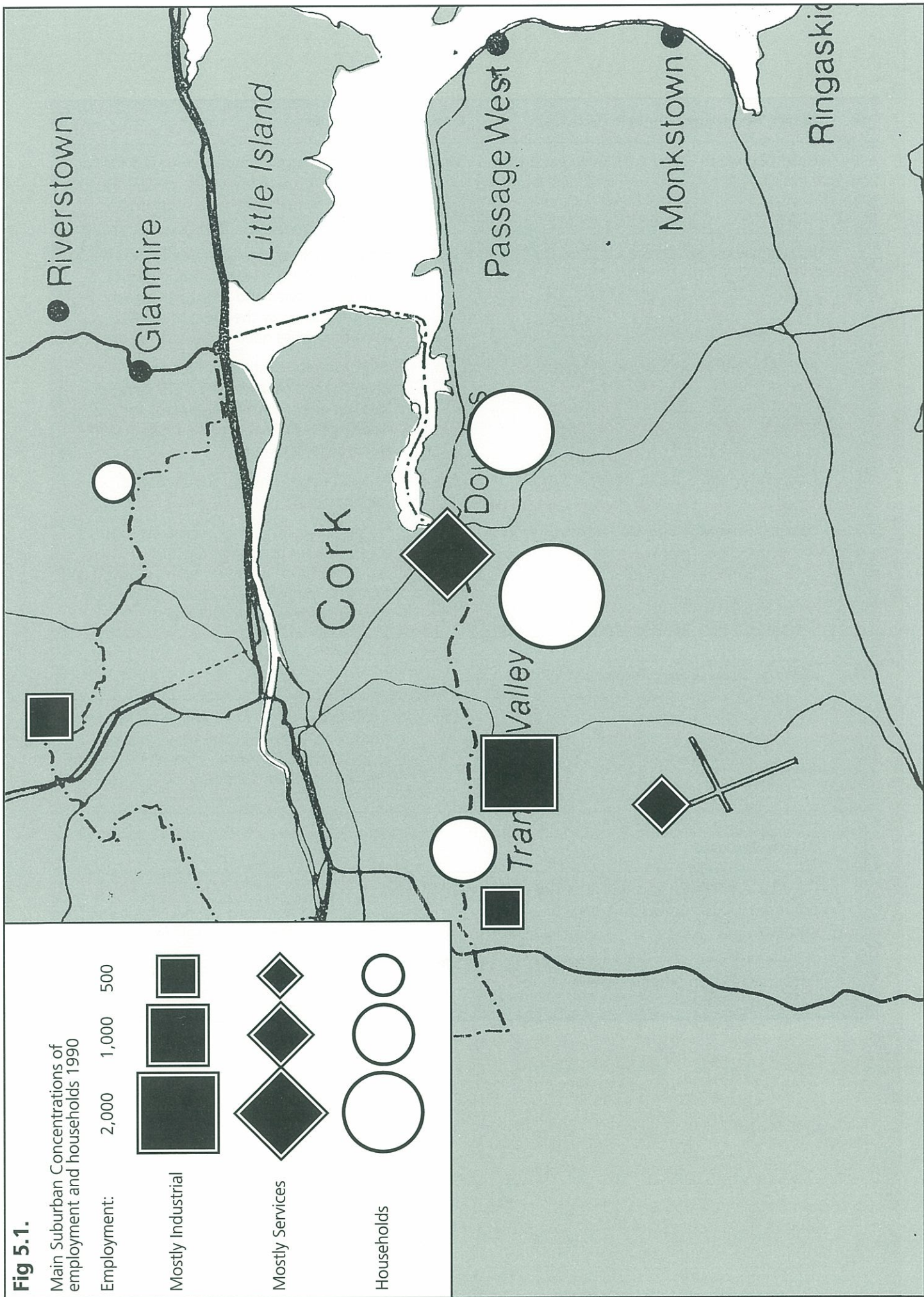
Infrastructure Proposals - South Cork

A. Roads Recommended by LUTS Plan/Review		Cost	Comments
N22	Ballincollig By-pass, link to South Ring Road		Improves environment/economic potential of Ballincollig and access to Macroom area.
R611	Shannon Park - Carrigaline	1.0m.	
	Carrigaline by pass (continuation)	0.5m.	
B. Other National Route Proposals			
N25	Youghal By pass	5.0m.	Protect historic tourist core from traffic and gives access to industrial area west of town.
N22	Sliabh Riach - Macroom By Pass Ballytrasna	21.0m.	
N71	Innishannon-Bandon-Pedlar's X	20.0m.	
N8	Glanmire - Watergrasshill	32.0m.	Includes by pass to Watergrasshill
	Rochestown Road - Shannon Park	3.0m.	Completes improvement to Cork - Ringaskiddy Port route
	Cork (Southern Ring Road)-Airport	0.5m.	
Note	Other routes (e.g. Cork-Halfway, Cork-Carrigtwohill) already under construction, or being developed jointly with Cork Corporation (e.g. Southern Ring Road, Downstream Crossing).		
C. Strengthening and Improvement of:			
(i) Strategic Regional Roads			
R586	Bandon Enniskeane	5.0m.	Significant link for Food Industry. Links Kinsale to West Cork coastal route
R626	Midleton - Rathcormack	4.5m.	
R600	Airport - Kinsale - Timoleague	10.0m.	
R624	Cobh Junction - Cobh	5.0m.	
(ii) Other Regional Roads			
R629 & R623	Midleton - Ballycotton and Castlemartyr - Shanagarry	8.5m.	Tourist access routes - E. Cork.
R627	Midleton - Dungourney	4.0m.	Pavement strengthening needed for forestry
R613	Ballinhassig - Shannon Park	6.0m.	Direct route from Ringaskiddy to West Cork.
R589	Bandon - Crossbarry - Halfway	7.0m.	
	Ballincollig - Inniscarra	2.0m.	

D.	Major Water Schemes	Cost	Comments
1.	Cobh / Midleton Carrigtwohill W.S.S. Phase 1	3.28m.	Improve Intake, Treatment, Storage, Distribution. Linked to UDC Scheme (No. 2). Rationalise and improve water supplies in the Cobh, Midleton, Carrigtwohill areas. In accordance with the objective of the Review of the LUTS Plan.
2.	Blarney W.S.S. Trunk Mains and Storage.	0.75m.	Objective of LUTS Review.
3.	Garrettstown, Ballinadee Ballinspittle W.S.S. Schemes. Trunk Mains and Storage	1.6m.	Will benefit tourism and solve quality / quantity problems in existing Small Water Supply.
4.	Inniscarra - Water Treatment Plant. Sludge drying facility and removal of Manganese		Required for environmental reasons and for water quality improvement. At present sludge is discharged to River Lee.
5.	East Cork Reg. W.S.S.	1.0m.	Storage, Distribution and Trunk Mains. Possible Treatment Works. Required for development of tourism, industry, in E. Cork.
6.	Kinsale/Rathmore W.S.S.	0.54m.	For tourism and residential development.
7.	Innishannon W.S.S.	0.6m.	Extra Storage for water supply to Carrigaline, Kinsale and Garrettstown areas.
8.	Crosshaven W.S.S.	0.25m.	
9.	Minane Bridge, Tracton Ballyfeard W.S.S.	0.50m.	
10.	City & Harbour WSS Contract 6	2.5m.	To serve Mahon Rochestown area.
E.	Major Water Schemes (UDC Areas)		
1.	Macroom W.S.S. (U.D.C.)	4.0m.	Needed to meet water quality standards.
2.	Cobh W.S.S. Distribution System	1.6m.	Replace undersized and defective watermains Necessary for fire prevention reasons.
3.	Youghal W.S.S. (U.D.C.)	3.4m.	To provide adequate supply for future development of Youghal.

F.	Major Sewerage Schemes	Cost	Comments
1.	Blarney Storm Water Scheme	0.075m.	
2.	Bandon Sewerage Scheme, Stage II		Pipe collection system and flood relief Stage II measures to relieve chronic flooding problem and provide for development of town.
3.	Garretts town Sewerage Scheme	0.4m.	Pipe collection system, Treatment Works to provide for development - primarily tourist related.
4.	Ballyvourney, Ballymakeery Sewerage Scheme	1.04m.	To meet environmental discharge requirements.
5.	Cloyne Sewerage Scheme	0.5m.	To solve pollution problem and meet environmental discharge requirements. Development of town has significant tourist potential.
6.	Rylane S.S.	0.19m.	To solve pollution problem and provide for development of village.
7.	Codrum S.S.	0.22m.	To solve long standing pollution problem.
8.	Crosshaven Sewerage Scheme	1.3m.	For future development of town, particularly tourism.
9.	Glounthaune/Little Island Sewerage Scheme Collection System	1.2m.	For industrial and residential development of the area. Important industrial location
10.	Kerry Pike Sewerage Scheme	0.2m.	Treatment Works extension OR pumphouse and pipeline to Blarney Treatment Works
12.	Killeens S.S.	0.17m.	
13.	Maglin River Drainage Scheme	0.93m.	River channel improvement to provide for future residential development in Ballincollig area.
14.	Tramore River Valley/Kinsale Road Bridge	0.6m.	New bridge to facilitate drainage of the Tramore Valley area.
15.	Passage/Monkstown Treatment Works	2.5m.	To meet environmental standards for sewage discharges.
16.	Glounthaune/Little Island Treatment Works	2.5m.	Treatment works to meet environmental standards for sewage discharges.
17.	Carrigaline/Ringaskiddy Treatment works.		Treatment Works. Possibly joint Scheme with Anaerobic Digester to meet environmental standards for sewage discharges.
18.	Midleton Sewerage Scheme Stage II	0.9m.	Collection System to enable future development, residential, commercial and industrial to take place.
19.	Coolmore/Shanbally Sewerage Scheme	0.17m.	
20.	Kilmurry Sewerage Scheme	0.25m.	
21.	Shanagarry	0.27m.	Collection system and Treatment Works to serve existing and future development including tourism.

G.	Major Sewerage Schemes (U.D.C.s)	Cost	Comments
1.	Cobh Sewerage Scheme Collection System	2.0m.	Pipe System and Pumphouse to provide for residential growth envisaged in LUTS Review which in combination with tourism will support service sector growth.
2.	Kinsale Sewerage Scheme C.C.C./U.D.C.	5.0m.	Kinsale is exceptionally successful tourist/residential centre, with strong property market pressures and defective sanitary services. To allow the town to develop, additional areas need to be opened up.
3.	Midleton Sewerage Scheme Treatment	3.9m.	To provide for existing and future development of town (see LUTS Review). To meet environmental standards for sewage discharges. To enable mariculture in Cork Harbour to develop.
4.	Cobh Sewerage Scheme Treatment (U.D.C.)	3.6m.	To meet environmental standards for sewage discharges.
5.	Youghal Sewerage Scheme Treatment Works	1.5m.	Revise collection system. Treatment Works. To provide for existing and future development of town (including industry and tourism). To meet required environmental standards for sewage discharges.
H.	Tramore River Valley Treatment Works		
	County Council/Corporation	7.0m.	Treatment Works. To be combined with Treatment Works Scheme for Cork City as joint scheme between Cork County Council and Cork Corporation.
I.	Waste Disposal		
1.	Develop landfill sites in compliance with proposed E.C. Directives on landfill of wastes.	4.5m.	
2.	Provide facilities for recycling of plastics, paper, metals and other recyclable wastes	0.25m.	



5. THE CITY ENVIRONS AND THE GREEN BELT

5.1. This chapter indicates objectives for the areas between the City boundary and the innermost satellite towns. These areas have been classified into four types of area, for which different policy packages are proposed. The two principal types of area are:

- (a) suburban areas immediately adjoining the City*
- (b) the rural areas lying within approximately 3 miles of the edge of the City and/or inside the inner satellite towns- the "green belt"*

Within these areas, two sub areas are important:

- (c) the outer edge of (a), where suburban areas are in contact with the green belt - the "urban edge"*
- (d) small settlements within or on the outer edge of (b)*

The majority of development will occur in suburban areas, which include important employment functions as well as residential areas.

A. SUBURBAN AREAS

5.2. Fig 5.1 shows the main suburban employment and housing areas, with rough estimates of 1990 jobs and households. To varying degrees, these areas have scope for expansion and development, without prejudicing the future of the satellite towns and other areas. This expansion, together with other policies, should be designed to help each area fulfil its special functions more effectively, and where possible to improve the interaction between them.

Rate of Residential Development in the Tramore Valley

5.3. Significant choices now need to be made on the future rate of development of established residential suburbs in the Tramore Valley. These areas have grown rapidly over the last 20 years, partly because of the scale of inherited planning commitments. At this stage, much of the land committed has either already been developed, or seems likely to be developed in the near future.

5.4. In theory, this Review could either:

- (a) zone additional land to allow the current rate of development to continue for the foreseeable future, or*
- (b) limit development to lands already zoned, and apply urban edge policies to stabilise the boundary between housing and agriculture at their southern edge.*

5.5. Both approaches have drawbacks:

- *(a) would lead to more and more of the visually important Southern ridge being developed, too much housing and employment would be concentrated in edge of City locations, and there would be little or no growth in many of the satellite towns.*
- *under (b), rapid development would probably continue until the main available land blocks were developed, and there would then be an abrupt transition in the late 1990s from large scale greenfield development to small scale infill development. At that point, the planning authority would come under much more than the usual pressure to rezone land and allow the established rate of development to continue.*

5.6. This Review aims to resolve this dilemma by:

- (i) Defining an urban edge which includes within it some lands not previously zoned, on the principle that the urban edge will be intended as a long term fixture, requiring us to think ahead beyond the usual horizon for a development plan.*
- (ii) Defining an order of priority for development of zoned land which will ensure phased use of available land, and a gradual transition from large scale greenfield development to small scale infill development, giving builders ample time to diversify into other locations.*

5.7. For sites in the Tramore Valley which at present exceed 10 acres gross, phasing arrangements will be sought, preferably by mutual agreement. Such arrangements should provide for a gradual reduction in the rate of housing development.

2. THE CITY ENVIRONS AND THE GREEN BELT

2.4. In the past, the Green Belt has been used for a variety of purposes, including agriculture, forestry, and recreation. The Green Belt is a key element of the City's environmental strategy, and its protection is a priority for the City Council.

2.5. The Green Belt is a key element of the City's environmental strategy, and its protection is a priority for the City Council. The Green Belt is a key element of the City's environmental strategy, and its protection is a priority for the City Council.

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5. THE CITY ENVIRONS AND THE GREEN BELT

During the 1981-91 period, the rate of construction in the Tramore Valley averaged around 200 units a year. The above phasing system is designed to slow this down to c.150 houses per year by the mid 1990s, 100 a year in the late 1990s, and around 50 thereafter. Monitoring of the actual effects of the system, (and appropriate adjustment if required) will be needed.

5.8. In the eastern half of the Tramore Valley, new housing directly south of Douglas may contribute to traffic problems in the village, whereas housing at the Frankfield and Rochestown ends now has direct access onto the southern ring road avoiding the village. Zoning policies take account of this.

Policies for Individual Suburban Areas

5.9. Policies for the various suburban areas are summarised on Fig. 5.2 (fold out) and described below, starting at Rochestown and moving clockwise around the City.

Rochestown/Maryborough

5.10. The function of this area is residential. It is predominantly medium density, and almost entirely owner occupied. The 1986 Plan zoned large areas for further residential development, approximately half of which has subsequently been used. The lands which have not been developed are largely those which were zoned at a restricted density in the 1986 Plan.

5.11. The lands zoned in this way at Mount Oval, together with some additional lands at Belmont, will continue to be subject to an overall gross density of 4 houses per acre. However, the Mount Oval area contains a hilltop and steep slopes whose development would have a major visual impact, and is crossed by a major wayleave and some well treed hedgerows, while the land at Belmont will need buffer uses between housing and open countryside.

5.12. Accordingly, the relatively low average density should be used to create a linear park system in Mount Oval, (incorporating existing hedgerows, wayleaves and prominent slopes), and a sports/woodland buffer area at Belmont, rather than to allow development of all the available land at a standardised density. An outline layout for this is indicated on Figure 5.2. Contributions may be used to even out the share of the proposed park system between different developments. Apartments are a good edge of park use, and to encourage these limited extra units there may be allowed.

5.13. Clarke's Hill is not very satisfactory from a traffic point of view, and in the absence of remedial measures further development would make this worse. Housing estate roads in the Mount Oval block should be linked up to create a spine road which will redirect new and some existing traffic away from much of Clarke's Hill, and avoid the need for extensive improvements to it. Improvement of the junction of Clarke's Hill with the Rochestown Road, so as to provide increased priority for traffic exiting there, is more urgent. Not more than one third of the currently undeveloped Mount Oval/Belmont lands should be developed prior to such an improvement.

5.14. Some lands to the east of Clarke's Hill remain zoned, as in the 1986 Plan, for around 1 house per acre. A woodland component would help absorb new development on this hillside, particularly north of the Charlemont development.

5.15. To increase variety in the type of housing provided, an option for reuse of previously industrial areas for apartment development has been allowed at Harty's Quay and on the actual site of the shed to the East of Woodville House. These sites would not be suitable for conventional housing.

5.16. A more significant element of local authority housing in the Rochestown/Maryborough area would be desirable to promote social mix, if a suitable opportunity arose.

Douglas Village

5.17. Douglas Village has experienced rapid growth over the last 20 years as a commercial centre. There is scope for further growth, and also a need to protect the village's residential function.

5.18. Douglas village has a real, socially mixed community, and effective measures to prevent its erosion by other uses are desirable.

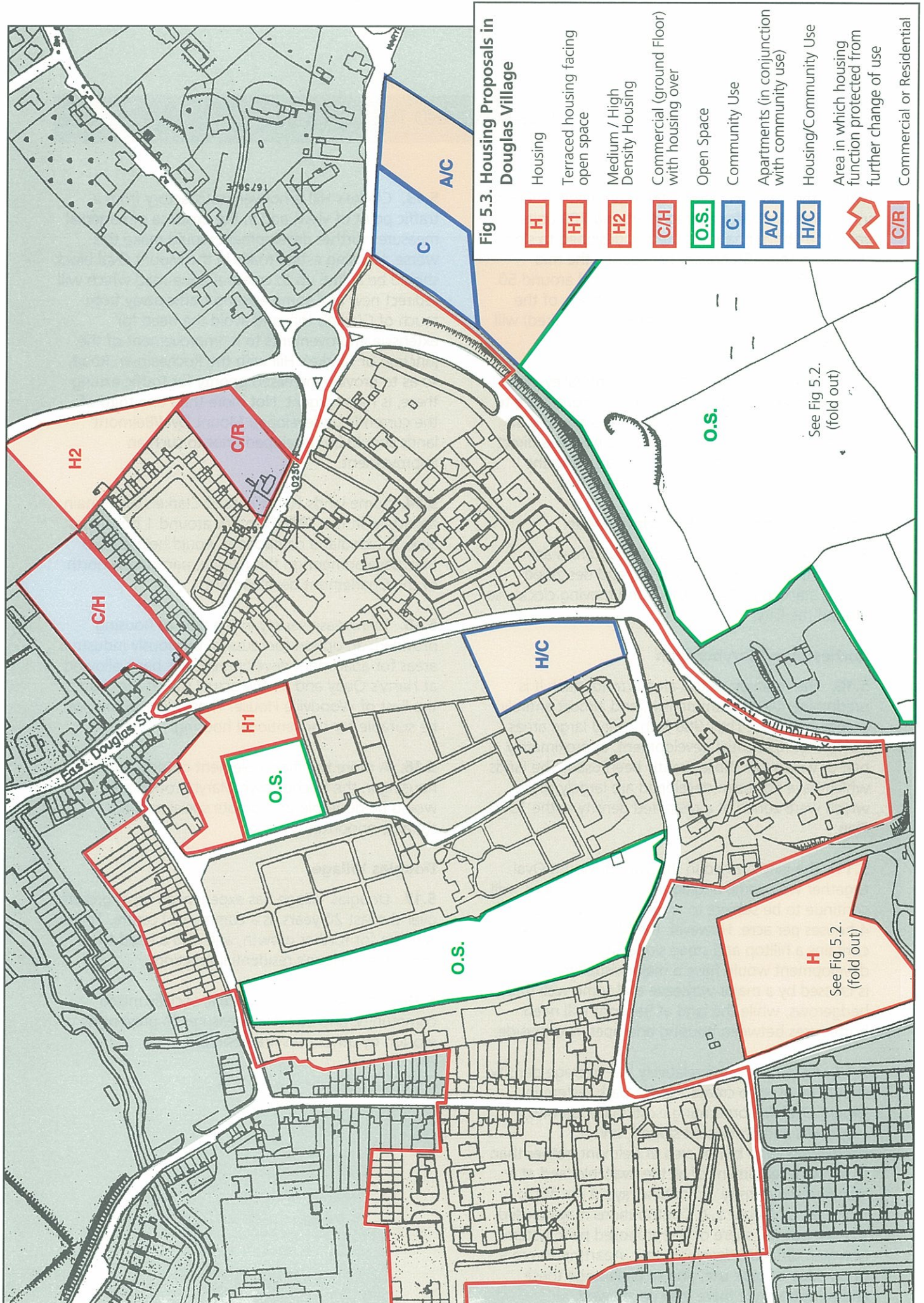


Fig 5.3. Housing Proposals in Douglas Village

See Fig 5.2. (fold out)

See Fig 5.2. (fold out)

5. THE CITY ENVIRONS AND THE GREEN BELT

5.19. Douglas is the largest retail centre in the Cork Area after the City Centre. While there is scope for further consolidation, growth on a scale likely to threaten the development of other established retail centres is undesirable.

5.20. Brady, Shipman Martin have carried out a Study of Douglas Village for Cork County Council, which was published in August 1992. The recommendations of the Study will form the basis for development policy in the area between the two shopping centres, and are an important input elsewhere.

Residential Function

5.21. The village is divided between a predominantly commercial northern side, and a predominantly residential southern side. A special residential zoning applies to the southern half. This is intended to protect existing housing from conversion to commercial uses, and to earmark land available for development or redevelopment for housing (for permanent occupation).

5.22. The most significant site zoned residential in the 1986 plan was the field between the Carrigaline Road and Churchyard Lane. This zoning will continue to apply. A village green type layout is recommended, with terraced housing on the east and north sides of the field. The section of west Douglas Street south of Galwey's Lane has the benefit of a building setback and wider pavement of the east side. To avoid complete loss of the residential content of the street, this section has been zoned residential. (see fig 5.3).

5.23. The 1978 LUTS Plan proposed a road to the South of Douglas which would both act as a southern ring road for the city and intercept through traffic entering Douglas Village from the south. It subsequently proved necessary to separate out these two functions, resulting in the southern ring road to the north of the village and a local bypass to the south and east of it. The disadvantage of this outcome is the lack of a bypass to the west of the village area.

Traffic

5.24. A solution to this problem would have to be fundable, gain the support of a variety of different groups, and resolve existing traffic and environmental problems without creating new ones elsewhere in the village. While a number of options suggest themselves, on a preliminary assessment, none seem to satisfy all the above requirements. An authoritative study of traffic and related environmental issues in the Douglas/Rochestown area offers the best prospect of resolving these issues.

Hill South of Douglas Village

5.25. This hill, and more particularly its prominent green slopes, form a scenic backdrop to the village, and are also highly visible from other parts of the Tramore Valley and the City. The population whose amenities would be affected by their development is a large one: Douglas DED now has a population of 12,500. The zoning is designed to avoid development which would interfere significantly with views from the existing built up area.

5.26. Development of the two areas zoned for housing is dependent on the provision of the zoned contiguous open space area (coloured green) as part of the overall development.

Donnybrook/Grange/Frankfield Area

5.27. The function of this area is residential. There are a number of substantial housing developments under way or about to start. Some additional land has been made available for housing. This includes land at Frankfield, where a reasonably clean boundary with industrial uses to the west, and higher ground to the south has been sought. Prospective developments will help integrate Grange and Frankfield.

5. THE CITY ENVIRONS AND THE GREEN BELT

5.28. Quite substantial areas of public open space, along the steep slopes to the south of the southern ring road, and centred on the Vernon Mount Valley, are now being created as housing development proceeds. Decisions will be needed on how far these open space areas are integrated with each other, what recreational uses can be accommodated, what opportunities exist for urban forestry, and how woodland and other areas within them will be managed. The triangular area south of the ring road, and west of Douglas Village, is zoned for open space/leisure (which includes commercial leisure activities), subject to consideration of wayleave and access restrictions at planning application stage.

5.29. The City Development Plan provides for a linear open space north of the Vernon Mount Valley, running as far as the South Douglas Road. Linkage of this space with the adjoining spaces in the County would be possible if an overpass over the southern ring road for pedestrians and cyclists could be provided. Cliff edges on the the southern edge of the road, to the west of the valley, could be used to avoid ramps on that side. This could help promote the LUTS Review objective of making alternatives to car use more attractive in this area. Despite topography, cycling to work is well above average in Douglas DED (12% in the 1986 Census). There may be practical difficulties in funding an overpass, but, subject to discussions with the Corporation, the option should be kept open.

5.30. The 1986 Plan indicated the need to upgrade the remaining portions of the Grange Road, and the zoning provisions of this Review are likely to bring this need forward. As housing development builds up in the area, pedestrian and cyclist movements are also likely to increase. The width of road which has been established in the sections already improved could allow traffic demands to dominate unduly, and needs to be balanced by footpaths, pedestrian crossing facilities. The possibility of marked cycle lanes also needs to be looked into.

5.31. Vernon Mount house is of exceptional architectural and historical importance, and should ideally be the subject of a full scale restoration project, which would be suitable for National Lottery funding. The alternative of private restoration to an adequate standard is less probable, but might be economic for an office or tourism use. The grounds are steeply sloping and part of the setting of the house, and opportunities for satisfactory development within them are minimal. Any

departure from the current sports use will only be supported if the Council is satisfied that it will lead to the house being adequately maintained in an appropriate use.

Tramore Valley Industrial Areas

5.32. The Tramore Valley from the Kinsale Road westwards contains very substantial industrial areas, containing over 2000 jobs. Although the area is not notable for large firms and major new establishments, employment has grown steadily. Employment projections drawn up for the LUTS Review for 2001 assume a continuation of this process, and have been used to guide zoning.

5.33. Demand for industrial premises will be met by:

- *extension of industrial areas at Doughcloyne and Ballycureen, and on the Pouladuff and Bandon Roads*
- *infill development on unused sites within existing industrial estates and areas*
- *reconstruction or subdivision of industrial buildings no longer required for their original purpose.*

At present, the supply of such property appears comfortably in excess of the demand, as quite a wide range of property is on the market, but continuing growth in the area should absorb this surplus. The allocation of property for industrial purposes is intended to steer a middle course between oversupply (which can lead to problems, as unused areas can easily become unsightly or semi derelict) and shortage.

5.34. The area will be improved by direct access to the southern ring road at the Kinsale, Pouladuff, Sarsfield and Bandon Roads. Uses involving open storage need to be carefully controlled to avoid adverse impacts on other industries. Where necessary, the Derelict Sites Act will be used to clear up unsightly and underused property.

Togher: Managing Contact between Industrial and Housing Areas

5.35. Housing and industrial development are more intermingled than ideally desirable in much of the Tramore Valley. The Togher area in particular has developed as a mixed residential/industrial area. The most zoning can do at this stage to encourage an orderly pattern of development is to promote specific sub areas as either industrial or residential.

5. THE CITY ENVIRONS AND THE GREEN BELT

5.36. At the same time, there should be some provision for residential growth in the western half of the Tramore Valley. As the section between Togher and Sarsfield Road has a stronger residential function, more in the way of a community focus and is less compromised by industrial development and permissions, additional residential zoning has been concentrated there. This involves reallocating the County Council site south of Togher for housing. Because of the height of the site, and its position at the edge of the built up area, substantial planting is required.

Doughcloyne/Bandon Road

5.37. There are industrial estates to the west of Sarsfield Road and Whiteoaks. The zoning allows for some westward extension of the industrial use, while retaining an uninterrupted view of Garrane Hill from the new Southern Ring Road. The benefits of interfering with this view would in any case be limited, because of wayleaves, access limitations and marshy ground conditions.

5.38. Some lands adjoining the Southern Ring Road near the Sarsfield Road junction have deep bog under the surface and/or soft fill from the southern ring road. There is also a flooding problem. The realistic use for many of these lands is forestry (eg alders) or sports or open space use, and this is reflected in the zoning. Forestry has the advantage of shielding nearby housing from the environmental effects of the Southern Ring Road. Where the zoning allows development, the onus lies on the developer to demonstrate that site problems can be overcome.

5.39. The Dunne's Stores shopping centre was granted permission for 30,000 square feet net retail space in 1988 (following an earlier refusal on appeal for a larger centre). Any future increase in shopping provisions should be strictly incidental to the use of the existing premises and no additional stand alone retail units will be permitted.

5.40. Land has been zoned to allow industrial uses to the west of the Bandon Road to expand if necessary. The area on the Bandon Road immediately south of the southern ring road has suffered from mixture of residential and industrial uses: this should be avoided in future.

Cork Airport

5.41. Current employment at Cork Airport is around 600, and this could grow to around 900 by the end

of the century on the basis of continuing incremental growth. Land adjoining the airport has been zoned to allow for this increase. It is the policy of the Council to control development in the vicinity of the airport to ensure its safe and efficient operation and future development.

5.42. An appropriate zoning here should accommodate airport related employment - eg production and services being provided to air transport or air users. Continued rapid growth in passenger traffic at Cork Airport may result in a need to extend the existing runway 07/25 westwards. In the longer term, it may also become necessary to construct a new north-east/south-west runway.

Kilbarry

5.43. The IDA's industrial estate at Kilbarry remains underused. Attracting industry to Kilbarry is important because it is the main location for new industry north of the City, and because unemployment rates in its catchment area are among the highest in the state. Creating favourable conditions for this is seen as the overriding planning consideration in this area.

5.44. The Kilbarry estate is almost 200 acres (80% of which is in the County). It is large enough to accommodate one or more major industries occupying sites of 20-50 acres. This scale of project may be necessary for the estate to reach its potential within a reasonable period, as smaller projects are only filling the estate gradually.

5.45. A larger industry of this type would not necessarily be electronics related, and would be more easily accommodated in the section of the estate north of Kilbarry House.

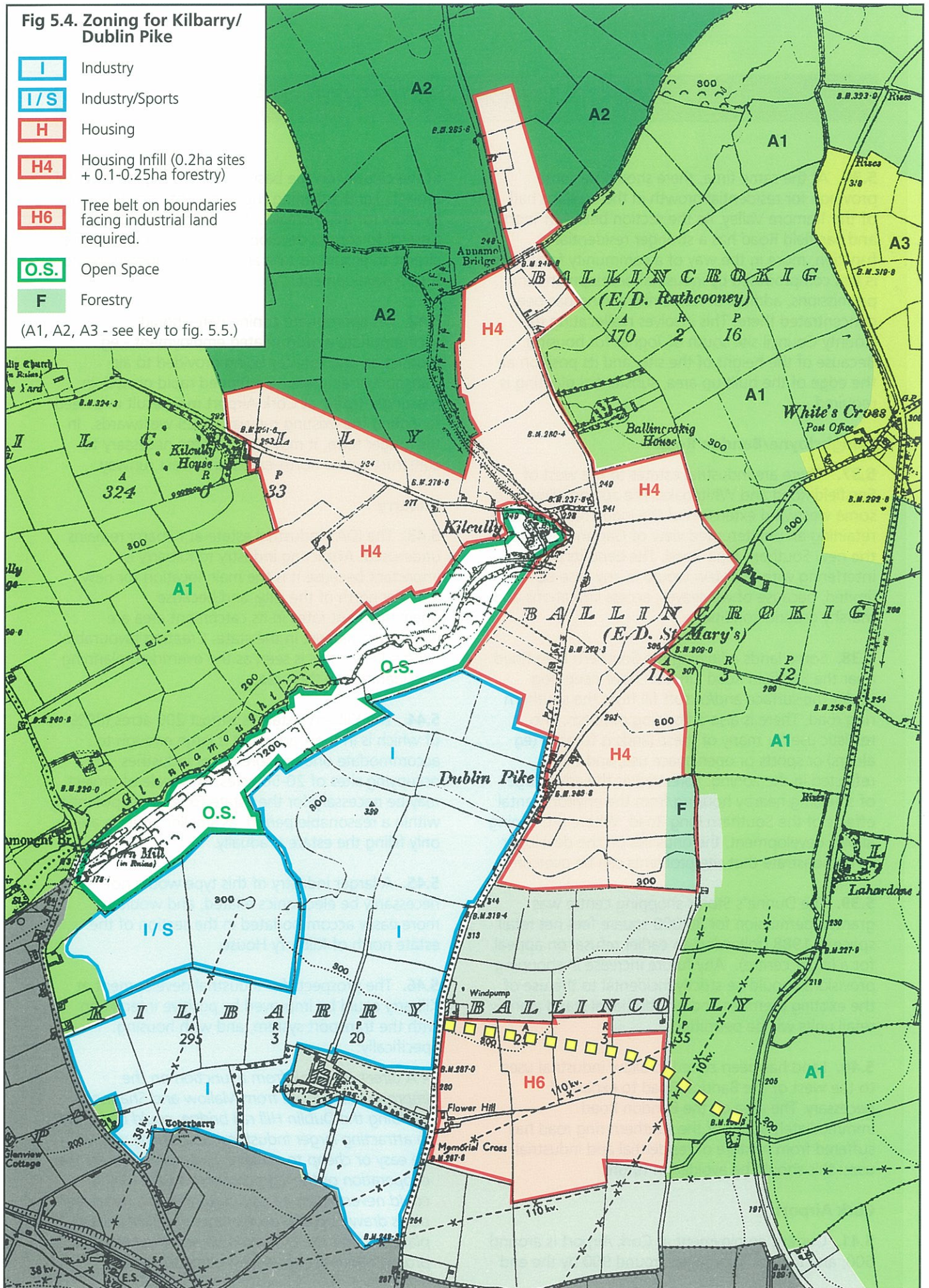
5.46. The prospects for industrial development at Kilbarry could be improved by positive interaction with the transport system, and with housing. Specifically:

- *A direct road link from a junction on the improved N20 route from Mallow and Shannon, avoiding the Dublin Hill rail bridge, could be helpful in attracting larger industries. Such a link will not be easy or cheap to achieve, and would require the cooperation of the Corporation and the IDA. It could nevertheless be useful to have the necessary plans drawn up and development control lines in place, so that the link could be activated readily if a project needing such access came forward.*

**Fig 5.4. Zoning for Kilbarry/
Dublin Pike**

- I Industry
- I/S Industry/Sports
- H Housing
- H4 Housing Infill (0.2ha sites + 0.1-0.25ha forestry)
- H6 Tree belt on boundaries facing industrial land required.
- O.S. Open Space
- F Forestry

(A1, A2, A3 - see key to fig. 5.5.)



5. THE CITY ENVIRONS AND THE GREEN BELT

• *Modest expansion of the existing low density residential settlement to the north east of the estate at Dublin Pike could also help. The County Council would be open to the possibility of the corner of the IDA land/industrial zone which falls down to the village being used for good quality residential use if this formed part of a package capable of producing a major increase in actual industrial employment at Kilbarry.*

Dublin Pike

5.47. More detailed investigation suggests Dublin Pike can best fulfil the supporting role for Kilbarry envisaged by the LUTS Review by remaining a small distinct low density settlement. The settlement is developing quite rapidly at present, and a substantial area is now partly developed. The zoning allows infill of the undeveloped portions (at relatively low densities as a sewer is not available, and with an element of forestry as the amenities of the village are important).

5.48. Lands between Dublin Pike and Ballyvolane, and to the east of Dublin Hill, are at present used for a mixture of industrial services and agriculture. Allowing the agricultural part of this land to be developed for housing, in close juxtaposition with industrial services, could reproduce intermixed use problems already experienced in the western part of the Tramore Valley. This would not help prospects for Kilbarry. ESB pylons increase the danger of unsatisfactory development.

5.49. The zoning envisages maintenance of an agricultural use on these lands, with the option of medium density housing, with forestry and open space on the boundaries with other uses. Limiting the part of the lands available for housing, and surrounding it with woodland and open space, will minimise problems with adjoining uses and pylons, and do more to separate Dublin Pike from Ballyvolane.

Lota

5.50. Land adjoining the existing Mayfield Industrial Estate has been zoned industrial so as to allow more scope for the expansion of the estate, and to improve employment prospects in the Mayfield/Lota area.

B. RURAL AREAS WITHIN 3 MILES OF THE CITY: THE "GREEN BELT"

5.51. The current state of the area outside the city suburbs, but within the inner satellite towns, varies greatly. Some roads are fairly continuously built up, others run through open countryside. On some roads the ribbons are long and the gaps short, on others the reverse is true. Some long established villages or hamlets have been greatly expanded by new housing at the edge, while in other cases the existing settlement has been ignored and new development has gone somewhere else.

5.52. These various green belt areas:

- *all closely adjoin the most active part of the LUTS area housing market of 65,000 households. This housing market is larger than all the other housing markets in the County put together.*
- *contain existing rural communities with housing needs of their own.*

Planning policy needs to be capable of coping with exceptional pressures, while being supportive of established communities in the green belt (and also in areas likely to be deprived of growth if the green belt policy were to be abandoned in practice).

5.53. A common feature of all these areas is that they involve a mix of agriculture and housing functions, but the mix differs from area to area. Differing control policies, designed to respond to these differences with variations to the basic policy outlined at 3.25 above, are summarised on the key to Figure 5.5, and explained below:

A1: Purpose: to protect agricultural use in remaining short "gaps" and prominent ridges, and avoid existing ribbons, villages and City suburbs merging into large tracts of continuous roadside housing.

Method: A1 zones link up gaps on parallel roads to include the farmland lying between them, particularly when it includes a steep slope or hilltop. As the gaps are short, and in some cases would be closed by even a few houses, only housing located away from the road frontage, and directly needed for agriculture (eg farm houses) is envisaged. (note: Where the entire landholding of a working farmer is within the A1 zone, a house for a direct ancestor/decendant may be considered, where this is possible without adversely affecting the zone purpose as outlined above. This should not result in more than 1 house being provided on the farm within a 5 year period).

5. THE CITY ENVIRONS AND THE GREEN BELT

A2: Purpose: To retain the agricultural and rural character of the remaining larger blocks of open countryside, while making some allowance for local non farm housing demand.

Method: The rural character of these areas can be compatible with meeting local housing demand, providing:

- *the demand arises from within the zone, and not from higher density areas adjoining it.*
- *the original holding has not been already been subject of 2 or more permissions in the previous 10 years.*

Where possible, houses should be located away from road frontages.

A3: Purpose: To help the rural landscape absorb housing in areas whose character has already been altered through frequent single houses, ribboning etc, by seeking the planting of small woods in association with any further permissions. Above normal size sites will be necessary in this zone because of the relatively high density of septic tanks, and the reality that these areas are most unlikely to be serviced in the foreseeable future.

Method: Where an application for a house meets normal local demand criteria (as stated in par. 3.25), it will be acceptable in principle if 1 acre sites with at least .25 acre deciduous woodland can be provided. The forestry should be sited having regard to the nature of the landscape, and be in at least as prominent a position as the house.

The areas to which these provisions apply are shown on Figure 5.5.(fold out).

5.54. Development other than individual houses in the A1 and A2 zones is not likely to be acceptable unless specifically related to an immovable resource (eg minerals). Provision of golf courses and sports facilities make most sense in edge of City locations where they can act as a buffer, be accessible, and provide an alternative to agriculture. Occasional departures from the specific housing provisions on A2 and A3 zones may be necessary to allow for cases where there are other compelling reasons for persons needing to live in a specific rural location.

5.55. In A3 zones, compatible small scale employment uses with a strong reason for being in that location can be considered, and shared access avenues serving a maximum of 4 houses may evolve as a result of houses being built close to each other over time. Retailing (other than basic services for local needs) wholesaling and warehousing, multiple house applications and any form of housing estate are inappropriate in any of the green belt zones.

Woodland in the Green Belt and Urban Edge

5.56. There is an unusually favourable opportunity for using woodland to help soften and absorb new development, as the bulk of the cost of forestry is covered through a Department of Agriculture grant scheme. This is particularly helpful for woodland close to urban areas, where costs may be higher.

5.57. The Department of Agriculture scheme establishes minimum requirements for forestry schemes, such as a minimum plantation size of 0.1 hectare (1 hectare for conifers) and a minimum plantation depth of 40 metres. The scheme provides a ready made system of quality control for new plantations. Where construction needs to start in advance of Department of Energy confirmation that the plantation has been established satisfactorily, a bond or returnable contribution will be needed.

5.58. Proposals will need to cover the management of any woodland established. In some cases, the original landowner or a member of his/her family may wish to retain it, in other cases the householder may be happy to have it as an extension to their garden. Participation in the planting process by children of local residents or from nearby schools has been found to reduce the danger of vandalism, and may be appropriate in some cases.

C. MANAGEMENT OF THE "URBAN EDGE"

5.59. Green belts are most vulnerable on their inner edge i.e. at the point where they are in contact with suburbs at the edge of the City. This is not surprising, as permission to develop farm land there typically increases its value by around 2000%.

5.60. Financial considerations aside, farmers do have difficulties at the edge of urban areas as a result of trespass and vandalism, some limitations on farming practice, and in some cases uncertainty on the future of the land which may discourage investment in the farm.

5. THE CITY ENVIRONS AND THE GREEN BELT

5.61. Allowing development is often suggested as a solution to these problems. However, this merely moves the problems to the next group of farms further out. There are some advantages in being close to cities, such as access to markets for liquid milk, fresh vegetables, nursery plants etc.

5.62. While there is no comprehensive solution to urban edge problems, there are opportunities to reduce them:

(a) avoiding where possible direct contact between medium/high density housing estates and farmland

(b) maintaining existing non residential urban edge uses, such as industry, institutions, sports grounds etc.

(c) reducing uncertainty for landowners by defining the edge more clearly on the ground

(d) reducing pressure on farmland by creating recognised walking routes at the urban edge.

Urban Edge Zoning

5.63. Several zones designed for urban edge use are shown on Figure 5.2. They are also used for sites on prominent slopes not actually at the urban edge. They are:

• **Multiple use zones:**

These specify more than one use for particular blocks of land, with development uses (such as housing) on one part of the site being conditional on amenity uses (such as sports) on another part. The amenity uses normally act as a buffer between different land uses, and/or reduce the impact of development on prominent slopes. Where forestry is shown as a use within the zone, it should be in bands not less than 10 metres deep. (see 5.64)

• **Low Density Housing Infill:**

This zoning is applied to existing low density housing areas at the urban edge in which there are some remaining gaps. It indicates that infill development in these gaps will be acceptable in principle where they conform to the prevailing low density.

• **Low Density Housing/Woodland:**

this involves sites of 0.1 hectares or more set in woodland (2 or 3 off common avenue allowed but not any form of housing estate) with minimum additional 0.25 hectare of forestry provided per house (0.1ha if a number of houses are being provided)

• **Sports Facilities:**

This zoning is used to protect existing sports fields or facilities, and to encourage new ones. Sports facilities are a good buffer use, and may offer landowners an alternative to agriculture in urban edge situations. Denser urban areas typically have a greater demand for sports facilities than can be met internally, so reservation of some areas at the edge makes sense.

5.64. To provide a clear definition between new urban edge housing and the green belt, developers should provide a band of woodland not less than 10 metres wide, along the outer side of housing adjoining green belt zones. (Alternatively, stands of woodland set in an outer band of open space may be provided). Establishment of the woodland should normally be ensured through the use of 'standard' size trees, and their maintenance by the developers for a minimum period of five years, after which the Council may take it in charge.

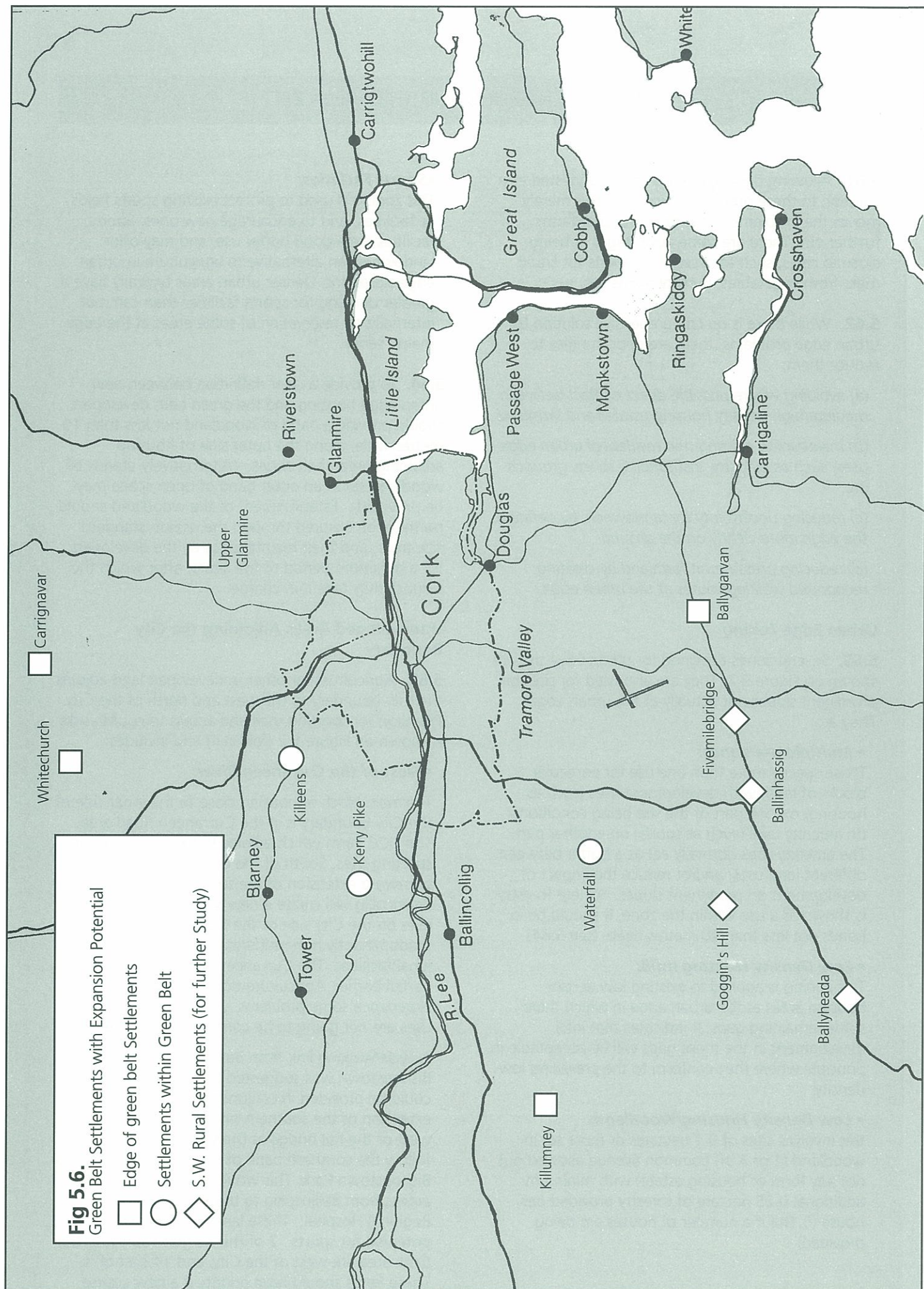
Undeveloped Areas Adjoining the City Boundary

5.65. Agricultural or other undeveloped land adjoins the City boundary to the west and north of the City. Provision for sporting uses and access to countryside is shown on Figure 5.2 (fold out) and includes:

• **West of the Curraheen River:**

The main block of housing close to the inner side of the City boundary is in the Curraheen Road area. The UCC Farm which adjoins this area is largely in sporting uses. South of the Curraheen Road, the westward extension of the southern ring road to Ballincollig will create a new buffer. To the north, uses on the City side of the Curraheen River are predominantly non residential, and include recreational facilities. The Curraheen River also provides a partial barrier. Agriculture does nevertheless experience some problems, showing that buffer uses are not going to be completely effective.

A cycle/walking link from Ballincollig to Bishopstown was suggested by the LUTS Review. It could be provided in conjunction with the extension of the southern ring road to Ballincollig, west of the rail bridge at Drehideenalaval, and then follow the southern bank of the Curraheen River to Bishopstown Park. This would give safer cycle access from Ballincollig to the RTC, FAS and the Regional Hospital. These lands have considerable potential for sports. 2 of the 16 golf courses in the Cork area are west of the City, and 14 east of it. These lands should have priority if a new course west of the City is proposed.



5. THE CITY ENVIRONS AND THE GREEN BELT

• **Hollyhill and Nash's Boreen:**

Farmland between Hollyhill Road and Fair Hill is in fairly direct contact with deprived high density housing areas within the City. Residents of these areas walk extensively over adjoining land. Restoration of the path which originally connected Hollyhill Road and Nash's Boreen to the Lower Killeens Road would facilitate and help canalise these movements.

Zoning proposals would allow a few houses on Hollyhill Road in conjunction with reestablishment of this path, and with planting (to avoid undue prominence).

Sports uses (some existing) are seen as the most realistic buffer on the flat hilltop north of Dunmore Gardens and west of Fair Hill. Limited private housing around the Fair Hill/Nash's Boreen junction has been allowed. It would help if such development could be coordinated with improvement of the Churchfield Industrial Estate to the north.

The Bride Valley has real recreational potential in the longer term. Where farming is seen as unduly difficult, acquisition at agricultural values by one of the local authorities should be considered.

• **Kilnap to Mayfield:**

The Glenamought and Glen Valleys, and the Ballyhooley Road, provide fairly definite boundaries for the north east of the City. The part of the Glen Valley within the City has been developed as a major amenity, and there is scope for further development of the Glenamought, which already has an attractive walking route between the Mallow and Old Whitechurch Roads. Ballincollie Road, north of Ballyvolane, is also seen as an attractive walking route.

Some of the marshy land north of Mayfield has been filled and will be suitable for a sporting use. This could also apply to areas without frontage development on the Ballyhooley Road.

The Green Belt and the Satellite Towns

5.66. The outer edge of the green belt has been used to protect areas which are important to some of the satellite towns. For example, it has been used to strengthen the separation between the Ringaskiddy Industrial Area and residential areas on the north side of Carrigaline and at Currabinny. In Blarney, it has been used to protect the area between Blarney and Tower which forms the setting for Blarney Castle.

D. SMALL SETTLEMENTS WITHIN OR ON THE OUTER EDGE OF THE GREEN BELT

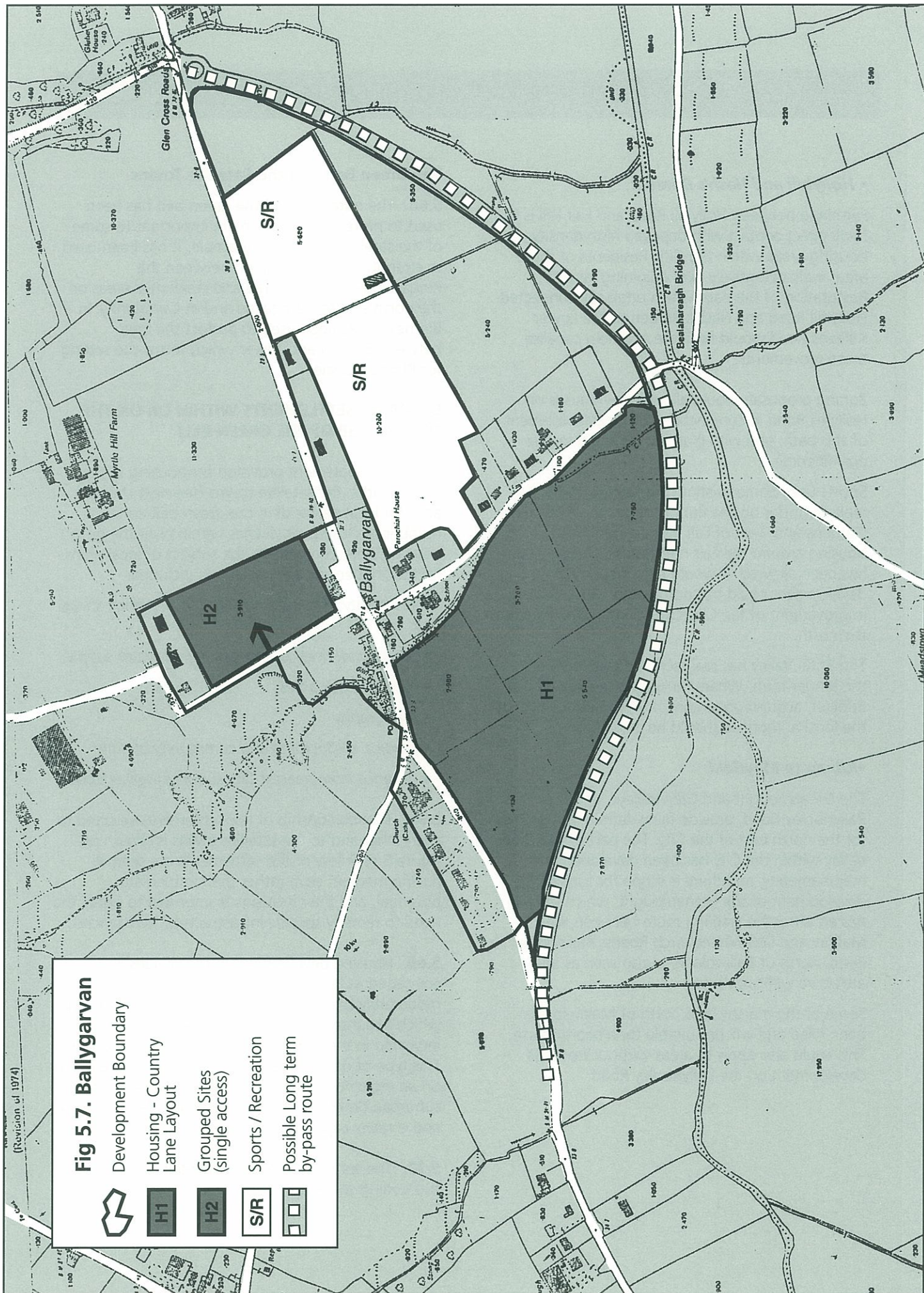
5.67. To supplement provision for housing in the City suburbs, the satellite towns (see next chapter) and (for local demand) in the green belt zones, a number of clusters or villages within or at the outer edge of the green belt are the subject of local plans. Factors influencing their selection included:

- *availability of community facilities - school, shops etc*
- *Sanitary services, particularly piped water supply*
- *road and bus access*
- *topography*
- *physical distinctness and community identity*
- *distance from nearest City suburb/satellite town*

5.68. The relationship of the settlements selected to each other and to the satellite towns is shown on Figure 5.6. A few of the settlements are seen as having medium term rather than immediate potential, and their inclusion is intended to signal the need to remedy specific infrastructural deficiencies.

5.69. Housing development in the villages is envisaged as taking the form of sites or houses in moderately sized developments off estate roads, for which "country lane" standards are sometimes indicated in the plans, with some individual houses. This type of development is seen occurring gradually on an incremental basis. Large scale conventional suburban development is not appropriate to villages and is rarely capable of being serviced satisfactorily.

5.70. The settlements are discussed in the succeeding sections.



5.1.1. This village has good local services and potential for expansion. At present the R613 route passes through it, but it is ultimately scheduled to be by passed by the construction of a wholly new road section swinging deeply to the south of the village from Glen Cross Roads to Bealaharegh Bridge and rejoining the existing road beyond the existing houses to the west of the Church.

5.1.2. While this by pass is long term it helps to define the development boundary of the village to the south-west and east. Sharply rising land to the north of the existing village necessarily restricts development possibilities.

5.1.3. Available land within the development boundary should where possible be used for indepth rather than frontage development to ensure the best use of land. The land block of c.20 acres on the South West side of the village has most potential. The only area seen as suitable to the north of the village is a c.4 acre field which while fairly steeply sloping, could accommodate a low density cluster of well designed bungalows.

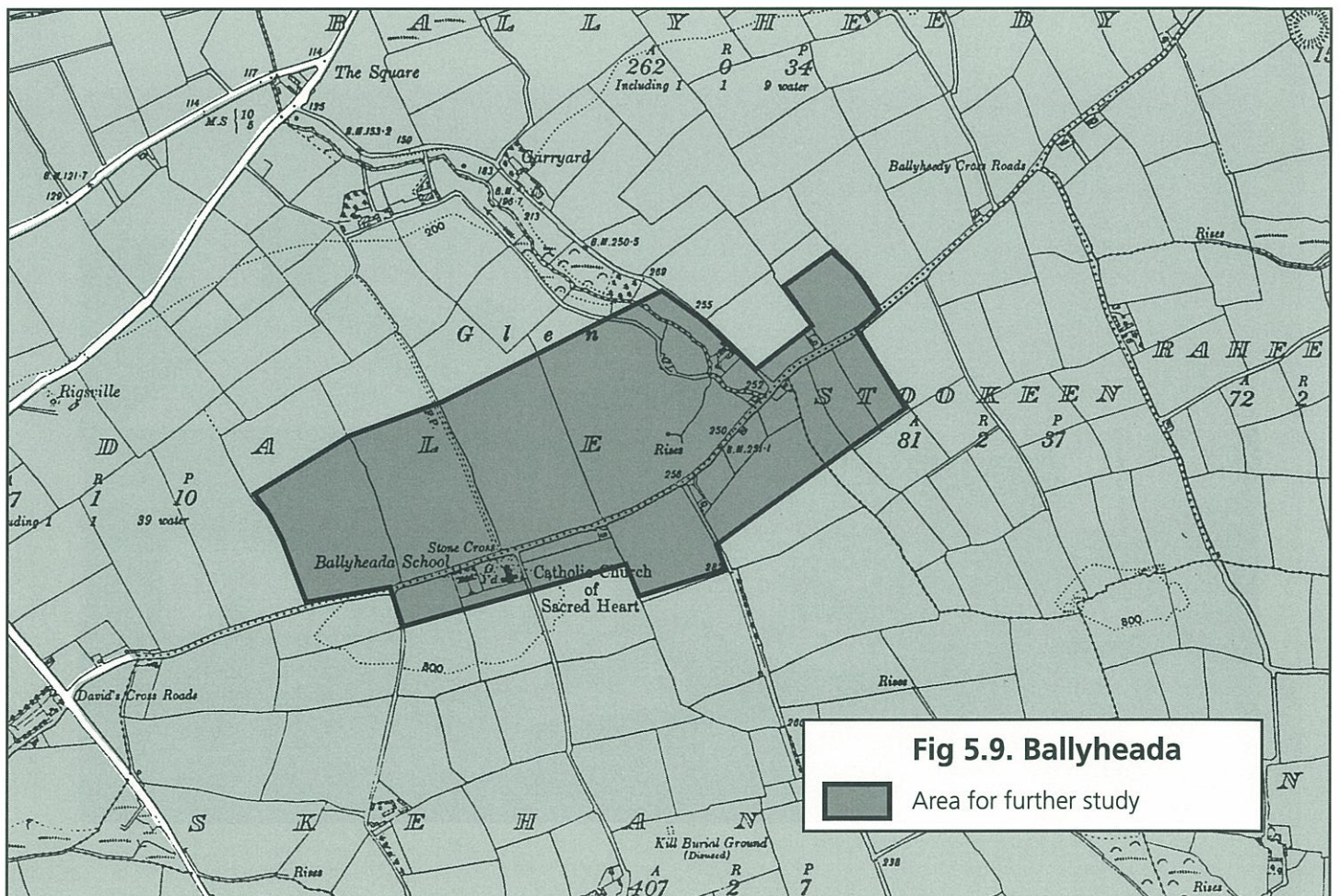
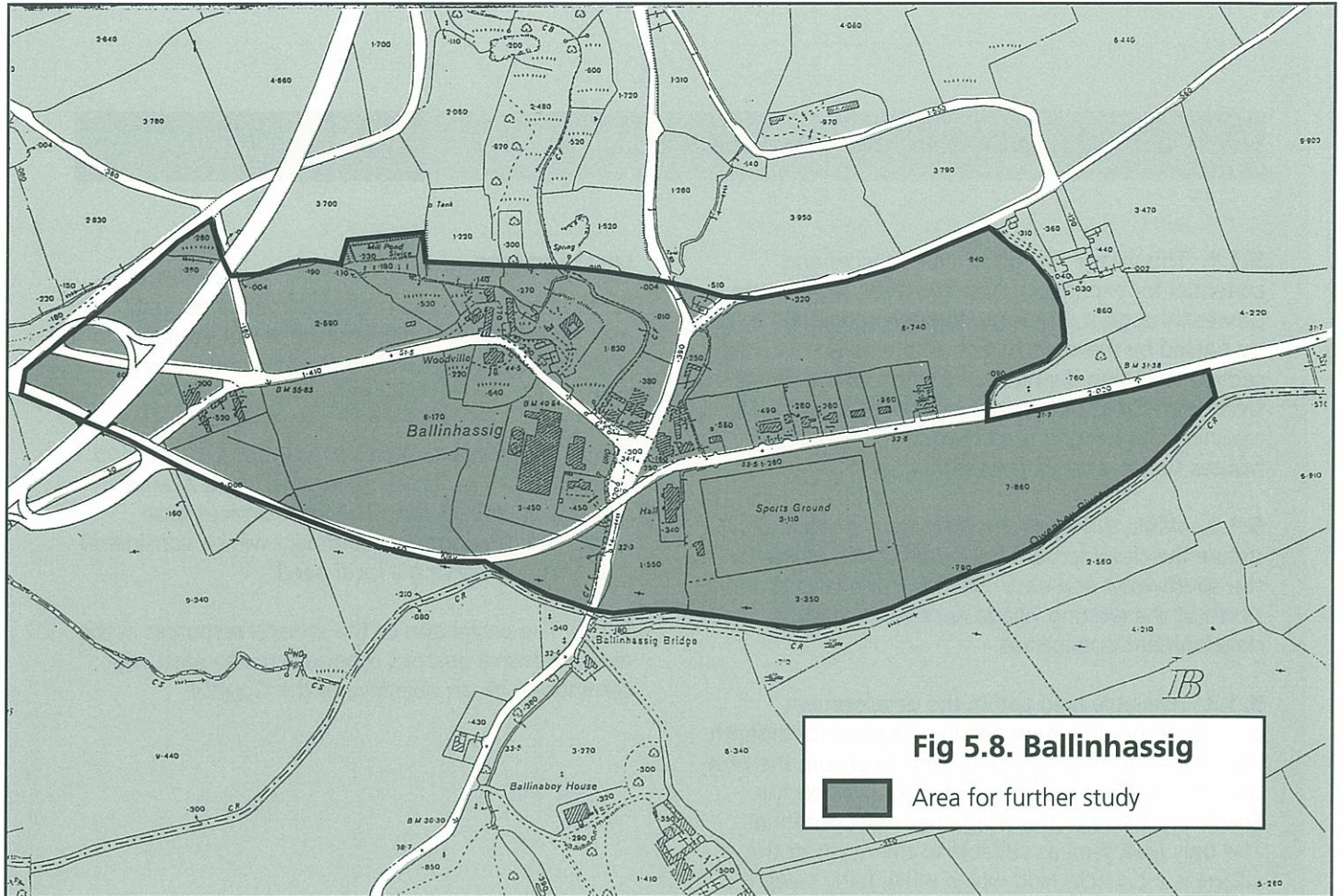
Local Services

5.1.4. The village also has good road access and a major watermain. A public sewer is not available, so septic tank drainage will necessarily keep densities low.

5.1.5. The village contains shops, pubs, a fast food take-away, florist, church and school and a large sports ground and club. The local services base within the development boundary will be considered in the light of serving a local need.

5.1.6. The protection of the mineral resources in the area (extensive quarries especially to the east) will continue to be an objective of the Council.





5.2.1. The settlements all lie along or close to the Owenabue River Valley running East-West between Carrigaline and Innishannon. A study was undertaken on the four settlements to decide how far they had scope for expansion

5.2.2. A study was needed because of evidence of demand (there were 35-40 houses applied for within a mile of each of the settlements in the period 1987-95), and because development constraints affected these settlements, raising the question of how far this demand could be met locally.

The Valley Settlements: Ballinhassig and Fivemilebridge

5.2.3. Ballinhassig and Fivemilebridge are both crossroads settlements on the road from Ringaskiddy to West Cork, and share a valley bottom location beside the river. Usable land is limited, as much of the land close to the villages is either steeply sloping or flood plain land close to the watertable.

5.2.4. The road affects the planning of these two villages because severance and unduly close contact between housing and through traffic needs to be controlled or avoided. Small bypasses might be constructed for each in the medium term. Both villages have good road access, and adjoin a major watermain.

The Hill Settlements: Goggin's Hill and Ballyheada

5.2.5. Ballyheada has no public sewer. This is relevant, as there have been problems with septic tanks in the area. Also, the water supply does not at present have sufficient capacity for any substantial housing development.

5.2.6. Goggins Hill has no water supply and also has had problems with septic tanks. It also has a poor road access and few basic services.

5.2.7. Of the four, Ballinhassig and Ballyheada offer the most potential for expansion. Sites suitable for development were identified in each of the settlements. The constraints present in Fivemilebridge and Goggin's Hill make substantial development there impracticable.

Ballinhassig

5.2.8. Services in this village are quite good but do not include either school or church (the area was traditionally served by Ballyheada church and school). There is room for expansion within the development boundary.

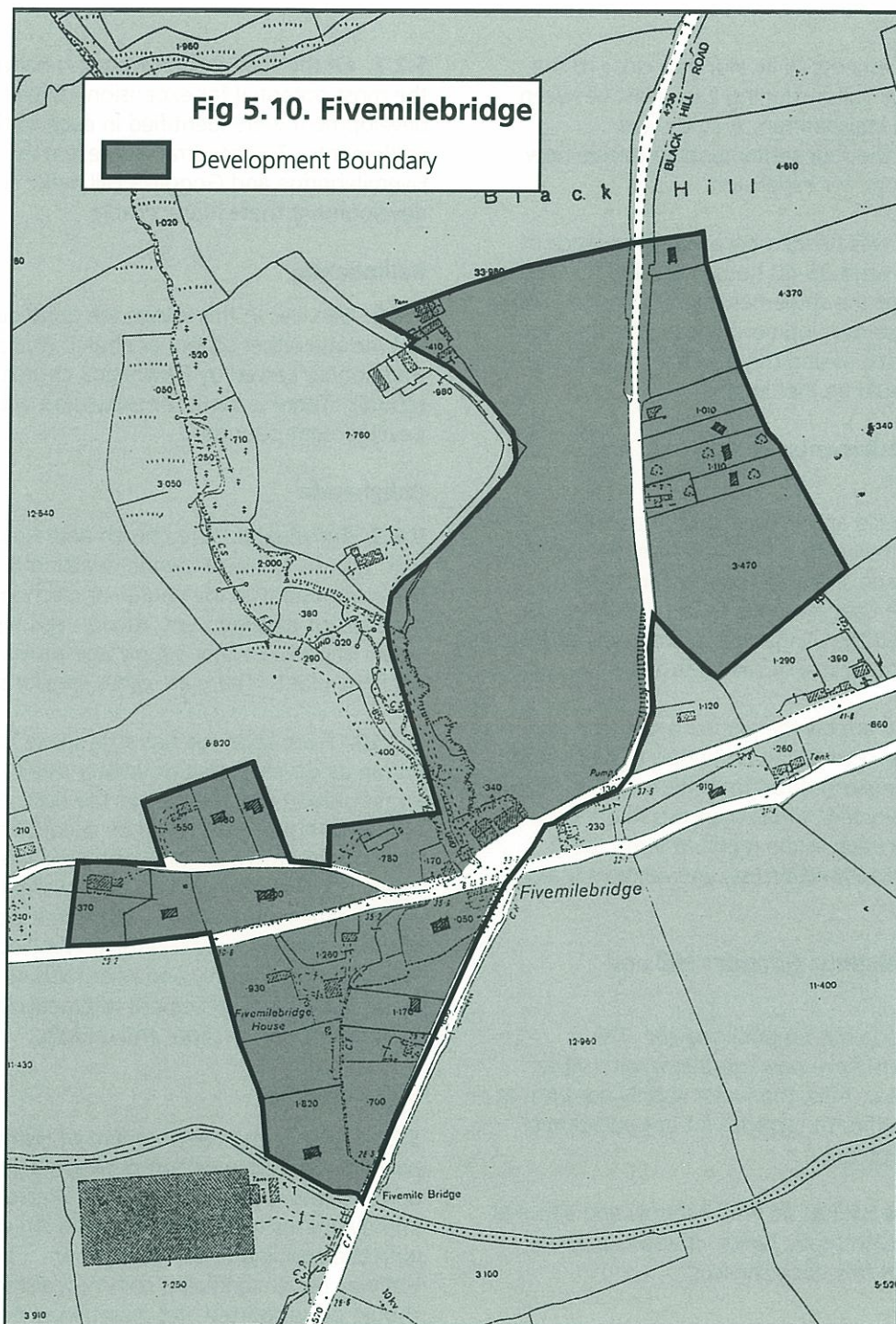
Ballyheada

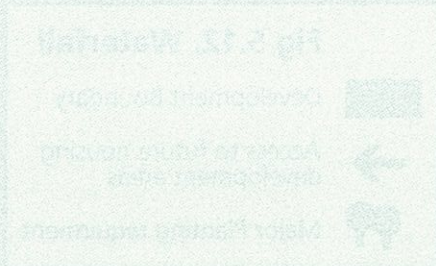
5.2.9. Ballyheada has a church and a modern school with groups of houses within walking distance. A large site opposite the church and school would be suitable for development, though this would depend on an improved water supply and provision of a package plant. There are other smaller sites nearby.

5.2.10. Fivemilebridge has little space for expansion within its development boundary due to the land configuration and location of the river. Some individual house sites could be accommodated along Blackhill Road to the north of the village. The steepness of the slopes would necessitate large sites to facilitate septic tank drainage, tree planting and good design (for visual reasons). At Goggin's hill, lack of a water supply and poor road access make expansion of this settlement impracticable, despite the presence of a school and church.

Halfway

5.2.11. While the development of Halfway will be constrained by its position between a steep hillside and the new Cork-Bandon Road, environmental improvements to the existing main street, associated with the opening of the by pass, are intended. Halfway has a significant commercial function which should be supported and maintained by these improvements, and by planned growth in some of the neighbouring small villages.







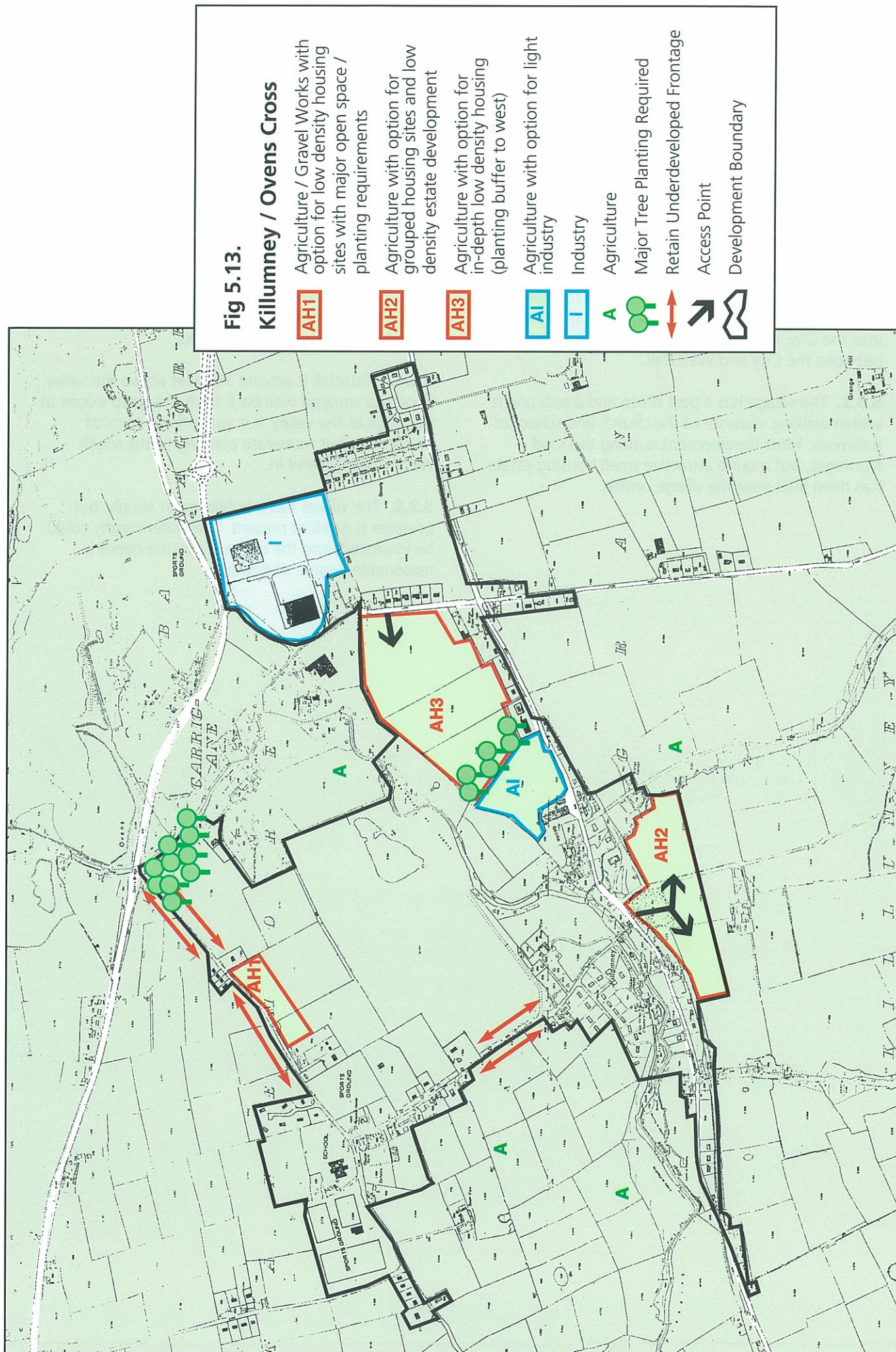
5.3.1. Waterfall is a well established village which developed around the first station on the West Cork rail line. It is one of a number of villages to the south west of the City. It is slightly over a mile from the City boundary. While there is quite a lot of frontage development north of the village, along the road into the City, there is a substantial undeveloped gap between the City and Waterfall.

5.3.2. The village has a post office and a pub and is within walking distance of the church and school at Ballynora. Most development is along the road frontages, but a quite attractive small housing estate has been built near the village centre.

5.3.3. The purpose of this plan is to allow for some further development in depth around the village core. Land on which moderate scale incremental development could take place is indicated on Figure 5.11. Development should not be allowed to block access to the lands indicated, as the number of acceptable access points is limited.

5.3.4. Waterfall is around 300 feet above the valley floor, but situated well back from the steep slopes at the edge of the valley. It is visible from parts of Ballincollig, but moderate planting to the south would help it blend in.

5.3.5. The village has a public water supply, but pressure is weak at present. The water supply could be improved, and the relevant scheme needs a reasonable degree of priority.



5.4.1. Originally two small settlements close to each other and lying west of Ballincollig, they now form one community. The population of Killumney was 253 in 1986 and 265 in 1991. It is one of the more substantial villages around Cork.

5.4.2. The village has good facilities, including significant local employment.

Services

5.4.3. Water supply for the area is adequate. Weak water pressure may occur on higher lands south of the Killumney Road.

5.4.4. A new sewerage treatment plant has been installed at Killumney and has good capacity though pipe coverage is limited. Where possible new development will be required to connect to this system. Elsewhere, drainage by septic tank is acceptable subject to the appropriate standards.

Housing

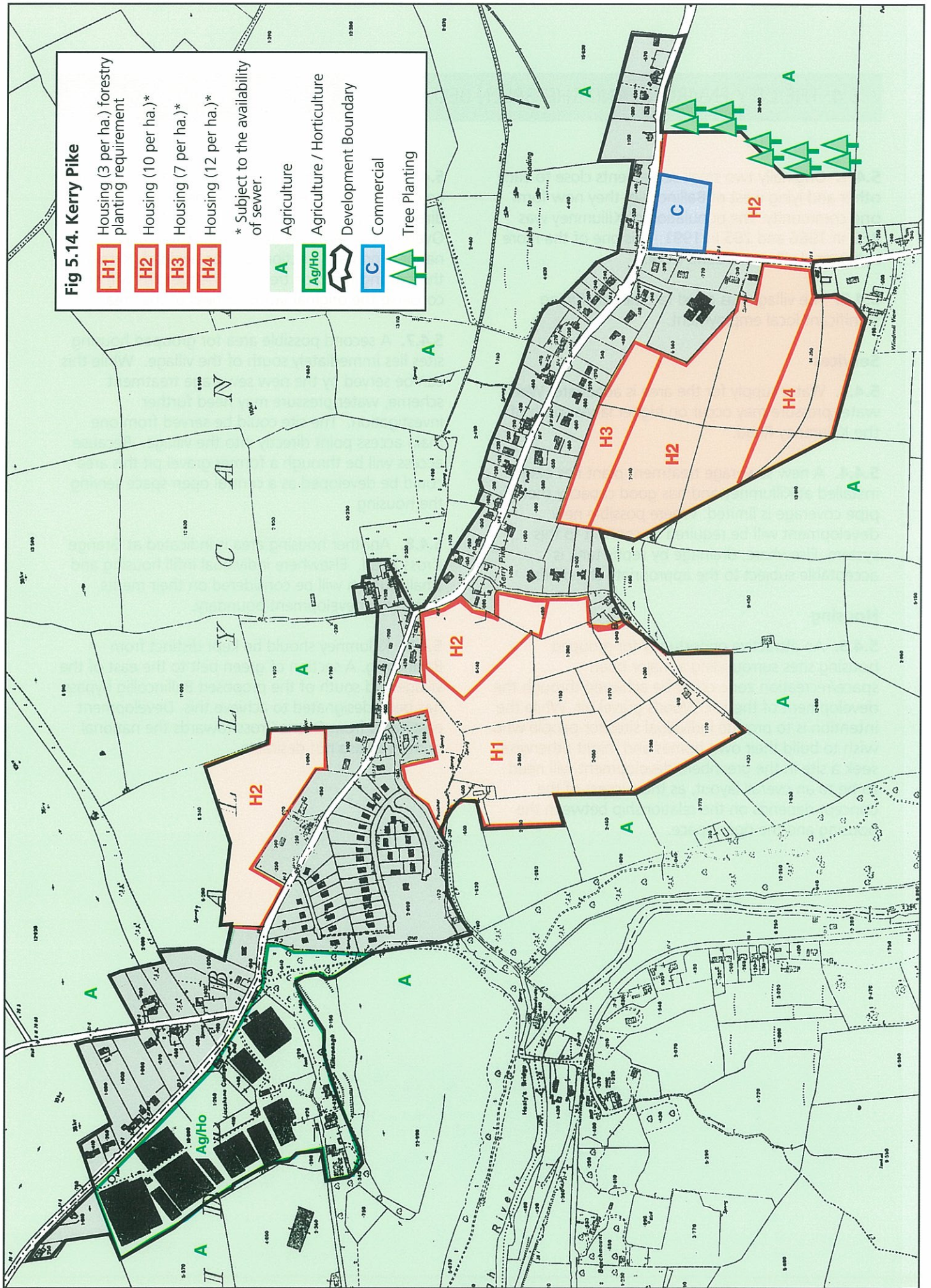
5.4.5. An attractive opportunity for grouped housing sites surrounding a major open space/recreation zone could be achieved through the development of the J.A. Woods gravel pit. While the intention is to provide individual sites for people who wish to build their own homes and might otherwise seek a site in the greenbelt, development will need to be to an overall layout, as the success of the concept depends on the relationship between the housing and the open space.

5.4.6. By orienting the housing to look inwards over an open space/recreational area, development directly fronting onto the road from Killumney to Ovens Cross, and also from Ovens Cross and the national primary junction, can be avoided. Retaining the existing frontage trees and hedgerows will help conserve the original attractiveness of the area.

5.4.7. A second possible area for grouped housing sites lies immediately south of the village. While this can be served by the new sewerage treatment scheme, water pressure may need further investigation. The site could be served from one main access point directly into the village. Because access will be through a former gravel pit this area could be developed as a central open space serving the housing.

5.4.8. Another housing area is indicated at Grange Cross Road. Elsewhere individual infill housing and small clusters will be considered on their merits within the development boundary.

5.4.9. Killumney should be kept distinct from Ballincollig. A section of green belt to the east of the village and south of the proposed Ballincollig bypass has been designated to achieve this. Development eastwards from Ovens Cross towards the national primary is also not desirable.



5.5.1. Kerry Pike is a substantial village between Blarney and Cork City. It had a 1981 population of 376. Its current population is 450-500 (as it has been treated since 1981 as part of the City suburbs by the CSO, the exact figure is not available). A plan for it was included in the 1986 County Development Plan.

The 1986 Plan and Sanitary Services

5.5.2. The 1986 Plan envisaged a doubling of the population to around 1000. This increase depended on the intention at that time to extend the existing aeration sewage treatment system in the village.

5.5.3. This did not go ahead, because on fuller investigation, space on the intended site was not adequate, and there were also objections from adjoining residents.

5.5.4. As there is ample spare capacity in the Blarney sewage treatment plant, the alternative to the aeration treatment system is now seen as the provision of a 6" sewer to the treatment plant in Tower.

5.5.5. It could take a few years before the sewer could be funded. In theory, this might be brought forward by funding from a private developer. However, this would depend on enough extra housing being permitted to cover the substantial investment involved. The effect could be to push the 2001 population up to 1200-1500.

5.5.6. Water supply also poses some difficulties, as pressure is excessive, while supply is barely adequate. The proposal for a new 100,000 gallon reservoir at Clogheen has not yet been implemented.

Review of the Options

5.5.7. The planning situation in Kerry Pike reflects a process of incremental decisions. Some commitments existed before the first plan for the area was produced in 1986, the 1986 Plan allowed for additional development, revised methods of servicing may lead to further increases, and so on. One function of a Review is to look at such processes, and decide whether they are headed in approximately the right direction.

5.5.8. In current circumstances, the 1986 Plan projected population of 1000 seems to fall between two stools. It is rather high if the settlement is to continue to be based largely on houses on individual sites, but rather low if significant conventional housing estate development is to take place.

5.5.9. The planning authority is faced with a choice between:

(1) Planning for a settlement of 1200-1500, with much of this population living in conventional housing estates, and giving special priority for sanitary service investment so that this growth can occur soon

(2) Planning for a smaller population increase, to say 750-800, based initially on such development as is compatible with infrastructural constraints, and with zoning and density provisions primarily aimed at the serviced site market.

5.5.10. Option 1 would increase the supply of housing land available to housebuilders in a readily marketed location, and would be more consistent with local policy to date. However, it is less consistent with strategic policy.

Strategic Policy Issues

5.5.11. Kerry Pike was not seen as an area of major residential development in either the LUTS Study or Review. Limited road access is one major reason for this. The radial route leading into the City ends in Blarney Street, and alternative routes tend to be steep, twisty and narrow. Road improvement costs are usually of a different order of magnitude to sanitary schemes.

5.5.12. Kerry Pike is to some extent in competition with the established satellite towns to the north and west of the City, particularly Blarney. Blarney will benefit from the major road improvements on the N20 route, which is much the largest public investment being made in the area north of the City at present, has reasonably good public transport, and a local employment base with potential for expansion. It would be difficult to justify promoting Kerry Pike at the expense of Blarney.

Local and Property Market Issues

5.5.13. Local policy in the 1986 Plan was partly a response to the linear pattern of development along the road from Clogheen to Tower. The 1986 Plan attempted to break this linear pattern of development (which threatened to form a continuous ribbon from the City to Blarney) by identifying several sites for in depth development.

5.5.14. The driving force behind this linear development was houses built on individual sites rather than suburban type housing estates. In the current Review, the smaller rural settlements covered in this chapter are seen as alternatives to more single houses in the green belt, particularly for those without strong local ties there. In depth serviced sites would be most likely to match this demand.

Proposed Policy

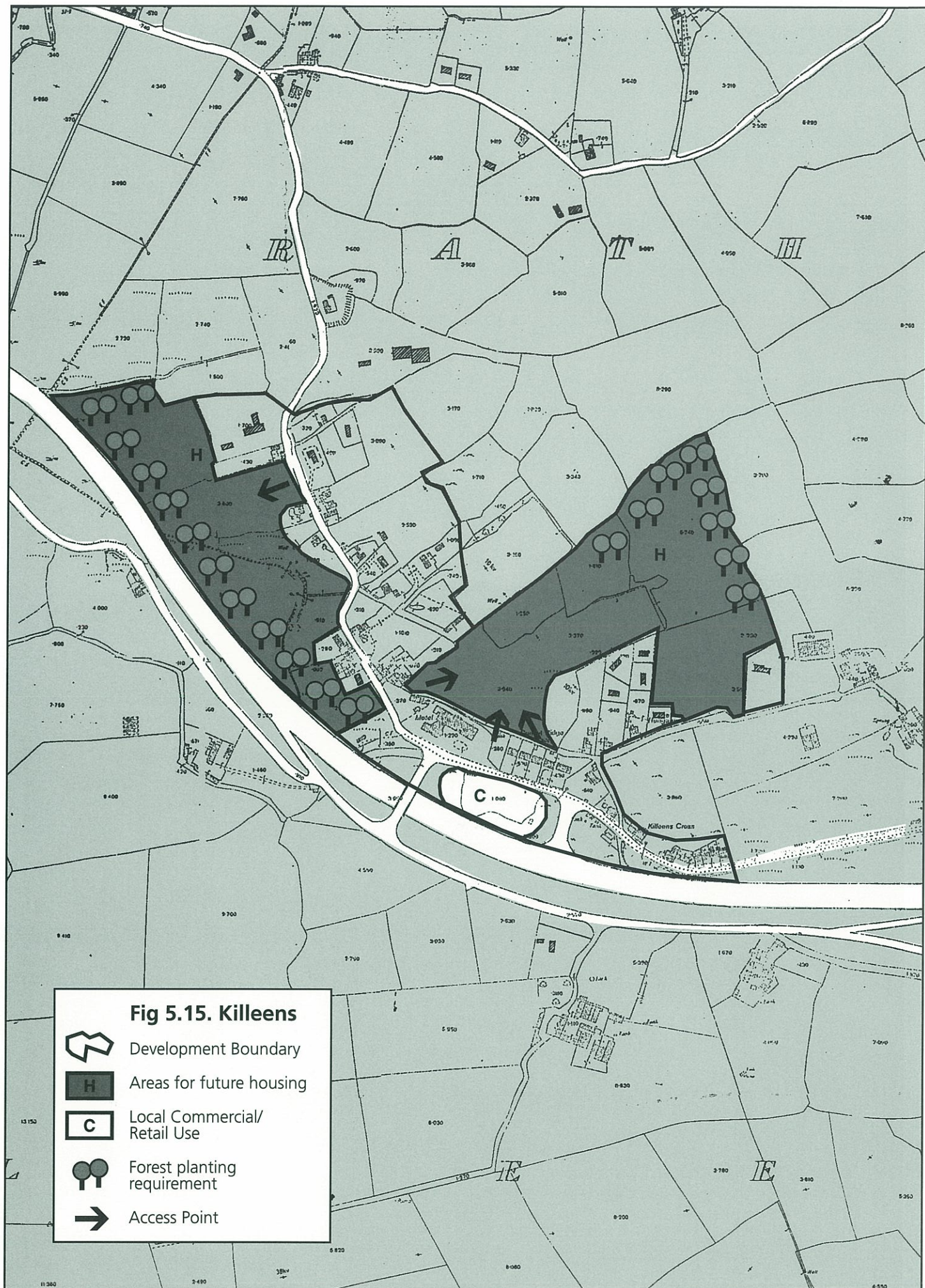
5.5.15. Having taken the various factors outlined above into consideration, zoning to permit up to 200 extra houses has been provided for in Figure 5.13. This gives a possible population of c.1200 (if all zoned areas were developed). Areas and densities have been specified, having regard to the need to limit the final population of the village, and ensure that much of the land is available for development as individual sites (rather than all being built as housing estates), as well as to specific locational and topographic factors.

5.5.16. Until a sewer is provided, development of zoned lands will not be possible, with the possible exception of very low density development in places where this is not likely to exacerbate sanitary problems.

5.5.17. The developers of zoned land will be required to provide a forest plantation buffer between development and agriculture. These woodland strips should be provided in accordance with para 5.64 (p.35).

5.5.18. Small retail and other commercial developments appropriate to the size of the village will be facilitated. Opportunities for infill housing development within the village confines will be judged on their merits and likely impact on adjoining development.





5.6.1. Killeens is a long established small village on the main Cork-Blarney road 1 mile beyond the City boundary. The village has a dispersed settlement pattern rather than a traditional village core and has suffered from through traffic for some time.

5.6.2. Killeens has a public water supply and new sewerage facilities are being provided. The environment should improve when the by-pass is complete

Consumer Services

5.6.3. Apart from the Motel, the level of community or consumer services within the village is low. This may be because it is so close to the City.

5.6.4. When finally by-passed there is some potential for a local "village street" development on the left-over lands between the existing road and the new National Primary Route. Such a development could include terraced housing, shop, pub/restaurant and local surgeries. In order to discourage through traffic and to help Killeens develop its own community identity, the provision of any motorway type services at this or adjoining locations will not be permitted. Such development would erode any village atmosphere, create pressures that would lead to disorganised development and reduce Killeens to the status of a motorway exit.

Housing

5.6.5. The development boundary has been defined to allow limited scale, incremental housing development without damaging the more important residential function of Blarney. Two main areas of future housing land have been identified- the larger to the North of the village behind the Motel, the second at the Western end of the village. The high rocky land to the City side of the village is protected as its visual contribution to the village is significant.

5.6.6. The ultimate density and layout of the larger tract of land will depend on access, ability to command the new sewer and the need to provide a significant forested area on the rising land on the North-Eastern fringe of the site.

5.6.7. The smaller (Western) site is seen as suitable for a low density housing cluster with tree belt buffer between it and the new National Primary Route. Development to the south or west of the new National Primary Route will not be permitted. Elsewhere within the development boundary infill housing will be favourably considered subject to the ability to comply with normal planning standards of design, sanitary arrangements and safe access.



5.7.1. This village lies 6 miles north of the City centre. Originally a cross roads settlement serving a rural hinterland, the village has attracted housing development in recent years. Eighteen new houses have been built within the village itself in the past 5 years.

Services

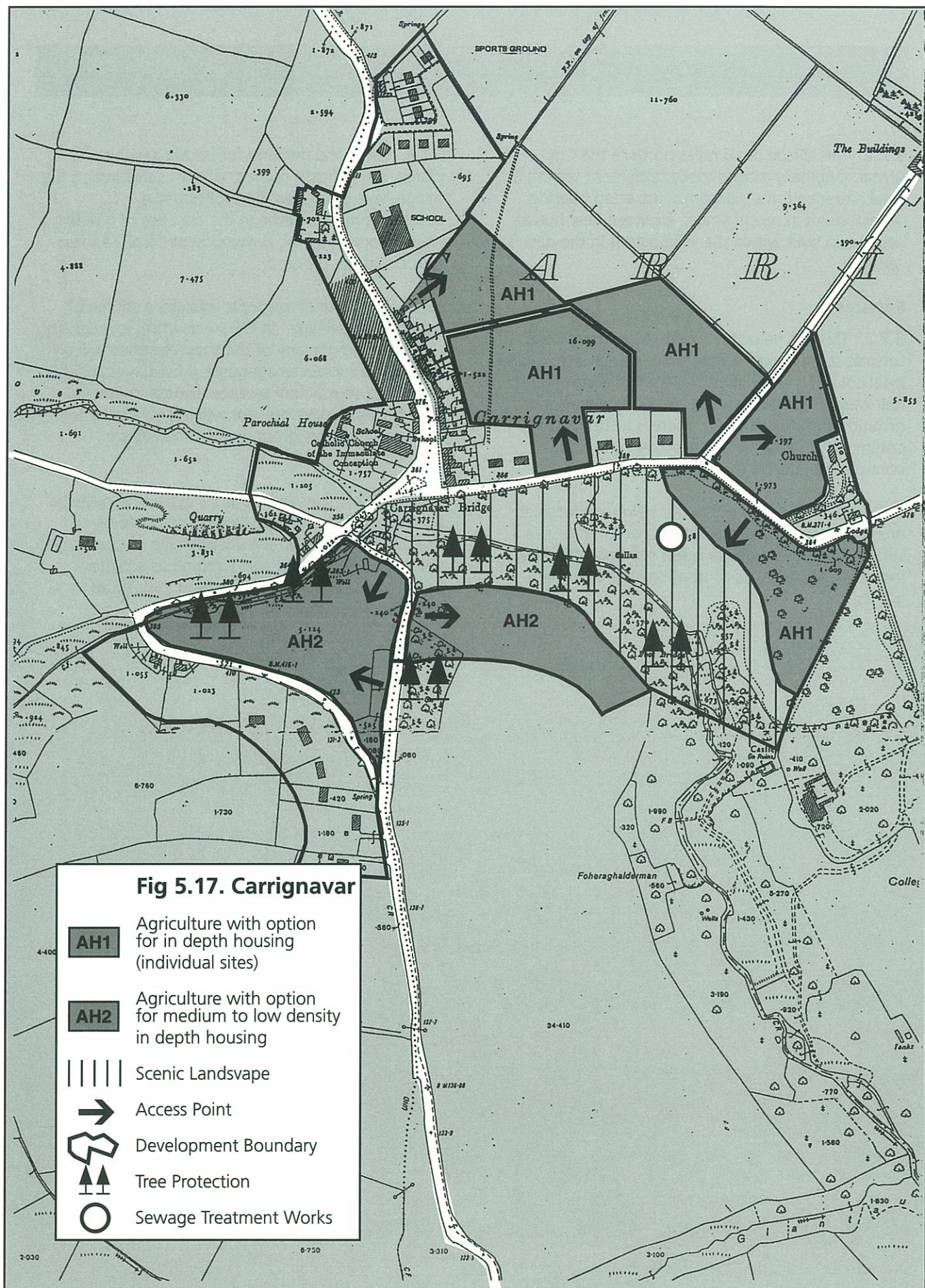
5.7.2. This has helped revive demand for existing services such as post office, shop, church, school and local community facilities. A substantial community hall was completed in recent years, as were sports grounds and a clubhouse. There is a strong local community identity and very active community council operating in the village.

5.7.3. Neither public water nor sewerage facilities are currently available. Most new development is served by a private group water scheme and either individual septic tanks or small sewage treatment plants.

5.7.4. Given the demand for housing within the village, a significant number of sites surrounding the village have been identified for housing development. However, in the absence of a public water supply, housing development on all of these sites could not proceed.

5.7.5. The Council will try to identify a source of water for the village. In the meanwhile, low density cluster housing in any of the sites identified will be considered subject to adequate provision of potable water and satisfactory sewage disposal methods. The density of development will necessarily remain low to ensure that groundwater sources are protected.

5.7.6. Where sites front onto 2 roads, the potential for County Lane type development should be exploited. The site on the eastern side of the village will require significant tree planting as a buffer between the ESB electricity station and future residential development.



5.8.1. This village of less than 200 inhabitants is attractively situated some 8 km. north of Cork City. Accessibility to it, via minor roads, is good and it is also convenient to Whitechurch.

5.8.2. Because of its range of services and facilities, which include a post-primary school and a swimming pool, Carrignavar is considered suitable for designation as a "priority village" capable of accommodating one-off housing demands in the surrounding rural hinterland.

5.8.3. Consolidation of the village should also ensure the continuing viability of its service function. In this regard, it is desirable that the ribboning to the south of the village and along the Whitechurch road be curtailed and directed into more central sites within the village. Grouped sites on a short cul de sac make it easier and cheaper to provide services, as well as helping the economy of the village.

5.8.4. Attractive sites have been zoned for housing near the village centre. The number of sites zoned has been increased, reflecting the importance given to the range and level of services available within the village. These sites offer a variety of locations suitable for small scale estate housing and individual sites. In order to protect and enhance the wooded nature of the village environs, tree planting and the retention of existing trees will be required.

5.8.5. As part of any development within the College grounds the Council will require the provision of central open space which would open up the village square while also linking such development back into the village proper. The stone walls which are a feature of the area as part of the College demesne should be retained in any development. New front boundaries should incorporate low natural stone walls rather than concrete block ones.

5.8.6. A new sewerage system was provided during the last plan period and there is adequate capacity for future development. This is an important asset, and increases the importance of resolving the water supply problem. Until a new source is located no large scale development can be permitted. The water supply issue has a high priority, and the scheme will proceed once a source is identified.



5.9.1. Upper Glanmire is 4 miles north east of the City and 2 miles from Riverstown/Glanmire. It contains a good range of services, including a large recently built primary school, church, community hall and sports grounds, pub and engineering works.

5.9.2. The residential potential of the village proper remains largely unexploited. To date, housing has tended to locate on minor roads adjacent to rather than within the village. This places undue strain on the narrow road network surrounding the village and imposes considerable burden on agricultural activity.

5.9.3. While the village does not have a public sewer, a public water supply is available and the system has recently been augmented with the provision of a reservoir.

5.9.4. In an effort to make better use of the existing services within the village, and help consolidate the community effort and identity of the area, lands immediately adjacent to the village have been identified for housing development.

5.9.5. The necessity for private sewerage disposal arrangements will keep densities low but this type of development will complement the existing pattern of development. Generally, cluster development with a common access rather than frontage housing will be required. Provision has however been made for some frontage housing on the western side of the village. A site for commercial/retail development has also been identified immediately adjacent to the school.



6. INNER SATELLITE TOWNS

6.1. This chapter deals with the inner satellite towns, and the two major, predominantly industrial areas of Little Island and Ringaskiddy. The satellite towns in East Cork are discussed in a later chapter which deals with East Cork as a unit. Some issues which are common to all satellite towns are discussed in the initial section of this chapter.

The Future of the Satellite Towns

6.2. Table 6.1 shows that the satellite towns accounted for around a quarter of population growth within the LUTS area in the 1976-90 period:

Table 6.1 % Distribution of LUTS Area Population Growth by settlement type, 1976-90	
	% of growth
Edge of City areas*	53
Satellite Towns	23
Other areas	23
LUTS Area	100
* includes edge of City areas within City (eg Mahon, Hollyhill)	
Source: LUTS Review Table 2.16	

6.3. The satellite towns have thus played an important but not the main role in providing for housing growth to date. This is partly because edge of city areas within the Corporation boundary have played a significant, if declining, role in housing growth.

6.4. Rapidly growing satellite towns have also made worthwhile employment gains, predominantly in the service sector. Ballincollig and Carrigaline appears to have gained 12-1500 service sector jobs between them in the last 15 years. Overall, the ratio of jobs to residents in satellite towns now seems fairly similar to that for suburban areas, though the absolute amount of employment, in line with population, is much less.

6.5. If the satellite towns can increase their share of housing growth and achieve a more dominant position within it, they are likely to have a future as independent settlements. If the majority of development remains in edge of City and rural locations, the satellite towns are liable to be absorbed by an expanded City, as the suburbs expand outwards towards them, and rural densities in remaining intervening areas rise.

Low Growth Satellite Towns

6.6. Most of the satellite towns are only growing slowly, with Ballincollig and Carrigaline the main exceptions. If the satellite towns are to play a larger role, more of them need to grow significantly. This can only happen if:

- *land and infrastructure to accommodate growth is available*
- *people find them attractive places to live.*

6. INNER SATELLITE TOWNS

Making the Satellite Towns Attractive

6.7. The satellite towns need to be able to compete on reasonably equal terms with suburban areas (in terms of access to services and employment) and to retain some of the environmental advantages of rural settlements. This involves:

(a) Zoning to maintain a reasonable mix of housing types and social groups within each town. This should make it easier to attract and retain a wider variety of builders and households, particularly in slow growing towns. It should also make it easier to attract industry.

(b) Making the satellite towns more employment led (as well as population led). In many cases, this would follow naturally from the measures proposed in the LUTS Review to boost their role in employment creation. These methods vary from town to town, and are outlined in the town plans.

(c) Providing for expansion of consumer and community services, and making sure development of edge of City services is not such as to prevent this. The crucial services are the ones that are frequently used: if many of these are absent or uncompetitive with suburban ones, a perception of remoteness results.

(d) Making sure (b) and (c) are not undermined by diversion of service employment to sites close to junctions on the new road network, or to commercial strip development on former main roads. (The latter type of development is also unsightly and liable to compromise the green belt).

(e) Improving access to the City by road and public transport. Many of the necessary road improvements are already underway, making the satellite towns more comparable with suburban areas in terms of access. The LUTS Review's emphasis on public transport needs to be followed up, for evening as well as daytime services, so that non drivers (including teenagers and students in car owning households) are not unduly dependent on being driven by others.

(f) Developing amenities, with particular emphasis on:

- making town core areas attractive and relaxed
- creating amenities out of river/seafront areas
- restoration/enhancement of key historic buildings
- retaining the rural setting of the town.



Warehouse with conversion potential, Carrigaline (See para. 6.1.16c)

6.1.1. Carrigaline situated 10 km. south of Cork City, is a satellite town which has grown rapidly in the recent past. As part of the West Harbour Area its main role is residential, being closely situated to Cork and Ringaskiddy as employment centres.

Development Needs and Capacity

6.1.2. Carrigaline's population rose from 5,900 in 1986 to 6,500 in 1991. Employment (predominantly services) was estimated at c. 1,200 in 1990. The LUTS Review planned for a population of c. 9,500, and employment of 1,900, by 2001. Land availability and infrastructure should be fully adequate to meet these needs.

6.1.3. Zoning for housing purposes has been carried out on a fairly generous basis, using a 10 year horizon, and with substantial allowance for the possibility of some land not coming onto the market. The County Council has a large industrial site (c.80 acres gross) at Kilnagleary, which should be adequate for the foreseeable future.

6.1.4. Growth in consumer services is an important source of extra jobs, many of which occur at relatively high densities along the Main Street. Ways in which the Main Street can expand in good environmental conditions are outlined in the Town Core section below.

Infrastructure

6.1.5. There is an adequate water supply which will serve the town during the plan period and after that for the foreseeable future. Since Stage 1 of the Carrigaline sewerage scheme has been completed, both the catchment area and handling capacity are considerable and allow for development on throughout the plan period.

6.1.6. There are some secondary sanitary service deficiencies. Problems with water pressure are being experienced on the higher ground in the SW section of the town, because the lands in this area are close to the height of the serving reservoir. The provision of an additional higher level reservoir to serve this area is being investigated. Further development in the area will be delayed until this is resolved. Some localised improvements to the water and sewer systems will be needed during the plan period.

Employment Led Growth

6.1.7. An attractive block of land was acquired by the County Council in the mid 1980's at Kilnagleary S.E. of Carrigaline. This land block was added to by subsequent purchase in 1990. It consists of rolling landscape commanding good views of the Owenabue Estuary. Parts of the land have been developed with 3 medium sized electronics firms providing employment for over 100 people and a block of 12 small units providing a further 40-50 jobs.

6.1.8. The Kilnagleary site will be promoted for a medium sized stand alone industry. Substantial water and drainage requirements could be met in this location, thereby utilising some of the spare capacity made available by the modified industrial mix currently proposed for Ringaskiddy.

6.1.9. Because of the scenic nature of the Council's site, great care will be taken to ensure that new buildings harmonise with the landscape, particularly on the river side of the main road.

Small High Growth Firms

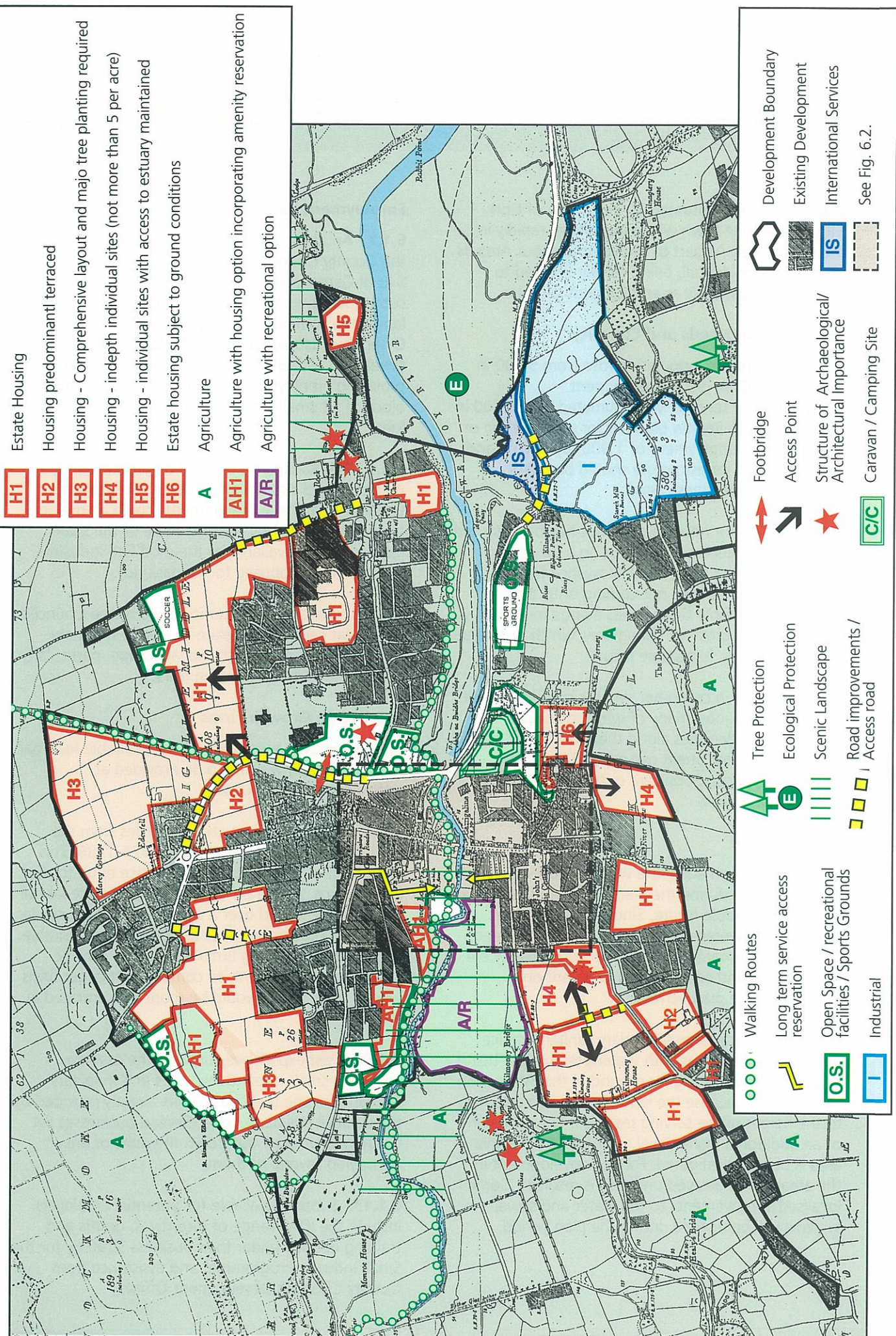
6.1.10. Smaller sites and buildings suitable for small high growth firms will also be provided at Kilnagleary as funds permit.

6.1.11. The need for such firms arises from the population bulge for those born 1976-1986. This age group is now starting to influence entry to the labour force. As the flow of entrants into the labour force will be spread over a decade or more, a similar spread of job creation over time would be desirable. A number of growing firms would help provide continuing recruitment, to complement larger firms whose recruitment would be more concentrated in time.

6.1.12. Past experience supports the case for providing small, expandable units at Kilnagleary. Demand for the fairly basic units already provided by the Council has been good. Several businesses set up there have now outgrown the units or are occupying several of them.

6.1.13. Support available for potential employers include the IDA's range of incentives, grants and training options under their Business Strategy for the Small Industry Programme, and assistance from County Council's Development Office.

Fig. 6.1. Carrigaline Area



Services Development and the Town Core

6.1.14. The process of investment in shopping and other consumer services has become well established in Carrigaline, providing employment and a wide range of services to local residents. This can be further promoted by:

- (a) Ensuring adequate scope for expansion.*
- (b) Encouraging suitable new types of service sector activity and development*
- (c) Maintaining an environment which is safe and attractive for pedestrians, and includes adequate parking and vehicle access*
- (d) Retention of a compact, attractive retail core.*

(A) SCOPE FOR TOWN CORE EXPANSION.

6.1.15. There has been strong growth in smaller retail businesses. Development in greater depth will allow town core functions to grow without loss of compactness. The area behind the Main Street to the SE of the bridge is suitable for this type of expansion. This site needs to be developed to an overall plan, not on a piecemeal basis. Part of it is subject to wayleaves: these areas could be developed for parking. Simple pedestrian routes, following natural desire lines from these parking areas and from nearby housing estates, and with shops facing onto them, are suggested.

(B) NEW SERVICE ACTIVITIES AND DEVELOPMENT

6.1.16. These could be promoted, using zoning options for:

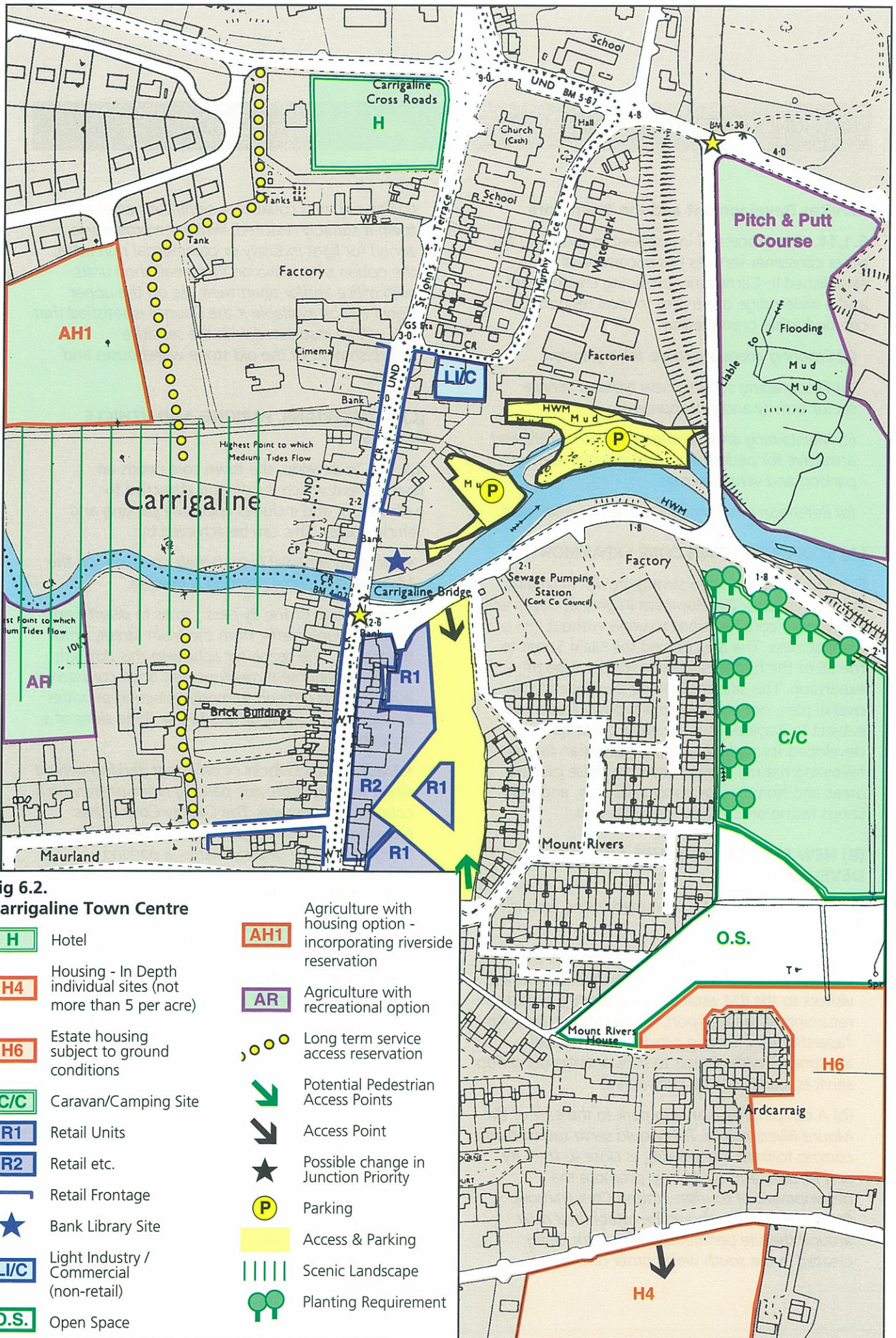
- (a) A hotel (on the industrial site opposite the church). Demand is seen as coming from business visitors to the IDA estate at Ringaskiddy, tourists returning to the ferryport, and local functions. An "aparthotel", involving provision of serviced apartments with access to substantial ground floor services, could also be considered.*
- (b) A camping/caravanning park to the east of the Mount Rivers estate. This would serve tourist traffic coming to/from Ringaskiddy, is close to the City and Kinsale, and could help promote the development of tourism around Cork Harbour. Extensive planting should be established now around the site perimeter, with a park being created in the south west corner of the site.*

(c) The old mills could be a significant asset to the town if suitably restored. While the property is zoned for light industry or commercial non retail, the option of subdivision into small shop units, with office and/or apartment use on the upper floors will be available if the Council is satisfied that this will be associated with the sensitive refurbishment of the old stone warehouses and stores.

(C) PEDESTRIANS, PARKING AND VEHICLE ACCESS

6.1.17. To develop, the town core needs an environment which is safe and attractive for pedestrians, and includes adequate parking and vehicle access. This can be achieved by:

- *Footpath renewal (now largely complete on the Main Street). Some planting is needed.*
- *Completion of the By pass, so as to divert north south through traffic from the Main Street, onto the bypass. The scope for achieving this through traffic management measures has been considered, but it is fairly difficult to modify junction priorities enough to persuade drivers to use three sides of a rectangle.*
- *Medium sized blocks of off street parking behind street frontages provide parking while preserving a coherent streetscape. The County Council has provided an off-street parking area beside the bridge. For small developments, a parking contribution may make more sense than trying to accommodate parking on site.*
- *Improved Parking Control: Poor parking discipline contributes to congestion on the Main Street.*
- *Service Access: Provision for rear access to premises on the main street from the west is desirable. Access points from the Ballea and Kinsale roads are shown on figure 6.2.*



(D) RETENTION OF A COMPACT, ATTRACTIVE RETAIL CORE.

6.1.18. This objective is promoted by

- *defining a retail frontage, and preventing conversion of housing to commercial outside it*
- *requiring shops to be normally 2 storey with a (real) pitched roof, normally with separate access to the upper floors*
- *maintaining the closed building line of the Main Street, with vehicular access to parking restricted to locations that allow for easy traffic movements.*

6.1.19. These requirements should ensure that shops remain within easy walking distance of each other, that the attractive village main street appearance is retained, and that new upper floor accommodation for small businesses is readily available in a well used commercial environment.

6.1.20. Compactness also avoids unnecessary displacement of or impact on other uses. Some forms of retailing do not involve conventional shops, because they are selling bulky items or are combined with wholesaling or production facilities: these may be suitable for the more industrial type environments on the Main Street.

Access to and from Carrigaline

6.1.21. Road improvements which are now well underway will provide Carrigaline with good access to the City and the proposed downstream crossing of the River Lee. Carrigaline already has the best international access of the satellite towns, being within a few miles of both airport and ferryport.

6.1.22. Part of the proposed by pass of Carrigaline (from the R.C. Church to the Crosshaven Road) has been constructed. While this has substantially reduced summertime congestion, the Main Street is still used as the main link to residential areas to the south, with adverse effects on the environment of the Main Street. Completion of the by-pass would make it easier to attract industry to the industrial area SE of the town.

6.1.23. The LUTS Review suggested enhancement of bus frequencies to City service levels later in the decade, providing the population increased as expected. A good bus service is needed if Carrigaline is to remain attractive to households with teenagers or students.

Residential Development: Housing Functions

6.1.24. The main characteristics of the housing market in Carrigaline are:

- *private estate housing is dominant*
- *most development has occurred north of the River*
- *local authority housing is mostly south of the river*

6.1.25. This pattern could be usefully modified by

- *more provision of private sites (given the pressure for rural sites in the town's hinterland). The Council is currently marketing one such scheme. Some other lands are also zoned for individual sites, mostly south of the river.*
- *increased range of housing, including provision for some relatively low density housing/sites (to help retain households already resident within the town who wish to trade up) and some terraced housing (for starter households)*
- *if practicable, acquisition of sites suitable for small groups of local authority housing north of the river.*
- *a limited amount of flat or apartment type accommodation close to the town centre. Such provision is encouraged by several of the policies in the town core section above.*

Residential Zoning and Amenities (North)

6.1.26. Residential development is to continue in the Waterpark area, subject to the action area plan (see Figure 6.3). As part of this plan a system of pedestrian routes has been proposed.

6.1.27. Completion of the inner relief road, which forms a western boundary to most of this sector is desirable during the plan period. An integral part of the construction will be the provision of a pedestrian over-bridge in the vicinity of the community school. This will maintain a safe pedestrian "spine" linking Waterpark and the rest of the town.



6.1.28. The new community hall, and the completion of the pitch and putt course and park area at Waterpark has enhanced the facilities and amenities of this area. Further work on the development of the riverside walk eastwards from Waterpark is proposed. Completion of the link through the Council's new car park and onto the main street will open up the riverside walk to residents of other sectors of the town.

6.1.29. North of Waterpark, a large tract of previously unzoned land between the main road into Carrigaline and the old railway line is well located relative to local services and has been zoned for residential development. To avoid piecemeal provision of services and recreational facilities and to take account of varying land conditions within this site, it should be subject to a comprehensive development programme. This should include:

(a) the provision of a major tree planted reservation on the northern end of the site

(b) dedication of the old railway line as a pedestrian/cycle route.

6.1.30. North of Endsleigh, provision has been made for additional zoning of land for housing on sloping lands between the Ballea and Ballinrea (Douglas) Roads. The footpath connecting the two roads (via St Rinoge's Well) represents a natural limit to development, for water supply and topographic reasons. A linear open space along the south side of this footpath should be provided in conjunction with the development of the adjoining lands.

6.1.31. Difficulties arising from the large scale of the primary school complex and access to it will be alleviated as far as possible by negotiating new pedestrian access points. Alternative vehicular access will have to be seen as subordinate to the protection of residential amenities on adjacent housing estates.

6.1.32. On the north bank of the river, an option for residential development of good quality design and layout has been included. A prerequisite of development here will be a 30 metre+ reservation between the housing and the river for development as a riverside park. Given the sensitivity of this location, piecemeal development which might prejudice this will not be permitted. Existing trees and hedgerow should be retained and housing should normally front (rather than back) onto the parkland reservation.

6.1.33. Protection of woodland and the reservation of the riverside area upstream of the town for long term amenity uses is also proposed.

Walking Routes and Access to Countryside

6.1.34. The walking routes referred to in the previous section are intended to improve access to countryside and make the most of the amenities available in Carrigaline. This is partly to strengthen the attractions of Carrigaline as a residential location under the satellite towns policy, and partly to provide amenities for users of tourist accommodation suggested at 6.1.16.

6.1.35. The routes should extend outwards from the town as follows:

- *(former rail line) from bypass to Rafeen*
- *(north shore of Owenabue estuary) from bridge to Carrigaline Castle*
- *(west along river) to Ballea.*

6.1.36. Measures to protect Carrigaline Castle and the adjacent limestone outcrop will be reviewed with the intention of securing the historical, aesthetic and botanical attributes of the area for the wider benefit of the community. Consideration will also be given to the provision of ancillary riverside amenities in conjunction with road improvements east of Carrigaline Castle.

6.1.37. To realise these objectives, local community support and use of some form of local employment scheme would be necessary. The LUTS Review suggested that such schemes would be of more benefit to participants and the community if they were used to further substantial projects over several years. The footpaths need to be well signposted and low maintenance.

South Carrigaline

6.1.38. At Mount Rivers, the remaining Council owned lands should be developed for estate housing and open space. There are some springs and wet areas within the area zoned for housing. Site investigation will be needed prior to development, and estate layout will need to reflect the results of this. The lower part of the site is not suitable for conventional development, and is earmarked for a camping and caravanning site, and a park.

6.1.39. The 4 ha. site owned by the County Council to the south of Mount Rivers is well suited to low density individual sites. This site provides an alternative to rural housing.

6.1.40. In the SW edge of Carrigaline, water supply is in need of upgrading, especially the higher parts. Low pressure is already experienced in existing estates because of the height of these lands relative to the serving reservoir. The small watermains serving the area increase the difficulty of maintaining adequate water pressures particularly at times of high demand.

6.1.41. Lands were zoned in this area in the 1986 Plan, and there has been modest extension of these areas in this Review. However, such development is unlikely to be possible until this problem is resolved.

6.1.42. At Kilmoney, the large zoned land block between the Upper and Lower Kilmoney Roads commands lovely views over the river plain to the north and is well placed to attract a mixture of individual sites and estate housing.

6.1.43. Protection of the Ringfort on the Council's property will be ensured by incorporating it as a central open space feature. Consideration will also be given to promoting an archaeological investigation of the monument.

6.1.44. The development boundary includes the individual houses along the Rocky Road. However because of problems with water pressure in the area and given poor soil percolation, further housing will not be permitted along this road.

6.2.1. Ballincollig is the most developed of the satellite towns. Its population rose from c. 9,850 in 1986 to c. 11,400 in 1991: a rise of 16%. The 1986-1991 increase was substantially higher than that estimated by LUTS Review and implies that its projection of 13,800 in 2001 may be too low, and that a figure of around 15,000 may be more realistic.

6.2.2. Ballincollig is not likely to continue growing indefinitely, because it has the natural boundary of the River Lee to the north, and the proposed bypass will be the appropriate boundary to the south. However, there is around 550 acres within this area which are undeveloped but capable of development: this should allow quite rapid development to continue for at least another decade.

The Transition to a Mature Satellite Town

6.2.3. Ballincollig is already the largest town in Cork, apart from the City, and may have a population similar to that of Clonmel or Wexford by the end of the century. It has a substantial local employment base, services, infrastructure and amenities in place. The rate of growth has been such that the development of these assets needs to be checked at regular intervals to make sure they do not lag behind emerging needs, and do adapt to changes in those needs.

6.2.4. As Ballincollig matures, and most of the development area becomes built up, it will become more difficult to make significant changes, or remedy deficiencies. This Review is therefore an important opportunity to identify and take action on areas which need attention. These include:

- (a) Employment creation opportunities arising from proximity to the SW of the City*
- (b) The job needs created by the towns unusual age structure*
- (c) The constraints imposed on development of service functions by the towns layout*
- (d) The transport system, and ways of making the most of proposed improvements to it*
- (e) Future housing development (particularly on the SW side of the town where the main blocks of developable land are), its servicing, and ways in which it can be made more interesting and varied.*

A. EMPLOYMENT OPPORTUNITIES

6.2.5. The LUTS Review identified Ballincollig as well placed for future development in the electronics/international services area, because:

- it is close to the SW of the City, which has rapid job growth, specialisation in this area and excellent educational/research facilities*
- further land availability in the SW of the City is limited*
- proposed road improvements will improve access between Ballincollig and the SW of the City further*

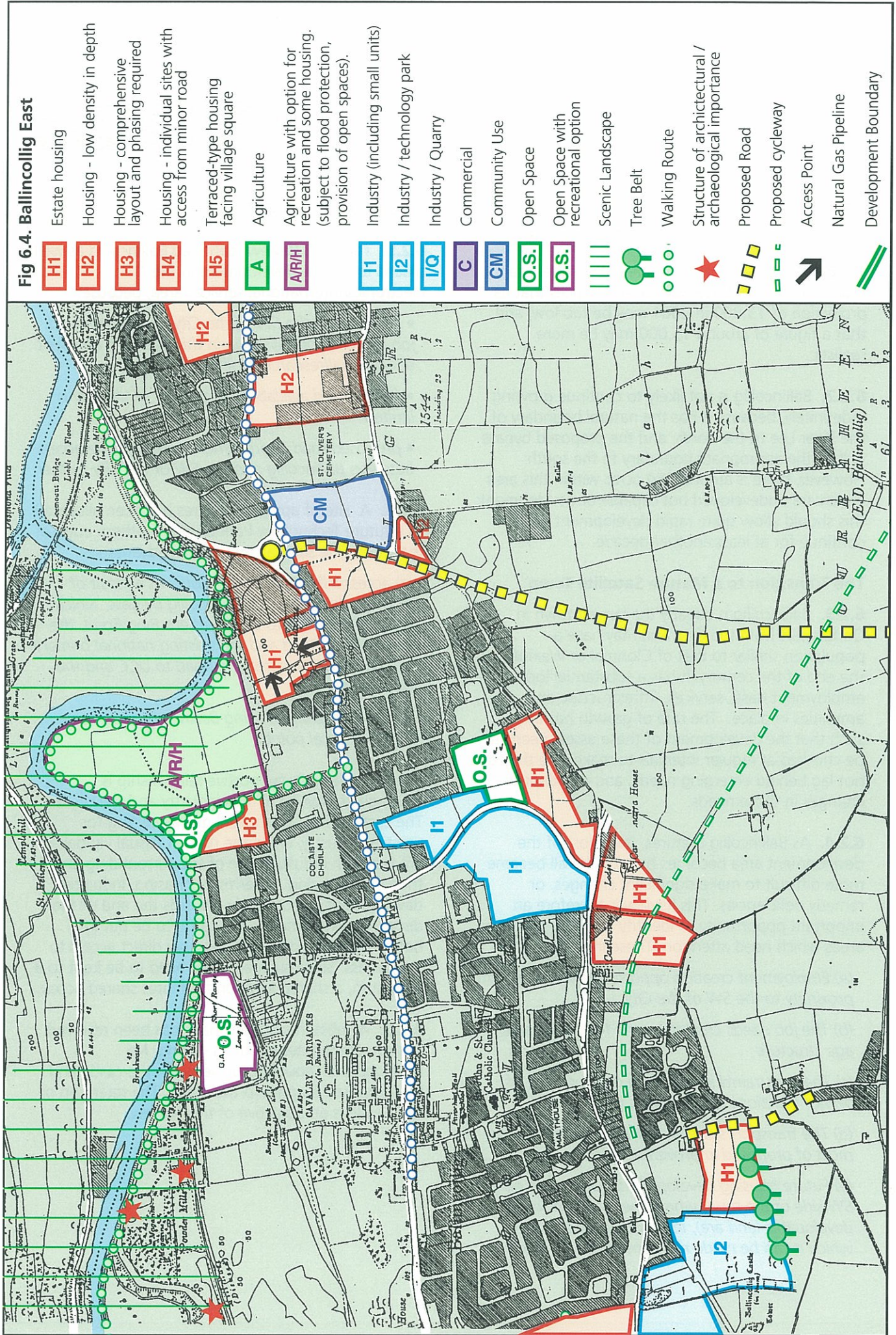
6.2.6. A site of approx. 50 acres has been allocated as a future Technology Park on the southern edge of the town. The site has two special advantages:

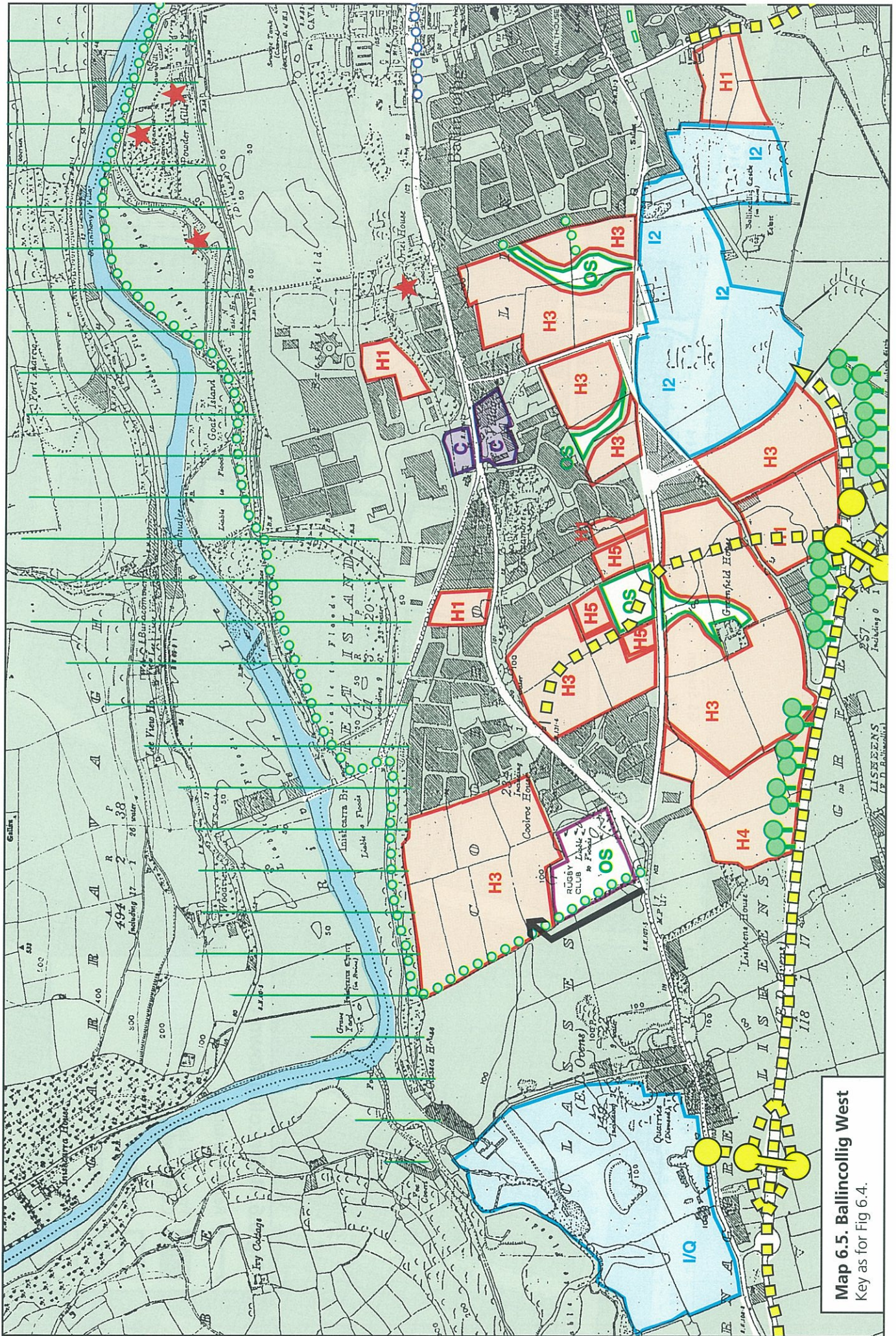
- (a) accessibility and a high profile as a result of fronting the proposed Ballincollig by pass, which will link directly into the Southern Ring Road, the Model Farm Road and the existing national primary route via the Carrigrohane Road to UCC and the City centre.*
- (b) the possibility of using Ballincollig Castle as a symbolic focal point.*

6.2.7. A mutually supportive relationship is envisaged between hi tech industry and the castle. The castle offers an unusual quality setting for prestige industry, while the risks of casual vandalism are less with industrial use of the surrounding area than with housing. In terms of phasing, industrial development is most likely towards the end of the decade, giving time for the castle to be put in a better state of repair. Both deserve direct access to the bypass. Since such accesses need to be kept to a minimum, a shared location facilitates shared access.

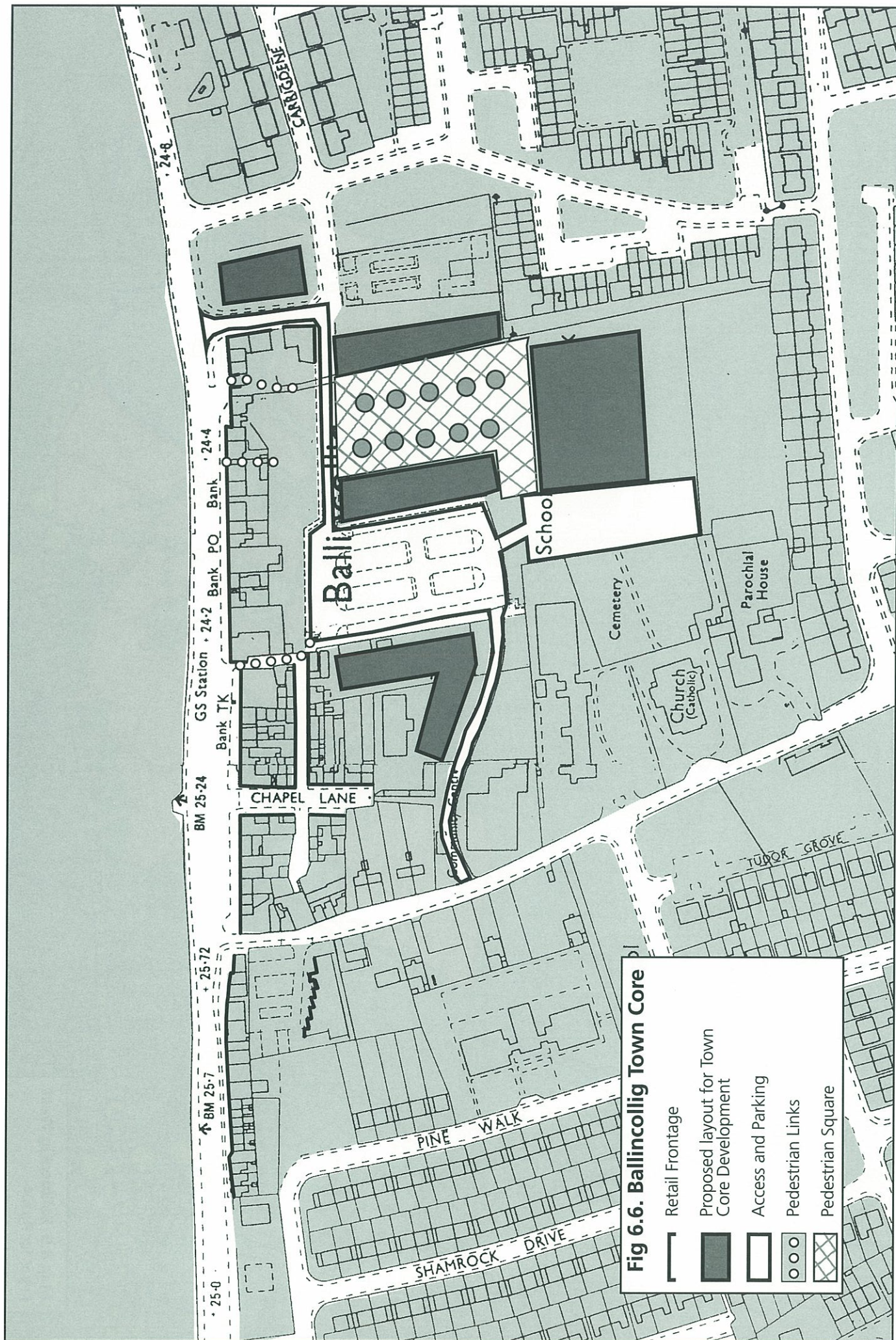
6.2.8. A substantial open space has been reserved to protect the integrity of its setting. No development should occur between the castle and the proposed by-pass to the south. The retention of the Castle is an objective of this Review.

Fig 6.4. Ballincollig East





Map 6.5. Ballincollig West
Key as for Fig 6.4.



Existing Major Employment Areas

6.2.9. The Army provides significant jobs within Ballincollig, both directly and indirectly. The quarrying/concrete products sector also provide a large number of jobs in the Ballincollig/ Ovens area. The industrial estate at Innishmore contains Topps, one of Ballincollig's first industries and a major employer for the town. EMC Computer systems in Ovens is also an important local source of employment.

B. JOB NEEDS AND AGE STRUCTURE

6.2.10. Like Carrigaline, Ballincollig's population structure shows a pronounced bulge for those born in 1976-86. This structure will influence numbers entering the labour force during the 1990's. Policies which would help match the flow of additional workers into the labour force with a corresponding build up of additional jobs are needed.

6.2.11. The LUTS Review suggested promoting Ballincollig as a location for small firms with good growth prospects. Its good image and modest property prices provide favourable conditions for this type of development.

6.2.12. The Council owns 30 acres of industrial land adjacent to the town centre. This land is easily accessed and fully serviced and will be actively promoted as the prime location for these growth industries. Funds permitting, the Council will get involved in the provision of units for these firms.

6.2.13. Apart from Topps, there is some underuse of land and buildings within the Innishmore estate, which would be a suitable alternative location for such enterprises.

C. SERVICES DEVELOPMENT AND TOWN LAYOUT

6.2.14. One of the functions of the satellite towns policy is to encourage development of a town centre which will provide easily accessible local services, increase local employment and help develop local community structure and identity.

6.2.15. Ballincollig has been reasonably successful in achieving this, and recent environmental improvements in the main shopping frontage facing the barracks have helped to aggregate the various businesses into a coherent and attractive shopping environment. During the last plan period, remodelling, kerbing and tree planting took place which did much to improve the town environment and improve the car parking situation.

6.2.16. Nevertheless, there are some unusual factors, mostly relating to town layout, which may tend to limit services development in Ballincollig. Specifically:

(a) shopping is divided between 2 centres, and limited to one side of the Main Street in each case.

(b) the main area designated for expansion of service functions, south of the Main Street, is at present something of a backland, without the through movement and activity which would make it attractive to developers and shoppers

(c) unlike most towns, the road system in Ballincollig does not focus naturally on the town core area. The southern (Killumney) road is a radial in relation to the City, but a by pass in relation to Ballincollig.

6.2.17. A 1993 survey of shops and retail services in Ballincollig and Carrigaline showed the same level of provision in both towns: 80-85 individual outlets, and 41 different types of service, in both cases. Since Carrigaline has a much smaller population, this may suggest some constraint in Ballincollig's service role.

6.2.18. The danger of the development of Ballincollig's services being inhibited by these features can be reduced by:

** holding available land adjoining the two centres specifically for consumer services. Zoning changes to secure this have been made.*

** implementing the planned road north of the community centre to link designated commercial and parking areas behind the Main Street frontage to the southern side of Ballincollig, so as to help create the conditions for service growth there. Figure 6.6 provides an outline to guide development of this commercial area.*

** Modifying the planned road network to facilitate north south movement to and from the West Village centre. (These modifications are discussed in section D below).*

6.2.19. The provision of additional retail facilities

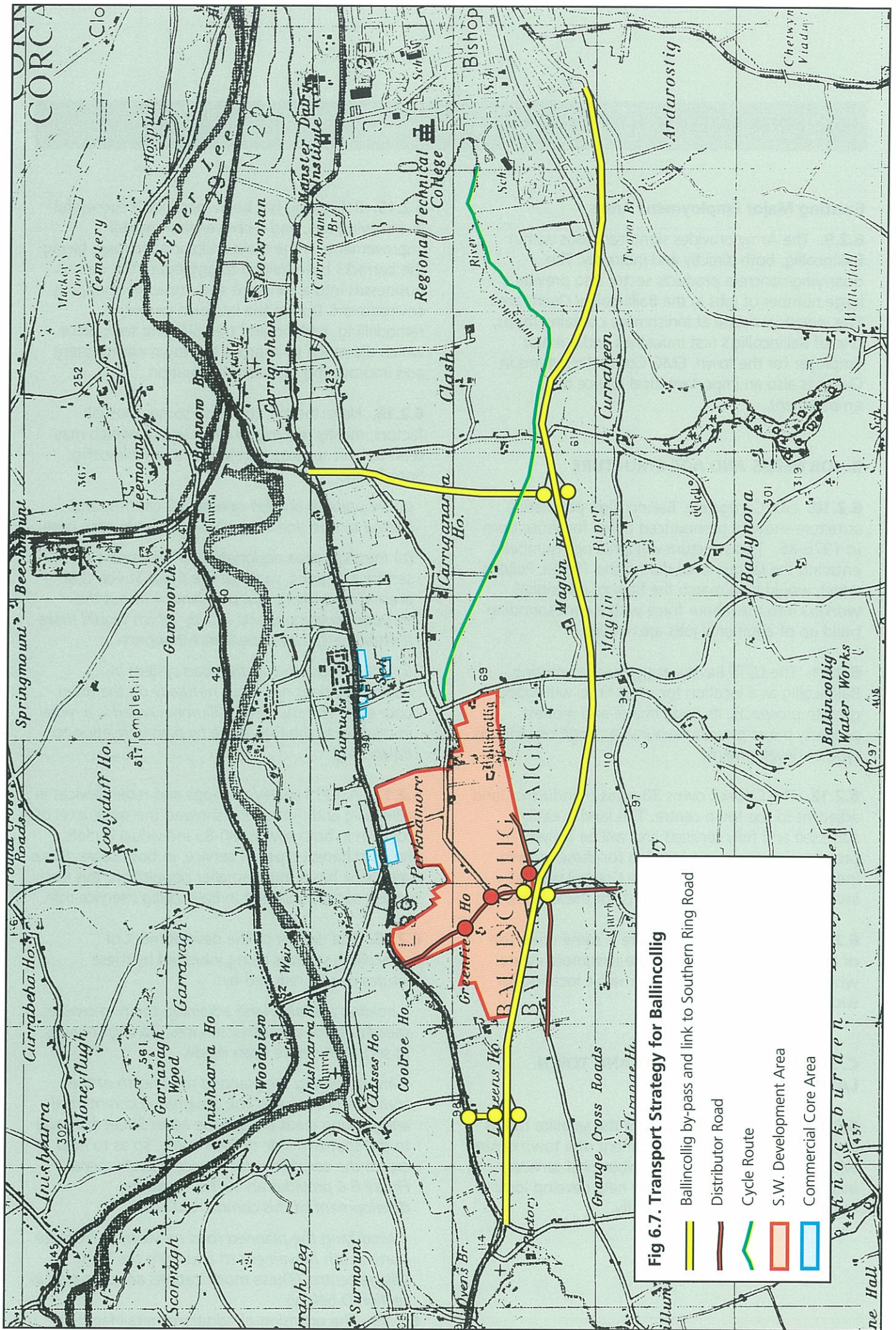


Fig 6.7. Transport Strategy for Ballincollig

- Ballincollig by-pass and link to Southern Ring Road
- Distributor Road
- Cycle Route
- S.W. Development Area
- Commercial Core Area

outside town core areas will be limited to small units serving local needs, so that the integrity and viability of the town core is not jeopardised.

6.2.20. The barracks are an important service employer in Ballincollig. Their retention in the town is desirable, and there is no indication that the process of reviewing defence installations will affect them. If any major change in the status of the Department of Defence lands to the north of the Main Street were to occur, a special review of the Development Plan for Ballincollig would be needed.

D. TRANSPORT AND ACCESSIBILITY

6.2.21. The Ballincollig by pass proposal, with a link south eastwards to link up with the City's southern bypass, was incorporated in the 1986 County Development Plan, and was the main addition made by the 1992 LUTS Review to the road proposals put forward by the original LUTS Study in 1978. The by pass is now a reasonably definite prospect for construction around the end of the decade.

6.2.22. The by pass will modify traffic movements within Ballincollig, partly by transfer of through movements onto the by pass, and partly by attracting traffic travelling between Ballincollig and places served by the City's southern ring road.

6.2.23. There is a case for some modification to the planned internal road system in response to the likelihood of a bypass. This could involve more provision for north - south movements (south to get onto the by pass, north to get to services on the Main Street). Proposals below are necessarily tentative, pending detailed design and consultation with the Department of the Environment.

6.2.24. Figure 6.7 summarises in diagrammatic form the desirable modifications. They are:

(1) providing a junction to the south west of Ballincollig Castle, which would give access to the very extensive development land on the SW side of the town. Links from the junction would serve:

- *The proposed Technology Park*
- *The N-S Road leading to the West Village centre*
- *The Castle.*

(2) modifying the long standing proposal for an inner relief road so that its (new) western section has direct access to the by pass

(3) Rearranging priorities so that traffic from Killumney and the western end of Ballincollig to the City are encouraged to use the by pass, so diverting relatively fast medium distance traffic at present using the Killumney Road, and avoiding conflicts with the local vehicle and pedestrian movements associated with residential areas.

(4) Subject to agreement with the Corporation, providing a Killumney Road - Bishopstown cycle link. The link was recommended by the LUTS Review. The route would give access to the RTC, FAS, UCC and the Regional Hospital. Prospects for its use would be unusually good, because of Ballincollig's large young population, the level nature of the proposed route and the difficulties of cycling on the Model Farm Road.

The cycle route (4) should be constructed ahead of the by pass if at all possible.

6.2.25. The bus service to Ballincollig has recently been upgraded to around 24 buses per day, with services every 15 - 30 minutes at peak, in line with the LUTS Review policy of increasing transport choice in the major satellite towns.

E. THE SOUTH WEST: FUTURE HOUSING AND INFRASTRUCTURE

6.2.26. The great majority of potential development land lies in a block to the south west of the town centre. Apart from the proposed Technology Park (see para. 6.2.6 above), the main intended use of the area land is housing.

Sewerage

6.2.27. Some areas are not immediately serviceable, such as the residentially zoned land between Muskerry and Parknamore and the land around Ballincollig Castle. These will become serviceable as the sewer is extended westwards towards the castle in conjunction with the development of these lands. Lands further west at Coolroe and Greenfield will be served separately and are not dependent on this extension.

Design and Structure

6.2.28. Housing expansion in the SW area needs to be attractive and interesting. To give structure and focus to the area, a 5 acre village green, on sloping land facing south and commanding good views of the southern ridge, is proposed. Predominantly terraced housing is envisaged fronting onto this green.

6.2.29. The larger blocks of land will require a comprehensive phased master plan, indicating a mix of house styles, densities, and layout. This will help ensure balanced development and avoid the dangers of monotony.

6.2.30. A tree buffer zone will be needed to separate housing zones from the Ballincollig by pass. Housing close to points where existing roads cross the line of the by pass should not be allowed if they need direct access to the minor road and compromise the possibility of an overpass over the by pass.

6.2.31. The area of land zoned at Coolroe for housing will require sensitive layout and planting to ensure that the impact of development on this high ground is not obtrusive. A 15 m+ woodland screen along the northern boundary of the site, will be required.

Other Areas: The Eastern Sector

6.2.32. This area comprises lands between the roundabout and J.A.Woods maintenance depot. It is divided east/west by the existing main road, to the south of which the Council has provided a new link road to the Kilumney Road. This link has opened up substantial industrial sites and a housing site of approx 16 acres. Further land is available for housing to the south of the Kilumney Road.

6.2.33. While the final alignment of the by pass has yet to be determined, an area between lands zoned for housing around Castlevue and the by pass has been reserved for open space.

6.2.34. The area north of the Main street has accommodated the bulk of residential development in this sector over the last 8 years. The post-primary school site reserved in the previous Plan has now been developed. A new housing development has just commenced on lands to the west of the roundabout and a further area of land is available for housing at Poulavone.

6.2.35. Vehicle access to parking serving possible future recreational uses in the peninsula north of Poulavone (via Leesdale and/or Manor Hill) needs to be maintained. Subject to this option being retained, the link road between Leesdale and Manor Hill estate could be dropped.

6.2.36. A small extension to the east of the existing residential area at Leesdale Lower will be permitted to allow a more satisfactory edge between housing and the Poulavone promontory, with housing facing onto open space. The field in which this could occur will need to be held for open space, partly in order to achieve the above objective, and partly because of proximity to the river. As the open space is in excess of what is usually required, the Council would not object to transfer of open space obligations from the Manor Hill estate. The Council is in negotiation with the landowner, to see if an overall agreement on the future of the peninsula can be reached, and the precise boundary between housing and possible future leisure uses may be determined in the context of such an agreement.

Carrigrohane

6.2.37. A number of blocks have been zoned for development. Sewage treatment limitations, the prevailing character of existing development and the desirability of avoiding high densities directly adjoining the green belt combine to imply low densities. If treatment facilities can be provided on site, and disposal is possible, densities of up to 4 per acre may be possible.

6.2.38. Carrigrohane has a separate sewerage system which is inadequate. There is a proposal to pump the sewage from Carrigrohane to the Ballincollig works which would alleviate the problem. This should be in place during the Plan period.

6.2.39. The proposed link road from the Poulavone Roundabout southwards will open up a substantial area of housing land. This land bank will require sensitive design and layout to provide both a presentable image on the approaches to Ballincollig and to ensure a satisfactory separation between the link road and the housing itself. It is possible the area to the west of St Oliver's cemetery may be needed for a cemetery extension, and the zoning should not be seen as precluding this. A 15 metre planting strip will be required along the frontages of the lands to separate housing from the new road.

6.2.40. Carrigrohane is under most pressure for expansion due to its proximity to the city and the upmarket image of the Model Farm Road. Policies to ensure that this does not result in encroachment on the green belt have been outlined in Chapter 5. A clear development boundary is not always popular, but the alternative of allowing incremental development would result in Ballincollig losing its separate identity and becoming a relatively remote suburb of a greatly enlarged City.

North West Sector

6.2.41. On the NW side of Ballincollig, a site at the entrance to Innishmore, and facing the West Village Centre, has recently been sold by the Co.Council for a Hotel/ Licensed premises. While the development boundary extends westwards to include the J.A.Woods concrete works, a continuing agricultural use separating housing from the works is envisaged. Some development could occur on the higher north eastern corner of this farm, and/or on the adjoining Rugby Grounds, but only in so far as these areas can be drained by gravity. Screen planting along its western and southern boundaries will have to be provided.

Ballincollig Regional Park

6.2.42. The Regional Park lies along the River Lee on the northern side of the town. It is one of Cork County Councils major amenity schemes which provides a recreational resource for both the City and the population of Ballincollig.

6.2.43. Work on the development of the park has been in progress since the mid 1980's and it now caters for a wide range of leisure pursuits with further expansion planned. In 1992 the Council undertook a local marketing survey to determine public reaction to the park and as a guide to future development.

6.2.44. The park already contains playing pitches and extensive riverside walking routes and likely further facilities include an equestrian centre, pony trekking, boating facilities, pitch and putt and a caravan park.

6.2.45. It also contains the Gunpowder Mills complex which is one of the finest examples of its kind in Europe. This is now being developed as a major tourist attraction and an associated visitor centre is nearing completion. The complex and centre was opened to the public in 1993.

6.2.46. The low lying promontary of agricultural land north of Poulavone is an area of potential expansion of the Park. Significant housing development has occurred around this area. The low lying nature and highly scenic riverside setting of the remainder makes it unsuited to housing. The zoning reflects its current agricultural use, and its natural boundaries (the escarpment to the south and the laneway to the west). In the longer term, it is suitable for acquisition as an extension to the Regional Park, possibly including an urban forest.

6.2.47. A small area of these lands (where they abut the existing Leesdale Housing) could be developed for housing, if the standard of design and layout were high enough to provide an attractive interface between existing housing and agriculture/parkland (see also 6.2.35-6 above).

6.2.48. The provision of a long distance walking route through the Regional park and on to the City to link up with the Lee Fields and Curraheen River Walk remains an objective.



6.3.1. Blarney/Tower is a twin settlement, and a designated satellite town about 3 miles NW of the edge of Cork City. The population of the two settlements was 3445 in 1991. The town's main functions are as a residential centre of moderate size and growth rate, and as a major tourist centre. It also has a traditional textile industry which has been successfully reoriented towards craft type production integrated with specialist retailing.

6.3.2. This Review seeks to identify ways in which:

- *housing can be stimulated in Blarney, so that both halves of the settlement have a reasonably active housing market, and fulfil their role as a satellite town effectively*
- *the conditions which support Blarney's role as a major tourism attraction can be maintained, and the environment for tourism can be adapted and improved so that this function can continue to develop*
- *the high international profile of Blarney, and its improved access, can be used to attract technology based and/or additional craft based employment. The LUTS Review suggested pursuing this potential as part of a strategy of linking areas of potential employment growth with unemployment blackspots, using transport improvements along a north eastern corridor from E. Cork, through the north of the City to Blarney.*

The Potential of Individual Areas

6.3.3. Three major areas, with rather different roles, can be distinguished within the combined settlement. The NE side of Blarney is the area in which the main opportunities to attract additional industry and stimulate Blarney's housing market should occur. It is the right side of Blarney to benefit from transport improvements, it has quite a lot of attractive development land available, and substantial development is possible there without compromising Blarney's tourist function.

6.3.4. The centre and SW of Blarney itself are the key areas from the point of view of tourism. The attraction of Blarney is not simply the Castle, but includes its context: the woods, river and flood plains surrounding it, the village square and mill buildings on its approaches and so on. The importance of the context will increase if the Blarney stone itself becomes less of a draw. The future of Blarney as a tourist centre will depend partly on how well this area is managed.

6.3.5. The function of Tower is predominantly residential, and unlike Blarney it already has a fairly active housing market. This can be seen from Table 6.2

Table 6.2

% Population Increase, Blarney and Tower, 1981-91

	Blarney	Tower	Combined Settlements
1981-6	+1	+13	+5
1986-91	+2	+8	+4

The conditions for this active housing market need to be maintained, and growth in local consumer services encouraged. This would help avoid undue pressure on the area around the square in Blarney, as well as improve services available within Tower.

6.3.6. The remainder of the plan for Blarney/Tower is organised around these three main areas, and the special functions related to them. As all three areas are served by a common infrastructure, this is dealt with first.

A. INFRASTRUCTURE

6.3.7. Tower and Blarney are served by a new sewerage system completed during the last plan period. The problems with river pollution have been eliminated while large areas now lie within the sewer catchment. Some of this catchment is not suitable for development due to gradients, scenic importance, or woodland protection.

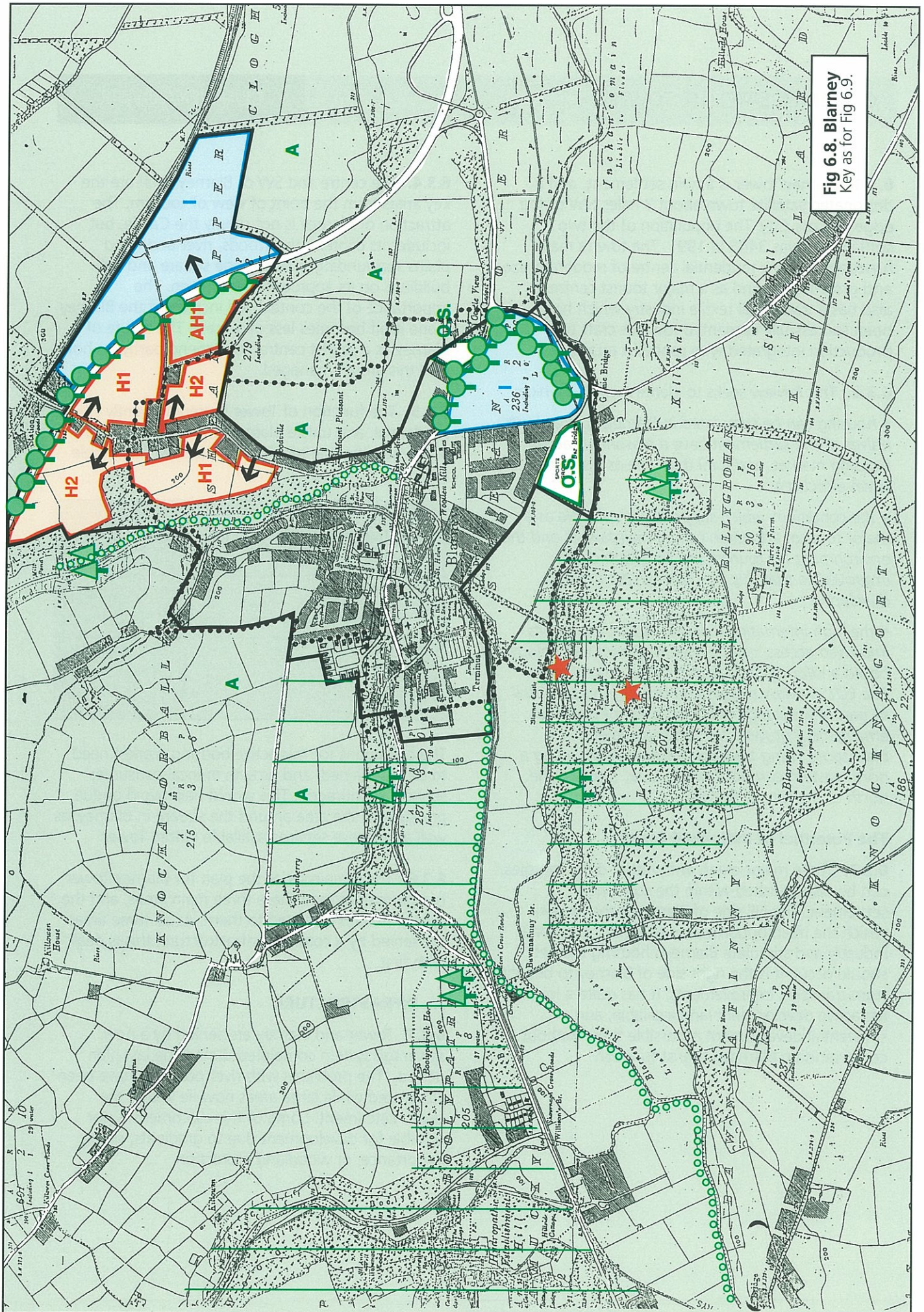
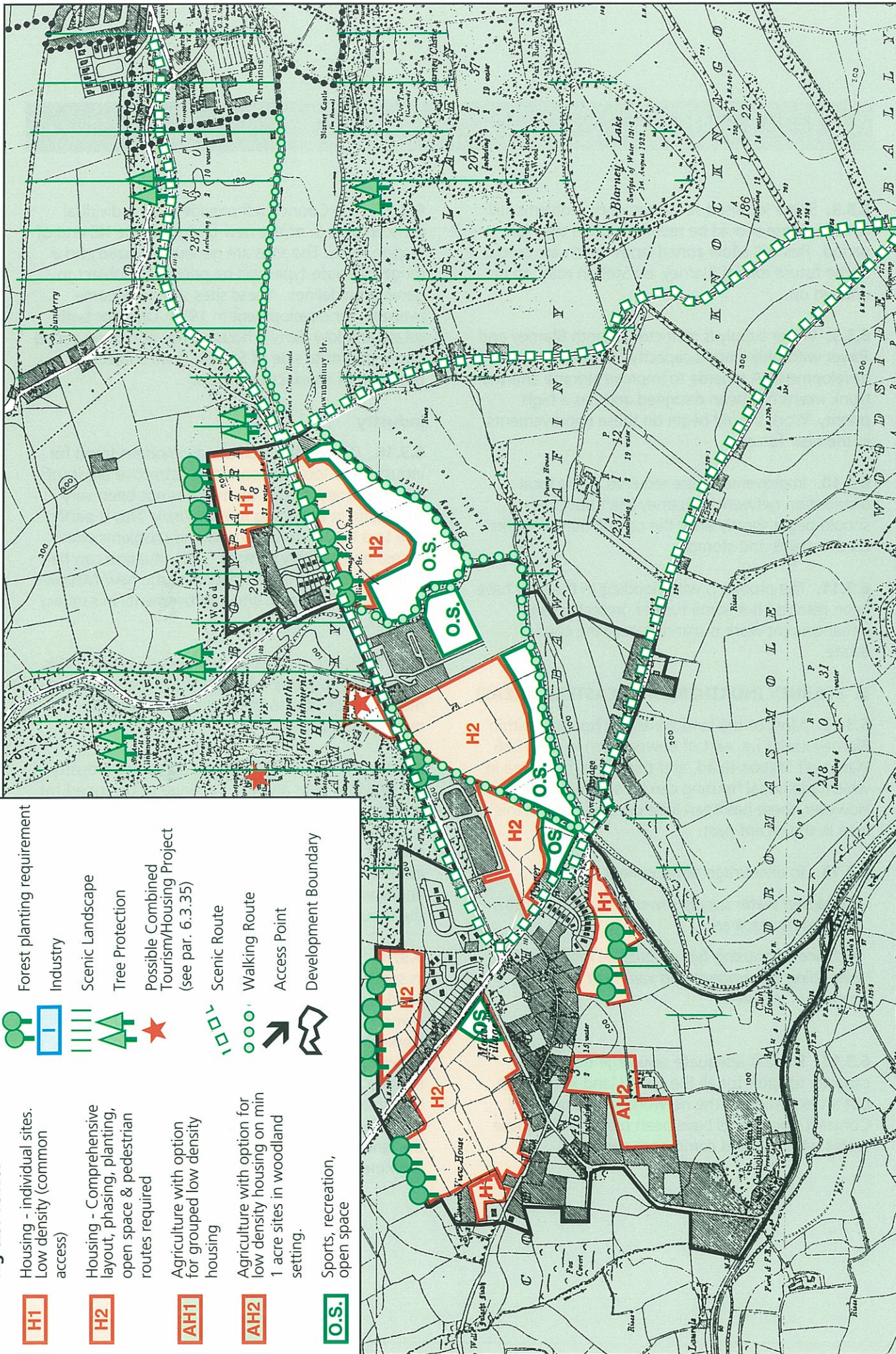


Fig 6.8. Blarney
Key as for Fig 6.9.

Fig 6.9. Tower

- H1** Housing - individual sites.
- H2** Low density (common access)
- AH1** Housing - Comprehensive layout, phasing, planting, open space & pedestrian routes required
- AH2** Agriculture with option for grouped low density housing
- O.S.** Agriculture with option for low density housing on min 1 acre sites in woodland setting.
- Sports, recreation, open space

- Forest planting requirement
- Industry
- Scenic Landscape
- Tree Protection
- Possible Combined Tourism/Housing Project (see par. 6.3.35)
- Scenic Route
- Walking Route
- Access Point
- Development Boundary



6.3.8. Some localised sewer network problems still remain. These should be rectified within the Plan period. This will allow zoned lands which are crucial to the future role of Blarney, on Station road, to be opened up.

6.3.9. Water supply is restricted in both Blarney and Tower with only limited capacity for further development. A scheme to improve storage and the trunk mains has been designed and has a high priority. Work should begin on these improvements in the near future.

6.3.10. Improvements are required in the local distribution network in Blarney itself but these should begin shortly after the completion of works on the mains and storage.

6.3.11. The problems with flooding in the area have been resolved but some further protection and enhancement work is planned near the council estate.

B. BLARNEY (NORTHERN AND EASTERN AREAS)

6.3.12. Most of the land zoned for housing within Blarney itself (i.e. east of Bawnafinny) in the 1986 Plan is off Station Road, and this is the main area in which additional housing can be accommodated. However, there has been little development in this area in the recent past.

6.3.13. To encourage development in future:

- *localised water supply/sewer network problems need to be resolved*
- *choice of housing type should be increased, by extending the amount and variety of housing zoning in the area.*

6.3.14. There is adequate sewerage treatment capacity to cater for all the zoned land in this area but an extension of the network will be required. Contract documents have been prepared for these works which should commence shortly.

6.3.15. The Council will provide c. 20 individual serviced sites S. of the new bridge on the NE end of Station Road. The sites are generously sized and a range of house types will be permitted subject to general guidelines. These sites should become available for development in 1994. Land for both estate and low density housing has also been zoned on the opposite side of Station Road subject to provision of satisfactory access.

Industry

6.3.16. Despite the increasingly modern trend for industries to locate in scenically attractive areas (of which Blarney is one), Blarney has not been very successful in attracting new industry. This is partly due to a lack of suitable land and problems with access and sanitary services. This situation can be changed, using the completion of the new Mallow road NE of the town, and improvements in sanitary services.

6.3.17. Blarney is well known outside Ireland. This advantage, together with its attractions, could assist marketing of sites to the east of the town for overseas industry.

6.3.18. The coursing field was zoned for industry in the previous plan and will continue to be zoned for industry. Access to the site will be improved with the construction of a spur to the N20. Because of the need to protect views to and from the castle the industry and buildings would need to be of an appropriate quality. This may imply a single rather than multiple user.

6.3.19. The field may, however, continue to be used in sporting use. As a result, an alternative site is needed. A promising alternative site, some of it owned by the County Council, between the new Cork Mallow Road and the rail line, has been reserved for possible development for a small number of medium sized industries or a single user. Industrial users on these lands would need to be physically high quality, and suitably integrated into the landscape by planting, because of the prominence of the site.

Transport Connections

6.3.20. If suitable industrial proposals for the site referred to in 6.3.19 are attracted, a new access onto the Cork Mallow road will be sought at the southern end of the site, where it is at grade with the new road. While creation of additional accesses from a national primary route is undesirable in principle, the strategic importance of making the most of Blarney's employment potential (as identified by the LUTS Review), and the absence of satisfactory alternative ways of doing this, justify it in this instance.

6.3.21. The LUTS Review proposed an upgraded Cobh-Cork-Mallow rail service, including the reopening of Blarney station in the longer term if development in the Station Road area was occurring on an adequate scale. Benefits from reopening the station include:

- *stimulus to housing activity in the area*
- *(in conjunction with industrial development) some reverse commuting, and improved access to jobs from high unemployment areas*
- *the tourism value of linkage to Cobh, Fota and the city centre (limited by the distance between the station and the town centre)*

C. BLARNEY'S TOURISM FUNCTION, TOWN CENTRE, AND SW EDGE

6.3.22. Blarney's physical context - its wooded setting and natural environment - is a vital part of its attraction from the point of view of tourism. Of particular importance are the Shournagh valley, Castle demesne lands and the valley and Northern Scarp between Blarney and Tower. Roads through these areas are designated scenic routes and will be afforded a degree of protection, as will the woodlands.

6.3.23. Accordingly, it will be Council policy to:-

- (a) *preserve roadside views of the Castle in its wooded setting,*
- (b) *protect views from the castle to the surrounding countryside. Where development visible from the Castle is permissible in principle, close attention to its design and setting will be needed*
- (c) *make T.P.O.'s for the more visually vulnerable woodlands areas in Blarney/Tower.*

6.3.24. The lands around the Ring wood form the focus of an important view or prospect and should be retained in agriculture.

6.3.25. The river valleys around Blarney are attractive and should be protected for scenic and tourism reasons. The Shournagh river valley on the Leemount-Kanturk road is particularly scenic. Roadside development has occurred there in the past, but should not be allowed in future.

Lands between Tower and Blarney

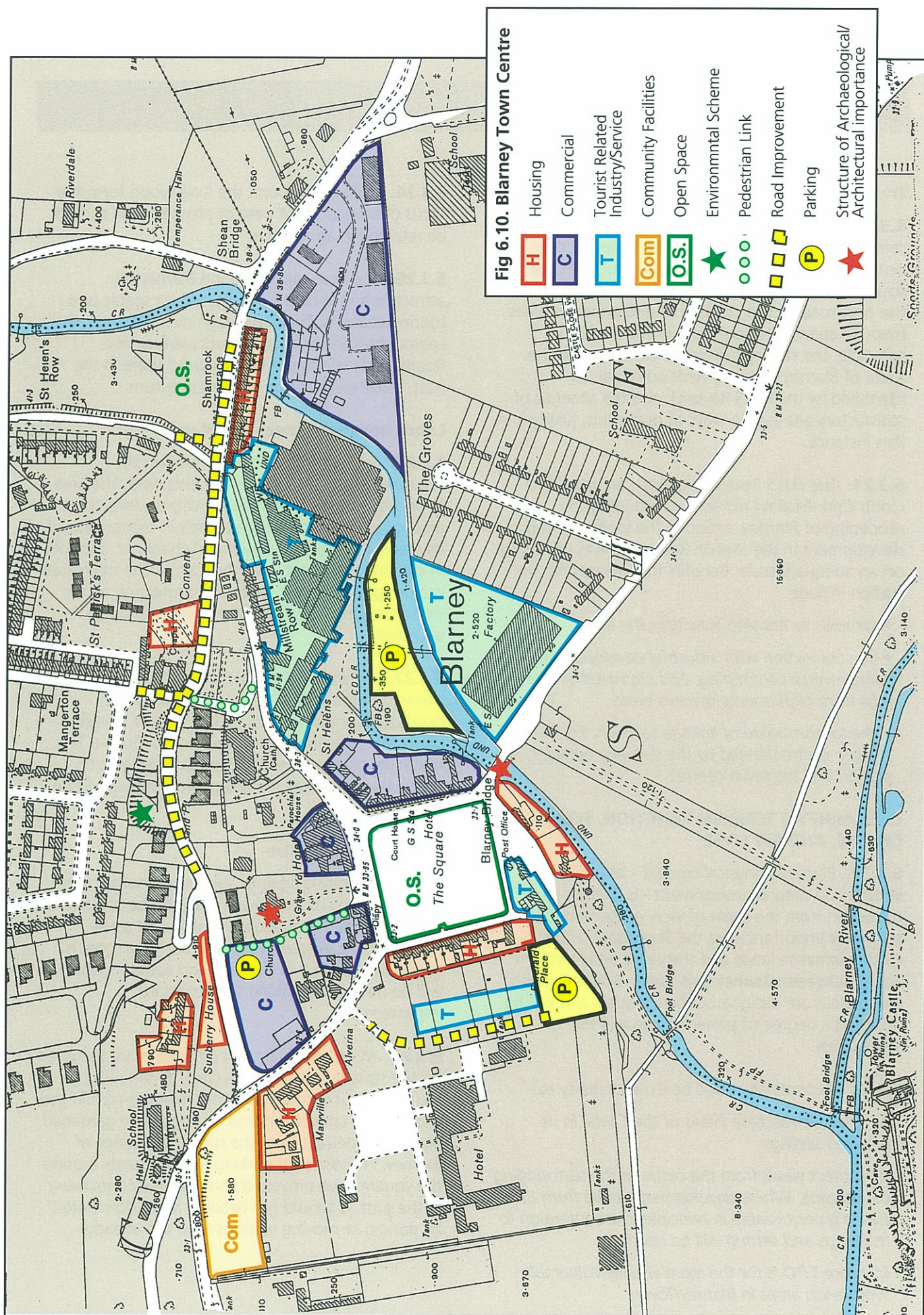
6.3.26. Settlement policy will maintain the separateness of the two settlements, with the area in between being retained relatively undeveloped and forming part of the green belt in recognition of its scenic attractiveness, wooded character, and role in creating the context for the Castle. The main road is a designated scenic route and protection of the views and prospects from that route will be an objective.

6.3.27. An area at Boolypatrick was zoned for housing in the 1986 Plan, and subsequently purchased by the Council. In this Review, zoning allows for extension of the existing cul de sac. The feasibility of using the upper portion of the site, above the cul de sac, for a broadleaf wood, will be explored.

Blarney Town Centre

6.3.28. Blarney is a highly successful tourist centre, but the quality of the environment in the town core and the traffic arrangements does need some improvement. A special study of the town core is suggested, in view of the care and restraint which will be needed in making the necessary improvements.

6.3.29. Many of the current difficulties are focussed on the square and its approaches. Its simplicity is attractive, but it could be better maintained. On the other hand, conversion into an intensively gardened area could detract from the rural appearance of Blarney. Proposals for parking arrangements around the square have provoked considerable controversy in the past. It should not become more dominated by parked or moving vehicles than it is already.



6.3.30. Current road improvements offer certain opportunities. The relief road can be used to divert through traffic from the Square. The spur from the new Cork Mallow Road to Gothic Bridge may also allow tourist traffic to the Castle to come directly to the Castle and Mills, avoiding the square. The study could help identify opportunities for environmental improvements (eg pavement widening and creation of traffic free areas) and reduced congestion arising from these links.

6.3.31. Recent development of a group of individual sites overlooking the town centre has had an unfortunate impact, and indicates the need for improved controls and possibly remedial action. Some natural regeneration on the slopes created is now occurring, but the hillside is liable to look raw for some time.

6.3.32. Fig. 6.10 summarises suggested working framework policies for the town core area. The inner relief road is formed in parts and the remaining land required for its construction are in Council ownership. It should be complete by 1995.

Blarney's Tourism Function

6.3.33. Blarney is the best established tourist attraction in the Cork area, which in turn is one of the 5 national tourism centres designated by Bord Failte. The Tourism sector is very important to Blarney in economic and employment terms.

6.3.34. In addition to smaller businesses, there are several major businesses involved in tourism in Blarney. These have been, and have the potential to be in future, a source of additional projects which can enable the town to broaden its activities and services and encourage people to lengthen their stay in the town. Such projects need to be compatible with the character of the town, and to be sustainable (in the sense of not using up irreplaceable assets)

6.3.35. Possible sources of new projects include activity holidays, such as walking and pony-trekking. The Blarney Estate has recently embarked on a major recreational improvement programme which seeks to broaden the range and scope of activities and attractions available to visitors. Restoration of the old Hydro complex west of Blarney for Tourist purposes is desirable, and some non tourist housing on lower areas east of the laneway leading to the Hydro could be allowed. Development here is seen as a way to finance the clearing and marketing of the Hydro site as a tourism development.

6.3.36. The LUTS Review proposed linking existing and potential attractions in the Cork area and marketing them as a package in an effort to create an attractive area in which tourists might spend a few days, rather than individual attractions at which they might spend a few hours.

6.3.37. The scope for promoting Blarney in conjunction with other attractions in the Cork area, and possibly linking it with those on the NW side of Cork (eg the Gunpowder Mills in Ballinacollig, the former City Gaol in Sundays Well and Shandon) via a regular bus service or coach tour will be investigated.

D. HOUSING DEVELOPMENT IN TOWER

6.3.38. Existing zoned lands have been increased by expansion of the zoned area of the residential block to the NW of the village. Planting on the northern edge and creation of a "village green" at the SE apex of the site will be required.

6.3.39. A pleasant additional area for low density housing has also been zoned adjacent to Tower Bridge. The western portion of this land is too high for development and should be planted for forestry or incorporated into the adjoining Golf Course.

6.3.40. A range of house types, densities and layout will be sought on the large level tract of zoned housing land between Primrose Hill Estate and Riverview, to avoid monotony. A pedestrian walk along the old railway line and riverside will be required.

6.3.41. A considerable area of the zoned lands W of Primrose Hill housing estate remains undeveloped. Its development should be tied in with the new road to the SW of the village centre.

Retailing and Community Services in Tower

6.3.42. Planned changes to the road network around Tower village centre should help create opportunities to develop services there. While Tower has several retail outlets, the growing population in the Tower area increases demand for shopping and other service facilities. These should be met in Tower rather than increase pressure on Blarney. Outline proposals are shown on Fig 6.11.

6.3.43. Development of retailing outside the two cores (other than small local shops in areas some distance from the two centres) will not be permitted.

6.4.1. The Plan area situated adjacent to Cork City comprises two villages, Glanmire and Riverstown. It forms part of the East Harbour Area and its main role is residential.

6.4.2. Although Glanmire/Riverstown is very close to the City, and to the major industrial area at Little Island, growth in population has been much slower than in Ballincollig and Carrigaline. This reflects the tendency for areas east and north of the City to grow more slowly than those west and south of it.

6.4.3. The LUTS Review estimated 1990 population at 4,300. On current trends it should rise to around 6,000 by 2001, with the Review suggesting some measures to stimulate growth above this level.

6.4.4. There is a strong case for such stimulus. Glanmire has good infrastructure and ample zoned development land, relative to the current rate of use. It is convenient to the City and has a good environment. It could play a larger role in ensuring the success of the satellite towns policy than it has done to date, and would be an area into which builders currently serving the edge of City market could diversify.

6.4.5. Factors supporting the growth of Glanmire include:

- (a) *the favourable infrastructure situation.*
- (b) *the exceptional physical attractiveness of Glanmire, specifically its location in hilly landscape amongst mature woodlands*
- (c) *improved environmental conditions as a result of the opening of the Glanmire by pass.*

In addition to measures to maintain and develop the environmental advantages described at (b) and (c) above, these positive factors need to be reinforced by:

- (d) *stimulus to the local property market, through*
 - *variable density zoning designed to increase the variety of housing types*
 - *Use of sale of Council sites, and option zoning, to improve housing land availability.*
- (e) *better local services and local transport*
- (f) *some growth in local employment.*

The above issues are discussed in sequence.

A. INFRASTRUCTURE

6.4.6. A satisfactory water supply is now available from the recently completed Glanmire Water scheme, which transferred the supply from Knockraha to Glashaboy. The area is now also well served by a sewerage scheme completed some years ago (upgrading may be needed to comply with EC emission standards to coastal waters, but this is not a constraint on development). Network extension of the sewerage system E of Copper Alley bridge, and of the water supply system to higher areas in Ballinglanna will be needed.

B. THE PHYSICAL ATTRACTIONS OF GLANMIRE

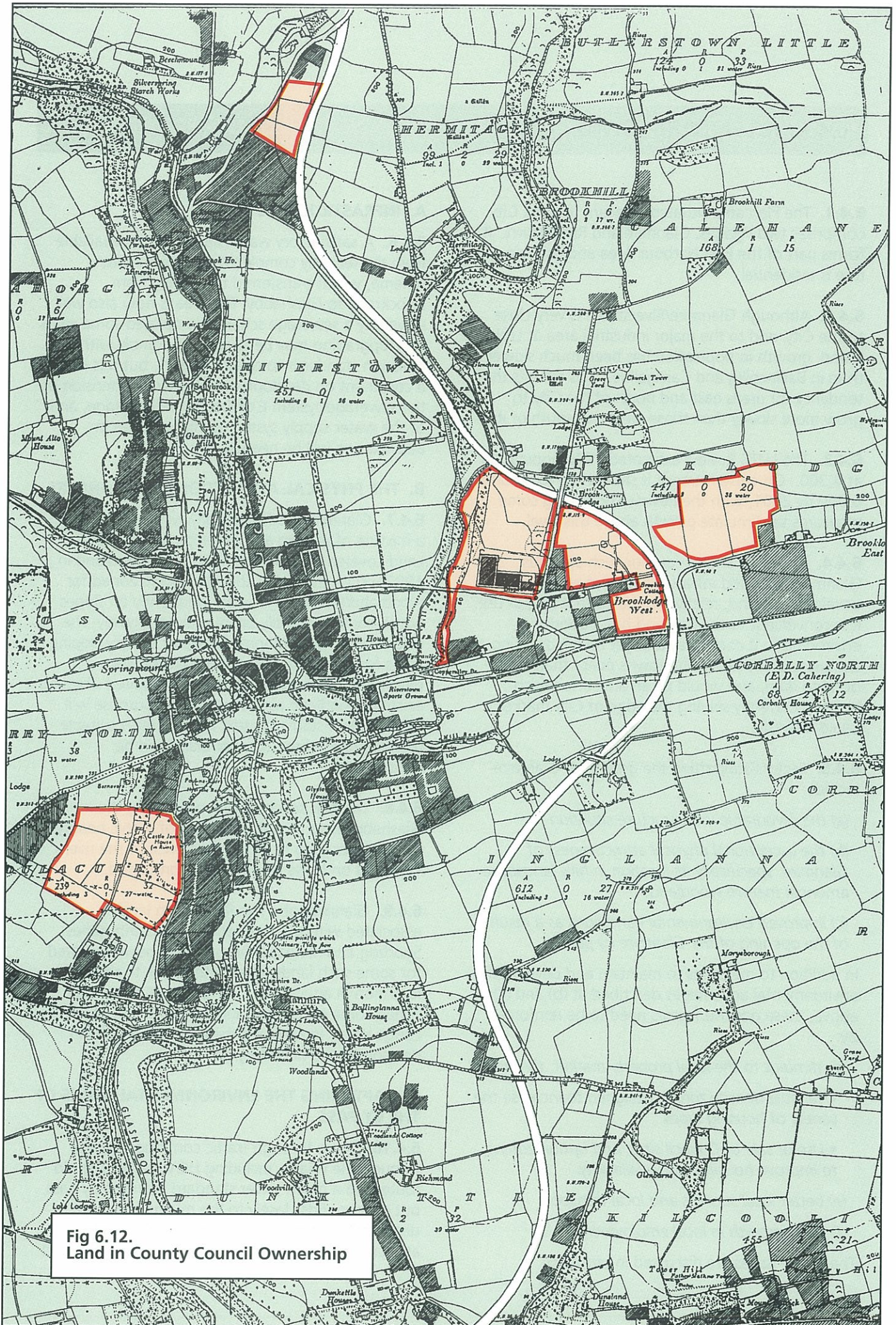
6.4.7. Glanmire is exceptionally well wooded, with a mixture of mature and developing woodlands. Land covered by stands of trees or in woodland in 1992 will be treated as though it were zoned for woodland/forestry. These are frequently on slopes which could not easily be developed anyway. The afforestation of additional hilltop or steeply sloping areas forming part of larger holdings being developed for housing will also be required. Treating existing woodland as zoned for that purpose will help create a stable context within which suitable management of mature woodland can be encouraged.

6.4.8. The hills south of Glanmire along the Glashaboy river provide a feature of scenic beauty, especially as seen from the road west of the river. The trees on these hills are to be protected.

6.4.9. Glanmire also has flood plain lands associated with the Glashaboy and its tributaries. Sporting and recreational uses have been indicated for some such lands, as an alternative to their retention in agriculture. The County Council has zoned some of its own land for sports use at Brook Lodge West, to facilitate the local community in developing the necessary facilities.

C. CAPTURING THE ENVIRONMENTAL GAINS OF THE BY PASS

6.4.10. Some through traffic continues to pass through the village, including HGV traffic. The old route is to a much lower standard than the by pass, but corresponds closely to the minimum distance/gradient route and may remain quite attractive to users with a low power to weight ratio.



6.4.11. Traffic calming measures are the appropriate way to make the old route less attractive as a through route, and better adapted to its new function as a spine road collecting traffic from local distributors in a medium sized town.

6.4.12. Such measures could include:

- *provision of light controlled junctions and pedestrian crossings to give greater priority to local movements, and slow down through traffic*
- *where lanes are wide relative to their new function, transferring road space to pedestrians through pavement widening to benefit pedestrians, or to parking or loading bays in front of shops (subject to safety considerations)*

Omitting the proposed overpass at Dunkettle would discourage southbound movement through the village, but at the cost of a diversion for Glanmire to City traffic. It might be useful to evaluate the benefits of the overpass separately.

D. HOUSING VARIETY AND AVAILABILITY

6.4.13. The County Council is an important landowner in the Glanmire area. (Fig. 6.12 shows land in Council ownership). It will use this position to make land available both to builders and to those wishing to build on individual sites. It will be a condition of sale for housing land sold by the County Council that planning permission is obtained and land actually developed within a reasonable period.

6.4.14. Residential development will also be encouraged by:

- * *Promoting greater variety of housing types, using variable density zoning. Some low density zones can help attract housing from the upper end of the market, which in turn could help attract other housing types.*
- * *The use of option zoning in excess of what is required by prospective demand. Such land will have a short term opportunity to substitute for conventionally zoned land, if the latter is for any reason not being developed at a reasonable rate.*

Variety Of Housing Types

6.4.15. While much housing land can safely be zoned for conventional estate housing, leaving market forces to determine (within reason) the precise density and mix of house types, some land is indicated for:

- *individual sites (varying densities) or low density estate development (4-5 per acre)*
- *village centre density (predominantly terraced, with village street type layouts) or higher density estate.*

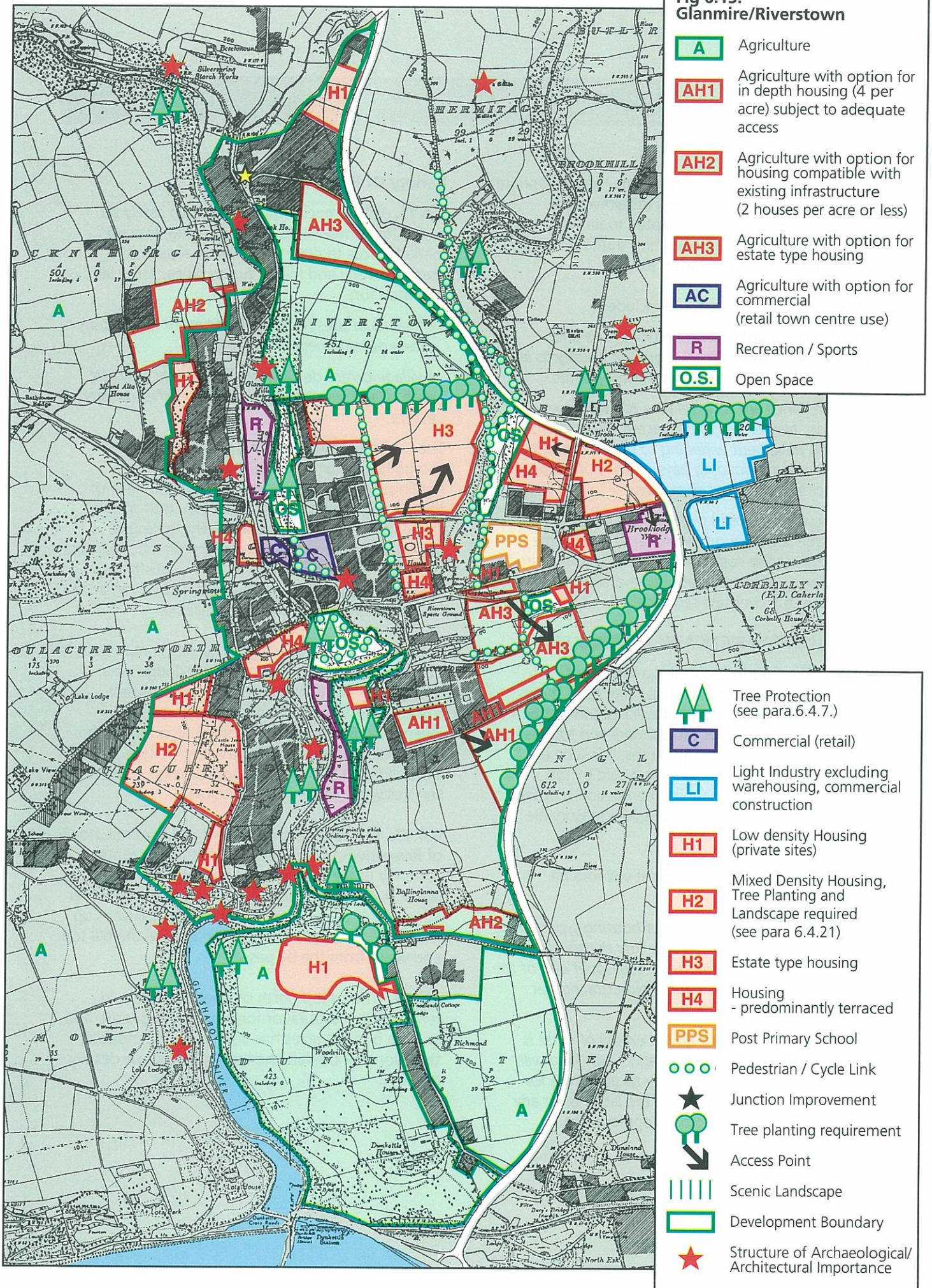
The available land is distributed between these categories. Within the County Council land holdings, zoning has also aimed to cover each of these categories, so the Council can itself offer a range of housing opportunities. The zoning is indicative and does not necessarily rule out flexibility of application if it is clear that other, satisfactory ways of meeting the overall objective of a range of house types and densities are available.

6.4.16. In general, the higher density zones have been indicated for Riverstown/Brooklodge area, while lower density zones have been provided towards the fringes. The special character of Riverstown/Brook Lodge will be retained through generous open space along the river valleys. Consolidating this area will help develop town core services within it (see 6.4.26 below)

6.4.17. Estate type development will continue north of Riverstown, where the local distributor route currently under construction will open up further lands. A 40m tree belt will be required at the upper edge of the zoned land as development pushes up the slope, to protect the scenic nature of the hill top and views from the by pass.

6.4.18. The hilltop north of Riverstown should remain in agricultural or forestry use long term, and an area of c. 60 acres has been zoned to indicate this. North of the hill, there is scope for low density housing.

**Fig 6.13.
Glanmire/Riverstown**



6.4.19. Much of the lower density zones are on the SE side of the town, where access limitations preclude higher densities. The area is an attractive one for housing. Planting carried out in conjunction with the Glanmire by pass should be reinforced where housing areas are being developed along its western boundary.

6.4.20. The Council owns several blocks of land in the Brook Lodge area. This land will be more attractive to housing with the completion of the local distributor route. The western blocks, close to the by pass are well suited to individual sites or low density estate type development. Screening and landscaping will also be required on these sites.

6.4.21. The Council also own lands at Castle Jane. The NE section of these lands was recently successfully developed for 8 houses on individual sites. A layout plan for the site was drawn up for the County Council in 1986, providing for a mixture of densities. This plan will be used as a framework for the development of the site.

6.4.22. The control of scattered development in the surrounding countryside will also help develop Glanmire/Riverstown and its social and commercial facilities.

E. LOCAL SERVICES

6.4.23. As a result of the dispersed pattern of development incorporating several villages, there is no town core area as such and shopping facilities occur in several clusters, mainly along the main road. In view of the growth envisaged for the area, there is scope for further retail floorspace.

6.4.24. The expansion of the attractive old core of Glanmire village is inhibited by physical constraints.

6.4.25. A recent survey identified around 30 consumer service businesses in Glanmire/Riverstown, in 15 main categories. This is similar to Passage, but less than half the services available in Carrigaline. Glanmire does not have a supermarket on the Census of Distribution definition (3+ check outs). Supermarkets act as an "anchor" for other services in the immediate area, so this deficiency may inhibit the growth of other services.

6.4.26. The lack of service development is sometimes attributed to proximity to the Ballyvolane centre. However, this is 2.5 miles from the centre of Glanmire/Riverstown. As the settlement's population grows, it should be able to sustain a higher level of internal services despite this factor. Planning policies need to look further ahead than usual in relation to town core facilities, because of the danger of service growth being inhibited or dispersed in future if insufficient land has been allocated.

Creating a Town Core at Hazelwood

6.4.27. The obvious location for the town centre is at the junction of the former national primary with the new east west road to Brook Lodge, at Hazelwood. A small grouping of shops and services has already been developed at this point. This complex - for valid traffic safety reasons and to maintain a way leave - turns its back on the former national primary. This is not ideal from the point of view of creating conditions for growth of services here.

6.4.28. The town core function of the existing group of shops needs to become more obvious, and the possibility of expanding the site needs to be held open. To achieve these objectives:

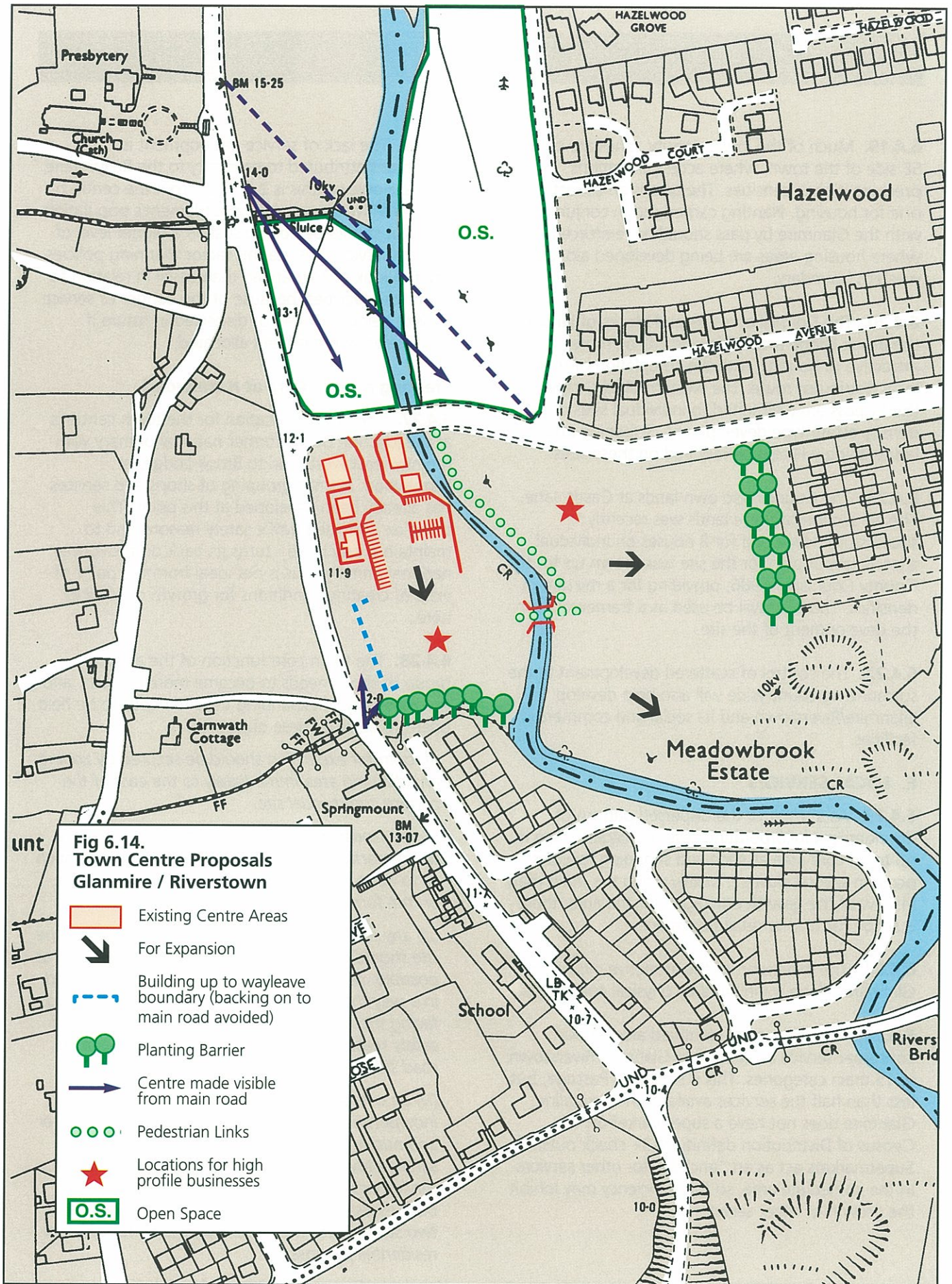
(i) room for expansion should be secured by zoning an adjoining area immediately to the east of the current commercial site.

(ii) the landscaping and design of the open space to the north of the commercial area should be such as to open up a view of it for south bound traffic on the former main road.

(iii) any further buildings at the southern end of the site should be as close to the wayleave boundary as possible, visible from the main road, and designed in a way that makes their function clear. Rear yards facing the main road should be avoided. For road safety reasons, entrances cannot be on the main road side.

(iv) an overall plan for the site is needed, incorporating a site for moderate sized anchor user and numerous small units. Experience in other satellite towns suggests that the main potential for service expansion lies with relatively small businesses. Some of the development should be two storey, with the upper floors used for office or residential purposes.

Hazelwood would also be an ideal location for public sector services (health centres, libraries etc).



6.4.29. The site plan should also aim to make use of the river running through the site (allowing for a N-S walk alongside it), and create an urban feel (eg by grouping parking on avenue type roads and linking them by short pedestrian streets), as this may create a more suitable context for growth of small consumer service businesses. These objectives are summarised on Figure 6.14.

Local Transport

6.4.30. Glanmire has a fairly basic public transport service at present (c.5 buses per day in each direction). By itself, this provides a rather limited alternative to reliance on car travel, and may pose problems even for car owning households (eg those with non driver adults or teenagers).

6.4.31. The situation could be improved by:

- *upgrading of the bus service as the population increases. This might be promoted by special marketing of satellite town services to develop demand*
- *creation of a new Glanmire rail station on the Cobh line at N. Esk. This is not within walking distance of most of Glanmire, but would be convenient for those dropping off or picking up relatives by car*
- *developing a north south cycle link linking Glanmire and Riverstown to Little Island (and the above station, if provided). This could use existing and proposed amenity walks along the river valleys in Glanmire*

6.4.32. The difficulties in achieving these improvements are recognised. The last one relates most closely to the Council's area of competence and may be capable of incremental implementation.

6.4.33. The improved N25 road may provide a starting point. Some provision for pedestrians crossing over or under the proposed N25 dual carriageway between Lota and Little Island station is likely to be needed, and this could provide the necessary link for cyclists to Little Island route. A full route for incremental implementation is shown on the Glanmire and Little Island plans.

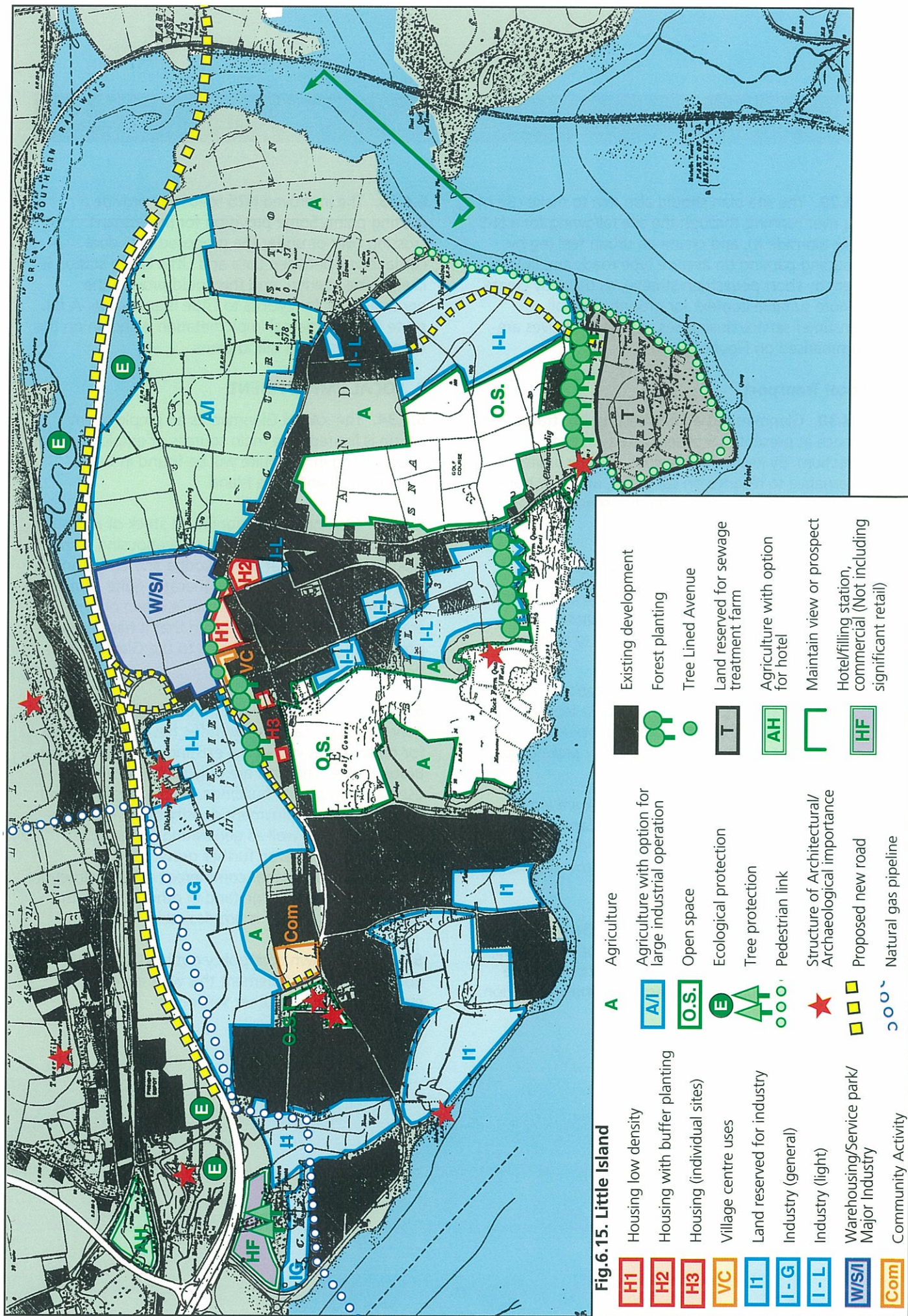
F. LOCAL EMPLOYMENT

6.4.34. The role of Glanmire as an employment centre is limited. The main sources of employment of people living in Glanmire will be found in Cork, Carrigtwohill and Little Island.

6.4.35. Glanmire has a significant stock of industrial type buildings, used mainly for warehousing, and clustered in groups at Brook Lodge and Sallybrook. The cluster at Brook Lodge generates quite a lot of heavy traffic which has an adverse effect on the environment of Glanmire, given that it has not been possible to give it direct access to the Glanmire by pass.

6.4.36. The option of light industry not likely to generate significant heavy traffic has been provided for on two sites within the existing industrial area at Brook Lodge. The sites are only suitable for single users in high quality buildings. Light industry should have a higher employment density than warehousing, as well as generating fewer HGV movements. However, further growth in warehousing and other commercial and construction activities at Brook Lodge (and in other areas with unsatisfactory access) is not desirable.

6.4.37. The town core policy outlined at 6.4.26 above will help supplement this with increased employment in consumer services.



6.5.1. Little Island was formerly an agricultural area with residential development focussed on the twin villages of St Lappans and Ballytrasna. It has now developed into a major industrial and commercial area.

6.5.2. Little Island has a vital strategic function as the leading concentration of industrial type employment in the Cork area. It is accessible from the high unemployment areas of East Cork and the northside of the City, and as a result of the quality of its infrastructure has real capacity for job growth.

6.5.3. There are large land banks available, to afford opportunities to develop a whole range of industrial/commercial activities from warehousing to heavy processing.

6.5.4. By virtue of the link up with the Council's Harbour and City Water Supply Scheme, an almost unlimited supply of water is available for industrial development.

6.5.5. The Euro-road, with intersections at North Esk and Little Island station, coupled with the planned downstream crossing of the River Lee between Inchera and Mahon, will radically improve vehicular access to and from the Island and allow easy access to Ringaskiddy. There is a risk of commercial development occurring at the new road junctions and (in strip form) along the former main road. This will be carefully controlled to avoid undermining the E.Cork satellite towns by diversion of service employment, and to avoid unsightly and prominent development.

Balancing Industrial, Residential and Amenity Needs

6.5.6. The development of a major industrial centre in proximity to residential areas involves an inevitable conflict between protecting and enhancing the residential environment and the generation of industrial traffic, noise and associated effluents. There is a need to protect existing residential amenities whilst at the same time exploiting the industrial potential of Little Island.

6.5.7. However, the interests of residents and industry do overlap to some extent. Modern industry increasingly seeks to locate in a good environment, and in Little Island this has resulted in some joint action on environmental improvements. The concentration of local businesses helps support two golf courses, which will maintain large undeveloped green spaces in the centre of the island for the foreseeable future.

6.5.8. A policy of investing in open spaces and recreational areas, particularly in places where they can help form a buffer between residential and other uses, will help build on this overlap of interests, though its effects should not be exaggerated. In order to ensure that major open spaces and long term agricultural land are not dominated by adjoining industry, new industrial uses adjoining them will be required to provide substantial tree planting and buffer area on the boundary.

6.5.9. Little Island has two significant areas of scientific interest, namely Rock Farm Quay (of geological interest) and estuarine areas and marshes (of ornithological interest). Several lowlying areas, particularly on the northern end of the island adjacent to the new roadway, have been designated as areas of ecological importance and should be retained in as natural a state as possible.

6.5.10. Whilst the island itself is not exceptionally attractive scenically, it is highly visible from Fota, the main Cork Midleton Road, the Rochestown-Passage West walk, and the Passage area. As such the design of structures, and provision of landscaping assume a far greater importance than would otherwise be the case in the majority of industrial areas.

Policies and Proposals

6.5.11. The Council's main aim is to promote and facilitate the co-ordinated industrial development of Little Island. Other aims include the provision and limited expansion of residential uses and the protection of visually vulnerable areas.

6.5.12. In order to achieve these aims, the Council's policies and zoning provisions are based on the following objectives:-

(a) to segregate where possible industrial uses and traffic from residential uses and traffic.

(b) to provide buffer zones of no development between residential and industrial lands, and to screen the fringes of residential areas.

(c) at the planning application stage to require good design standards, (as in the I.D.A. industrial estate), and to apply comprehensive landscaping provisions including screen planting, to reduce the adverse visual impact of industrial development on views of Little Island, from the Euro road, Fota and the Rochestown/ Passage area.

The provisions given above particularly pertain to industrial/commercial development. Additionally, where new development abuts an existing residential area, the Council will require screen planting not less than 15 m. deep in the areas shown on the zoning map.

Residential Functions

6.5.13. As the CSO now treats Little Island as part of the City Suburbs, direct evidence on population change is not available. LUTS estimates suggest there has been little change since the late 1970s, and that population will remain fairly stable in future.

6.5.14. While the 1986 Plan shows several areas of residential land there has been little uptake other than individual sites adjacent to the new Golf Course at Ballytrasna.

6.5.15. A mixture of village core commercial and low density residential development is envisaged for the site immediately to the north-east of Island Cross.

6.5.16. The area of land zoned for residential development adjacent to Co. Council housing at Ballytrasna has not to date appeared attractive for housing. A clearer separation between the industrial uses to the west and the area designated for housing would make this site more attractive for development. The northern half of the site could be properly separated from the industry to the south/west by a combined fence/wall and hedge, with planting on both sides.

6.5.17. Landscaping improvements are needed along the southern roadside boundary of the village core, to help to reduce the impact of the adjoining industrial development which comes within a few metres of the roadside boundary.

6.5.18. The by pass route to the north of the village core should be provided with generous verges (7-10 metres) so that it can be planted up as a tree lined avenue. In time, this could become a feature of the island, and would also help separate zoned industrial land to the north from housing areas to the south.

6.

6.19. To fund environmental upgrading of the Island, a moderate levy on new developments within the Island is suggested.

6.5.20. Individual sites within existing residential areas will be permitted subject to adjoining zoning not being compromised.

Industrial Development

6.5.21. The early success of industrial promotion of the Island can be seen from the fact that the number of people employed on the island increased from less than 100 in 1972 to nearly 1,500 by 1980, and 2,500 in 1990. While dramatic, this fell far short of the original LUTS projection of 6200 jobs by 1991. The LUTS Review aimed at 3,800 jobs by 2001.

6.5.22. In the 1986 Plan, within broad categories, the Council designated the type of industrial or commercial development which would be appropriate in each zone (see zoning map). This is done to reflect the existing/proposed infrastructural situation on Little Island and to exploit the development potential of each industrial zone.

6.5.23. This zoning system has been maintained in this Review, with some modifications. Proposals for the individual sectors (with modifications or additional comment in bold) are:

Inchera/Wallingstown Sector

6.5.24. These lands were originally designated for general industrial developments, capable of maximising the use of the infrastructural services provided by the I.D.A. Proximity to the Euro road and the future downstream crossing of the River Lee, enhances the development potential of these lands.

6.5.25. A zoning option allows for a hotel on a site created by the construction of the Glanmire by pass. This is close enough to Little Island to provide a facility for those visiting businesses there.

NE Sector

6.5.26. The LUTS Review suggested Little Island has special advantages for:

- *a wholesaling/industrial support services park, using its access to the improved N25 and N8 routes to make help develop Cork as a servicing base for the south of Ireland.*
- *a large stand alone industry, taking advantage of the substantial blocks of land available on the northern edge of the island.*

These uses could be accommodated in the north east section of the island. A zoning option for the latter use has been allowed for on agriculturally zoned land at Courtstown.

Courtstown/Carrigrenan Sector (Sisk Industrial Estate)

6.5.27. This site has developed as a mixed user one covering a range of light industrial uses. Uptake of land has been rather slow and several existing units are now vacant. This may be as much due to poor road access as to economic recession. Access to the Courtstown Estate has been improved by the new link road from Station Road, by-passing the village centre and the awkward corner of Little Island Cross. Further improvements to the existing section between the by-pass and the Courtstown Estate will be carried out in 1993/94.

6.5.28. Additional land has been zoned for development to the south of the Courtstown Estate. The main estate road will function as the major access road to land reserved at Carrigrenan.

6.5.29. Future uses on the Courtstown site will generally be restricted to light industrial. However, industrial uses with more significant effluent may be allowed, subject to satisfactory arrangements for the treatment and disposal of effluent discharge being agreed with the Planning Authority.

6.5.30. In the 1986 Plan, lands at Carrigrenan were reserved for a large scale industry, which requires direct access to the main navigation channel. These lands have recently been identified by consultants as the preferred site for the Cork main drainage treatment works, and the zoning has been modified to reflect this. The development is to be the subject of a Ministerial enquiry.

6.5.31. The amenity provisions referred to in paragraph 6.5.12 above will be strictly adhered to in the case of both these sites due to the nature of the topography and proximity to Fota.

Ballytrasna Sector (Sitecast Industrial Estate)

6.5.32. This industrial estate is perhaps the oldest on the island and differs fundamentally from the IDA site in both type and scale of development. While the initial land use emphasis was warehouse/wholesale, it has now diversified into services and manufacturing. Operators tend to be small to medium scale. Underoccupancy and vacancy within the estate has reduced recently.

6.5.33. There is still some land available for light industrial/ commercial purposes. Retailing will not be permitted within the estate. Environmental upgrading of the estate (roads, footpaths, and green areas) would have a positive impact at relatively low cost.

6.5.34. Dense screening will have to be provided on zoned land adjoining residential land at Clashavodig Road.

Castlevew/Ballytrasna Sector

6.5.35. Land has been reserved for general industrial development on lands adjoining the IDA holding at Wallingstown in an effort to concentrate "heavy" industry on the west side of the island.

6.5.36. Planning conditions requiring adequate screening around the houses and school at St. Lappans (as per paragraph 6.5.12) will be applied in respect of site development works or construction of buildings in proximity to St. Lappans.

Development Constraints

6.5.37. There is a high pressure gas main from Inch - Caherlag, which traverses a large part of Little Island. The wayleave is 18m. either side of the pipe. No development will be allowed within this area.

6.5.38. The Council will also continue to seek provision of on site passive recreational areas for employees for any new industrial/commercial developments. This is of particular importance, given the scale of development on the island.

Agriculture and Recreation

6.5.39. Little Island is close enough to Cork to be an attractive location for optional recreational uses. It already accommodates 2 golf courses which co-exist with both industrial and agricultural uses.

6.5.40. There are still over 800 acres of land in active agricultural use on the Island. Much of this land is zoned for industrial use and will go out of agriculture. While some holdings may be large enough to continue as viable farm units, other agricultural pockets may eventually be isolated. In such cases alternative recreational uses will be considered so long as they would not prejudice the viability of surrounding uses.

6.5.41. The EIS for the main drainage treatment plant indicates that public access to the entire shoreline area around Carrigrenan should be retained. This should link NE to the Courtstown road, and possibly in the longer term west to Flaxfort.

6.6.1. Passage West comprises three centres (Passage West, Glenbrook and Monkstown), attractively situated along the upper harbour. Its close proximity to Cork City makes it an attractive residential centre, but this has not been borne out by development in recent years. However, its role in the context of the West Harbour Area will continue to be for residential development.

Population

6.6.2.. Passage West is the only town in the West Harbour area that has considerably lagged behind LUTS targets. Reasons for the relatively slow growth include the topography and accessibility constraints and to a certain extent the poor "image" of the town as a result of dereliction.

6.6.3. Passage fulfilled the role of a satellite town in the 1970s, with population increasing by c. 1000. The population has been static since 1981, as Table 6.3 shows:

Table 6.3.
Population Trends in Passage West

1971	2763
1979	3372
1981	3690
1986	3704
1991	3606

LUTS and IDA estimates suggest that overall employment has also been static or falling slightly.

Infrastructure

6.6.4. Passage has the necessary infrastructure to permit growth. Water supply is adequate even in the high level areas and a good supply is guaranteed as a result of connection to the Cork City and Harbour Scheme. Improvements to the sewerage system, carried out during the last plan period, mean that most areas are now served, and capacity is adequate to cater for future developments.

Policy Objectives

6.6.5. It is difficult for a town to stand still without adverse consequences, particularly in the area south of the City which is otherwise expanding quite rapidly. Some stimulus to population and employment growth, even on a modest scale, is needed if Passage is to have the investment and property market activity necessary to maintain itself.

6.6.6. This applies especially to Passage town core area. Housing and businesses in this area require a reasonable pressure of demand if maintenance and improvement are to occur. The appearance of the town core area has a disproportionate impact on perception of the town as a whole, so creating the conditions for maintenance and investment is important.

6.6.7. This Review of the Passage Plan aims to respond by:

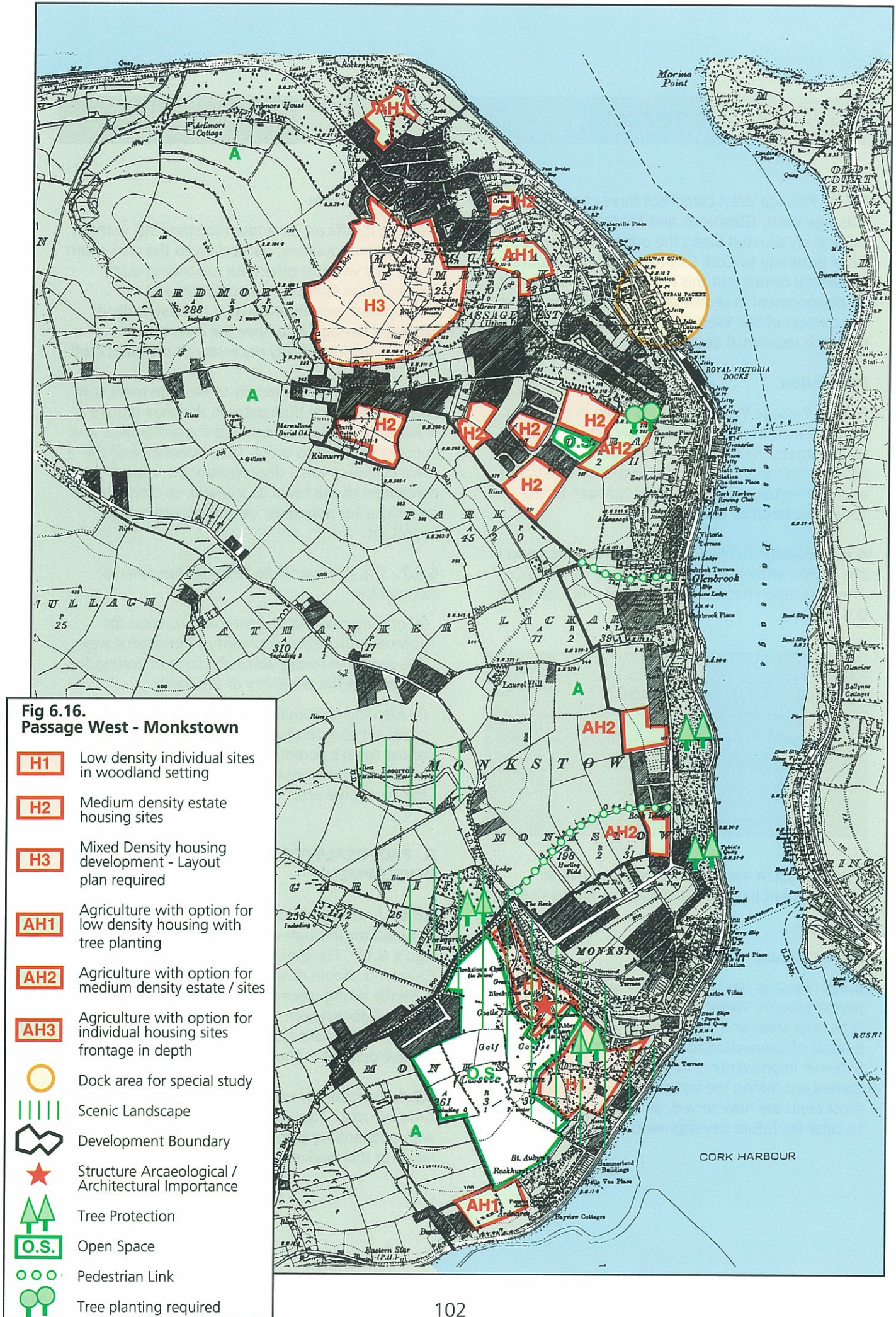
(a) making reasonably generous provision for potential future development in the normal way. This provision mostly takes the form of zoning for housing on the periphery of the town.

(b) identifying a limited number of actions which could act as a catalyst, and improve the prospects of the town's potential - both residential and otherwise - being realised. These relate mostly to the town core area.

A. PROPOSALS FOR PERIPHERAL RESIDENTIAL DEVELOPMENT

6.6.8. A variety of housing types have been provided for through variable density zoning (see Figure 6.16). The green belt policy outlined in Chapter 5 should divert some of the development, currently taking place in the green belt, to Passage/Monkstown. In the longer term, Passage should also benefit from slowing down of the rate of development in the Tramore Valley.

6.6.9. Pressure for individual houses occurs on the Ardmore road. Land zoned for individual sites, some with outstanding planning permissions, will cater for much of this market.



6.6.10. Some more easily developable land has been zoned for estate type housing at Lackaroe and Maulbaun. This land should be developed at a higher density than at Ardmore.

6.6.11. The development of 26 housing sites at Monkstown near the golf course is presently underway and will provide sites/houses at the upper end of the market.

6.6.12. The most substantial block of housing land (c. 60 acres) available is at Pembroke. A large scale proposal for housing on these lands has not been proceeded with. While development here is desirable, it is more likely to take place on a phased basis, in a series of smaller scale developments.

B. CATALYST ACTIONS IN THE TOWN CORE AREA

6.6.13. Some of the actions which could act as a catalyst to promote development in Passage are already in place. The opening of the Southern Ring Road improves access to the south side of the City, while the cross harbour ferry should improve tourism prospects.

6.6.14. Passage, Glenbrook and Monkstown all enjoy pleasant views over Cork Harbour. The centre of Passage is partly sealed off from these views by industrial buildings along the quays, and this has a negative effect on it. This problem can be reduced by

** environmental improvements to lanes and slipways through which views of the Harbour are available.*

** where harbour front industrial premises turn blank walls to the street, appropriate climbing plants would help clothe them.*

6.6.15. Development of the Old Granary quayside site north of Bath Terrace for waterfront apartments is suggested, perhaps with some ground floor commercial or tourism content, using a layout which will open up a view of the harbour and hillside SE of Carrigaloe, from the street (see Fig. 6.17). A development of this type could stimulate interest in the surrounding older housing stock.

6.6.16. Passage has a tradition of painting the houses in the town core, and would be a good candidate for a community based repainting scheme, hopefully with assistance from the local authority and a paint supplier. Coordinated painting in fairly bright colours can transform the appearance of a street.

Dereliction

6.6.17. Dereliction is concentrated on the northern end of the town. It tends to devalue adjoining properties, and discourage necessary maintenance and renewal. It is a particular threat in terraces, because it can affect adjoining properties through dampness and structurally, as well as by making the area less attractive. For this reason, effective use of the Council's powers under the Derelict Sites Act will be needed.

Tourism

6.6.18. Opportunities for tourism in the town should arise from the cross harbour ferry, and from Cobh's development as a heritage town. Signposting of the coastal route to Cobh via Passage should be a priority now the heritage project and the Ferry links are up and running.

6.6.19. To benefit significantly from tourism, Passage/Monkstown will have to develop specific attractions. One obvious candidate for this role is Monkstown Castle. Decisions on the future of the castle will be needed soon because of its deteriorating condition, and increased public access. Retention of the Castle is an objective of this Review, and the appropriate powers will be used to ensure this.

6.6.20. The LUTS Review proposed a tourist orientated Harbour transport service to link tourist attractions around the harbour. Monkstown Castle was seen as a possible attraction which might be linked in this way. Whether this proves possible or not, the castle's condition needs stabilising, and this should be discussed with the Board of Works.



Industrial and Service Employment

6.6.21. Passage has some surviving maritime industries. It does not have a modern industrial estate, being close to major employment concentrations at Ringaskiddy and in the City areas, and having limited level land. This does not preclude the development of small industrial and service businesses, providing the right conditions can be created.

The Docks Area

6.6.22. Much of the dockland area is either underused or vacant. This contributes to the dereliction problem, but also offers the potential for some new uses. The Council commissioned a report on Railway and Steam Packet Quays from An Foras Forbatha which proposed some novel and radical solutions, involving the creation of some combined housing/workshop units. The Council have had a positive response to an application for EC funding for an in depth study on this, under the Support Programme for Employment (S.P.E.C.).

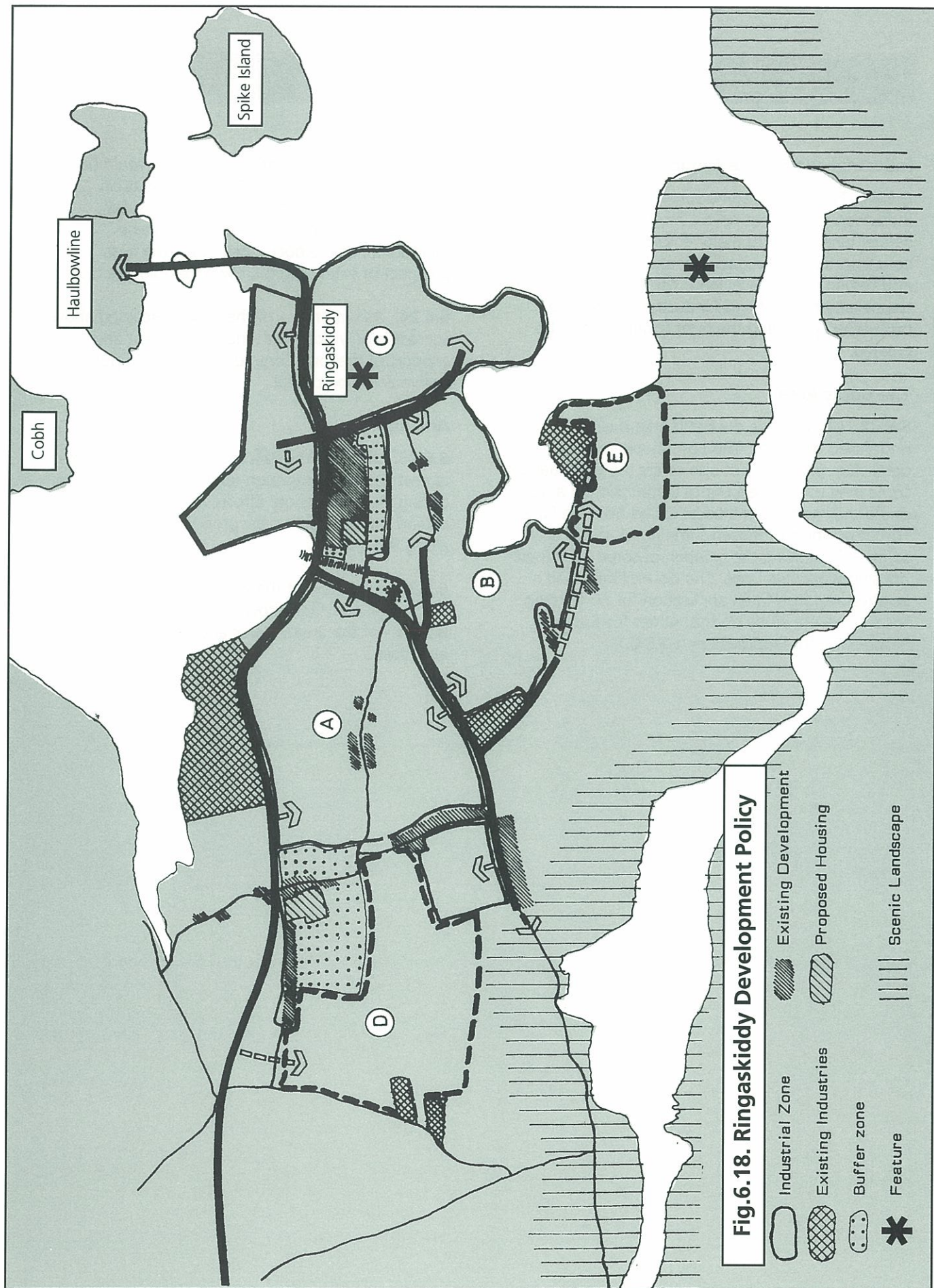
6.6.23. A more conventional solution would be the development of some small business units on available sites, or within converted industrial buildings. A range of solutions needs to be considered, as the docks area offers the best prospect of extending the town's employment base.

6.6.24. As with many of the issues discussed above, success is only likely with the involvement and support of the local community, so local input and opinions will be critical.

Amenity

6.6.25. Work on the Passage Railway walk is now almost complete although upgrading will continue during the plan period. Efforts will be made to extend the walk along any proposed developments along the quays.

6.6.26. Retention of the wooded hillside between Glenbrook and Monkstown is desirable in the interests of the area's scenic and residential amenities.



6.7.1. The Ringaskiddy Industrial Development Area is situated about 17 km. south-east of Cork City and adjacent to the satellite town of Carrigaline. Being situated on the deep water channel of Cork Harbour, the area is particularly suitable for Port Related Industries.

6.7.2. Ringaskiddy contains 5 of the 14 major plants in the chemical/pharmaceutical sector in Cork. As indicated in Chapter 2, Cork has specialised in this sector, which has the advantage of providing relatively stable employment, because it has a longer product cycle and less risk of closures than, say, electronics.

Capacity for Development

6.7.3. The I.D.A. has acquired a large amount of land in the area and Cork Harbour Commissioners have reclaimed approx. c. 55 ha. and provided docking facilities for a ferry-service. Further marine works have resulted in the provision of a deepwater berthage for vessels up to 60,000 tonnes D.W.T.

6.7.4. Road infrastructure has been improved by the Council over the years as well as water supply facilities. The I.D.A. have provided a sewerage system to cater for industrial development. The area is served by natural gas and the electricity grid.

6.7.5. Ringaskiddy Port as well as the adjoining industrial area have been designated as a Free Port Area by the Government. Together with the infrastructural facilities, land availability and special grants, the area is attractive for industrial development in general, but particularly for industries with port requirements, large water demands and effluent disposal needs.

6.7.6. The land availability position has significantly altered since 1986. A 40 hectare site has been developed by Sandoz, and permission has been granted for a 23 ha Far Eastern Industrial Park. In addition, options to purchase exist on most of the remaining undeveloped industrial land in area A on Figure 6.18.

6.7.7. While these areas may appear small relative to the overall areas quoted later in the section, the overall areas have been calculated on a gross basis, and actual usable areas would be considerably less. In reality, the space for further industry is now quite limited, particularly in relation to major projects.

Residential Functions and Amenity

6.7.8. The 1986 Plan referred to four issues involving interaction between the industrial role of Ringaskiddy and its residential and amenity functions. These issues are:

(a) The future of the villages of Shanbally and Ringaskiddy for local residents, by maintaining an acceptable level of residential amenity value.

(b) The elimination of conflict between industrial development and "one-off" housing in the areas designated for industry.

(c) The limitation of the spread of industrial development towards Carrigaline and Monkstown to avoid forming a continuous urban area with the obvious conflicts between residential and industrial interests.

(d) The potential conflicts between industrial uses and their impact on the environment and amenity areas i.e. Lough Beg, Curraghbinny Wood and Monkstown Creek.

6.7.9. The appropriate planning response to these issues is:

(a) there is an established policy of having buffer areas between the villages of Shanbally and Ringaskiddy, and adjoining industrial zones. The County Council and local industry have strengthened environmental precautions and monitoring to avoid adverse effects on adjoining residential areas

(b) Land adjoining both Ringaskiddy and Shanbally has been zoned for housing to meet local demand. The Council will promote housing land availability, by negotiation with landowners, or by acquiring suitable land itself.

(c) A definite green belt has been used (in Chapter 5) to separate Ringaskiddy from Carrigaline, Curraghbinny and Monkstown

(d) The EIS procedure, incorporated into Irish legislation in 1989, requires such impacts to be considered in relation to major projects, and where adverse effects are identified, to indicate measures to avoid, reduce or remedy them.

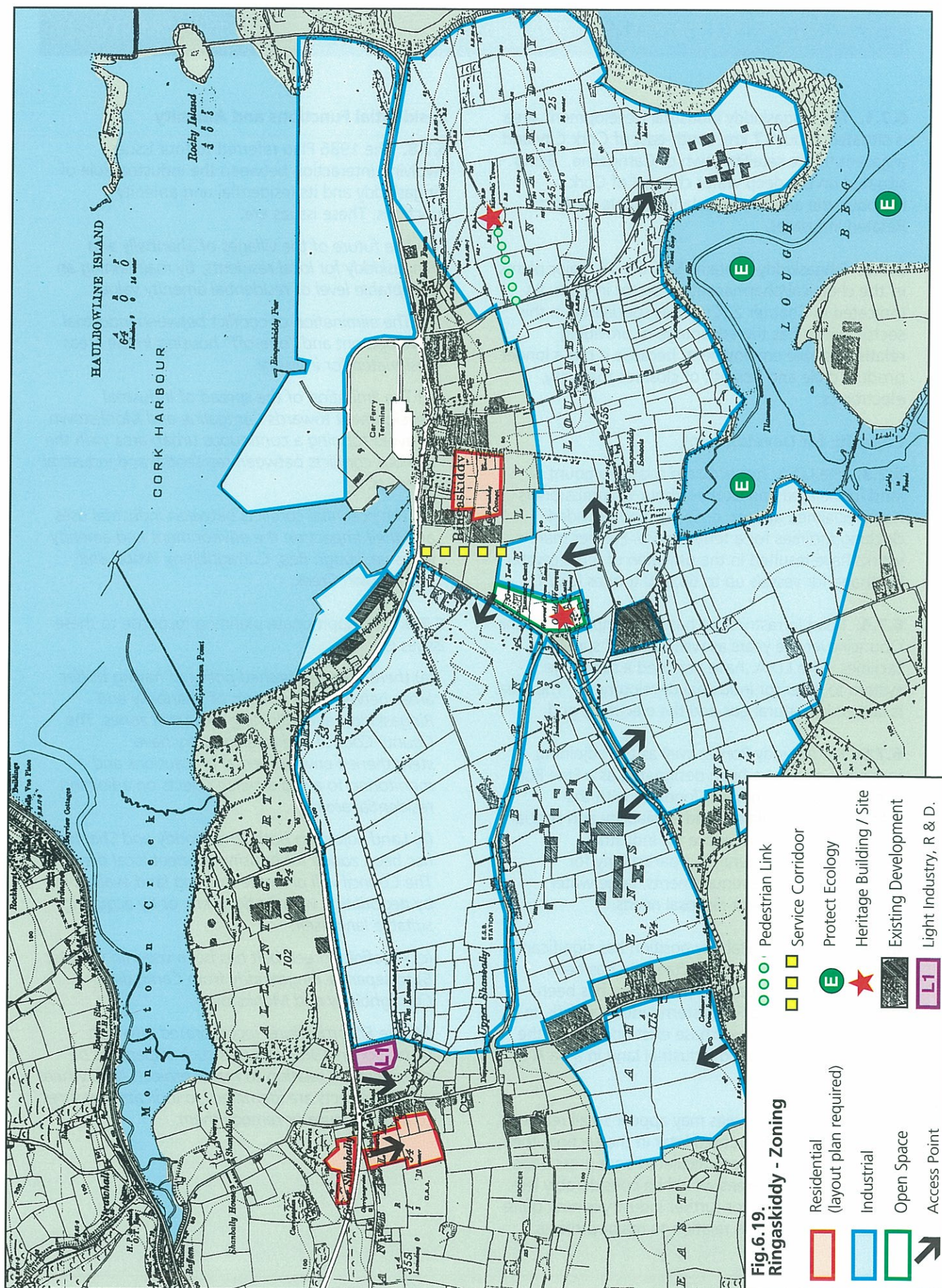


Fig.6.19.
Ringaskiddy - Zoning

Policies and Proposals

6.7.10. While the long-term development policy is presented in Fig. 6.18, Fig. 6.19 shows the zoning requirements for the plan period. A high standard road network will provide access to all industrial areas.

6.7.11. While both Shanbally and Ringaskiddy villages will eventually be surrounded by industrial development, areas have been reserved for limited residential development. Land immediately adjacent to the residential areas should act as a buffer between the villages and the industrial zones. However, housing development should only accommodate local needs and a development control policy to this effect will be implemented. The Council will continue to facilitate local housing needs within the village areas.

6.7.12. The physical environment of the main road through Ringaskiddy should be improved in the vicinity of the village. In particular, landscaping of the area north of the road is desirable.

6.7.13. Because of the new road system for industrial traffic there is no need for heavy traffic to go through Carrigaline or use the remaining minor roads in the area. Traffic management measures are needed particularly near Coolmore Cross where industrial traffic should be discouraged from travelling through Shanbally or Carrigaline. However, application of such measures is much more difficult on rural roads than in a town.

6.7.14. Some zones are particularly suitable for port-related industry. For this purpose a policy of distinction between categories of industries for various zones will be implemented. A service corridor is reserved west of Ringaskiddy Village.

6.7.15. The proposed Far Eastern Industrial Park is different in character from the established industries in Ringaskiddy, and involves some diversification away from the water using/port dependent industries for which Ringaskiddy was designed. Some readjustment of the purposes envisaged for the various areas within Ringaskiddy in response to this change have been made.

6.7.16. From the Carrigaline-Crosshaven road, scenic views are obtained of the river and wooded hillsides. The designations "scenic road" and "amenity area" have been given accordingly.

6.7.17. The Council is concerned about the protection of features of local interest and provision of adequate local recreational facilities. Several items of historic value will be retained and improved in conjunction with the I.D.A. viz. Martello Tower and Castle Warren. Lough Beg is an area of ecological value and will be protected as such.

6.7.18. Curraghbinny Wood especially will reduce the extent to which the industrial development will be visible from Crosshaven. Off-site landscaping may be required to maintain this quality further up to the Owenboy estuary.

Industrial Zones

6.7.19. Figure 6.18 defines 5 zones within the Ringaskiddy area. Figure 6.18 and 6.19, and the area in hectares quoted below, all define gross areas. In practice, not all of the areas defined will be usable, and specific account of detailed constraints on the ground will have to be taken at application stage. This approach takes account of the tendency for industries in Ringaskiddy to have large landscaped areas surrounding their operational buildings.

Zone A

6.7.20. Due to steep gradients along the northern boundary of Zone A (110 ha.), access must be provided from the south-eastern and north western boundaries. Further residential development along the County road that runs through this zone will be actively discouraged.

6.7.21. The land is elevated (above 100 ft. contour) and slopes down towards Shanbally village. Proper landscape screening in the north western corner of the area is therefore essential, as well as along the rear of existing bungalows near Coolmore Cross.

6.7.22. Most land in Area A is now committed to the Far Eastern Industrial Park and Sandoz, apart from 10 ha. in the north-eastern corner which is owned by Cork Harbour Commissioners. This NE corner will be used for suitable port related functions, as well as warehousing.

Zone B

6.7.23. Over half of the land in Zone B is in private ownership. There are two industries in the area at present, which comprises in total approx. 130 ha. This zone will be allocated to industries that are heavily dependent on port facilities or - alternatively - with considerable water requirements.

Zone C

6.7.24. Part of Zone C is above the 100 ft. contour and access to the northern part may provide difficulties as a result of steep slopes. The area is owned largely by the I.D.A. with Irish Shell owning the balance (70 ha.) and is suitable for industries with high water requirements. In the 1986 Plan, dependence on port facilities was seen as less relevant than for Zone B, but as a result of the commitment of most of zone A, the position is now similar to Zone B.

Zone D

6.7.25. Zone D comprises land west of Shanbally village. While it is ultimately reserved for industrial development, only a section of approx. 21 ha. (in I.D.A. ownership) has been zoned in the present plan. Establishment of a 40m tree belt along the western and south western boundary of this zoned area is suggested in view of the housing on the opposite side of the Shanbally Coolmore Road.

6.7.26. Zone D is suitable for industries that are less dependent on port or water supply facilities. In view of the commitment of other lands since 1986, the section which is reserved but not specifically zoned may be brought forward for a project outside the chemical/pharmaceutical sector.

Zone E

6.7.27. Zone E (40 ha.) should be reserved for development in the long-term as road improvements will be necessary. A chemical plant is already situated here. The remaining land is all in private ownership.



7. THE AMENITY AND TOURISM ROLE OF CORK HARBOUR

7.1. Chapters 6 and 8 include policies for the settlements and major industrial areas on the shores of Cork Harbour. This chapter deals with the substantial coastal areas on the Harbour which are undeveloped and/or have an important tourism, amenity or environmental function. These amenity areas help

(a) develop tourism and leisure activities for both visitors to and residents of the Cork area

(b) maintain an attractive overall context within which individual settlements and industrial areas can develop.

A. TOURISM

7.2. There is an established tourist base on Cork Harbour, which is in the process of being developed by a number of recent or planned investments. The main function of the Fota and Crosshaven areas is a tourist/leisure one, and the local plans for these two areas are included in this chapter. The Queenstown project, now in operation, will develop the tourist sector in Cobh. The Trabolgan complex, close to the mouth of the Harbour, has been in operation for over a decade, and provides a wide range of activities as well as accommodation.

7.3. The attractions and facilities on the Harbour, like major tourist attractions elsewhere in the Cork area such as Kinsale and Blarney, seem to operate as freestanding attractions, and do not interact with each other very much. The degree of interaction needs to be increased, so that

(i) more visitors are interested in several different attractions, justifying a stay in the area rather than simply passing through it

(ii) achievement of (i), plus better linkage between attractions, will improve conditions for developing additional secondary attractions on an economically viable basis

7.4. The markets in which extra demand could be generated by such a linkage approach are:

(a) Overseas tourists using Cork as their point of entry. Many tourists do not bring a car with them (eg air passengers - around 50% of visitors to Ireland arrive by air) and either hire a car or take a tour package on arrival. If they were aware of a range of activities in the Cork area, they would be more likely to schedule a day or two in Cork before or after their car hire/tour package.

(b) Domestic tourists (from elsewhere in Ireland). These could more readily be attracted to off peak breaks in Cork (of the type frequently advertised by hotels/hotel chains) if there was a wide range of activities available.

7.5. To reach these markets, good, well packaged information on what attractions there are, and pleasant ways of reaching these attractions, are needed.

Developing A Tourist Waterbus Service

7.6. Cork Harbour could play a central role in providing pleasant ways of reaching attractions, and this in turn would promote linkage of attractions. Access to attractions on the Harbour via a waterbus facility was suggested by the LUTS Review. This proposal needs to be developed in more detail to see how it could be applied in practice.

7.7. The type of vessel used would be important. The ideal characteristics would be:

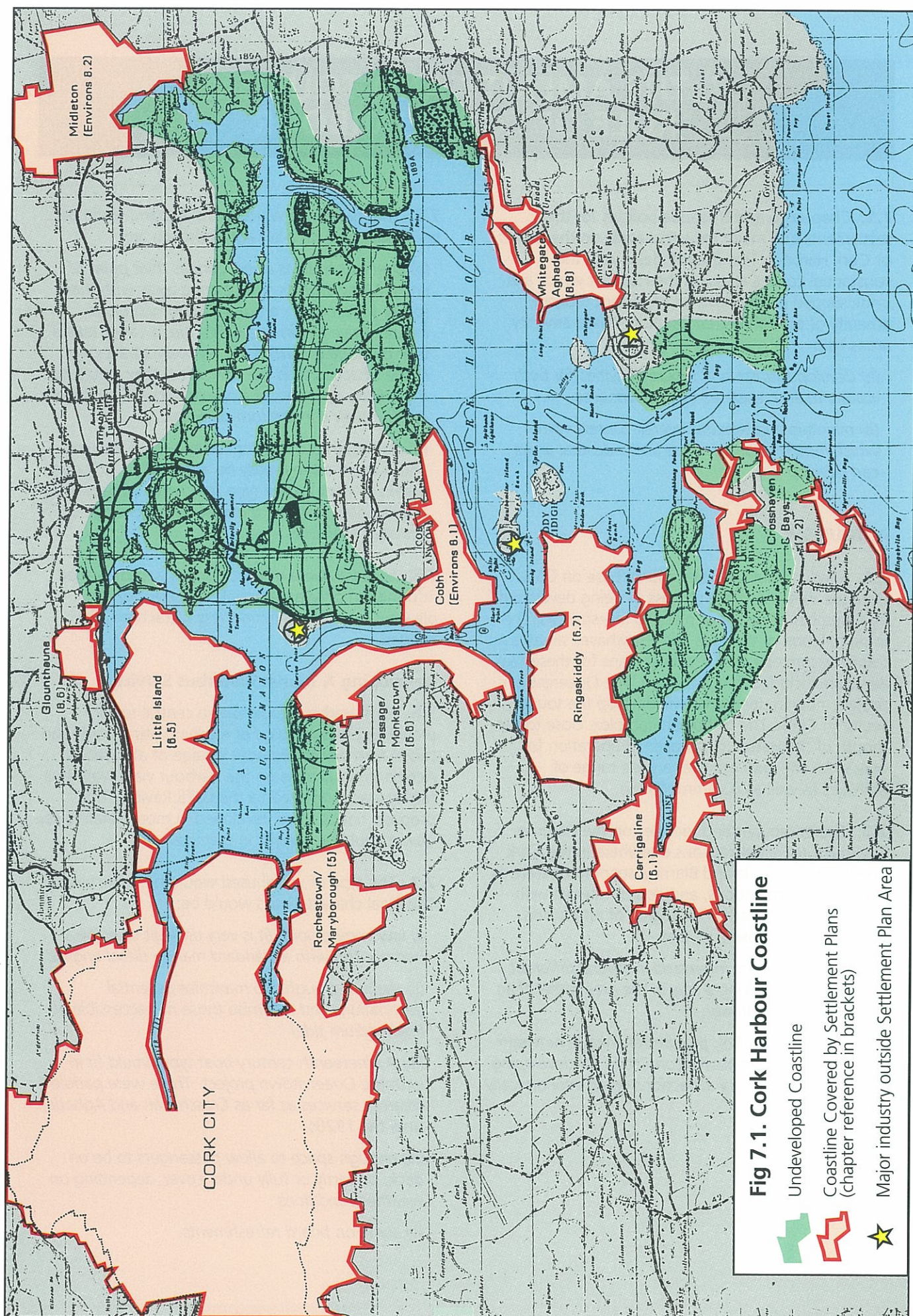
(i) low engine noise (it is very difficult to enjoy a harbour trip with a standard marine diesel engine)

(ii) shallow draught (to maximise potential destinations and minimise those not accessible at low/medium tide)

(iii) A nineteenth century boat type would fit in with the Queenstown project. There were paddle steamer services as far as Crosshaven and Aghada until the 1920s

(iv) enough space to allow passengers to be on deck, or partly or fully under cover, depending on weather conditions

(v) some on board refreshments.



7. THE AMENITY AND TOURISM ROLE OF CORK HARBOUR

7.8. For a vessel to function as a means of access to tourist attractions, it has either to provide a regular service (like a scheduled bus service) or a tour linking a pick up point(s) with tourist attraction(s). A regular service is only possible between quays/piers which are usable at all stages of the tide.

7.9. A Cobh - Crosshaven/Camden Fort route seems promising, and would support current investment in the Queenstown project and Camden Fort. This route would be complemented by the existing suburban rail line which links the City, Fota and Cobh. There are proposals for upgrading the rail line, and for providing some steam services on it. A regular Aghada-Cobh route would be dependent on Aghada pier being accessible in all tidal conditions, but would help link Trabolgan and E. Cork into the network.

7.10. Water based tours could be varied, with different tours available on different days, in order to take account of tidal variations and include destinations not reachable at low tide. As they would include half or full day tours, they could start from the City Quays as well as from Cobh or Fota.

7.11. Ideally, the attractions served should be linked by a common theme as well as by a common means of transport. For example, Cork Harbour's exceptional variety of coastal fortifications could provide one such theme, which the Council would be well placed to promote, in view of its involvement in the restoration of Camden Fort and Rossleague Martello tower. A high level of "interpretation" is possible on specialised tours, as a guide with specialist knowledge of the subject can be used.

7.12. Another possible tour could involve historic houses open to the public. At present there are two houses in the Glanmire area (Riverstown and Dunkathel) open to the public, but these are not suitable for access from the Harbour. A harbour based tour would require reopening of Fota house and opening of at least one other important house (eg Crosshaven House).

7.13. The County Council, acting in conjunction with other relevant public bodies, will support applications for EC funding for adequately backed tourist water transport proposals (and associated infrastructure) which seem likely to promote these objectives.

Developing a Tourism Transport/Information Network

7.14. Bord Failte has designated the area around Cork City, and including Kinsale, Blarney etc, as one of its five major tourism areas in the State. Given this area's potential competitive advantage as a base for tourists without independent transport, (just as scenic west coast areas have a competitive advantage for those with it), tourism literature specifically aimed at this market - a "Tourism in Cork without a Car" brochure - is needed. Harbour transport and upgrading of the Cobh rail line would help add credibility to this approach.

7.15. A monthly supplement, listing special events in the area from this point of view, would help develop pilot tourism projects. Good listing allows tourism related projects (eg arts events or performances, opening of historic buildings to the public) to test the market on a small scale, with the option of developing the attraction on a more permanent basis if the response is positive.

B. CORK HARBOUR AS AN ATTRACTIVE CONTEXT FOR DEVELOPMENT

7.16. The settlements and industrial areas on Cork harbour have fairly good amenities because they are set in the context of a harbour area, much of which remains attractive and undeveloped. If the amenity areas of the Harbour become unduly eroded, this will adversely affect the development areas.

7.17. The main undeveloped block of coastal scenery consists of Fota, much of Great Island, and the coastline facing Great Island between Fota and Rostellan. Policies for this area are summarised in Chapter 7.1 below.

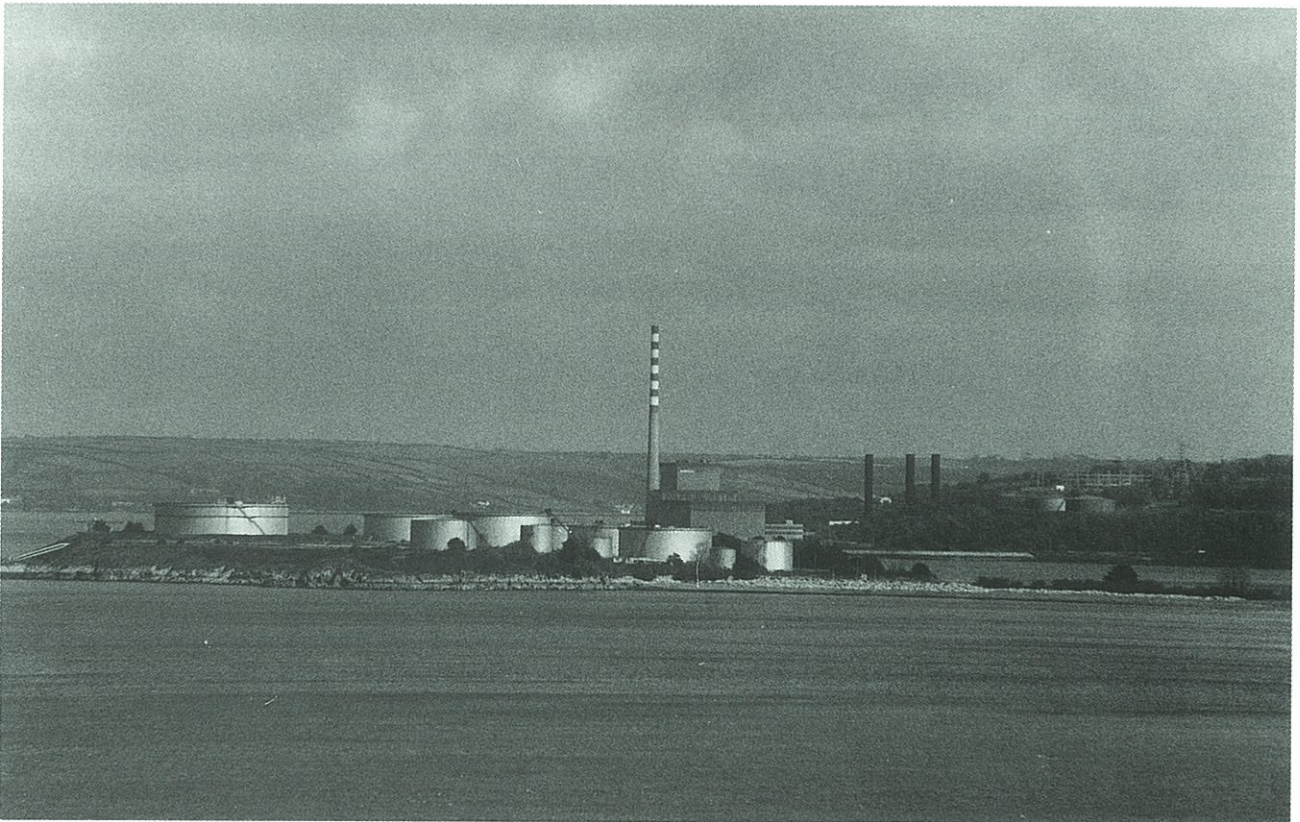
7. THE AMENITY AND TOURISM ROLE OF CORK HARBOUR

7.18. A second block exists on the Owenabue estuary, between Carrigaline and Crosshaven. The north side of this estuary is covered in Chapter 5, which aims to retain it as a green belt area separating Ringaskiddy from Carrigaline, Crosshaven and Curraghbinny. The south side and Curraghbinny are discussed in conjunction with the Crosshaven area, in Chapter 7.2 below.

7.19. Figure 7.1 gives an overall view of the relationship between the settlement/industrial areas on the harbour, coastline areas protected by zoning, and major recreational/amenity areas.

Marinas

7.20. A specific issue arising from the review of the Crosshaven and Bays area plan is the need to manage demand for marinas. This has harbour wide implications, since marinas are threatening to become overconcentrated at Crosshaven, to its detriment, while there are other areas on the harbour where marinas might be beneficial. The Midleton environs plan in Chapter 8 looks at the possibility of catering for some of the surplus demand at Ballinacurra, perhaps in conjunction with reuse of some of the adjoining warehouses.



7.1.1. A planning study* undertaken by An Foras Forbartha in 1975 confirmed the ecological importance of the area. Subsequent developments like the acquisition and exploitation of Foaty Island by U.C.C. as a major regional recreational attraction have enhanced the significance of the area.

7.1.2. The proposal for a hotel/holiday home complex in the Fota estate will allow locally based tourist activity to supplement day trips. This should help assemble the critical mass of tourist demand in the area to support tourist attractions on Cork Harbour and in East Cork.

7.1.3. Industrialisation of the harbour, and the impact of new development has tended to reduce the harbourside locations where the attractive natural environment can be maintained, without inhibiting such uses. Consequently, this area is considered to afford an opportunity for conservation which may be difficult to achieve elsewhere within the area.

Problems and capacity for development

7.1.4. The principal elements of concern are water quality and the impact of new developments such as quarrying and, at the eastern end of the area, the proposed Cork Middleton Euro-Road.

Water Quality

7.1.5. Improvements to Middleton's drainage system and the discharge of its effluent leading to the south of the channel should ensure a higher water quality. The Council has recently taken over an I.D.A. sewage treatment works at Carrigtwohill. The new EC directive will require treatment of Middleton's effluent. Possible sites are currently being investigated.

7.1.6. Colloidal suspension in washings from sand and gravel extraction is potentially harmful to fish life. The incidence of a number of deposits along the northern shoreline of the channel could give rise to water quality problems unless stringent controls are maintained. The Council has a landfill site at Rossmore, which is fairly well screened from the water.

7.1.7. The existence of a shell-fish industry in the channel north of Great Island points to the suitability of this area for mariculture, provided that this type of activity can be suitably accommodated with other primary industrial uses designated for Cork harbour. As it is, current water quality standards require depuration of the shell-fish.

Development Pressures

7.1.8. New development along the shoreline of the channel has had limited impact to date on scenic amenities. Apart from temporary construction associated with the extractive industry and industrial development at Carrigtwohill and Little Island, this is unlikely to change.

7.1.9. The alignment of the new "Euro-road" will confer incidental benefits on users as it will open up some fine estuarine views south of Glounthaune and north of Foaty Island. It may also, however, generate demands for development in some of the most exposed estuarine landscape in the harbour.

7.1.10. Surveys have established the international ecological importance of Cork harbour as a habitat for birdlife. Encroachment on mudflats has occurred for port industrial and other developments. This increases the need to maintain remaining areas of importance for birds.

7.1.11. Accessibility to the amenities along the channel's shoreline is presently restricted. This has indirectly ensured their protection. Maintenance of such limitations coupled with the development of selected attraction points is preferable to striving for universal access. Glounthaune village, Carrigtwohill, Foaty Island, Belvelly and Ballynacorra have potential for intensified recreational use whereas conservation and protection of the remainder is appropriate.

Policies and Proposals

7.1.12. The principal shoreline areas facing the channel north of Great Island, the East Ferry area, and the channel leading to Middleton, have been zoned for agriculture/forestry (equivalent to A1 in Chapter 5). This zoning (shown on Figure 7.2) will protect scenic landscape by maintaining existing land uses. Tourism benefits of this scenic landscape will be enhanced by having examples of it visible from major roads, at Barryscourt and Saleen/Rostellan.

*"Amenity and Recreation in Cork Upper Harbour: its present and potential importance", R. Goodwillie and E. Fahy.

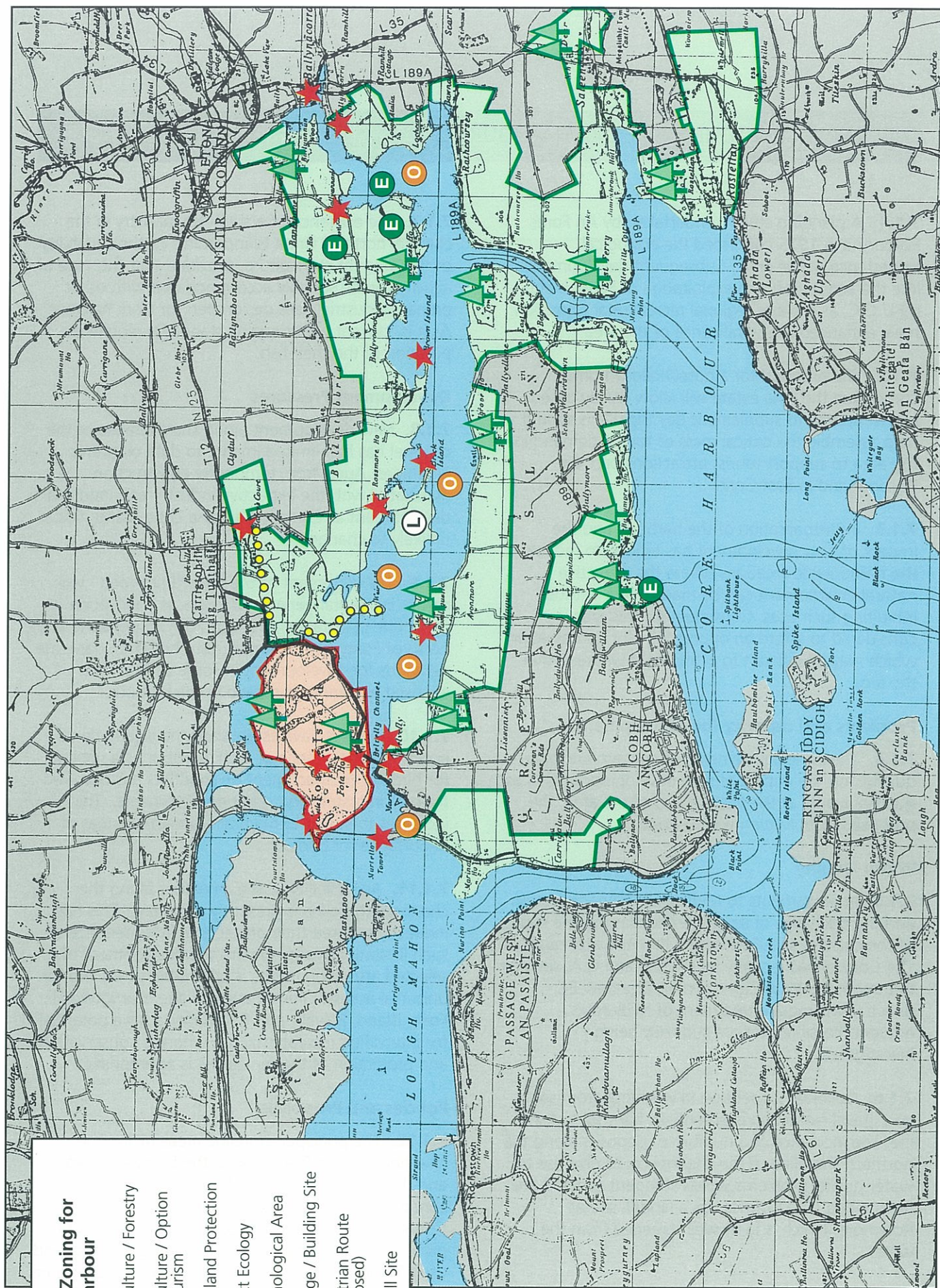


Fig.7.2.
Agricultural Zoning for
the upper harbour

- Agriculture / Forestry
- AT Agriculture / Option for tourism
- Woodland Protection
- Protect Ecology
- Ornithological Area
- Heritage / Building Site
- Pedestrian Route (proposed)
- Landfill Site

7.1.13. Active recreational and tourism developments will be concentrated on Foaty Island and at Glounthaune^Δ, Carrigtwohill^Δ, Belvelly and Ballynacorra^Δ. Other potential amenity areas at Rosslague and Ahanesk will be protected with a view to their eventual exploitation.

7.1.14. Controls will also be exercised in respect of temporary extractive operations along the north shoreline to ensure that both structures and discharges do not adversely impact on the channel. Further permissions for extraction will not normally be granted within the agriculture/forestry zone. While the improvement of the N25 will increase demand for gravel, the Council will need to be satisfied that potential suppliers are conforming to valid planning permissions.

Foaty Island

7.1.15. In view of the recreational significance of Foaty Island and its ecological importance, the enclosing shorelines of the surrounding area will be subject to stringent controls to ensure that new development does not have an adverse impact on the scenic estuarine landscape (See Figure 7.2).

7.1.16. The 1990 planning permission for development of Fota was intended to enable a substantial injection of high quality tourism facilities on the island, while protecting its existing major tourist attractions. An 18 hole Championship Golf Course has since been developed, and the future of the Arboretum has been guaranteed by transferring ownership to the Fota trust. Some 80 additional acres of parkland have also been dedicated to the Fota Trust. The Council recognises that these developments have added considerably to the tourism and recreational value of Fota, and is committed to maintaining and promoting this recreational and tourism value, and to ensuring the proper development of the Island.

7.1.17. Development of any part of the island is only justified if it is directly related to realising the potential of the island as a unique tourism, scenic and recreational asset for the Cork area, and it was on this basis that the 1990 planning permission was granted. A combination of tourist, recreational and high quality residential development on any part of the Island must not damage the unique value of Fota to Cork, and should be targeted to attract investment from outside the region, which would

have a positive economic benefit for the greater Cork area, and underpin the viability of the existing amenities comprising recreational/sporting (golf), ecological, scenic and scientific assets.

Belvelly/Barryscourt

7.1.18. The castle, bridge and martello tower at Belvelly combine with the wooded fringe of Foaty Island to produce a place of much charm in this estuarine setting. Efforts will be directed towards a conversion of the martello tower for some ancillary amenity use.

7.1.19. Both Belvelly and Barryscourt Castle are very close to the proposed Fota development, and could act as additional attractions for tourists visiting or staying at Fota. Ideally, a pedestrian link from Slatty Bridge east to Barryscourt should be provided. The unsurfaced roadway leading from Crogha Bridge along the east side of Weir Island makes an attractive walk at high tide which is also accessible from Fota.

7.1.20. The Council will seek to co-operate with L.E.T. in the development of local attractions of the area immediately adjoining Fota, in the wider interest of developing overall tourist demand. Rosslague Martello tower has been acquired by the County Council and is being restored, with a view to conversion for an appropriate amenity use (eg interpretative centre for wild birds).

7.1.21. The old brick clay quarry at Belvelly will be preserved as a freshwater marsh showing the successional nature of its reversion to a natural state.

Slatty Water

7.1.22. Maintenance of a satisfactory water quality in Slatty Water and protection of its suitability as a local wildlife habitat will be pursued.

Ballyannan

7.1.23. Acquisition of Ballyannan Wood by the state has important implications for the Ballynacorra area. If pedestrian access to the wood can be gained from the opposite shore as suggested (see Middleton Environs Plan) the potential of the quayside at Ballynacorra for recreational uses might be given a necessary stimulus.

7.1.24. Rehabilitation of Ballyannan Wood and the improvement of its amenities by the Department of Fisheries and Forestry will be encouraged and assistance given in resolving the difficult access situation.

^Δ Refer to respective Local Plans.



7.2.1. Crosshaven and the adjoining Bays have an important role as a recreational centre for the Cork area, and as an internationally known base for yachting and for ancillary industries serving this activity. The Camden Fort development will help develop the town's tourist function.

7.2.2. Crosshaven has expanded in a largely unplanned way, with small settlements growing up around bays SW of the Harbour mouth and then tending to link up with each other and Crosshaven itself over higher ground. More recently, the area between Carrigaline and Crosshaven has come under increasing pressure from substantial holiday and other housing proposals.

7.2.3. This Review aims to encourage the development of the economic functions of Crosshaven, and to provide for moderate physical growth, while avoiding damage to its physical context.

A. ECONOMIC DEVELOPMENT STRATEGY

7.2.4. Crosshaven has a tradition in boat building and repair which helps to diversify its economic base. To ensure that this activity has scope for expansion, and to avoid it being "crowded out" in the competition for waterfront sites, an area around the existing boatyard has been zoned specifically for active marine related uses (ie not just boat storage)

7.2.5. The level of tourist services available in the village is quite low and needs developing. The key area in which these functions could be developed is the area surrounding the central car park in front of Crosshaven House. This area is the natural focus of the village in terms of physical form and road network, but commercial activity is more concentrated on the Carrigaline Road, where there is less room for expansion.

Developing the Village Core

7.2.6. The car park in the centre of the village has been created through partial reclamation of a tidal inlet, and some works of an amenity nature have been carried out to it. Before further action is taken, an overall look at the role of the reclaimed area, and adjoining property is needed.

7.2.7. Specifically, the possibility of:

(i) using part of the reclaimed area to accommodate tourist related commercial activity

(ii) organising any further environmental improvements to the reclaimed area around an overall plan which recognised the focal position and architectural importance of Crosshaven House

(iii) limited further extension of the reclaimed area northwards (not beyond the funfair grounds on the E side and the pharmacy on the W)

need to be examined. The design issues involved are complex, and a special study will be carried out to resolve them.

7.2.8. To further encourage the growth of tourist related services, a site in the centre of the village has been reserved for a hotel development. The site is a sensitive one, and care will be necessary because of the proximity to Crosshaven House, and the importance of the trees surrounding the site.

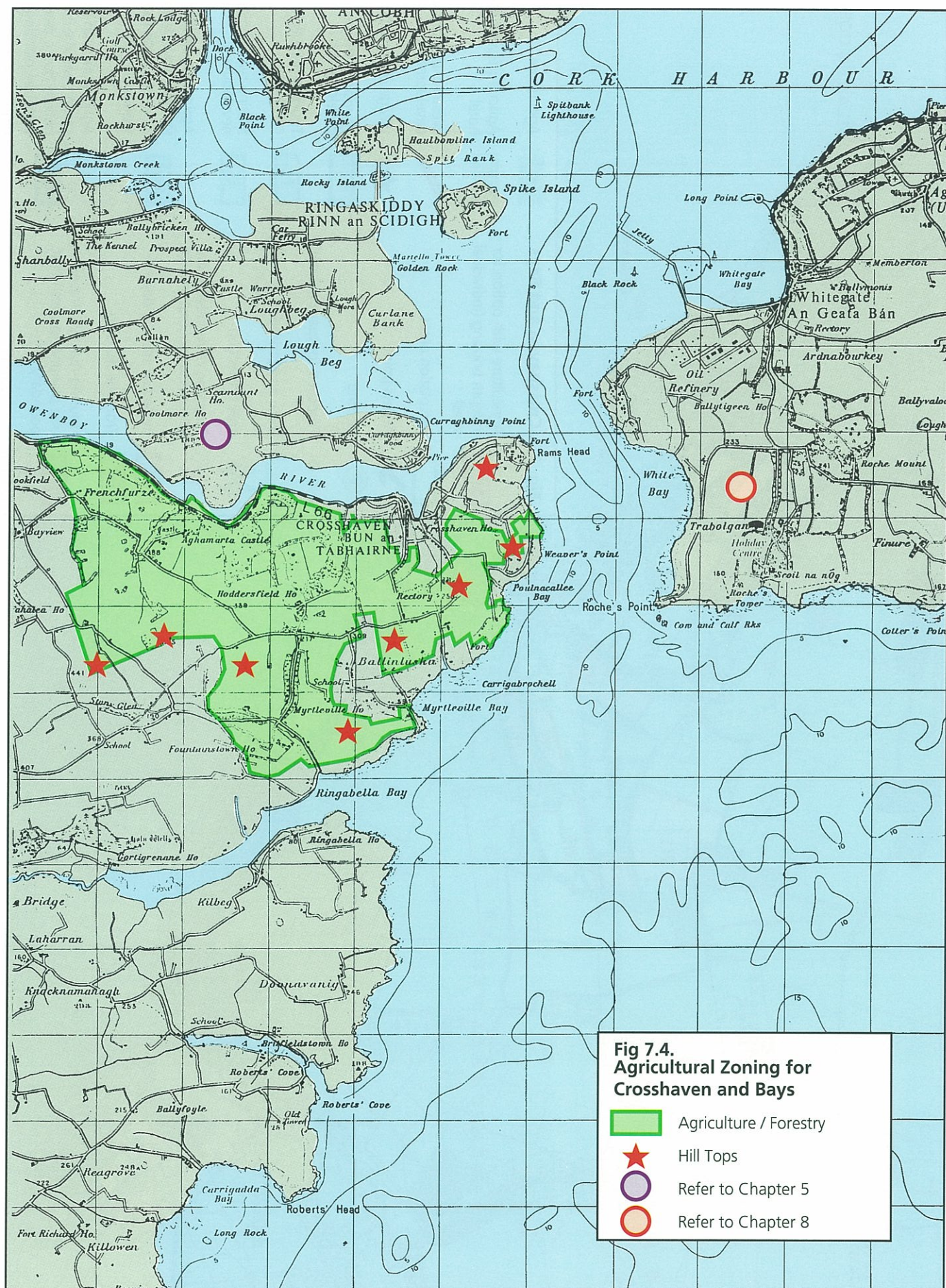
Camden

7.2.9. Fort Camden is a major disused military fortification of predominantly 19th Century origin sited in a commanding position in Cork harbour. The fort has been acquired by the Council from the Department of Defence.

7.2.10. A plan has been devised to develop the heritage aspects of the fort, with the aid of EC Structural Funds. Cork County Council has already constructed a car/bus park and undertaken certain essential remedial works. Acquisition of artifacts i.e. guns and ancillary military equipment, has also been in progress for some time.

7.2.11. There are also proposals, at a fairly advanced stage, to develop a substantial tourist hostel in the fort complex. The possibility of developing water based activities at the lower levels will be examined in conjunction with its development as a stop off point in the proposed harbour transport tourism initiative.





B. PHYSICAL DEVELOPMENT STRATEGY

7.2.12. During the 1980s the population of the Crosshaven area was static, but the number of households was increasing. The population of the Crosshaven and Bays area was 2400 in 1991. Table 7.1 shows population trends:

Table 7.1

% Population Growth, 1971-91

	1971-81	1981-86	1986-91
Crosshaven	+16	-4	-2
Fountainstown*	+31	+2	+7
Church Bay	+22	+5	0
Total	+19	-1	+1

* includes Myrtleville, Fennell's Bay from 1981

7.2.13. The number of households grew by 12% in the period 1986-91, reflecting the falling average size of household. The census gives no information on holiday homes not occupied at the time it is taken (April), but demand for such housing may also be growing.

Growth Areas

7.2.14. While the rate of growth is moderate, it will have a cumulative impact over time and needs to be directed into areas where it is most likely to have benefits, and least likely to lead to a long term erosion of the attractions of Crosshaven and the wider Harbour area. For medium to long term planning purposes, housing growth should be guided towards:

- *Crosshaven itself*
- *the valley falling towards Myrtleville beach.*

7.2.15. Growth in Crosshaven itself will help support growth of consumer and tourist services, which are more likely to grow here than in the "Bays" settlements. These services are the most likely source of local employment growth. Crosshaven also has a basic sewerage system which can be upgraded, whereas systems would have to be created if the situation required it for the bays on the south side of the peninsula.

7.2.16. The physical topography of Myrtleville makes it a more suitable location for additional housing than the other "Bay" settlements. The greater depth of its valley means that new development is less likely to be obtrusive, and probably also easier to service if a sewerage system became necessary in the future. Road access is reasonably good. Its attractive beach is well adapted to serve users resident within walking distance. (Fountainstown, with its more extensive parking, is better able to cope with day trip demand). At the same time, it is important that development which is out of scale with prevailing infrastructure limitations (in particular, the lack of a sewerage system) does not occur. The character of Myrtleville will be protected by developing the larger zoned blocks for individual sites, rather than conventional housing estates, and normally limiting the height of new houses to one storey plus attic.

Ridges and Gaps Between Settlements

7.2.17. Development is not desirable in the hilly areas in the centre of the peninsula. The rural setting of Crosshaven and the bay settlements is part of their attraction, the rolling countryside seen driving from Frenchfurze to Fountainstown and Myrtleville is attractive, and the north facing slopes are visible from many parts of the Harbour. These areas have accordingly been zoned for agriculture (using the A2 zoning used in Chapter 5) in Figure 7.4. Zoning provisions are also designed to maintain separation between the various coastal settlements.

Traffic

7.2.18. The traffic concept for the area is represented in Fig. 7.5. It is based on a system of spur roads leading to the shoreline with pedestrian links in between. Car traffic between the various bays is thus discouraged, while the provision of adequate car parking facilities at the end of each spur road (as close to the beach as possible) forms a vital element of the concept. Cars going to the main day-trip beaches (Myrtleville and Fountainstown) do not have to pass through Crosshaven village. Access to the other bays, however, requires traversing the village.

C. INDIVIDUAL SETTLEMENTS

7.2.19. The approach outlined above will be applied in the individual settlements as follows:

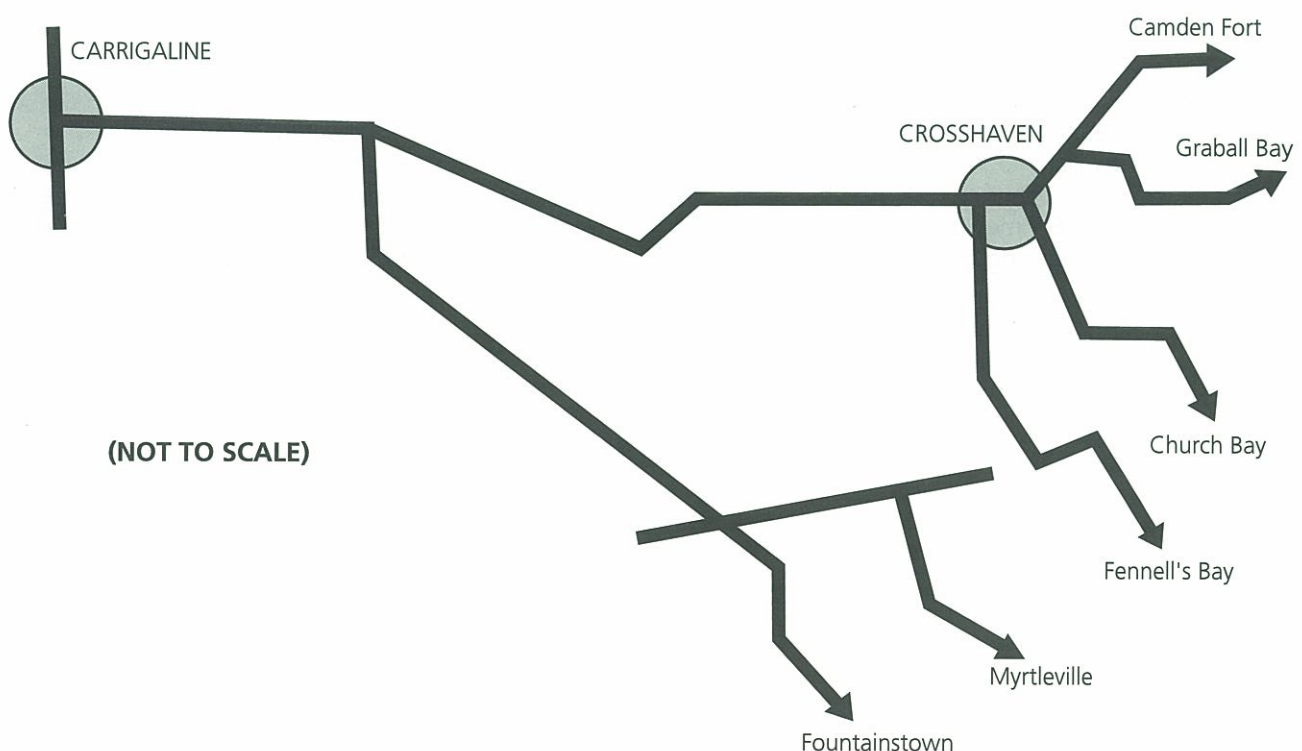
Crosshaven Village

7.2.20. Crosshaven will continue to fulfil its traditional role as a major holiday centre for many City residents. The emphasis will be on renewal, through an upgrading of the holiday housing stock and the physical environment.

7.2.21. While further marina development in Crosshaven is envisaged, a limit will be imposed on its westward growth to prevent damage to the visual and scenic amenities of the Owenabue Estuary. No marina development will be allowed on the Currabinny site of the estuary. These limits are intended to protect the scenic amenities of the area and ensure the maximum economic benefit to Crosshaven from any development.

7.2.22. A variety of sites have been zoned for residential development, in and around the town (see Figure 7.3). These cater for a range of housing options covering both holiday house complexes, predominantly terraced housing close to the town centre and medium to low density individual sites.

Fig. 7.5. Traffic Concept for Crosshaven and Bays



7.2.23. Infill development and alterations to facades to the older village core will be subject to stringent controls; assistance will, however, be given on an advisory basis by the Council.

Walks

7.2.24. One of Crosshaven's major assets is the number and variety of walks in the area. Unfortunately in recent years, they have been severed at various locations, notably at Hoddersfield near the Rugby grounds and on the Church Bay Road.

7.2.25. The Council will not permit development which would interfere with access to or the character of these walks. Pressure from the local community and regular users of the walks should also play its part, as in practice this is the most effective way of preventing path closure.

Graball Bay

7.2.26. A considerable amount of holiday-home development has taken place over the years. In view of limited capacity and poor access, the bay is not suitable for day-trip activities while significant increases in based holidaying should not be allowed either.

7.2.27. The 1986 Plan zoned some lands for development and indicated a line for a new access road, while at the same time indicating that "implementation is unlikely in the foreseeable future". However in the absence of this access road, it is difficult to justify allowing additional development which would increase traffic pressure on the existing road.

7.2.28. In view of this, and of the policy of guiding new development towards Crosshaven village and Myrtleville, land has not been zoned for development at Graball in this Review. An expected indirect benefit of this approach is that it will improve prospects for renewal and upgrading of existing structures.

7.2.29. Upgrading of existing houses will normally be permitted, though increases in floor areas can only be allowed where compliance with current septic tank standards is achievable. Often, allowing combination of the sites of two substandard dwellings to provide a reasonable site for one reconstructed or replacement house can be used to upgrade housing in this and other Bays.

Church (Poulnacallea) Bay

7.2.30. There is very limited capacity for further housing at this location. Some frontage housing could be accommodated adjacent to the existing Council housing scheme. To ensure compliance with the Council's objective to retain the separateness of the settlements further development towards Crosshaven will not be allowed.

7.2.31. There is an opportunity for low density residential development on lands adjacent to the Hotel. These sites afford panoramic views of the sea and good quality design will be critical. A pedestrian walk which leads to Templebreedy Church, will be preserved and where possible improved.

Fennell's Bay

7.2.32. A considerable amount of upgrading of old temporary houses has taken place in this area in the last 10 years resulting in a significant improvement to the built environment. To accommodate the septic tanks serving these houses, a large area of land has been sterilized including the lands zoned in the 1986 County Development Plan. Fennell's Bay now accommodates some year-round residents and commuters. Poor beach access together with lack of parking facilities renders this settlement unsuited to day-trip functions.

7.2.33. No further suitable land is available for development but consideration will be given to infill or replacement housing subject to compliance with design and effluent standards.

Myrtleville

7.2.34. The future role of Myrtleville is discussed at 7.2.14-16 above. In the recent past, it has experienced upgrading of and addition to its housing stock. Additional land has been zoned for low density housing in this review. The development of the large H1 zone to the north is conditional on satisfactory sewage disposal and improved road access.

7.2.35. Despite parking deficiencies this beach is a popular day trip destination. This leads to congestion at peak times. Opportunities for provision of car parking are limited but consideration will be given to a small car park in conjunction with the development of housing on the site adjacent to the Post Office (see Figure 7.3). As indicated at 7.2.16, the emphasis should be more on resident holiday makers and residents, with Fountainstown providing for much of the day trip demand.

Fountainstown

7.2.36. This is the most suitable and most popular beach for day-trip tourism. It is a very popular bathing area and was awarded the coveted Blue Flag Symbol in 1990. This designation can only be retained if stringent hygiene/water quality standards are maintained. Consequently, there is some pressure to consider the provision of a public sewerage system for the area.

7.2.37. Fountainstown appears to have the largest proportion of year round residents in the Bays area. It is also the only location where caravan parking is available. Both features are probably influenced by the good access roads leading to it.

7.2.38. Careful design and comprehensive landscaping is a critical element in any proposal for further expansion of caravan parking in the area and adequate provision for effluent disposal is a prerequisite.

7.2.39. There is no public sewer in Fountainstown and again, any proposal for upgrading of existing housing will depend on ability to comply with current standards for septic tank installations. A package treatment plant may be required on multiple housing sites. There is an adequate public water supply to cater for existing development and some limited expansion. Suitable sites have been zoned where low density housing can be accommodated.

7.2.40. The road between Fountainstown and Myrtleville is a very popular pedestrian link. While it is unrealistic to remove vehicular traffic from this route, restrictions on further development of lands served by this road will ensure that the situation is not further exacerbated. Seaward views from this road will be protected by prohibiting obstructions e.g. high fencing, screen planting) and by restricting new development.

7.2.41. At the Fountainstown end of this road, several tiers of development have occurred on the north side of this road. The development boundary is designed to prevent further development up the hill in the interests of the visual amenities of the area. Development between the road and the sea west of Fountainstown beach will not be permitted.

7.2.42. The car park at Fountainstown has facilitated the use of the area particularly by day-trippers. Further upgrading of the car-park (to reduce its expanse and bleakness) is desirable.

Coastal Erosion

7.2.43. Coastal erosion is threatening coastal footpaths at present, and if forecasts of increased coastal erosion due to global warming prove well founded, could threaten building groups. Coastal erosion is a complex phenomenon, and its planning implications may also be difficult to define in view of the amount of coastal development which has already occurred. At the time of this Review, an adequate assessment of erosion risks was not available.

7.2.44. The Bays area would be a suitable subject for a local pilot study of management of erosion risks. The Council reserves the right to refuse applications which may increase the costs arising from coastal erosion in future.

Coastal Functions

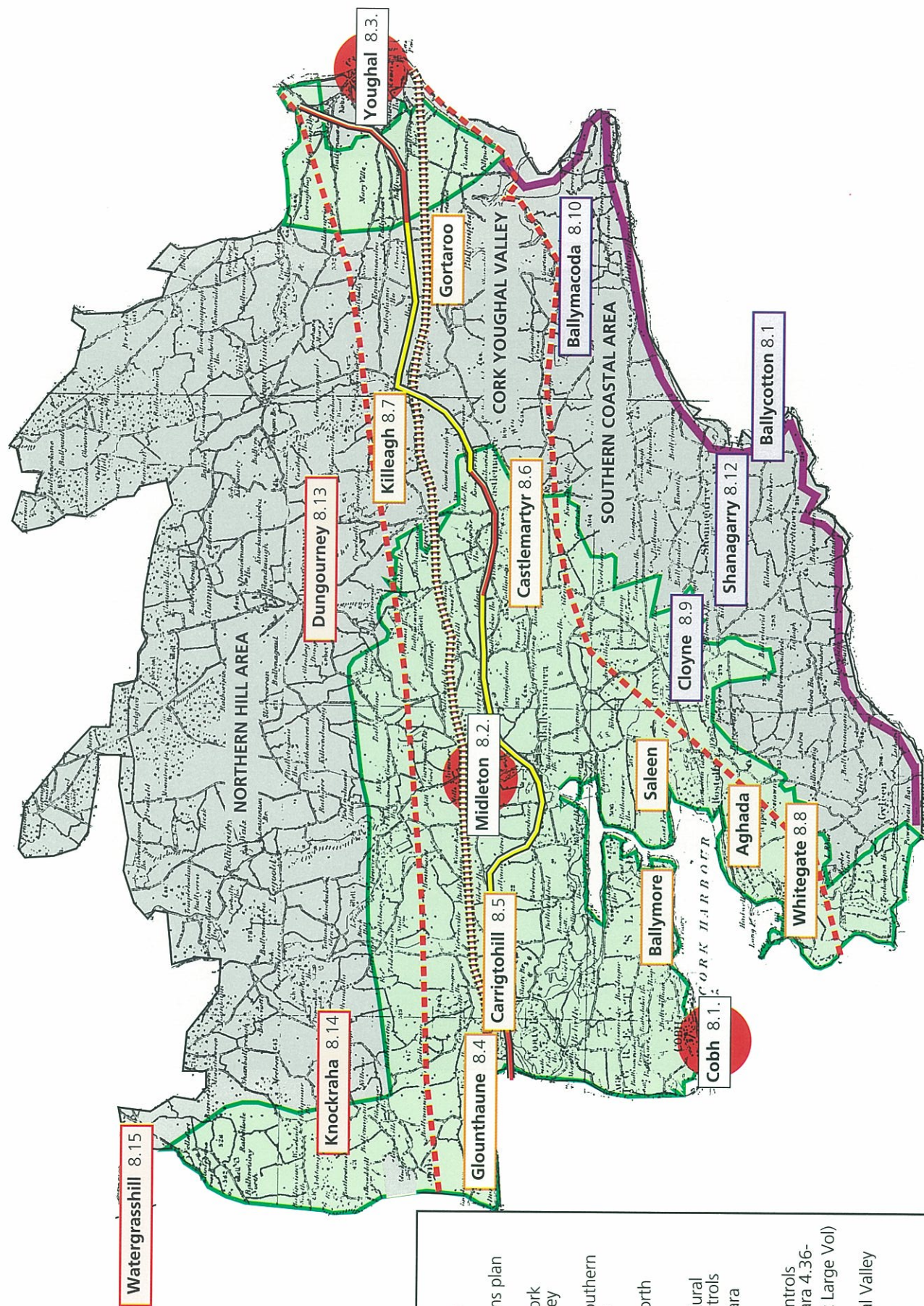
7.2.45. Table 7.2 summarises coastal functions for the Crosshaven and Bays area, and for smaller coastal settlements southwest as far as Rocky Bay.

Table 7.2:

Crosshaven and Bays Coastline, Functional Roles

Centre	Status	Primary Function	Other Functions	Policy Emphasis
Crosshaven	Major	*Multi-purpose	Specialist (yachting) & access to coastal walk.	Development and Investment and Renewal
Currabinny	Minor	Day trip.	Access to woodland walks.	Development control.
Camden	Major	Day trip and based	Museum/Heritage /Hostel	Major investment for tourism
Graball	Minor	Based holiday, limited day trip.	Access to coastal walk.	Renewal and development control, restrict vehicular access
Church Bay	Minor	Based holiday, limited day trip.	Access to coastal walk.	Development control, renewal.
Fennell's Bay	Minor	Based holiday only.	-	Development control, renewal.
Myrtleville	Major	Predominantly based holiday	Year round housing	Investment and renewal.
Fountainstown	Major	Day trip and based holiday	Specialist (boating, board sailing)	Development of amenities, renewal.
Ringabella	Minor	Day trip only.	-	Development control.
Robert's Cove	Minor	Day trip, limited based holiday.	-	Development control and amenity works.
Rocky Bay	Minor	Day trip only.	-	Development control and amenity works.

* Inclusive of touring, based holiday and day trip functions.



8. EAST CORK

8.1. East Cork had a population of 40,500 in 1991 - larger than the population of some complete counties, and only slightly less than that of West Cork. Population in East Cork was distributed as follows:

(a) 20,000 lived in the 3 main towns (Cobh, Midleton and Youghal), and a further 11,000 in other areas on the harbour or along the east west valley corridor between Cork and Youghal

(b) 6000 lived in the coastal area to the south of this corridor

(c) 3500 lived in the hilly area to the north of it.

8.2. The policies for East Cork outlined in this chapter are organised around these 3 groupings. The difference between them is partly one of scale, and partly one of the type of problem encountered.

- *Area (a) is predominantly urban, and the area in which population, substantial industries, and urban services are concentrated. It also has a major unemployment problem, primarily because of loss of traditional manufacturing industry in the early 1980s. If substantial new sources of employment can be found to reduce this problem, this is where they are most likely to locate.*
- *Area (b) is a quite densely developed rural area, with a number of large villages/small towns, a coastline with a significant tourism function (mostly domestic market) and an ability to generate new rural businesses.*
- *Area (c) is a more sparsely developed rural area, with small villages only. The area needs to maintain an adequate population base, sufficient to retain basic rural infrastructure.*

8.3. Figure 8.1 outlines these three areas within East Cork, and indicates the towns and villages for which settlement plans have been prepared, and the reference number of the section at which they can be found.

A. THE MAJOR TOWNS, AND THE CORK-YOUGHAL VALLEY

8.A.1. The principal problem in East Cork relates to the main towns, which have not grown at all during the 1980s, either in terms of population or employment. In particular, they suffered from the decline of traditional industries in the early 1980s. Table 8.1 shows this decline:

Table 8.1

Manufacturing Employment in East Cork Towns, 1973-92

	1973	1979	1985	1992
Cobh	1001	1364	332	279
Midleton	950	852	546	545
Youghal	1134	944	452	588
Total (Towns)	3085	3160	1330	1412
Source: IDA Manufacturing Surveys				

8.A.2. If the main towns are not developing, this will adversely affect East Cork as a whole. The first objective for East Cork must be to return to a situation where the main towns are growing significantly. There is no single, simple way to achieve this, and the capacity of land use policies to produce major changes is limited.

8.A.3. The main ways in which physical planning can help are:

** using zoning policies to promote the development of surviving indigenous industries. This applies particularly to the food industry in Midleton*

** using zoning policies to get the maximum benefit from current road investment, by identifying attractive industrial areas close to major junctions on the N25 Cork-Rosslare route. This approach is applicable at present in Midleton, and could be applied in Youghal when the bypass is provided*

8. EAST CORK

** encouraging more of the residential and other development generated in the area around the City to locate in the East Cork towns (as intended by LUTS) and using this to boost service activities and improve social mix. Subject to upgrading of the Cobh rail line, the LUTS Review saw this approach as particularly applicable to Cobh.*

** encouraging new service sector activities, using existing assets. This approach is being applied to tourism in Cobh (the Queenstown project). The quayside warehouse complex at Bailick in Middleton is also an asset with potential to attract new service activities.*

Infrastructure Limitations

8.A.4. As the settlement plans below indicate, the water supply deficiencies in Middleton, the need for a by pass in Youghal, and the need to upgrade the Cobh rail service, are crucial infrastructure requirements, and it will not be easy for the towns to make real progress until they are in place.

Structural Unemployment

8.A.5. The East Cork towns had unemployment rates between 21 and 27% at the time of the last (available) Census in 1986 - amongst the highest in the County. While there are signs that some evening out of unemployment rates has occurred since then, job losses in traditional industries in the early 1980s are likely to have left a strong legacy of structural unemployment, with an oversupply of manual skills, relative to job opportunities.

8.A.6. The measures described above are not likely to generate enough manual jobs in the towns to reduce this problem to manageable proportions. However, they could be supplemented by measures to increase industrial employment in smaller settlements, providing satisfactory access from the main towns to these smaller industrial areas was available. This general approach was recommended by the LUTS Review for the parts of the LUTS area with the highest unemployment rates, including East Cork.

Industrial Opportunities in the Cork Youghal Corridor

8.A.7. The small towns and villages in the valley running between Cork Harbour and Youghal have done better in relation to industrial employment than the main towns. Employment levels have been more stable, and the total amount is now close to that in the main towns:

Table 8.2.

Manufacturing Employment in East Cork villages, 1973-92

	1973	1979	1985	1992
Carrigtwohill	495	752	633	708
Castlemartyr/ Mogeely	277	286	341	227
Whitegate	190	208	270	226
Total (E.Cork Villages)	962	1246	1244	1160
Source: IDA Manufacturing Surveys				

8.A.8. Carrigtwohill is clearly the most promising of the smaller settlements, having ample industrial land close to the City, and being in a position to benefit from road improvements (the downstream crossing and the Carrigtwohill bypass). However, it is also worth reserving areas at Mogeely and Killeagh adjoining the N25 for suitable industries on an option zoning basis.

Industry and the N25

8.A.9. One of the reasons for the relative success of the smaller settlements in the Cork Youghal Valley is that they have enjoyed good communications for a long time. Existing and planned investment in the N25 Cork-Rosslare route will create a high quality route bypassing all the main settlements.

8.A.10. Land use policy both in the main towns, and in the smaller settlements in the Cork Youghal Valley, will be directed towards creating attractive industrial areas at the edge of settlements, which can be accessed as directly as possible from the developing road system.

8. EAST CORK

8.A.11. Clearly, there are many other factors which influence our ability to attract industry, and there is no guarantee that there will be suitable users for industrial land, however accessible. Recognising this:

- *The use of option zoning of land which remains in private ownership means that the cost of keeping open the possibility of industrial use in accessible locations is kept low.*
- *option zoning in each of the settlements results in a greater degree of choice of site and location, which should offset some of the disadvantages of option zoning (eg the owner may not wish to sell)*

The sites to which option zoning applies are in general suitable for single user manufacturing plants which could appropriately be located on the edge of a settlement. Two freestanding sites in the rural area around Midleton have also been given option zoning for a single large user (eg computer industry).

The East Cork Rail Line

8.A.12. Communications are important for workforces as well as for the industries themselves. It is difficult to provide enough jobs directly adjoining the urban areas with the highest unemployment levels, and low car ownership limits access to other locations. Good public transport to smaller settlements with prospects for industrial growth is needed. The LUTS Review sought to achieve this by upgrading the existing rail system in the City and East Cork.

8.A.13. The East Cork rail network consists of a line from Cork to Cobh Junction, with branches from Cobh Junction to (a) Cobh and (b) Midleton/Youghal. The Cobh line is operational but its passenger services are badly in need of investment. The Midleton/Youghal line is disused.

8.A.14. Upgrading of the Cobh line was strongly supported by the LUTS Review, is crucial to the development of Cobh, and has a reasonably good prospect of being implemented. Reopening of the line to Midleton is not likely unless the upgrading of the Cobh line happens and is seen to be a success.

8.A.15. For the last 15 years or so, Government policy has emphasised the developmental role of the road network, and the need to control public transport deficits, and use of public transport as a developmental tool has come to seem unrealistic, except possibly in the Dublin area.

8.A.16. However, this stance is unlikely to continue indefinitely, and there are special factors supporting the revival of the rail network in East Cork:

** there are 3 large towns (5-10,000 population each) on it*

** both high unemployment areas, and existing and expected employment opportunities, are concentrated along the rail line*

** the towns are close enough to the City for rail to be used for commuting and access to regional facilities in the City as well as access to the national system*

** Cobh and Youghal have strong tourism functions, generating offpeak and reverse flow movements*

** rights of way and (most) of the track remain in place*

** the additional track maintenance involved in serving Carrigtwohill and Midleton is low, because track is shared with the Cobh line and industrial users as far as Cobh junction. Table 8.3 compares the extra track to Midleton with operational branch lines elsewhere.*

Table 8.3.

Urban populations served by Secondary Rail Lines

Line	Extra UrbanPop. served	Extra Track req'd (miles)	Extra Pop per mile of track
Athlone-Mayo	27,900	116	330
Maynooth-Sligo	42,500	118	360
Wicklow-Rosslare	35,100	66	530
Mallow-Tralee	29,700	53	560
Cork-Cobh	10,400	15	650
Cobh Jct-Midleton	7,200	7	1020

8.A.17. Apart from drawing attention to this case, the County Council will not permit any development inconsistent with the operation of a rail service on the disused portion of the line.

Housing

8.A.18. Zoning of housing land in the town environs plans supplement provision by the relevant UDCs. The main difficulty arises in Midleton, where water supply limits the amount of land which can be serviced. This should be resolved in the medium term. In the meantime, additional land has been zoned in the settlements closest to Midleton.

8. EAST CORK

8.A.20. Most rural areas under pressure in East Cork are in the Cork Youghal Valley. A fairly continuous belt of housing, commercial and industrial development could occur in medium to long term in the absence of appropriate controls, resulting in loss of identity of existing settlements and would make East Cork a fairly unattractive place to live or work.

8.A.21. Controls on rural housing (relaxed in the case of specified types of local demand) will apply in parts of the valley, namely those within the LUTS area, (plus Castlemartyr DED, but excluding areas more than 2 miles N of the former Cork Youghal railway line or E of the Glanmire by pass), and those within 3 miles of the clock tower in Youghal.

8.A.22. Controls in the rural areas close to towns will tend to displace non local housebuyers inwards to the towns, or outwards to lower density rural areas. Growth in the town populations is particularly important in East Cork, being one of a number of measures needed if the towns are to play a stronger lead role in the local economy. Additional population in the more remote and lower density areas will help support rural services.

8.A.23. As an additional option, rural housing clusters to meet non local demand for rural housing are defined close to Midleton (at Saleen) and Youghal (at Gortaroo). Due to the water supply situation on Great Island, resulting in the use of wells which might be affected if too many septic tanks were permitted, it has not been possible to treat Ballymore as a rural cluster for Cobh, but an area has been indicated there for further study.



8.1.1. More than one fifth of the current population of the built-up area of Cobh live outside the U.D.C. boundary, hence the need for a separate environs plan for Cobh to ensure orderly development in the area.

Problems and Capacity for Development

8.1.2. The 1978 LUTS Plan recommended Cobh as a location for major population growth, with population rising from 8,000 in 1976 to 12,500 in 1991. In reality, the population has not risen significantly above its 1976 level.

8.1.3. This gap between intention and performance was addressed by the 1991 LUTS Review. The Review indicated that:-

(a) The objective of substantial population growth should be pursued, because population growth and economic development in tourism could be mutually reinforcing, as both could support upgrading of urban fabric and consumer services, which would in turn increase the ability of the town to attract more residents and tourists.

(b) A mutually supportive relationship was also needed between population growth and development of the Cobh rail line. Conversely, static or declining population could lead to decay and eventual loss of the rail service, leading to further decline in population.

(c) Population growth was not going to happen unless a concerted programme of interventions to make it happen was applied (see 8.1.8 below). As there is only limited further land available for residential development within the Urban District, these interventions imply substantial extra zoning in the environs.

8.1.4. Cobh's role within the E. Harbour area is increasingly becoming a residential one. However, land suitable for small industries is available within the Urban District and its environs.

8.1.5. There is virtually unlimited water supply for Cobh due to a recent connection with the City and Harbour Water Scheme. However, there is limited reservoir capacity at present. Approval has been secured for a high level water tower at Carrigafoy, but money has not yet been allocated for it.

8.1.6. The sewerage system has adequate capacity, but requires some extension (particularly to serve zoned lands at Rushbrooke/Ballynoe) and treatment to meet EC standards.

8.1.7. The steep slopes along the Harbour form an attractive feature if seen from Passage West/ Monkstown. Special attention must be given to design and location of development in this area.

Housing Action Plan for Rushbrooke/Ballynoe

8.1.8. The key interventions identified by the Review of LUTS as necessary to substantial population growth are:

(i) Retention of the railway line, upgrading of rolling stock and relocation of the City terminus closer to the City Centre.

(ii) Designation of parts of Cobh under the Urban Renewal Act, to encourage refurbishment of existing buildings, and new apartment construction on sea front sites.

(iii) Increased accessibility to Cobh via the proposed vehicle ferry from Glenbrook to Carrigaloe. (subsequently implemented)

(iv) Restoration of architecturally significant buildings for housing or other purposes on a revolving fund basis.

(v) Measures to open up development land on the north west of the town, where attractive development land convenient to the rail line is available.

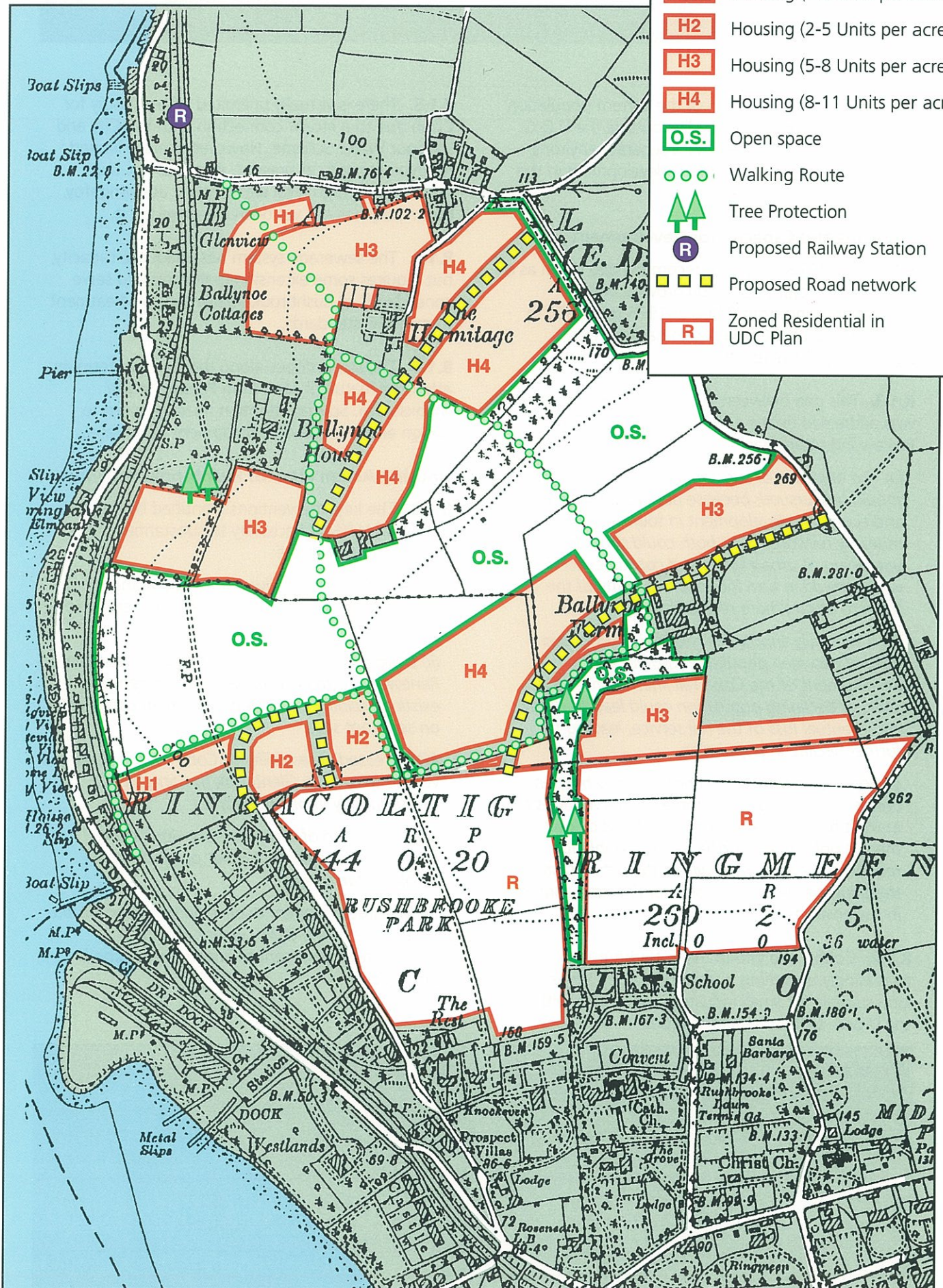
Table 8.4.

Population Change in Cobh 1971-2001

	1971	1979	1981	1986	1991	2001 Proj. (LUTS Review)
UDC	6,076	6,668	6,587	6,369	6,227	-
Environs	1,065	1,583	1,852	1,913	1,992	-
Total	7,041	8,251	8,439	8,282	8,219	10,400

Fig 8.2. Action Area Plan for Rushbrooke/Ballynoe

- H1 Housing (1-2 units per acre)
- H2 Housing (2-5 Units per acre)
- H3 Housing (5-8 Units per acre)
- H4 Housing (8-11 Units per acre)
- O.S. Open space
- Walking Route
- ▲▲ Tree Protection
- R Proposed Railway Station
- ■ ■ Proposed Road network
- R Zoned Residential in UDC Plan



8.1.9. Items (i), (iii) and (v) combine to support housing development on lands at Ballynoe/Rushbrooke. An action area plan for these lands is summarised in Figure 8.2. A detailed plan of this type is necessary to ensure that the full potential, and the considerable natural attractions of the site, are not dissipated through uncoordinated piecemeal development, and to give builders and potential residents confidence that an attractive overall development will be achieved. The plan is intended to establish a clear criteria on which development proposals can be assessed.

8.1.10. The action plan provides for variable density zoning, so that a range of house prices and types will be available, and so that different elements of private housing demand can be catered for. A central corridor running through the area is not suitable for development because of the electricity pylons overhead: this corridor should be developed as a substantial open space, including heathland, woodland and areas for active recreation. Provision is made for the protection of existing woodlands.

8.1.11. Figure 8.2 indicates a possible layout for the lands. This layout has a number of basic objectives implicit in it which will need to be incorporated into any development proposals:

(i) Road access should be via separate accesses which would not be linked up with each other, thereby limiting the amount of development served by any particular road access. Curves or roundabouts may be needed to discourage speeding on longer stretches of road.

(ii) A network of lit all weather footpaths should link proposed housing areas to Rushbrooke station, and to the proposed station and ferry at Ballynoe Bridge.

(iii) Higher densities have been indicated for more level areas, where the road layout should normally run across the contours, so that views, open spaces and woodland are visible at the ends of the streets.

(iv) To achieve the required quality of design, a strong architectural input, architectural coherence within each of the main blocks of similar density, reference to the existing architectural character of the harbour towns, and avoidance of strident elements likely to adversely affect views from Passage/Monkstown, will be needed. An architectural competition would be one way of achieving this result.

(v) Dedication of open space shown on Figure 8.2 on an incremental basis as development proceeds, creation of new woodland and planting areas, heathland areas, active recreation areas and the footpath network will need to be planned on an overall basis, and provision made for the allocation of works and/or costs between phases of the development. A management structure will need to be agreed.

(vi) The existing woodlands on site should be retained, no works liable to damage their root systems will be permitted, and housing should be beyond falling distance of them. Management arrangements for substantial areas of woodland will be needed.

8.1.12. The largest block of undeveloped land within the Urban District adjoins the Rushbrooke/Ballynoe lands in the environs. This block is zoned residential in the Urban District Plan, which provides for use of a common action area plan with the County Council, and use of development control powers to prevent piecemeal development. The County Council will support this approach.

8.1.13. The suggested principle of coordination on the portion of the lands straddling the UD/County boundary is that the land immediately adjoining existing Victorian terraces at Rushbrooke should be low density and reflect the character of existing development, while higher density development might be encouraged further east.

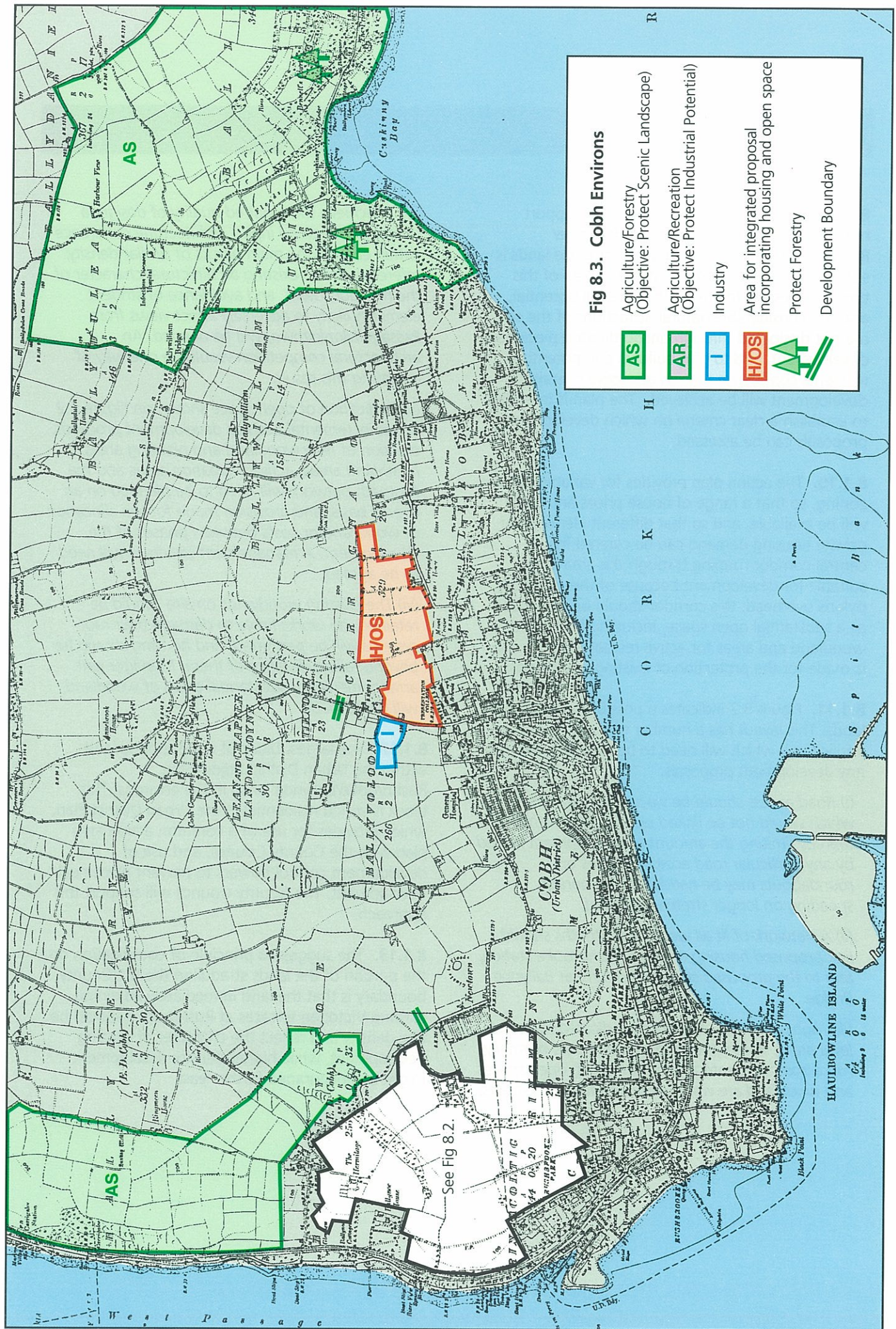


Fig 8.3. Cobh Environs

- AS** Agriculture/Forestry
(Objective: Protect Scenic Landscape)
- AR** Agriculture/Recreation
(Objective: Protect Industrial Potential)
- I** Industry
- H/OS** Area for integrated proposal
incorporating housing and open space
-  Protect Forestry
-  Development Boundary

8.1.14. Sanitary services works which need to be carried out by the County Council to facilitate development in accordance with the action area plan will be given the highest priority.

Other Policies and Proposals

8.1.15. An area north of the Presentation College has been zoned for housing and open space. This requires an integrated proposal ensuring that open space is located adjacent to the existing schools. Cobh UDC has an industrial site on the opposite side of the road, which is suitable for light industry..

8.1.16. Like Midleton, Cobh is seen as an important service or District centre for purposes of retailing. The Council will co-operate with the UDC to ensure that new shopping developments, as far as possible, locate in the town centre so as to facilitate urban renewal. Suburban shopping in the Newtown area will be restricted to local needs.

8.1.17. The Council will co-operate with the UDC in the improvements of amenities at Cuskinny, White Point and other harbourside sites. Retention and improvement of the "21 ditches" walk to Marlaog Wood, east of the town, is proposed.

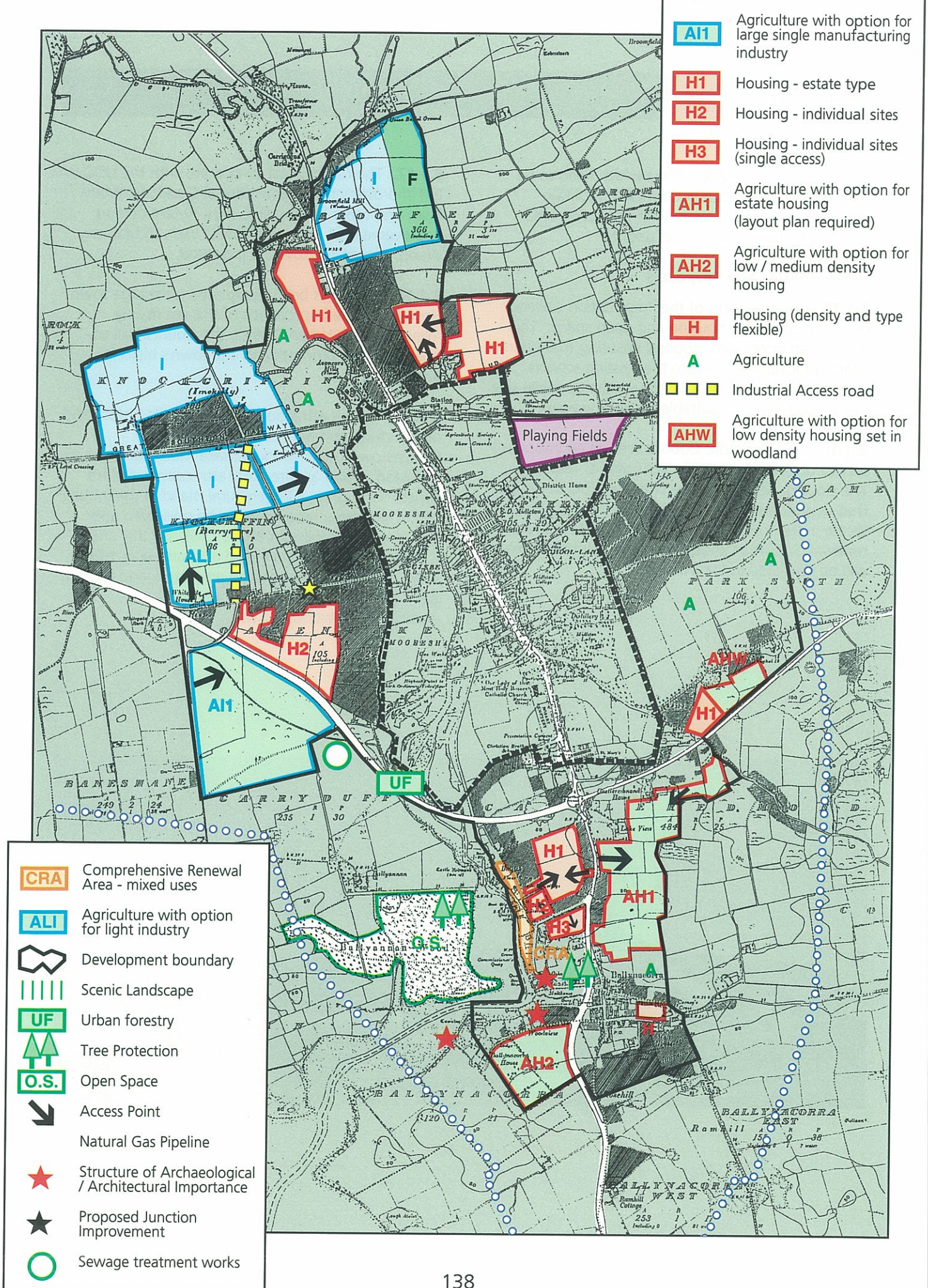
8.1.18. Cobh has been designated a heritage town. However, while implications of this are mainly relevant to the Urban District, the Council will co-operate in the promotion of the town's historic attractions.

8.1.19. Cobh's attractions lie partly in its history and architecture, and partly in its setting. The Queenstown project should make much fuller use of its historical and architectural attractions. Cobh's superb setting, on a largely rural island in the middle of Cork Harbour, also needs to be preserved and enhanced. The hillsides above Cuskinny Bay and Carrigaloe, at the eastern and northern ends of the town respectively, need to be protected, and have been zoned so as to protect their existing agricultural or woodland use.



New Hotel, Midleton

Fig 8.4. Middleton Environs



8.2.1. The population of Midleton town is split evenly between the Urban District and the town environs. Midleton is a well established market town, with substantial manufacturing employment in the food industry.

8.2.2. Midleton is one of the satellite towns. This reflects realities in the sense that 20-25% of workers living in the town commute to the City area. However, this seems to be more a matter of established Midleton residents having jobs in Cork, than of people working in Cork deciding to live in Midleton. Midleton has not operated since 1980 as a satellite town in the sense intended by the 1978 LUTS study - ie as a town accommodating a substantial part of the population (and employment) growth in the County part of the LUTS area.

8.2.3. The objective of this review of the Midleton Environs Plan is to create the conditions for renewed growth in population and employment. Midleton is one of the better placed locations in East Cork for employment growth, so realising its potential is important for the area as a whole.

Water Supply

8.2.4. Sanitary service limitations have been a significant limiting factor for Midleton, and part of the explanation for the lack of growth there. By limiting the scope for new housing development they may also have contributed to unduly high property values there.

8.2.5. Significant progress has been made in resolving these problems. The sewerage scheme (stage 1) is in operation. Progress is being made in remedying the serious water loss problem. Current plans will significantly increase water treatment capacity (stage 2), thereby improving the supply to the town, within 3-4 years.

8.2.6. However, the water supply situation is a major constraint at present, and will remain a potential inhibiting factor for substantial new development until stage 3 is in place. Stage 3 involves increasing supply to 1.6 million gallons a day, and will probably require a pipe connection eastwards from Little Island. The option of combining a pipe connection with the the construction of the Carrigtwohill bypass has been rejected by the DoE, because maintenance work to the pipe could result in carriageway closure.

8.2.7. Resolution of the water supply problem is necessary if Midleton is to fulfil its potential. Development of zoned land is subject to availability of water. A proposal for a major industry could have the effect of bringing forward the necessary improvements.

Midleton's Employment Role

8.2.8. Employment in Midleton has not grown, but the town does have two significant advantages, relative to the other East Cork towns. It has held on to a solid core of traditional industries (in the food sector), and it has an important role as a service and retail centre for its large hinterland. This is reflected in recent improvements in its main shopping street, following the opening of the by pass.

8.2.9. Growth in employment could come from:

- (i) *development of the food industry base*
- (ii) *new non food industries benefitting from improved accessibility to Cork*
- (iii) *new service sector activities.*

Table 8.5
Population Trends in Midleton, 1971-91

	1971	1981	1986	1991	2001 LUTS
					Review Proj.
Midleton UD	3075	3215	3111	2990	-
Environs	1640	3028	3003	2961	-
Town	4715	6243	6114	5951	6800

(i) The Food Industry

8.2.10. Midleton has a strong food/drinks sectoral base, with local firms including KMP (meat processors), Campbell's (Vegetable processors) and IDL (distillery). The food activities are concentrated in Knockgriffin.

8.2.11. Knockgriffin has some worthwhile advantages. It has several different food businesses, engaged in different specialities. It has a cold store which is available for use by other food industry businesses. It is the food industry centre closest to UCC, which has a tradition of specialisation in the relevant sciences. There is a substantial private sector land bank surrounding the Knockgriffin complex. Midleton is being connected to the natural gas pipeline. These assets could help attract additional activities, and the potential of a cooperative marketing effort involving relevant public and private sector organisations needs to be explored.

8.2.12. Having regard to this potential, some additional land has been zoned at Knockgriffin. Provision has been made for improved access from the Cork Road to Knockgriffin.

(ii) Other Industrial Development

8.2.13. The IDA has a 19 acre site for industry in Broomfield. To provide for the possibility of a larger, stand alone industry, an option for another industrial site is provided for on agricultural land at Garryduff. This would involve developing on the far side of the by pass, and would only be acceptable as a means of securing a major new manufacturing industry: otherwise the land should remain in agricultural use.

(iii) Service Employment

8.2.14. The warehouse complex and quayside at Bailick is an area which has potential to accommodate new service sector or residential uses (see also paras. 8.B.4-5 below). It would be highly suitable for designation under the Urban Renewal Act, and its reuse could also be promoted by an architectural study. The area is exceptionally attractive when the tide is in, with views across to Ballyannan Wood.

8.2.15. The Council will support appropriate leisure boating development and related marine industries at Bailick. The area could function as an additional location for these activities, preventing areas like Crosshaven from becoming overloaded.

8.2.16. The depth of the channel at Bailick was originally sufficient to allow coasting vessels access to the quay, but as the original quayside operations closed down dredging was discontinued by the Harbour Commissioners, and considerable silting has occurred. This limits prospects for marine users to activities which do not require low tide access, or those which are able to make their own arrangements on any necessary dredging.

8.2.17. The Council will support appropriate reuse of heritage warehouses, and redevelopment of quayside sites which do not have such warehouses on them now for developments which are architecturally compatible with the existing buildings. Suitable interim uses for heritage buildings will be supported as a means of ensuring their maintenance.

Environment and Tourism

8.2.18. A number of elements are already coming together to support a tourist role for Midleton, including:

** improvements to retail, catering and hotel facilities*

** the opening of a tourist centre at the old Distillery Buildings*

8.2.19. These advantages would be increased if the problem of securing access to Ballyannan Wood could be resolved. This would be a major attraction to both residents and visitors and provide a mature urban forest facility. Protection and riverside walks through the river flood plain would also add to the attraction of the town and should be pursued jointly with the UDC.

Residential Development

8.2.20. The 1992 LUTS Review recognised that the population projection of 12,000 made by the 1978 Study is not likely to be realised in the short or medium term, having regard to lower overall population growth within the LUTS area, and a different employment distribution. However, LUTS considered it important to shift from a position of gradual decline to one of modest growth, to increase property market activity and social mix, and indirectly to improve prospects for attracting industry.

8.2.21. The housing market in Midleton has been reasonably active since 1989, with substantial schemes recently built, under construction or planned. Water supply problems appear less acute in the Urban District than in the environs, but land availability within the Urban District is fairly limited, and this will slow down housing development unless additional serviced land can be made available in the environs. Increased construction activity would be needed to allow for actual population growth (as opposed to allowing for loss of existing housing and decline in the average size of household).

8.2.22. To achieve modest population growth, we need:

(a) resolution of remaining water supply deficiencies.

(b) better land availability

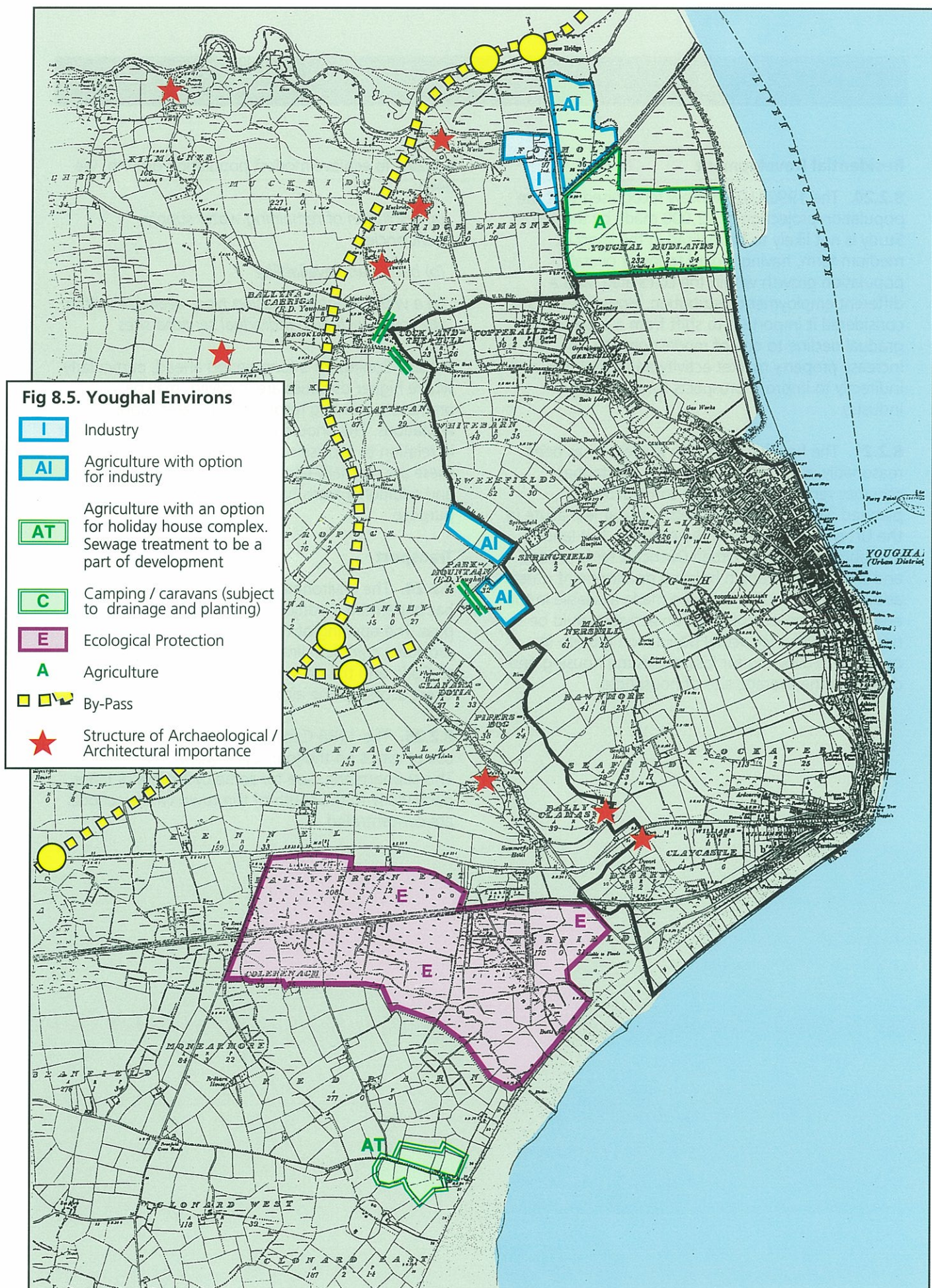
(c) a wider range of housing types available within the town, including individual serviced sites

8.2.23. Zoning for a long period ahead, particularly where higher densities are involved, may be premature pending resolution of water supply limitations. This should be less of an inhibiting factor in relation to provision of individual serviced sites, as these are normally laid out at relatively low densities, and additional areas have been zoned for this purpose.

Transport

8.2.24. The environment in the centre of the town has benefitted greatly from the opening of the by pass. The opening of the Carrigtwohill bypass will provide a complete link at dual carriageway standard to Cork, and the downstream crossing will give more direct access to the airport and ferryport.

8.2.25. The 1986 Census showed unusually high use of cycles on the journey to work in Midleton. This supports the case for some cycleways or lanes, particularly to the south of the town where schools are concentrated.



8.3.1. Youghal Urban District extends well beyond the developed area of the town, and the great majority of the town's population lie within it:

Table 8.6

Population change 1981-1991

	1981	1986	1991
Youghal Town	5780	5706	5532
Environs	275	254	296
Total	6055	5960	5828

8.3.2. Nevertheless, there are a number of issues of mutual concern to both the U.D.C. and County Council which bear comment, namely:-

(a) *the provision of additional employment*

(b) *tourist amenities.*

(c) *the location of housing developments outside the town boundary.*

(a) Employment

8.3.3. Youghal has an unemployment rate of around 30% and appears to have similar problems to that of the North side of the City. While there has been some recovery in manufacturing employment since the mid 1980s, some of this ground has been lost again since 1990.

Springfield

8.3.4. There are existing IDA estates at Springfield and Foxhole. There is a large IDA advance factory at Springfield in the town (c. 50,000 square feet) which has been available and unused for a long time. It could be subdivided into 2 or 3 smaller factories if the need arose.

8.3.5. Springfield is on high ground on the western side of the town. It will become much more accessible when the Youghal by pass is constructed. Direct access from the by pass to Springfield is highly desirable. Land immediately outside the Urban District, but inside the probable line of the bypass, has been given an industrial option (see Figure 8.5), so as to facilitate expansion of and access to this industrial area in the medium term.

8.3.6. Industrial sites on the by pass (and the Cork/Rosslare Euro-route) would have a locational advantage, and the use of the advance factory would become more likely.

8.3.7. The final line of the by pass is yet to be determined. When this is done, a more detailed look at the question of how the Springfield industrial area might be accessed and expanded would be desirable, in consultation with the UDC and the IDA. In the meantime, planning permissions liable to inhibit realisation of the industrial potential of the area should not be granted.

Small Units

8.3.8. A developer is subdividing the former Seaford Gentex factory. This type of development has proved useful in generating jobs in other areas, particularly in the servicing and wholesale distribution sectors.

Economic Development Study

8.3.9. Availability of industrial property, and attraction of new industry into the area is vital, but is not by itself likely to achieve a sufficient reduction in unemployment in Youghal. It needs to be supplemented by identifying new activities which could be developed locally. Possible examples include using the town's textile tradition to try to set smaller textile related industries (rug production and speciality wall hangings for example)

8.3.10. The County Council's submission on EC structural funds suggested an economic development study for Youghal, with emphasis on making more use of the town's local resources, including its marine location and tourism as well as its industrial skills.

(b) Tourism

8.3.11. The Council welcomes the new caravan development at Claycastle and will work with the relevant authorities in seeking the establishment of the water and recreational park opposite.

8.3.12. The Council welcome the Government's designation of Youghal as an area in which tourism development qualifies for special tax reliefs, and will cooperate with Youghal UDC in seeking to use designation to turn around the town's tourism sector and achieve real tourism based employment growth. Tourism growth arising from designation may improve prospects for reuse of the Youghal rail line. The development of tourism as an employment generator is seen as a realisable objective. Youghal has an exceptional historic town core, miles of sandy beaches and is on the main sea/land route from Britain and the Continent. The setting up of Youghal Tourism Development Company promotes an integrated approach to realising the area's potential.

8.3.13. The Ballyvergan Marsh Area has been included in the list of proposed N.H.A's contains some plant specimens which are protected under the 1976 Wildlife Act, and is recognised as an area of ornithological importance. The Council recognises its importance as the largest freshwater coastal marsh in Co. Cork, and supports the proposal for an ecological park at Ballyvergan Marshes, within the constraints that its sensitive ecosystem imposes, and subject to the agreement and support of the OPW. It is an objective of the Council to continue to improve beach facilities in the area.

Efforts will be made, in conjunction with local operators and tourist interests, to further improve the visual appearance of existing caravan parks primarily through additional landscaping and planting.

8.3.14. Lands at Redbarn have been zoned with the option for a holiday house complex. A mixed development is envisaged including recreational facilities. A limited number of mobile homes (not exceeding 20% of the site area) could be accommodated. Strict phasing requirements will be imposed to ensure that mobile homes are not constructed without the important other elements of the mix.

Youghal Bypass

8.3.15. The proposed by pass is a pre condition both for improving the prospects for substantial further industrial development at Springfield (see 8.3.4-6 above), and for realising the tourist potential of Youghal's historic town core more fully.

8.3.16. The current situation is unhelpful to tourism, as it involves all traffic being funnelled through its narrow streets. In view of economic conditions in Youghal, the by pass needs to be brought forward.

8.3.17. The by pass would also make the main streets of Youghal pleasanter for residents and shoppers. Improved residential conditions could have practical benefits in encouraging renewal for permanent or tourist housing.

8.3.18. Youghal has an attractive shopping core, though some of the physical fabric reflects the economic condition of the town. The recent closure of its long established department store focusses attention on the need to direct retailing into the town to help maintain its attraction as a shopping centre.

(c) Housing

8.3.19. In 1991 the average gross density within Youghal Urban District was 1.3 households per acre. Substantial areas are zoned in the Urban District Plan for housing development, or remain undeveloped. Provision for housing development in the environs is not needed at present.

8.3.20. At the end of this chapter, there is a short section on minor settlements close to the main towns which can provide for some of the rural housing demand in such areas. These include Gortaroo (see Figure 8.18). Gortaroo contains a church, school and shops and post office and can absorb further housing. There is no public sewer available so septic tank drainage is necessary, implying relatively large sites. This is consistent with the prevailing type of development in the area. A group water scheme is available.

8.4.1. Glounthaune is situated on the Cork - Midleton National Primary road, approx. 8 km. east of Cork City. Glounthaune's role is primarily seen as one of limited low density residential growth.

8.4.2. The original village is situated on either side of the National Primary Road. Housing estates have been built on the slopes which rise in a northerly direction. Most of these houses offer views over Little Island.

8.4.3. The village has a rail station with an existing passenger service to Cork and Cobh, increasing transport choice and reducing dependence on private transport. In turn, moderate housing growth will help sustain the Cobh line. Provision of parking spaces at the station will be explored when the new N25 is opened.

Housing

8.4.4. Two substantial blocks of land were zoned for development in the 1986 Plan. These have not been developed in the intervening period but remain zoned for housing in this Review. Development on them will have to take account of the views and prospects of the area from the by pass and Little Island. Landscaping, tree planting, retention of existing trees and a high standard of design/siting will be required.

8.4.5. During the last plan period, housing development, instead of being concentrated in the village spread to an area around Windsor cross roads. This has involved sprawl. The village should be kept reasonably compact, and a development boundary enclosing the village as it now stands is proposed.

8.4.6. There is substantial land within this development boundary which is not developed, in agricultural use, and not zoned. In general, this land is steeply sloping and prominent, but there are detailed local variations. The bulk of this land should continue in agriculture, but there will be a positive attitude to housing proposals which are:

** small scale (eg 3-6 houses off a shared access)*

** located so as not to interfere with views or prospects from below, or with the possibility of continuing use of adjoining land for agriculture (ie should not leave difficult to use parcels behind)*

** designed to integrate housing with new and/or existing woodland (which should account for around half the site) and with other site features such as existing stone walls and field banks.*

Much existing housing in Glounthaune already corresponds to this pattern. New development conforming to it will fit better into sensitive hillside sites.

Village Form and Services

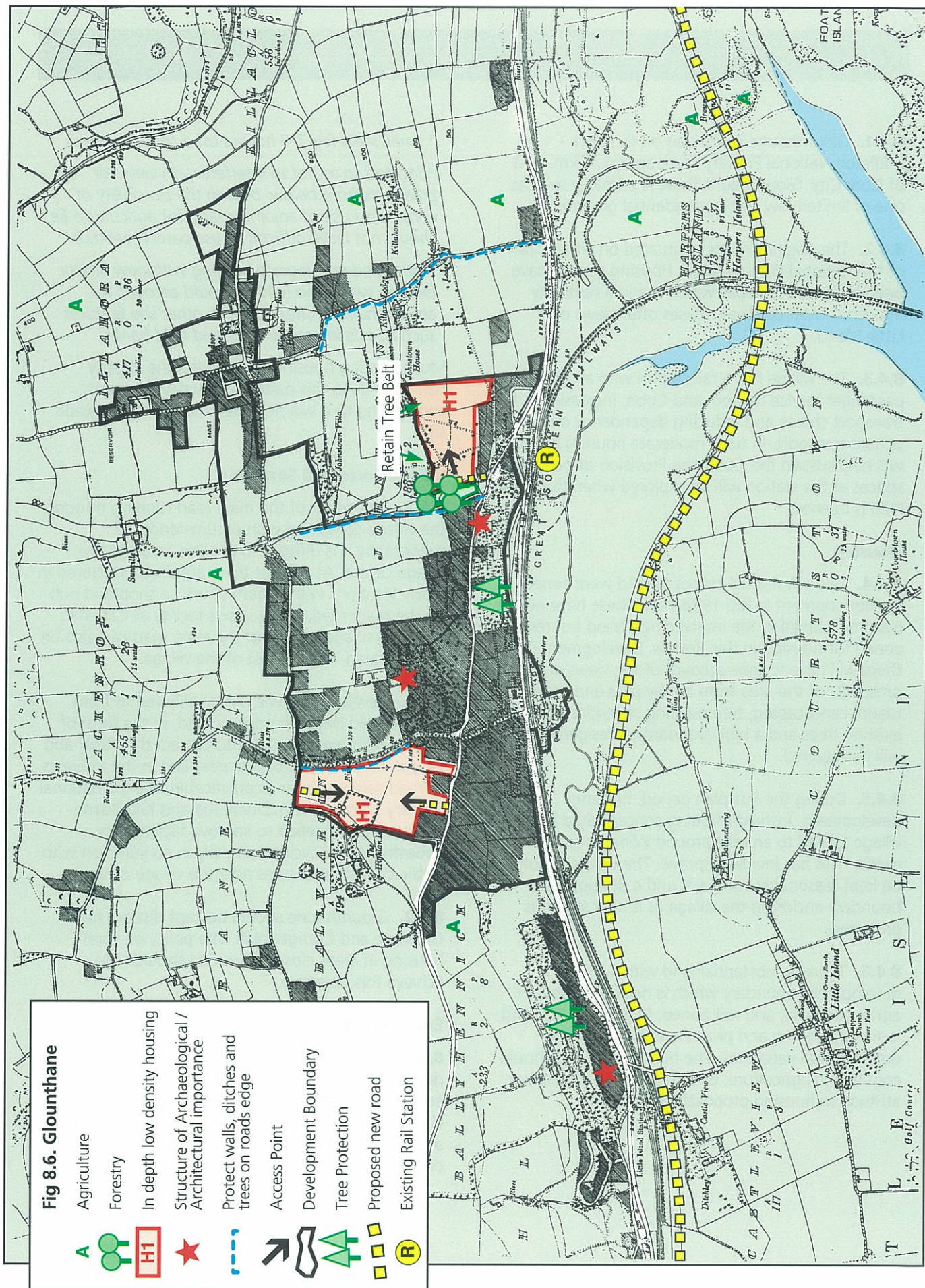
8.4.7. As a result of the main road running through the village combined with circumstances of topography it is difficult to provide an attractive village centre. At present there are shops scattered in a few locations with squash courts, a shop and pub on the main road, and a sports facility at Caherlag. The "old village" south of the main road can also be re-integrated into the rest of the village.

8.4.8. Development will not be allowed to front onto the old National primary road, in the form of strip development, in order to protect the visual and residential amenities of the area, and in the interests of road safety. As far as practicable, the old national primary road between Dunkettle and Killacloyne should be remodelled to improve facilities for pedestrians and cyclists, possibly in conjunction with traffic calming measures near the village centre.

8.4.9. Glounthaune should be kept distinct from Glanmire and Carrigtwohill. The policy on rural housing in areas close to the City should help achieve this objective.

Employment

8.4.10. Apart from some light industrial development west of the village, there are no employment facilities of any scale. However, Glounthaune is situated in proximity to Little Island and Cork City which are important employment centres.



Sanitary Services

8.4.11. Water supply is limited because of the demands from Cobh. When Cobh obtains an independent water supply, problems will be eliminated while in the long term a new reservoir at Caherlag will provide water from Glashaboy for the village.

8.4.12. All existing development is drained by individual and communal septic tanks. However, with the completion of the Gounthaune/Little Island sewerage scheme (stage 1) some land suitable for future development will be drained. The scheme has been designed but is not likely to be achieved during the plan period.

8.4.13. A number of listed buildings in wooded settings, enhance the area and will be protected.

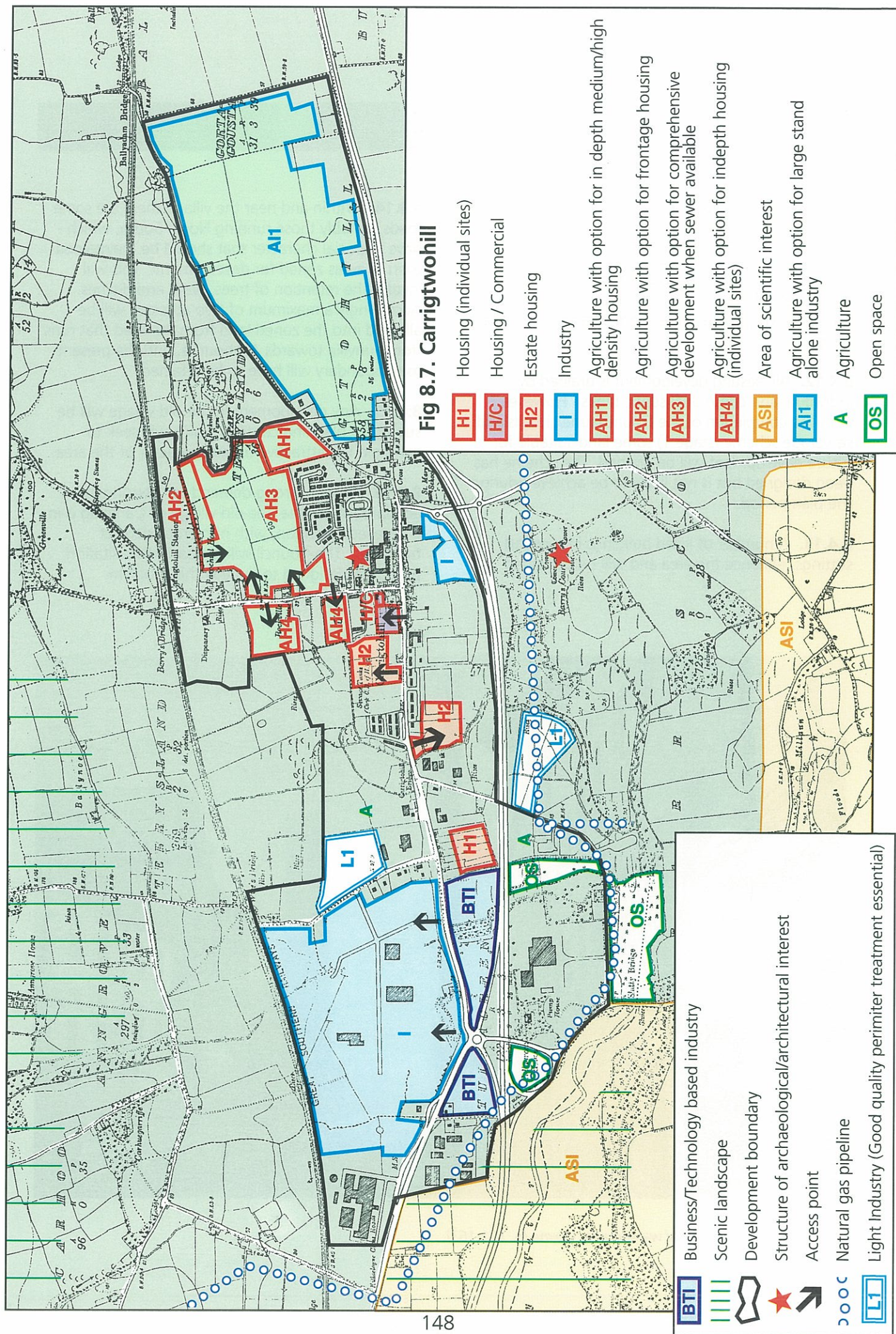
8.4.14. Within and near the village there are some roads, notably those running North-South, which have a special character that should be maintained even in areas zoned for development. This will involve the retention of trees, walls and ditches. Accordingly a maximum of two accesses will be allowed into the zoned land from the road that runs from Sunville towards Ashbourne, and the present road boundary will have to be retained.

8.4.15. Any development in the old village will be subject to planning controls which will seek to maintain the attractive urban character of the area.

8.4.16. Despite strong demand for housing in adjoining rural area, the old village of Caherlag is in a decayed condition, with numerous derelict buildings. The Council will support rehabilitation proposals designed to remedy this problem.



Round tower and traditional warehouses, Cloyne (p. 161-163)



8.5.1. Carrigtwohill is situated approx 12 km. east of Cork in an urban area that stretches from Cork to Midleton and is readily accessible from the National Primary Route N25 (Cork-Waterford). It also has potential rail access if the Cork-Youghal line were to be re-opened. Carrigtwohill was designated in the LUTS document as an "employment centre".

Employment

8.5.2. Carrigtwohill is the industrial location in East Cork which has shown most growth in the last 20 years, and has plenty of land on which additional industry could be accommodated. There are some 80 acres of publicly owned industrial land, capable of accommodating several significant industries, to the west of the town.

8.5.3. These advantages will be enhanced by the upgrading of the Cork/Rosslare route including a bypass for the town; the completion of the ring road, and the construction of the River Lee tunnel, which will link the East harbour (Carrigtwohill) with Ringaskiddy. The B.G.E. gas trunk main runs south of Carrigtwohill. The rail line to the north, if reactivated, would also extend the labour force available.

Tullagreen and the IDA Estate

8.5.4. The lands around Tullagreen House will be severed into four parts as a result of the proposed road works. The usable sections have been zoned for use as a small business/science park development, with the remainder (overlooking Fota) being laid out as amenity land. A schematic layout is shown opposite.

8.5.5. The proposed road junction to the west of the village will form the principal means of access to the village, and the natural way into the large IDA estate (direct access into the estate would be desirable). The area around this entry point must remain attractive and presentable, and is not suitable for accessibility dependent but visually inappropriate uses such as filling stations, warehousing, truck stops etc. The Council, however is willing to consider other non retail commercial uses on the western of the two BTI zones shown on figure 8.7, provided they are likely to form a suitable entry to Carrigtwohill, and to enhance prospects for good quality industrial development at this end of Carrigtwohill.

The two areas zoned light industry on Figure 8.7 are also visible enough to affect the town's image and employment prospects, and are zoned subject to the quality of buildings, fencing and screen planting being to the high standard necessary.

Stand Alone Industry

8.5.6. The LUTS Review also identified Carrigtwohill as a location for a large stand alone industry. A site to the east of the town has been zoned "Agriculture" with a long term designation for industry which should ensure that the land is not compromised by incompatible uses.

Residential Development and Amenities

8.5.7. The amenities of Carrigtwohill will be improved when the main traffic flow is taken out of the town onto the bypass. This will present an opportunity to upgrade the main street, plant trees and improve pavements, and generally improve the appearance of the town. Upgrading the towns amenities will encourage private sector investment in housing and industry, and increase the chances of realising the town's economic potential.

8.5.8. Carrigtwohill has a good level of commercial and social facilities. There are adequate shopping outlets and a girl's secondary school.

8.5.9. Carrigtwohill's population rose significantly in the early 1980s but fell subsequently. The population in the rural hinterland has continued to grow.

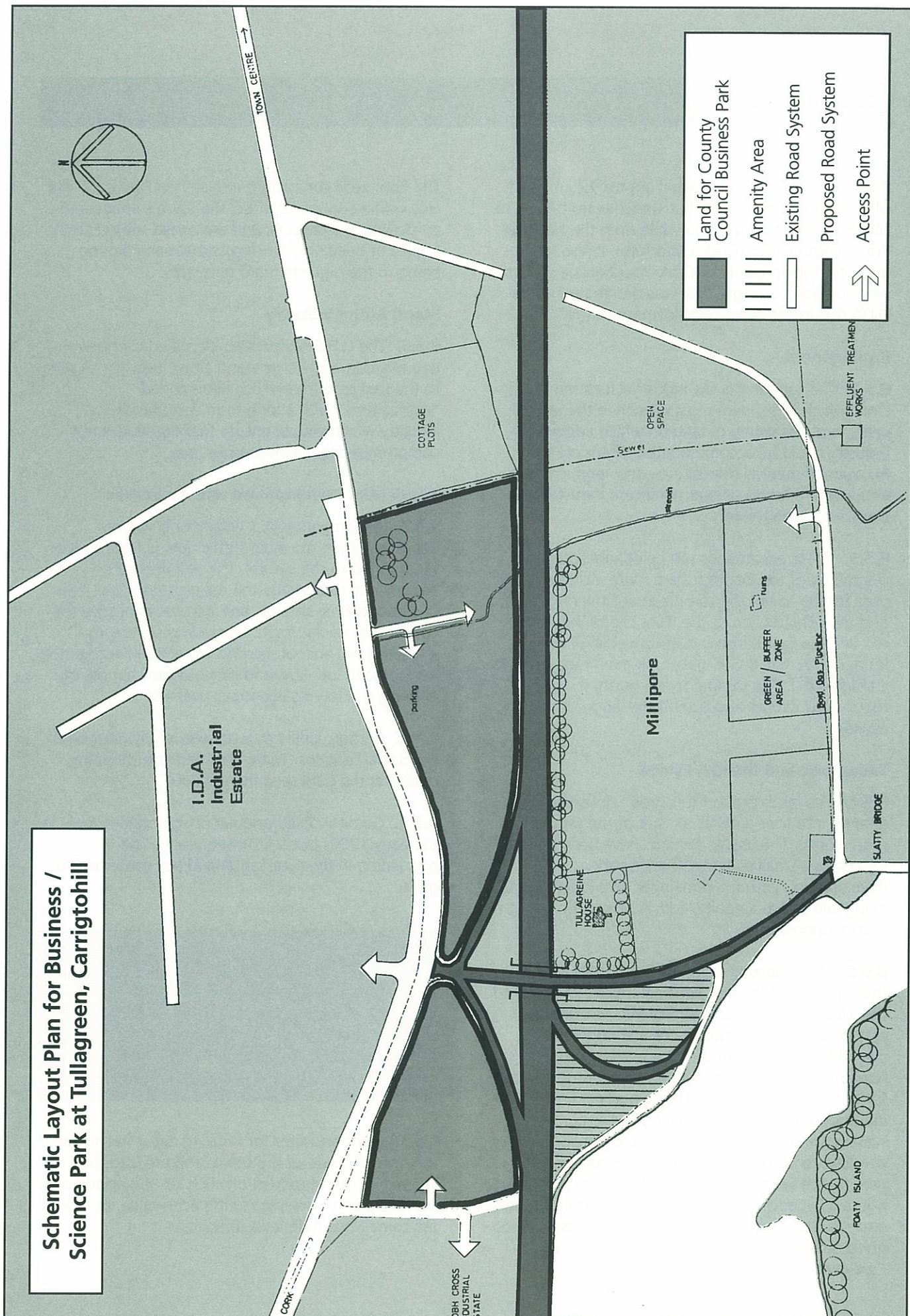
Table 8.7

Population Change in Carrigtwohill

	1981	1986	1991
Carrigtwohill (town)	1198	1272	1212
Carrigtwohill (rem. of DED)	1633	1745	1823

8.5.10. Opportunities for housing occur mostly on the northern side of the town, and are identified on Figure 8.7. Development on such lands is conditional on satisfactory sewerage being achievable, as there are some remaining level difficulties.

Schematic Layout Plan for Business / Science Park at Tullagreen, Carrigtohill



8.5.11. A Council initiated private sites development would help contain development which might otherwise occur in the surrounding countryside, and help economise on service infrastructure and achieve more orderly development. Alternatively an initiative by a private landowner to the same end would be welcomed.

8.5.12. Proposals for unzoned lands within the development boundary will be considered on their merits, having regard to:

* *adjoining uses*

* *the rational long term development of the lands involved.*

Sanitary Services

8.5.13. Carrigtwohill is dependent on the same water supply network that serves Midleton and Cobh. Restructuring to this system is currently under examination by the Council and the D.O.E. The first phase of this restructuring involving intake, treatment, storage and distribution is likely to commence in the near future.

8.5.14. The sewerage system has been greatly improved by connecting it into the I.D.A. treatment works south of the town. These treatment works have been taken over by the Council, and a rising main and pump have been provided. However, large areas around the town (west and north) remain outside the present catchment area as a result of unsuitable levels, but these should be resolved when Stage 2 of the sewerage scheme is implemented.

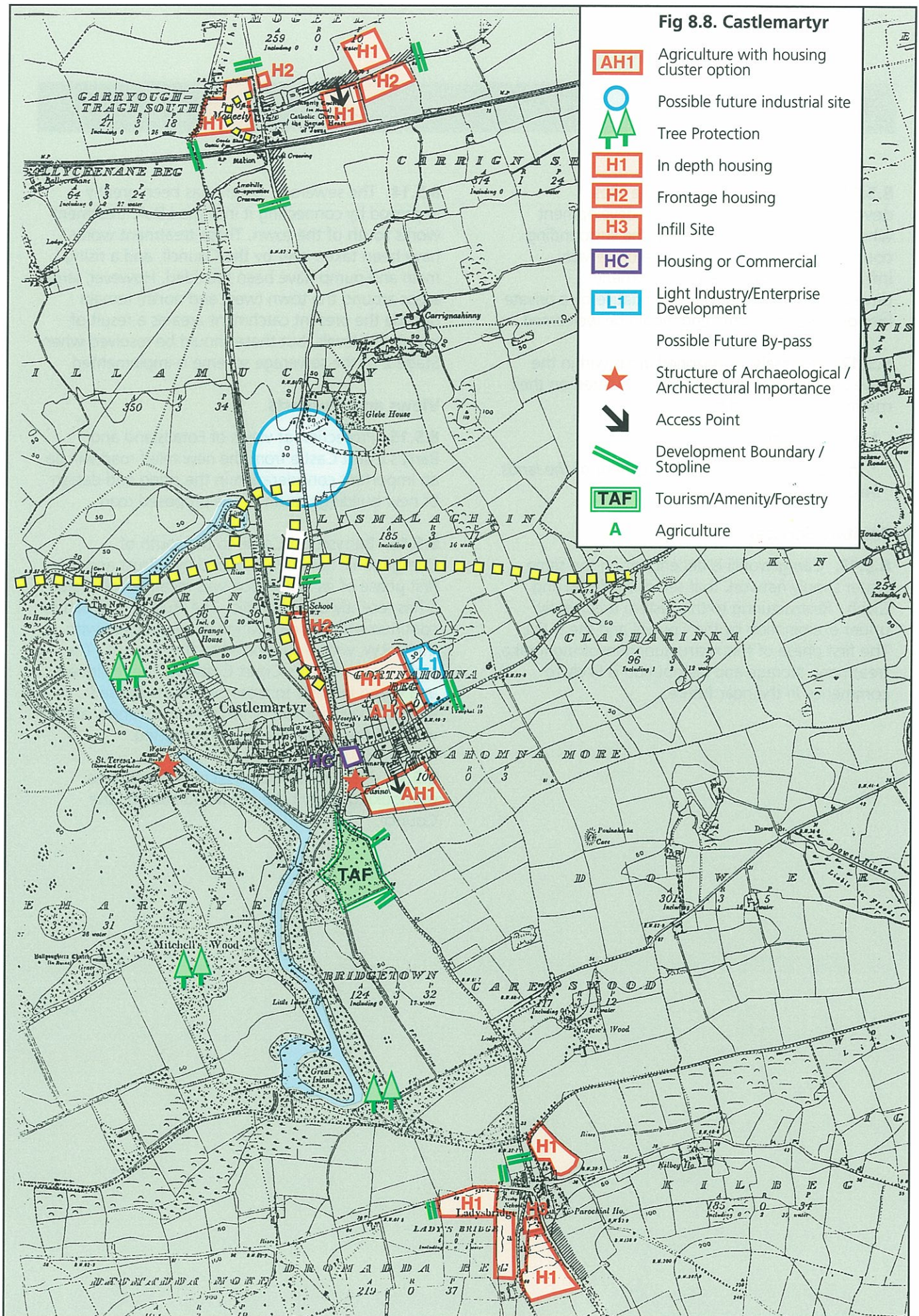
Views and Prospects

8.5.15. Protection of views of Fota Island and Barry's Court Castle from the new relief road will be an important consideration in the siting and design of new buildings south of the proposed road.

8.5.16. Barryscourt Castle to the south of Carrigtwohill has been acquired by a Trust and the first phase of its restoration was recently completed. It has recently been floodlit. The Trust's proposals to continue with the restoration in conjunction with the O.P.W. will be supported by the Council. The main road to Barry's Court Castle will be realigned and raised in order to cross over the proposed bypass. Development which would adversely affect views of the castle will not be permitted.

8.5.17. Plans to develop a picnic/viewing area overlooking Slatty Lake will be pursued by the Council.

Fig 8.8. Castlemartyr



8.6.1. Castlemartyr, situated some 8 km. east of Middleton on the N25, and the adjacent villages of Mogeely to the north and Ladysbridge to the south are treated as a single integrated unit for this plan.

8.6.2. The population of Castlemartyr village was 587 in 1991. It showed a substantial increase in the decade 1971-1981, declined sharply in the early 1980s but only fractionally in the late 1980s. Due to their size, population statistics are not available for the other villages. However, both have the capacity for further growth.

Employment

8.6.3. Apart from Imokilly Co-Op in Mogeely, local services provide the balance of employment opportunities in the village. Further job opportunities will depend on the extension of both and possibly the development of seasonal tourism-related activities. Consequently, the Council supports the maintenance of the strong local service role of the villages and in particular that of Castlemartyr.

8.6.4. The Council welcomes the initiative of the local community in the development of the Castlemartyr Enterprise Centre at the old schoolhouse on the Mogeely Road, and the heritage centre in the Main Street.

8.6.5. An approximate line for a by pass to the north of Castlemartyr is identified on Figure 8.8. An accessible industrial site could be created north of the point where this by pass crosses the Mogeely road. While specific zoning may be premature pending precise identification of the by pass line, junction proposals, etc, it will be an objective to hold open the possibility of an industrial use at this location.

Castlemartyr

8.6.6. Castlemartyr has been designated a "village of historic interest" because of its fine townscape and buildings of architectural and historic importance. Protection of the building facades on the Main Street and the nearby ruined Castle will be pursued. The Council will initiate an architectural analysis of the village to ensure that future alterations, additions or infill development will be sensitive and complementary to the fine architectural heritage of the village.

8.6.7. Castlemartyr's location on a major touring route makes it a suitable location for tourism-related developments. An examination will be made of how best this potential can be exploited to the benefit of the local community and the assistance of local interests and Cork/Kerry Tourism sought in achieving it.

8.6.8. Both water supply and public sewerage facilities in Castlemartyr are adequate to cater for anticipated demand over the plan period. Utilisation of spare capacity will be pursued through the promotion of village development as shown on Figure 8.8. There is scope for both frontage and estate/cluster development within the village. The long term by pass line for Castlemartyr (as part of the Euro-Route to Rosslare) will be maintained.

Mogeely

8.6.9. There has been extensive ribboning around Mogeely, both in the area to the immediate east of the village and on the road between the village and Middleton (through Kilmountain Cross Road). The zoned land in the village has not been developed.

8.6.10. In an effort to stimulate development within the village additional areas of land have been zoned for both cluster and frontage housing. There is a need to extend the sewer eastwards to service the lands now zoned on this side of the village. This can be sewered via a small extension to the existing system. There is adequate capacity in both the sewer and the public water scheme to cater for additional demand.

Ladysbridge

8.6.11. Ladysbridge is a small attractive village on the main access route to Garryvoe. Many of its properties have been rehabilitated in recent years indicating the economic health of the village. None of the lands zoned in the 1986 Plan have yet been developed but a recent permission for a cluster of 4 houses on the Southern end of the village should help reinforce its role as a settlement node. Zoning proposals are shown on Figure 8.8.

8.6.12. To protect the separate identity of the villages, and the potential for future industry referred to at para. 8.6.5, housing on the roads connecting the villages to each other will not be permitted beyond the stop lines shown on Figure 8.8

Fig 8.9. Killeagh

H1

Infill Housing

AH1

Agriculture with option for in depth housing
(tree planting required)

AH2

Agriculture with option for in depth housing
(subject to availability to connect to public sewer)

AH3

Agriculture with option for comprehensive housing
development (mixed density - layout required)

Agriculture with option for in depth
housing (low density, in depth sites)

AH4

Access Point

Industry

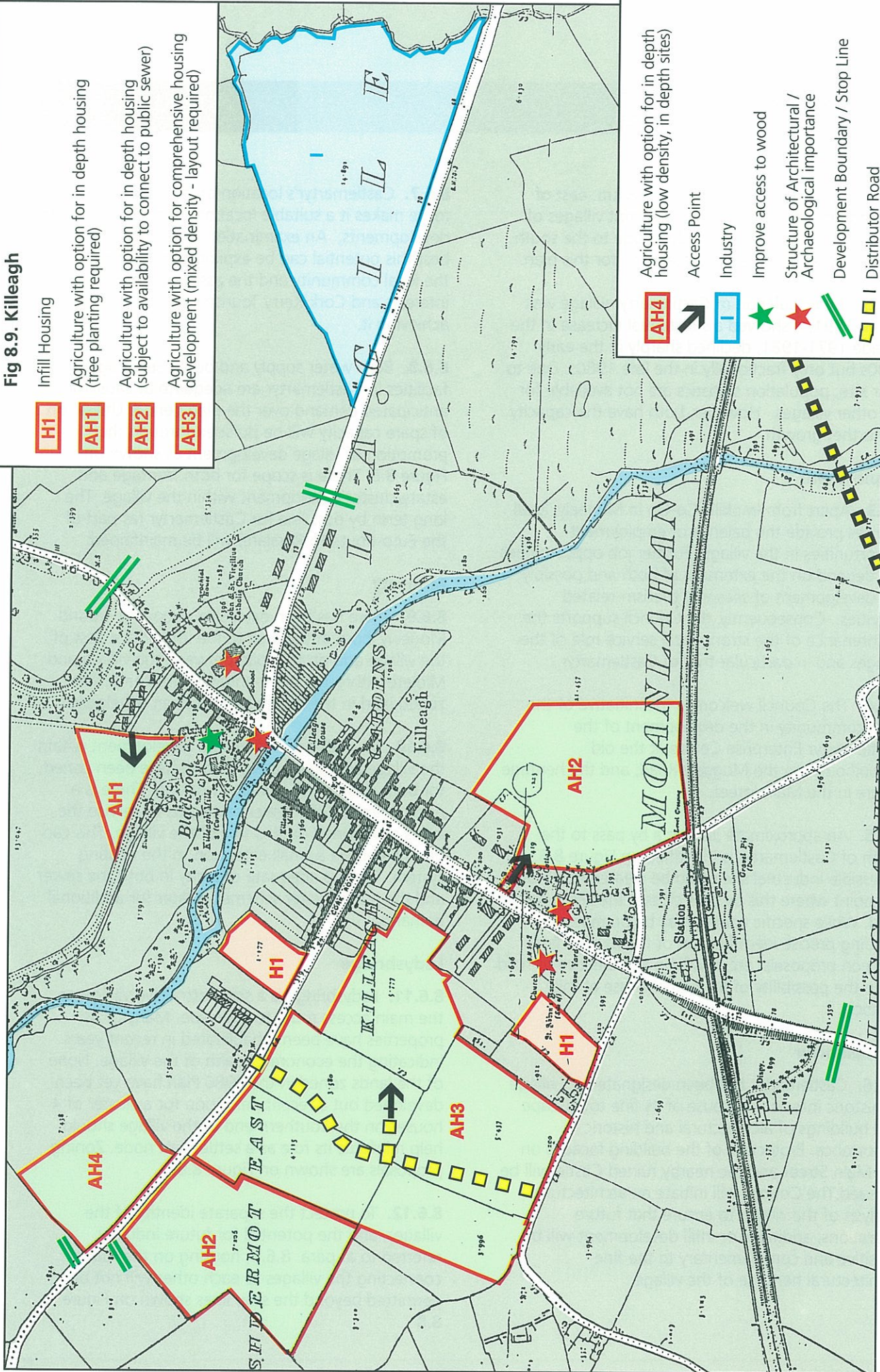
Improve access to wood

Structure of Architectural /
Archaeological importance

Development Boundary / Stop Line

Distributor Road

By-Pass



8.7.1. Killeagh is an attractive and compact village of c. 300 inhabitants, located approximately 9 km. west of Youghal, and situated on the National Primary Route, N.25. The village has a wide range of facilities and serves as a local service centre.

8.7.2. The village's population rose from 317 in 1981 to 342 in 1986, and 347 in 1991. Local authority housing construction has contributed to this.

Housing

8.7.3. Opportunities for infill development have produced varied results in terms of compatibility with the existing attractive streetscape. Greater attention will be paid to new frontage developments to ensure that facade treatment and set-back are sympathetic to the existing buildings. Some renewal is also desirable in order to avoid unsightly dereliction.

8.7.4. A wide range of sites have been zoned for housing development which should cater for the various sectors of the housing market (See Figure 8.9). In particular the site zoned AH1 to the north of the town is ideal for individual sites or an estate, but development will depend on suitable access being provided by the landowner. Access has been reserved to land to the south east of the village which could be developed as a country lane or cluster type housing.

8.7.5. A large site of over 20 acres has been identified for housing development to the west of the Main Street. Development of this site can be phased over a number of years but an overall development plan should be agreed in advance with the Council. An access route linking Cork Road with the road running parallel to it should be an overall aim in this development. Any type of housing would be considered on this land, individual sites or estates etc.

Sanitary Services

8.7.6. While long term deficiencies exist in water storage and coverage of the sewerage system, sufficient capacity exists for development envisaged during the plan period. Schemes have been proposed to solve both these problems and they are on the Council priority list.

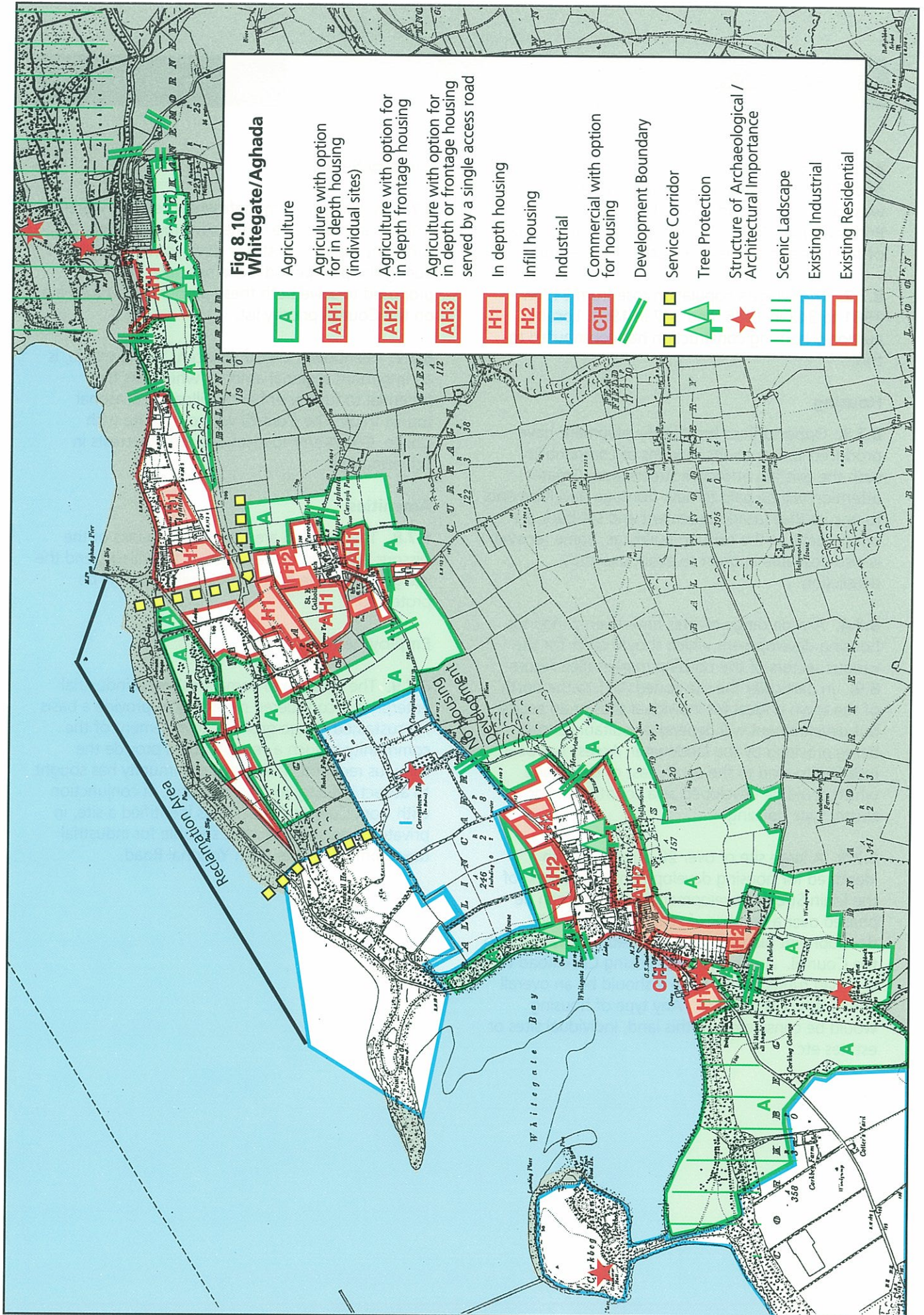
8.7.7. Glenbower Wood, adjacent to the village, is an important regional amenity which has the potential to further enhance Killeagh's seasonal tourist trade. The Council will co-operate with Coillte, Cork/Kerry Tourism and local interests in achieving this.

Amenities

8.7.8. The wooded areas along the banks of the Dissour River and to the north of the village, and the village's attractive main street buildings, will be protected.

Employment

8.7.9. The creation of some small local industrial enterprise is considered necessary to provide a basis for sustained village growth. Involvement of the community in such a venture could provide the stimulus required. The village community has sought to attract industry to the town and, in conjunction with Cork County Council, has identified a site, in private ownership, which is suitable for industrial development on the main Youghal Road.



8.8.1. Whitegate and Aghada are two villages situated about 1 km. from each other and about 30 km. in road distance from Cork City. In the 1986 Development Plan, a large area adjacent to both villages was reserved for port related industry. Although utilisation of the land is not likely during the plan period, its long term suitability for industrial development must be protected.

8.8.2. The 1991 Census gave the population of Aghada/Farsid/ Rostellan as 793, and that of Whitegate at 289. In general, population growth has been concentrated in the first group:

Table 8.8

Population Change 1971-1991

	'71-'81	'81-'86	'86-'91
Whitegate	-1	-11	-12
Aghada, Farsid, Rostellan	+33	+13	-3

Housing

8.8.3. Because of panoramic views over the harbour, much of the new private housing developments have taken place near Lower Aghada. Private housing both in Upper Aghada and Whitegate has been very limited. The distinct identity of the various villages will be maintained. The problem of dereliction, in Whitegate in particular, has been improved by Council activities and this policy will continue.

8.8.4. It is an important objective of this Plan that Whitegate and Aghada remain lively villages with good environmental qualities and that land should be available for local development. Accordingly new development sites have been identified.

8.8.5. An attractive site on the lower road from Whitegate to Upper Aghada (zoned AH2 in Figure 8.10) has been zoned for housing. Due to the scenic nature of the land and the wooded road frontage, individual access will not be allowed onto the road. Future development will also have to ensure the protection of the trees, and incorporate landscaping proposals which would ensure the protection of the scenic nature of the site.

Services

8.8.6. The villages have basic shopping facilities and a primary school. Aghada Upper has an upgraded Community Centre funded to a significant extent by Cork County Council.

8.8.7. The small site on Whitegate's main street zoned Commercial/Housing on Figure 8.10 is suitable for either a housing or small scale shopping development. The elevation of any building facing north, should be designed so as to be compatible with the Main Street.

8.8.8. Upper Aghada and Whitegate are drained by a sewerage scheme of which the outfall is unsatisfactory. A scheme has been designed by the Council for the upgrading of this, and it should be carried out during the plan period. There is an ample water supply provided by two schemes.

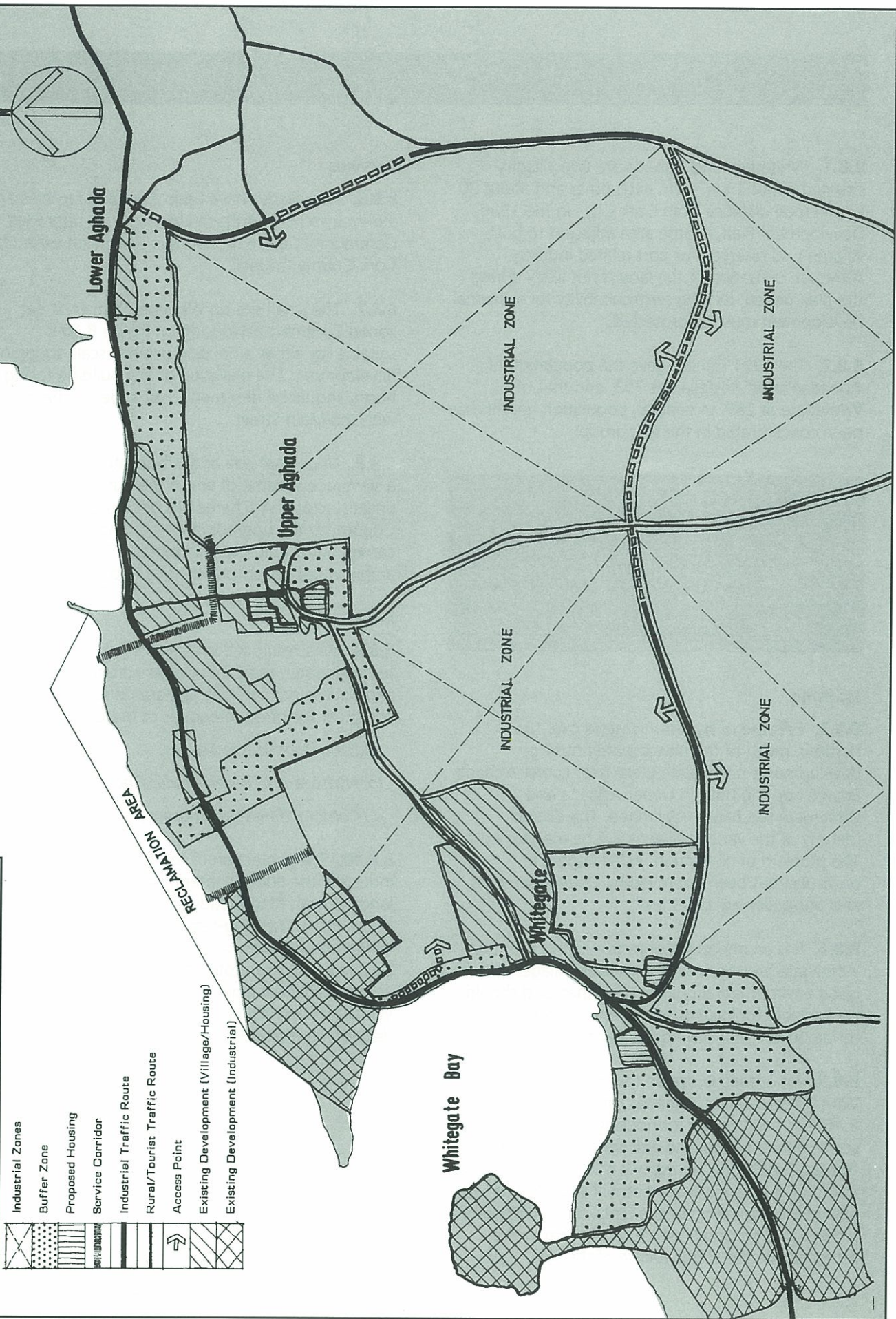
Industry

8.8.9. As a result of the availability of land adjacent to deep water, the E.S.B. power station, oil refinery and Kinsale gas facilities, the area is suitable in particular for three categories of industry -

- (a) *Petro-chemical industries.*
- (b) *Hydrocarbon based process industries.*
- (c) *Combined heat and power process industries.*

8.8.10. The protection of this land for long-term industrial use and the interim utilisation of serviced lands at both Ringaskiddy and Little Island is implied in this Plan. The long-term development of Whitegate/Aghada will require interim measures to be taken, both to protect the land resource as well as the residential amenities of the villages of Whitegate and Aghada. To this end a long term development strategy has been drafted for the area.

8.10.a. Whitegate/Aghada Development Policy



8.8.11. The issue of road access was considered to be of primary importance. The strategy is based on the concept of separate systems of road access for industrial traffic on the one hand, and residential and agricultural traffic on the other. When it is applied to the area, most of the network for industrial traffic is formed by existing roads that only need to be widened. Some new links and realignments will be necessary. As all industries should obtain access from this network, internal link roads should not be necessary. Also no industrial traffic should make use of the rural road network, even though these roads may run in between and within industrial zones in the long-term (see schematic drawing opposite).

8.8.12. Non-compatible uses, which could detract from the long term viability of the reserved area as a port-industrial complex, will be stringently controlled within the proposed industrial road grid.

8.8.13. Although the long-term designations (as presented in the schematic drawing) have no immediate relevance during this plan period, the opportunity to implement these proposals in the future must be safeguarded through a policy of development control. In particular there is a need to:-

(a) reserve land for future road improvements and proposals;

(b) reserve two service corridors;

(c) limit one-off housing developments and in particular along roads that will eventually form part of the industrial road network.

8.8.14. "Buffer zones" around the villages have been designated and zoned "Agriculture" in order to minimise the visual and environmental impact of industrial developments. Favourable consideration will be given to uses which would be compatible with the protection of the adjacent village environments.

8.8.15. While an area north of Aghada has been designated for reclamation, it is proposed to keep Whitegate Bay in its present form and to provide an amenity walk around the Bay. There is an important amenity slipway within the area marked for reclamation, and any reclamation proposal would have to incorporate satisfactory arrangements for the retention or relocation of this slip.

8.8.16. The tourist attractions in the area, notably the Trabolgan centre, Gyleen, White Bay and Inch should not be adversely affected by the long-term industrial development. Protection of the attractive wooded escarpments, Rostellan Wood and lake and tree belts in the area will be sought in the interests of maintaining adequate environmental standards.

8.8.17. While some landscaping/environmental work has been carried out in front of the Main Street in Whitegate overlooking the bay, the demarcation between pedestrian and vehicle area referred to in the 1986 Development Plan has not. This remains an objective of the plan, however, and should be carried out during the plan period.

8. EAST CORK

B. THE SOUTHERN COASTAL AREA

8.B.1. The main activities in southern coastal area are agriculture and coastal tourist resorts catering primarily for the domestic market. The area has interesting villages, and has the capacity to develop new businesses in services and craft production, as the example of Shannagarry has shown.

8.B.2. The potential of the area lies in development of a variety of mutually compatible small/medium scale economic activities. This implies encouraging diversification (eg holiday homes as well as caravanning parks in seaside villages). A common requirement for existing and possible extra activities is the need for a good environment, and retention of the character of the villages.

8.B.3. The coastal area "overlaps" with the Cork Youghal valley, as the valley also has important tourism functions and attractive villages.

Heritage Warehouses

8.B.4. Cloyne and the Bailick area of Midleton have a large stock of attractive but seriously underused old warehouses. The difficulties of generating new uses for this type of property are fully appreciated, but if nothing is done their eventual loss is likely. The concentration of such warehouses in this area is usually seen as making reuse even less likely, and so compounding the problem, but it could perhaps be turned to advantage.

8.B.5. There is a sufficient critical mass to support a more sophisticated promotional effort, and to accommodate relatively large users. A cooperative effort to evaluate the accommodation available, to identify possible users, and to work out ways of publicising the resource to potential users, should be explored.

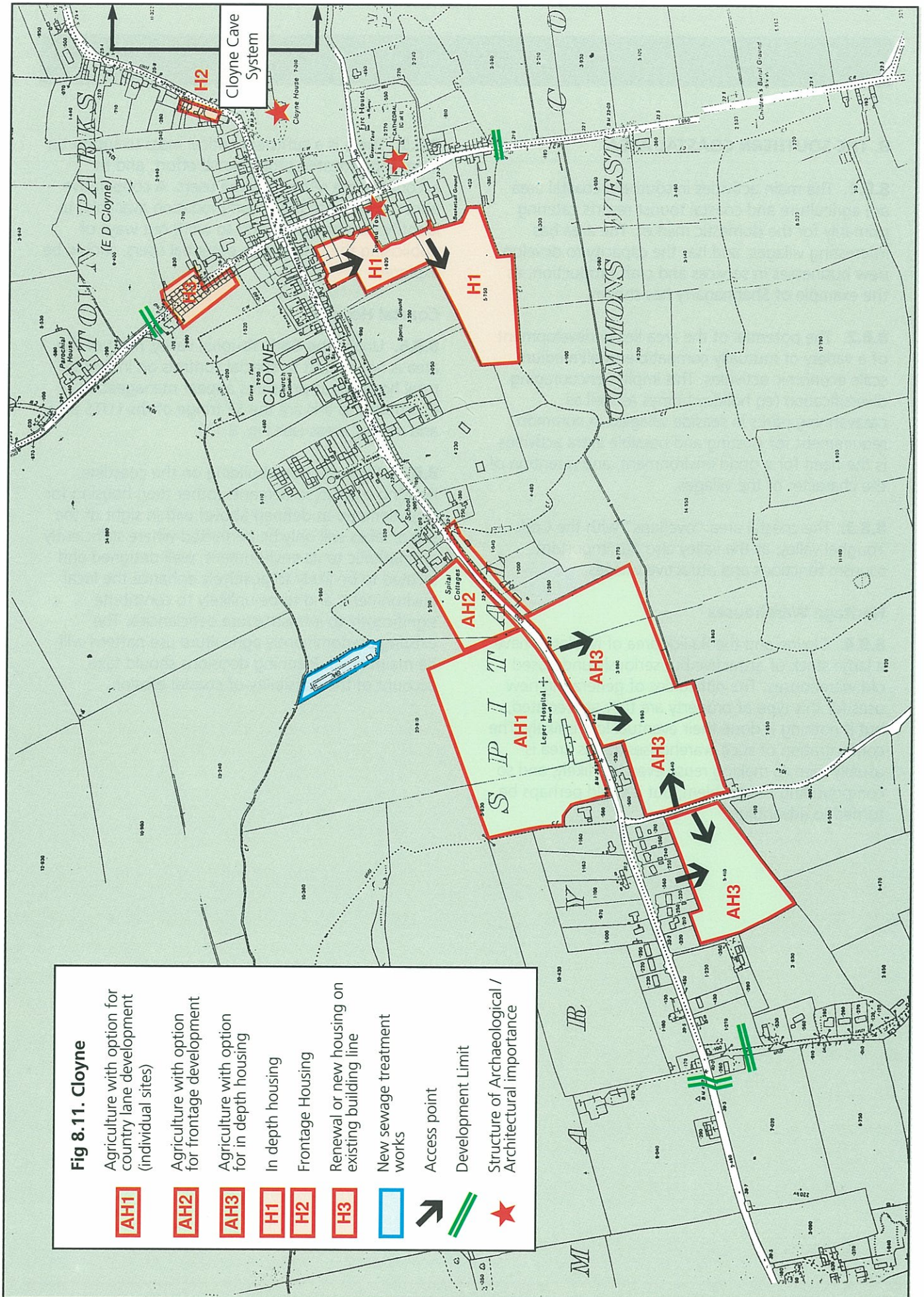
Coastal Housing

8.B.6. Unlike the Cork-Youghal valley, most of the area is not subject to special controls on individual rural housing, as pressures appear manageable. Exceptions to this are the SE fringe of the LUTS area, and coastal areas (see Fig. 8.1).

8.B.7. To prevent overbuilding on the coastline, housing outside settlements (other than housing for local demand as defined above) within sight of the sea or lakes will only be permitted where sufficiently sympathetic to its environment, well designed and located to be likely to positively enhance the local environment, and to be unlikely to contribute significantly to infrastructure deficiencies. The existing predominantly agriculture use pattern will be maintained. Planning decisions should take account of the possibility of coastal erosion.

Fig 8.11. Cloyne

- AH1** Agriculture with option for country lane development (individual sites)
- AH2** Agriculture with option for frontage development
- AH3** Agriculture with option for in depth housing
- H1** In depth housing
- H2** Frontage Housing
- H3** Renewal or new housing on existing building line
-  New sewage treatment works
-  Access point
-  Development Limit
-  Structure of Archaeological / Architectural importance



8.9.1. Cloyne is situated approx. 7 km. southeast of Midleton. It has been designated as a priority village to halt the trend of population decline, stimulate renewal in the village as well as to attract development to the village which would otherwise take place as ribbon development. It is suitably situated to accommodate residential demand from the Midleton area.

8.9.2. The population of Cloyne fell between 1971 and 1981 but has been fairly stable at around 700 since. Additional housing development land has been identified to give greater choice and cater for the various housing sector demands.

Heritage, Dereliction and Development

8.9.3. Cloyne has an impressive stock of heritage and character buildings, limited demand for property of any sort, and more particularly for the warehouses and old cottages which are in surplus supply. This has led to some dereliction. A degree of dereliction in buildings of character or architectural interest is not necessarily a problem from the point of view of tourism - ruins can be romantic - but in the long run such buildings will be lost unless action is taken and a use for them found.

8.9.4. The Council will do its best to secure retention of the town's historic fabric, and to identify additional users for it. The possibility of a special marketing exercise for the large stock of attractive old warehouses at Ballinacurra and Cloyne has been discussed at para. 8.B.4-5 above. While the difficulties of generating new uses for this type of property are fully appreciated, the future of the town depends partly on a successful solution. There is a sufficient critical mass of floorspace to support a more sophisticated promotional effort, and to accommodate relatively large users.

8.9.5. It is desirable that Cloyne should eventually be designated as a "village of historic interest". Its development potential for tourism can be realised by renovating/re-using several buildings, namely the renovation of the Court House, and the renovation of the old "stores" in Church Street possibly for use as a restaurant or for craft-units.

8.9.6. There is also dereliction in River Street where an old school and most of the cottages that line the street on both sides, are vacant or derelict. These cottages have now been acquired by the Council and are available for a suitable development. In their

style and layout, the cottages would form an attractive entrance to the village if in better condition. Any rebuilding, while allowing for modern needs, should aim to reproduce this "entry" effect, if possible using single full storey plus dormer level houses arranged in terraces.

8.9.7. There is an extensive and well documented cave system to the east of Cloyne House. It is partly flooded, but water levels are being monitored to see if public access would be practicable. Septic tanks should not be allowed above the cave system because of the danger of their contents flowing into the caves.

Employment

8.9.8. Although employment facilities are poor in the town, Cloyne is suitably situated for people commuting to Midleton and/or Whitegate/Aghada. The availability of mineral resources in the area (Cloyne Silica Beds) may provide more jobs in the future.

8.9.9. The historic features of Cloyne as well as its location, between Fota and Trabolgan, and near scenic routes and beaches, make it attractive for tourism development. The Round Tower and the Malthouse (Stores) form (potential) features for tourists.

Housing

8.9.10. Land to the west of the town has been zoned for housing to stimulate residential development. Development of these lands will link and integrate the frontage housing, which was developed in the 1970s/80s, into the town. Both frontage and in depth development have been catered for in the zoning. There are several other sites in the town suitable for housing development. Access points have been reserved into these lands.

8.9.11. The Council will investigate acquisition of land for private sites in Cloyne.

Sanitary Services

8.9.12. Water supply is adequate. However, the public sewerage system based on a communal septic tank, is unsatisfactory due to poor soakage. Improvement in the form of a package treatment unit - on the site of the present septic tank - has been proposed, and should be proceeded with during the plan period.

8.10.1. Situated about 10 km. south-west of Youghal, Ballymacoda functions both as a local service centre and - in the context of coastal tourism development - a "gateway" to the Knockadoon peninsula. It is convenient to a wide range of coastal amenities, both at Knockadoon Head and at Garryvoe.

8.10.2. The village has an attractive streetscape, recently enhanced by a Council infill housing scheme. Its stock of thatched roofed buildings has regrettably dwindled over the past number of years and the Council is unable to reverse or stop this decline due to the lack of appropriate funding. The Council will promote sensitive infill and renewal of village properties and will use its power under the Derelict Sites Act to rid the village of visually intrusive dereliction.

8.10.3. Its pleasant setting combined with the range of services available makes the village suitable for a holiday housing development. Zoning provision for such an opportunity is included in the current plan. This will be promoted as an alternative to scattered holiday housing on Knockadoon Head. The Council will however continue its policy of facilitating local family housing in the Knockadoon area. This will help ensure that the limited water supply will be used to best advantage.

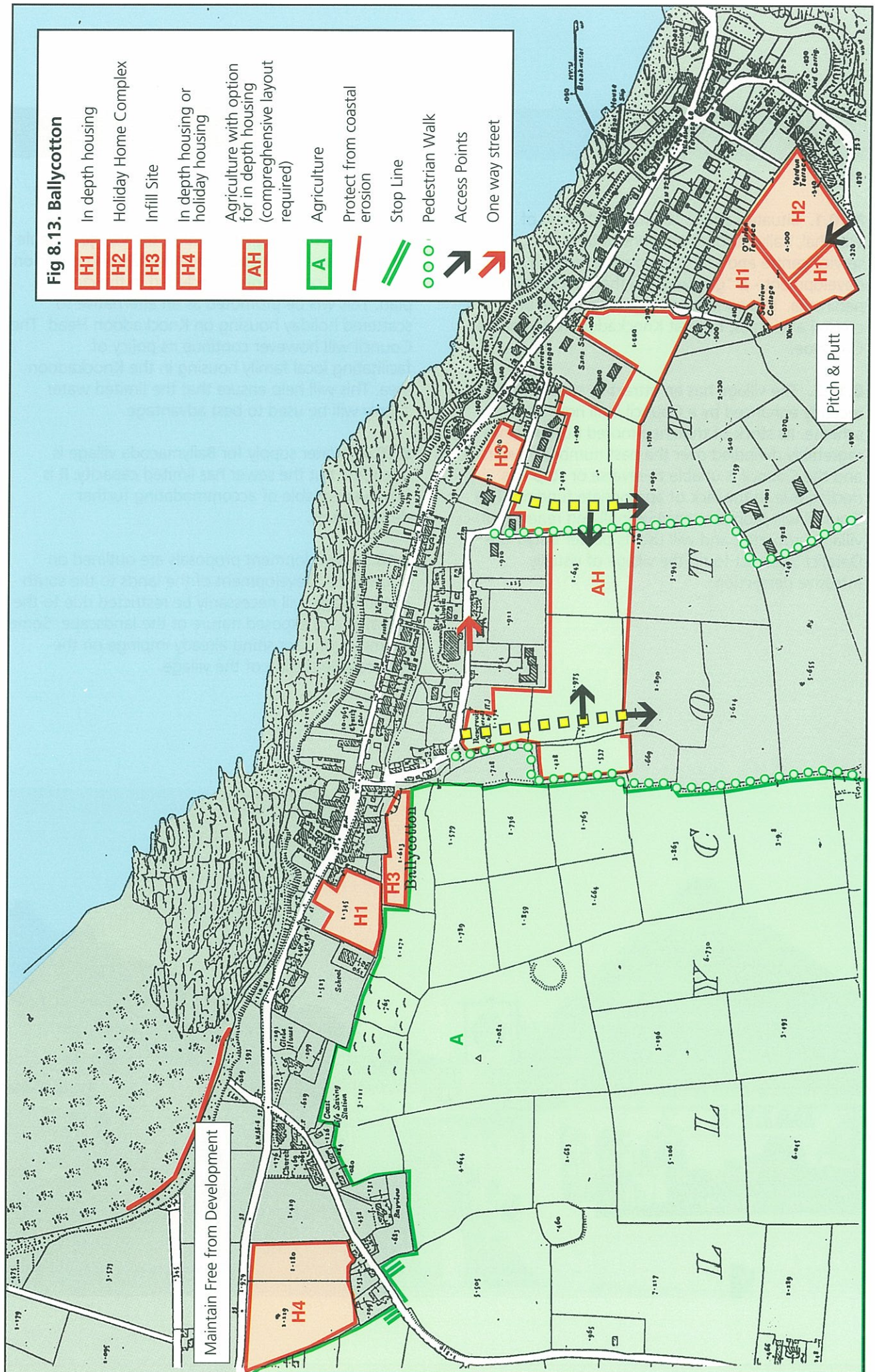
8.10.4. Water supply for Ballymacoda village is adequate but the sewer has limited capacity. It is however capable of accommodating further development.

8.10.5. Development proposals are outlined on figure 8.12. Development of the lands to the south of the village will necessarily be restricted due to the elevated and exposed nature of the landscape. Some examples of poor siting already impinge on the picturesque setting of the village.



Fig 8.13. Ballycotton

- H1 In depth housing
- H2 Holiday Home Complex
- H3 Infill Site
- H4 In depth housing or holiday housing
- AH Agriculture with option for in depth housing (comprehensive layout required)
- A Agriculture
- Protect from coastal erosion
- Stop Line
- Pedestrian Walk
- Access Points
- One way street



8.11.1. Ballycotton is an attractive seaside village situated on an elevated headland some 17 km. south-east of Midleton. It functions both as a service centre and seasonal holiday resort to a diverse coastal hinterland. The village has been a regular winner in its category in the National Tidy Towns competition.

Tourist Role

8.11.2. Ballycotton, for its size and limited catchment has an adequate range of facilities and services. The village has an important role to play in the development of tourism in this area. Ballycotton will be promoted as a based holiday village in order to increase the range of economic activity in the area. Current major investment in the "new" hotel in the village is encouraging.

8.11.3. The village is a deep sea angling centre and adjoins Ballynamona Marshes. The marshes were of national importance for bird watchers, but this role has been severely affected by drainage for agricultural purposes. The Council will continue to support the OPW in pursuit of a solution which balances ecological conservation, tourism and agricultural development.

Population and Housing

8.11.4. The population of Ballycotton has stayed at 440 for the last 3 censi. Its summer population is, of course, much higher. The 1986 census also showed an exceptional proportion of long distance commuters, with over 50% travelling more than 10 miles to work. This is much higher than adjoining coastal DEDs, and may indicate a strong desire to live in the area despite limited local employment.

Development in the Village

8.11.5. Local and holiday housing demand can be provided for through development of permanent and holiday housing to the SE of the village centre, where there is ample land. Expanding the village through a mixture of holiday and permanent housing will avoid it being "dead" during the winter.

8.11.6. Access points to the lands south of the Star of the Sea Church will be retained to allow future development southwards. These access point are however off a narrow and unsatisfactory road with several right angle bends. It is not easy to improve this road without significant property acquisition and

some demolition. However, adequate access for the scale of development likely in the short to medium term can be gained by making this road one way.

Zoning

8.11.7. A number of areas are suitable for permanent or holiday housing development (see figure 8.13). The Council will investigate acquisition of land for private sites in Ballycotton. A site near the headland has been zoned for a holiday complex. It has fine views over Ballycotton Island.

8.11.8. The hill to the SW of the village centre is visually important, not suitable for development, and has been zoned for agriculture.

Design and Layout

8.11.9. A coherent design policy on new development will increase the attractiveness of the village and its success as a tourist location. This will involve:

- comprehensive rather than piecemeal layouts, using streets and housing grouped around courtyards and small greens, but avoiding conventional suburban housing estate roads. Layouts should make use of the available views, particularly those of Ballycotton Island.
- use of painted plaster finishes and slate type roofing materials
- ample planting, particularly of hedges and trees which grow well in seaside locations, and avoidance of hard boundaries (other than natural stone ones).

Sanitary Services

8.11.10. There is adequate water supply to serve the village and to cater for any likely expansion. Summer-time shortages have recently been rectified. The public sewer system has adequate capacity to cater for anticipated development.

Amenities

8.11.11. Local initiative in maintaining the village's inherently attractive character and extending its amenities will be matched by the Council's supportive actions. Maintenance and extension of the coastal walk to the south of the village will be promoted in co-operation with local interests. The scale and form of the village will be maintained through controls on facade alterations and other development.

Harbour and Coastal Protection

8.11.12. The Council acknowledges the contribution of the local fishing industry to the economic wellbeing of the village, and the recreational value of the pier. Repair and improvement works on the pier costing £460,000 were undertaken following storm damage in the late 1980's. However, the capacity of the pier has not been increased. Initial investigations on dredging and excavating the basin have been carried out. This is a worthwhile aspiration, but necessarily expensive. Sources of funding remain problematic.

8.11.13. While some limited coastal protection works were undertaken in the area by the County Council, erosion of the shoreline north of the village is endangering property and threatening the public road. A detailed examination is warranted so that longer term measures can be planned. This may also be relevant in the context of the protection of the neighbouring Ballynamona marshes as an area of national ecological importance. Funding for coastal protection measures for the East Cork coastline has been sought under the Council's recent submission for EC structural funding.

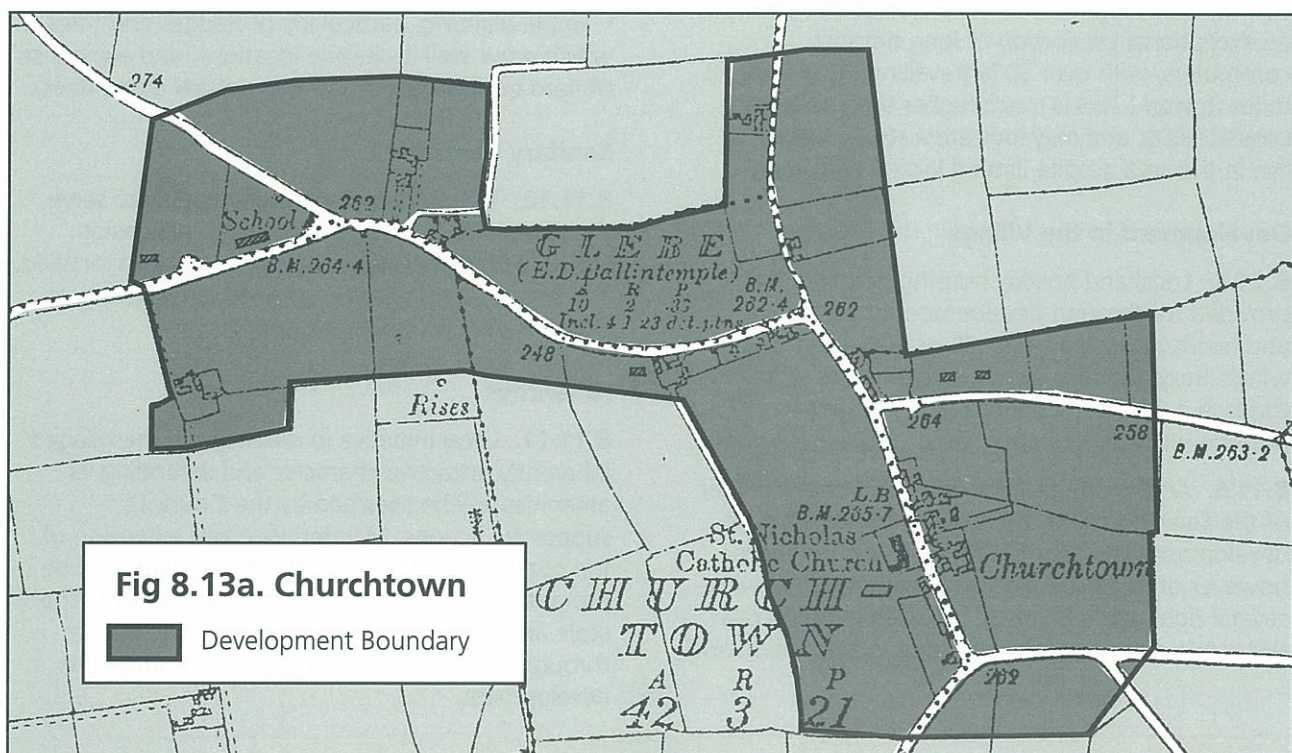
Approach Roads

8.11.14. Generally development to the seaward side of the road, and along the main road to Shanagarry, will not be permitted. This is particularly important on the immediate approaches to the village from the west where fine sea views greet the arriving visitor and where coastal erosion makes further development imprudent. Possible adverse impacts on the setting and ornithological importance of the nearby Ballynamona Marshes must also be considered.

Churchtown

8.11.15. There is a lot of individual housing along the road linking Ballycotton to Churchtown. It is not desirable that this should develop into a continuous ribbon, particularly as the village of Churchtown itself is showing signs of decay.

8.11.16. Churchtown has all the basic facilities to serve a much larger population. A generous development boundary has been defined, allowing for various forms of housing development. Developing the existing road frontages within the village boundary will assure the vitality and future of the village. There are also several opportunities for cluster development within the village.



8.12.1. The village of Shanagarry and the coastal resort of Garryvoe some 2 km. in the north-east of it are, for the purposes of this plan, considered as a single unit. Located 14 km. south-east of Midleton, the combined settlements constitute a based holiday, day trip and service centre catering for both local and seasonal needs.

8.12.2. Proximity to extensive safe and sandy beaches nearby has resulted in both pressure for ribbon development and caravan parks. There is a resultant danger of continuous development joining the two centres along the connecting road, and also of utilising the entire sea-front for caravan parking, from Ballynamona Wildlife Sanctuary in Ballinwilling beach, east of Garryvoe.

Garryvoe

8.12.3. Garryvoe is a very important day trip destination and increasingly is taking on the role of a based holiday centre with its large and expanding hotel and increasing demand for holiday homes. The provision of holiday complexes will be encouraged and several sites have been identified for this purpose.

8.12.4. The existing caravan parks in the area are hopelessly deficient in terms of both landscaping and siting. The provision of further large scale caravan parks along the seafront will not be permitted. However, there is scope for smaller scale operations sited further inland. These will be subject to rigorous design and landscaping standards.

8.12.5. Water supply to Garryvoe has recently been improved and there is some limited capacity in the public sewer. Improvements to the beach area at Garryvoe have been carried out with Department of the Environment beach grants.

Shanagarry

8.12.6. Shanagarry is an attractive village which has become associated with the pottery workshops and retail outlet located near the village. This facility already attracts a large number of visitors. The development currently being constructed in the centre of the village comprising pottery workshop, gallery (and ultimately restaurant, interpretative centre, craft shops and the restoration of the Castle) will be an obvious tourist attraction for the area.

8.12.7. This, together with the existing cookery school, knitwear workshop and pottery complex, combine to provide Shanagarry with the opportunity of becoming an important centre for service activities loosely related to tourism.

Sanitary Services and Economic Opportunities in Shanagarry

8.12.8. Soil conditions are particularly unfavourable for septic tanks in Shanagarry, and there are no public sewer facilities to serve the village. Private house development is already inhibited because of this. Unless a higher priority is given for sewerage facilities for Shanagarry, it will be very difficult to take advantage of the positive factors and opportunities identified above.

8.12.9. Several areas of land have been identified and zoned for holiday housing clusters within the village. However, their development may not be possible unless (or until) sewerage facilities are provided. The Council has always sought this kind of investment in tourist related projects for the East Cork area, and it is important that it is not discouraged by infrastructural deficiencies.

Housing

8.12.10. There is also suitable land within the village for private single and in-depth housing, and sites are zoned accordingly. While the public water supply to the village is adequate the absence of a public sewer coupled with problems with poor percolation has resulted in very limited take-up of zoned land within the last Plan period.

8.12.11. The attractiveness of the surrounding countryside is an essential component of investment decisions in the area. A policy of identifying development sites and providing the infrastructure to serve them will bring far greater economic benefit to the area than allowing a free for all of smaller development in the hinterlands of these settlements.

8.12.12. Consequently, housing will not normally be permitted on the main link road between the two centres, and along the "bog" road between Shanagarry and Ballycotton, in order to protect the integrity of the Ballynamona Marshes.

8.12.13. Coastal erosion has been proceeding along the shoreline in this area for many years and will continue to do so in the absence of adequate protection measures. The Council will secure its coastal holdings as far as possible and will encourage similar measures by other local interests.

8.12.14. In line with the Council's policy to expand the tourism base of the East Cork area, continued encouragement will be given to the establishment of a wider range of entertainment and recreational facilities by private interests provided they are compatible with the based holiday role and day trip functions of the area. The active involvement of Cork/Kerry Tourism will be sought in this regard.





8. EAST CORK

C. THE NORTHERN HILLS

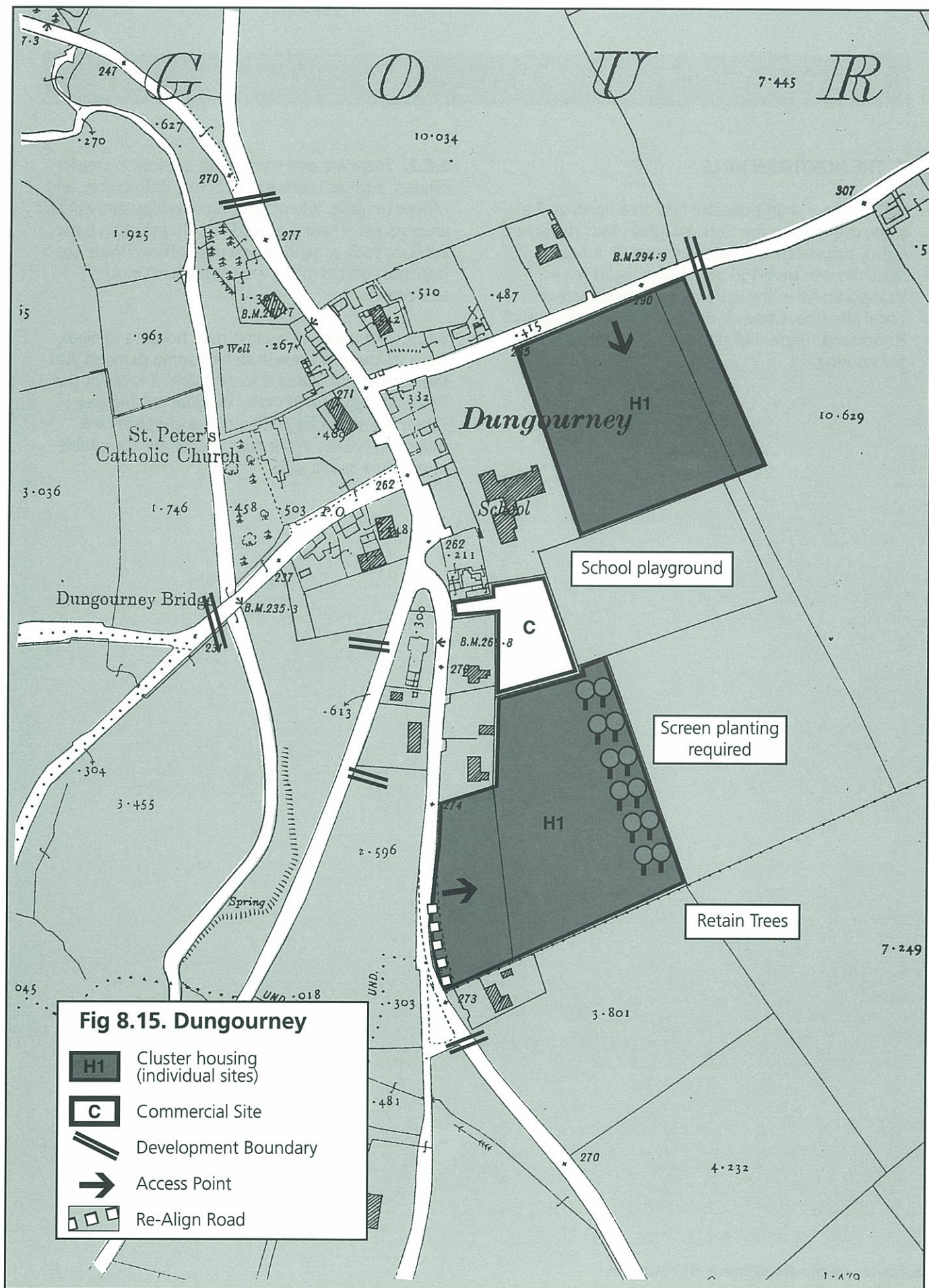
8.C.1. There is an extensive hilly area north of the ridge overlooking the Cork-Youghal road. The area is lightly populated and partly afforested. It has no settlement of over 150 population, apart from Watergrasshill in the extreme north west corner. Local plans have been included for Dungourney and Knockraha. These include worthwhile zoned areas for housing.

8.C.2. There are also some basic services in smaller villages, such as Leamlara, Lisgoold, Ballincurrig, and Mount Uniacke, where housing development will be encouraged. There is a need to help maintain basic services, such as schools and post offices (there are 5 local post offices in the area at present) in such settlements.

8.C.3. The policy of limiting rural housing in areas close to towns is likely to deflect some demand into the northern hills area. Except within 2 miles of the Glanmire bypass and Cork- Youghal rail line (see Figure 8.1 at the beginning of the chapter) new individual houses in the countryside are acceptable in principle in this area.

Opposite: Marina development in Crosshaven.

Previous Page: Underused quays, Ballinacurra, Midleton. (see p. 114, 140)



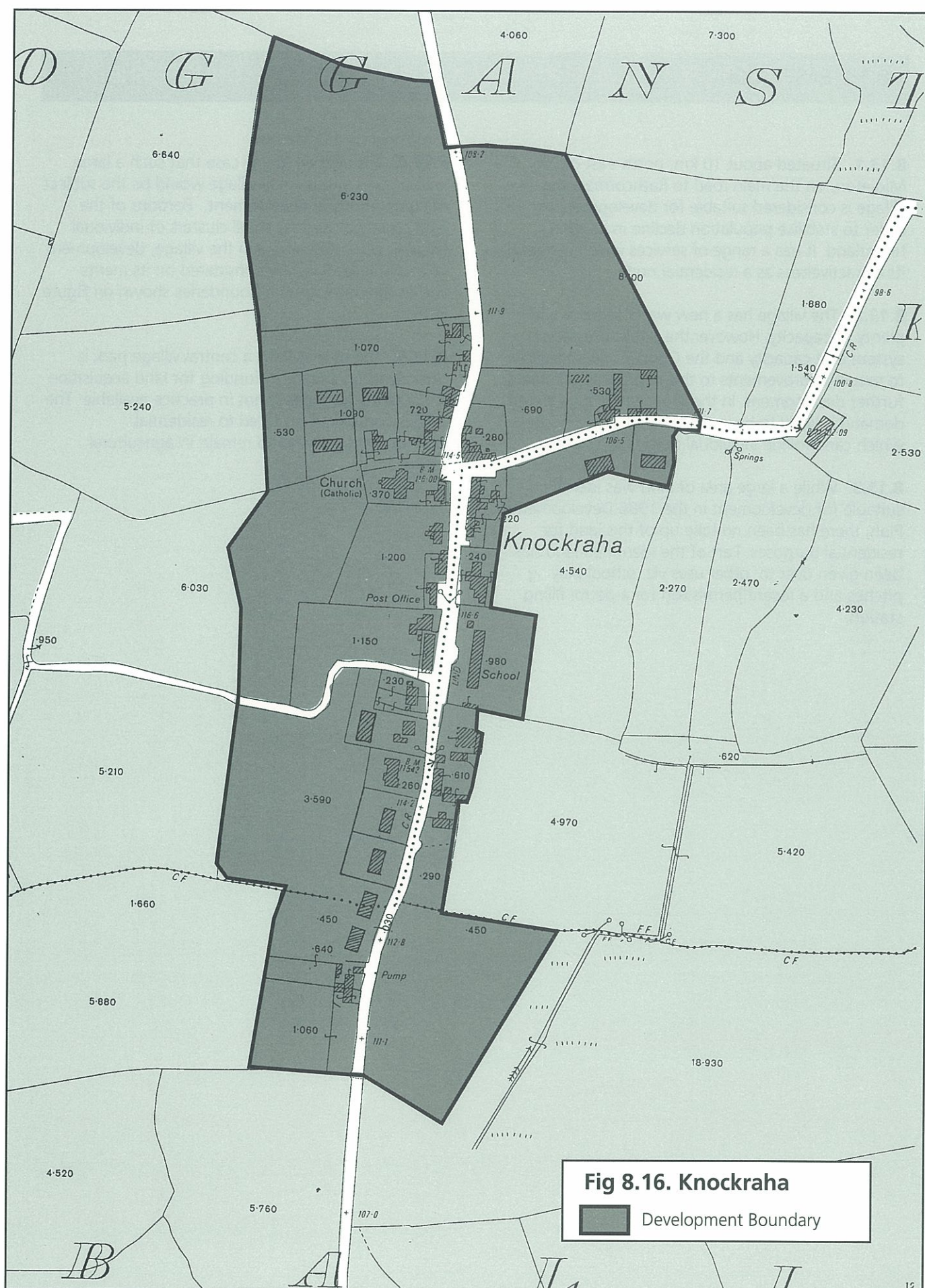
8.13.1. Situated about 10 km. north-east of Midleton, on the main road to Rathcormac, the village is considered suitable for development in order to stabilise population decline in its rural hinterland. It has a range of services which increases its attractiveness as a residential node.

8.13.2. The village has a new water scheme with plenty of capacity. However, the public drainage system is at capacity and the Council will endeavour to secure improvements to this in order to stimulate further development. In the meanwhile, anticipated demand is likely to be in the form of single houses which can provide individual septic tank systems.

8.13.3. While a large area of land was identified as suitable for development in the 1986 Development Plan, there has been no take up of this land for residential purposes. Part of the identified land has been given over to other uses viz. school playing pitches and a recent permission for a petrol filling station.

8.13.4. It is unlikely in any case that such a large area of land in this small village would be the subject of comprehensive development. Portions of the land could be used for small clusters of individual housing sites. Elsewhere in the village, development of available land will be considered on its merits within the development boundaries shown on Figure 8.15.

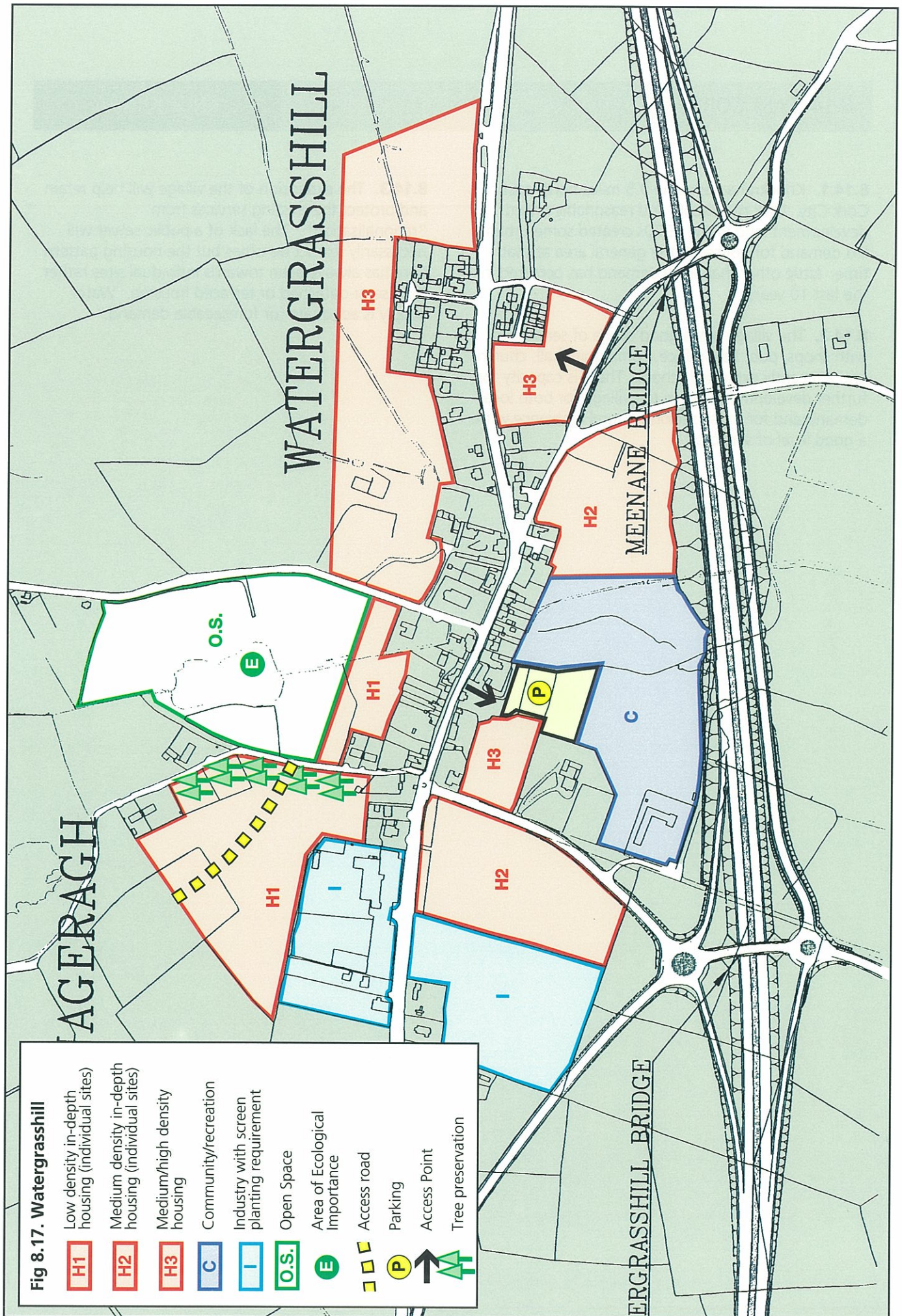
8.13.5. The proposal for a central village park is unlikely to go ahead, as funding for land acquisition for amenity purposes is not in practice available. The land is considered unsuited to residential development and should remain in agricultural usage.



8.14.1. Knockraha lies some 9.5 miles north-east of Cork City. Lack of suitable and reasonably priced development land in the 1970s created some urban led demand for houses in the general area at that time. Little other than local demand has occurred in the last 10 years.

8.14.2. The village has a good range of services with shops, pub, Post Office, community hall, church and a recently extended school. There is capacity for further development within the village for both local demand and for those seeking a rural ambience with a good level of services.

8.14.3. The expansion of the village will help retain and protect the existing services from "rationalisation". The lack of a public sewer will necessarily restrict densities but the housing pattern here has always been towards individual sites rather than semi-detached or terraced housing. Water supply is adequate for foreseeable demand.



8.15.1. 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.

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

8.15.3. 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.

8.15.4. The zoning proposals are shown on Figure 8.17. Zoning has been extended, relative to the previous plan, in view of the increased accessibility of the village.

8.15.5. Land has been zoned for low density housing at the south-western 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.

8.15.6. 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.

8.15.7. 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.

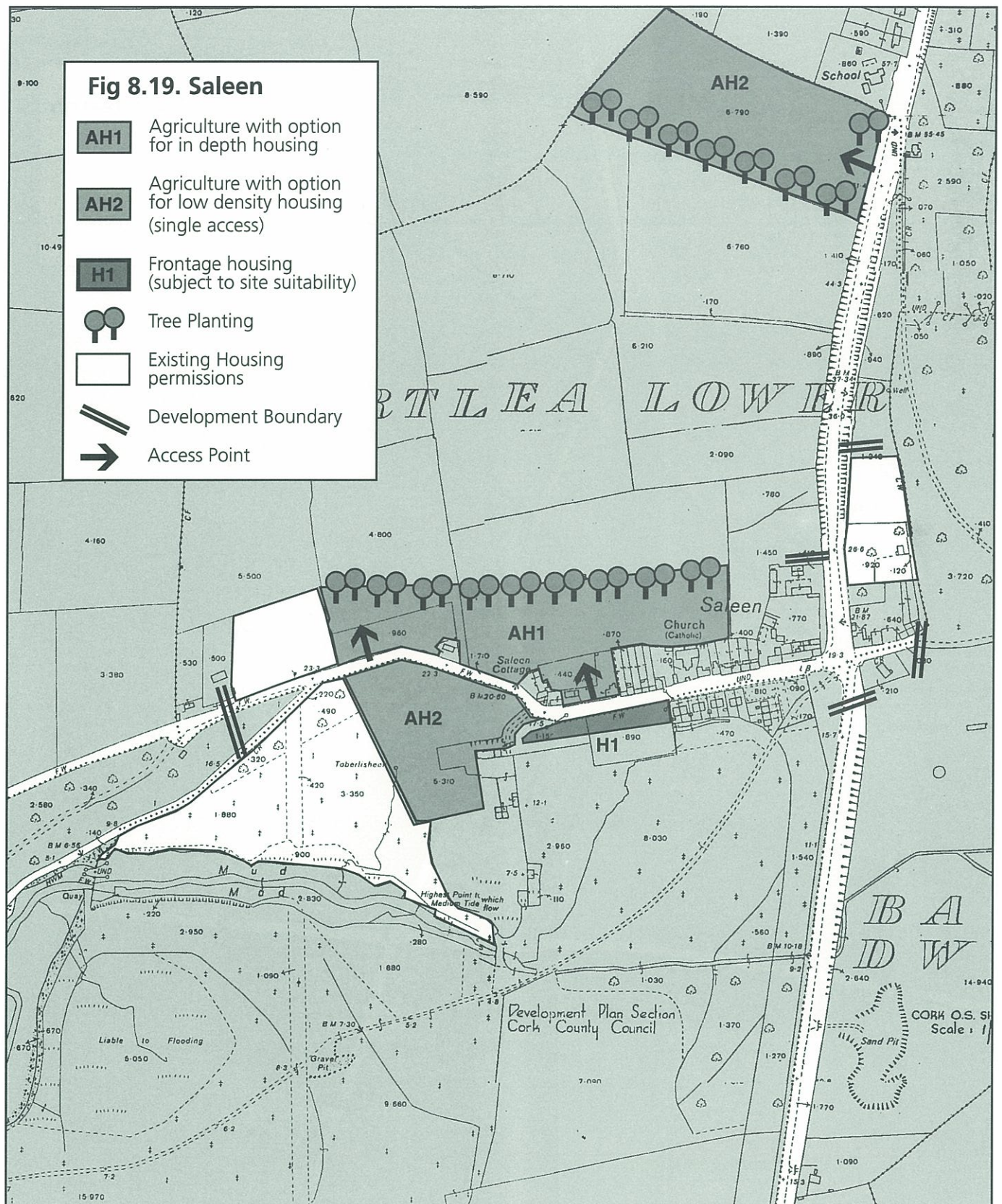
(* This local plan may be revised before adoption as a draft if the line of the proposed by pass is finalised by then)

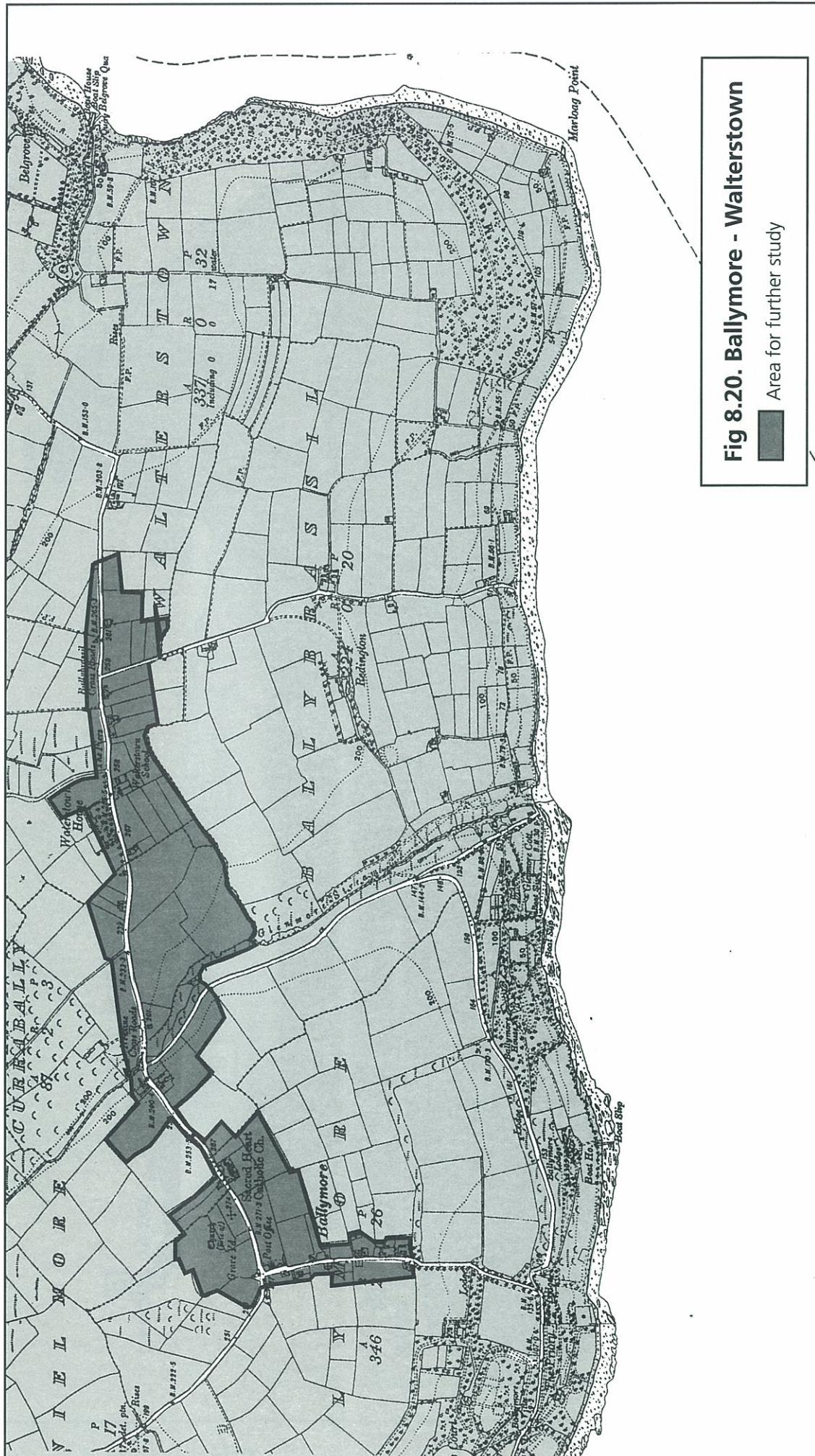
Supplementary Figures (Rural Clusters, Coastal Areas)

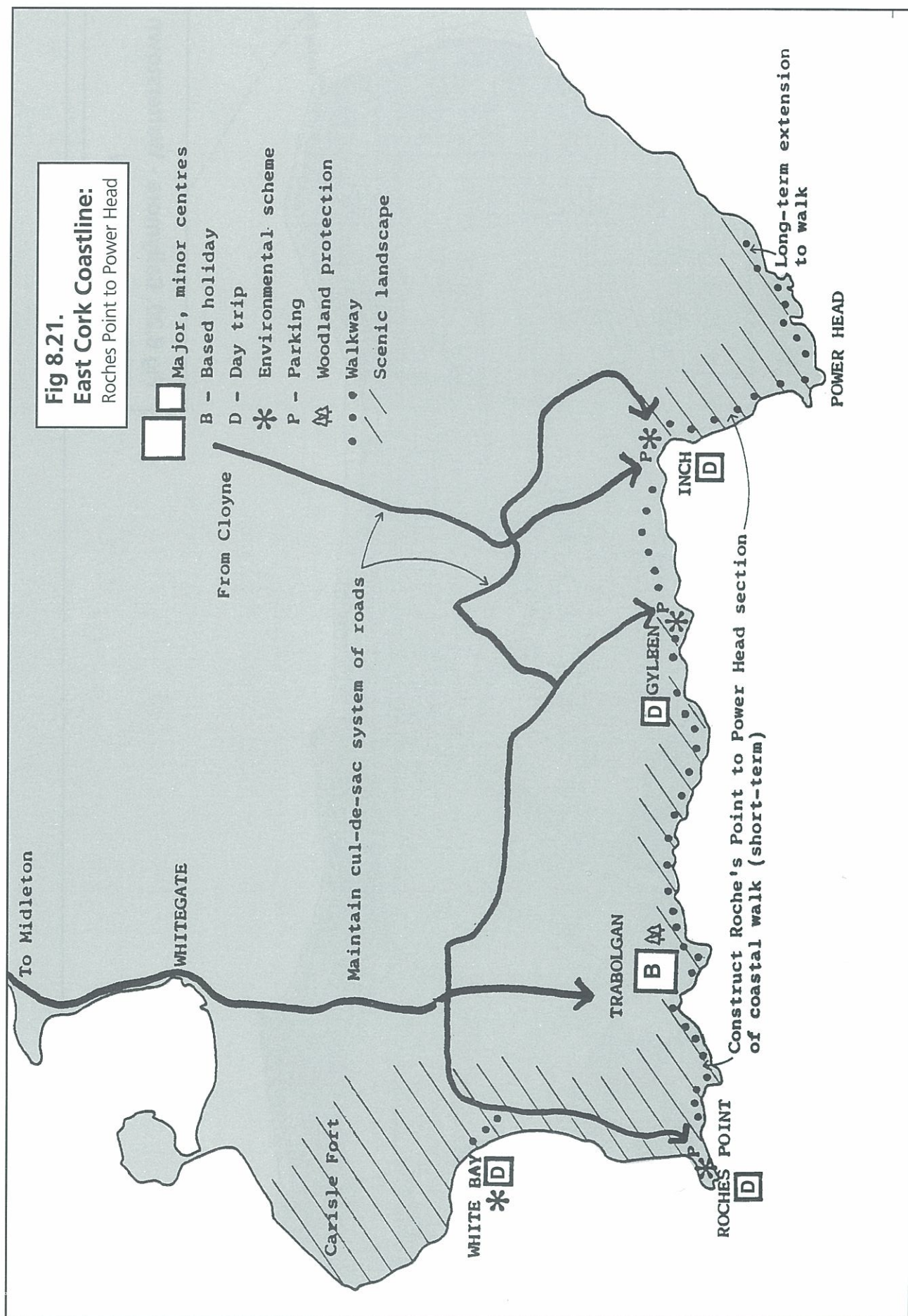
Figures 8.18 - 8.19 define the rural cluster referred to in para 8.A.23 (page 132).

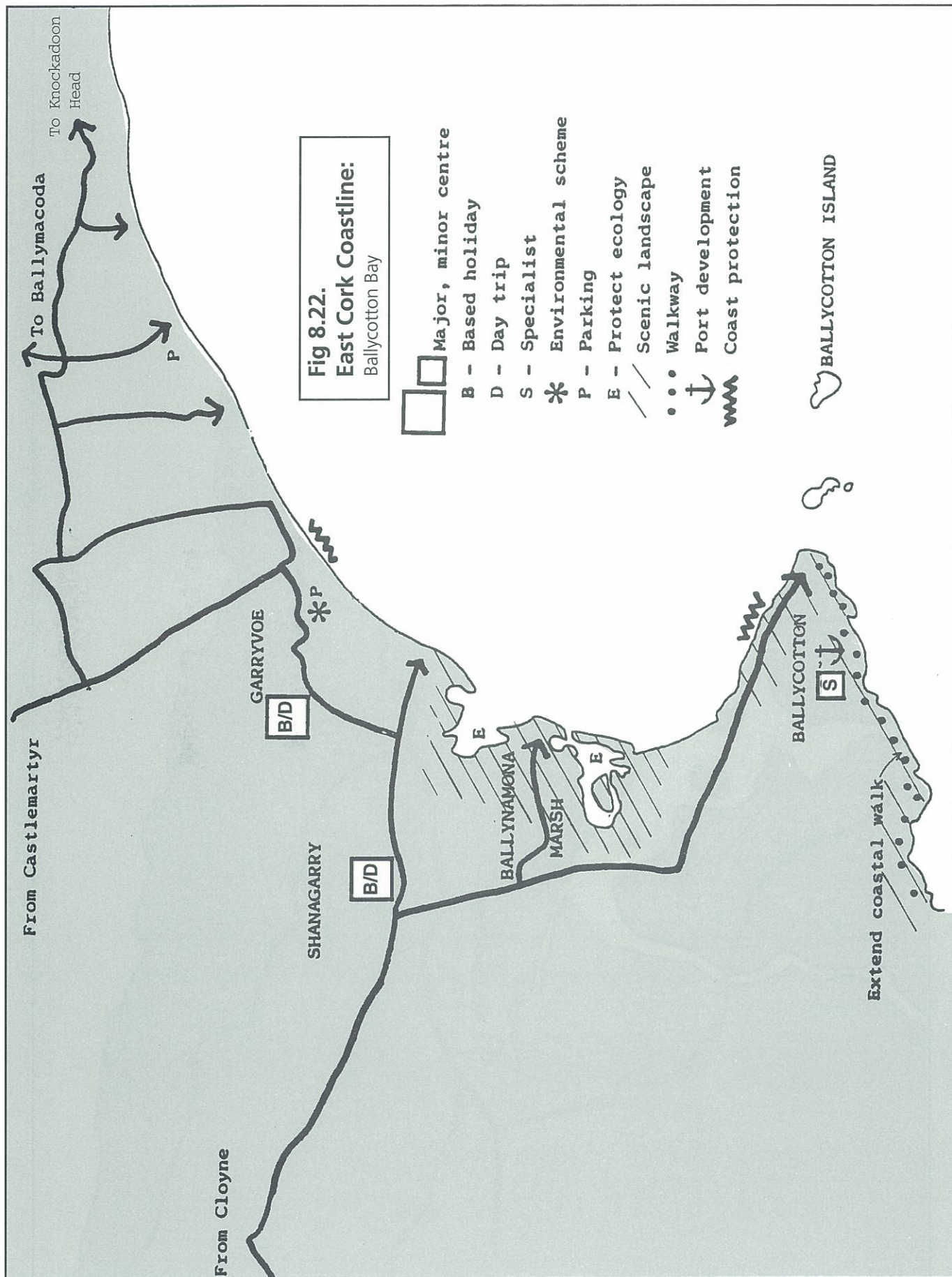
Figure 8.20 defines the area for further study at Ballymore referred to there.

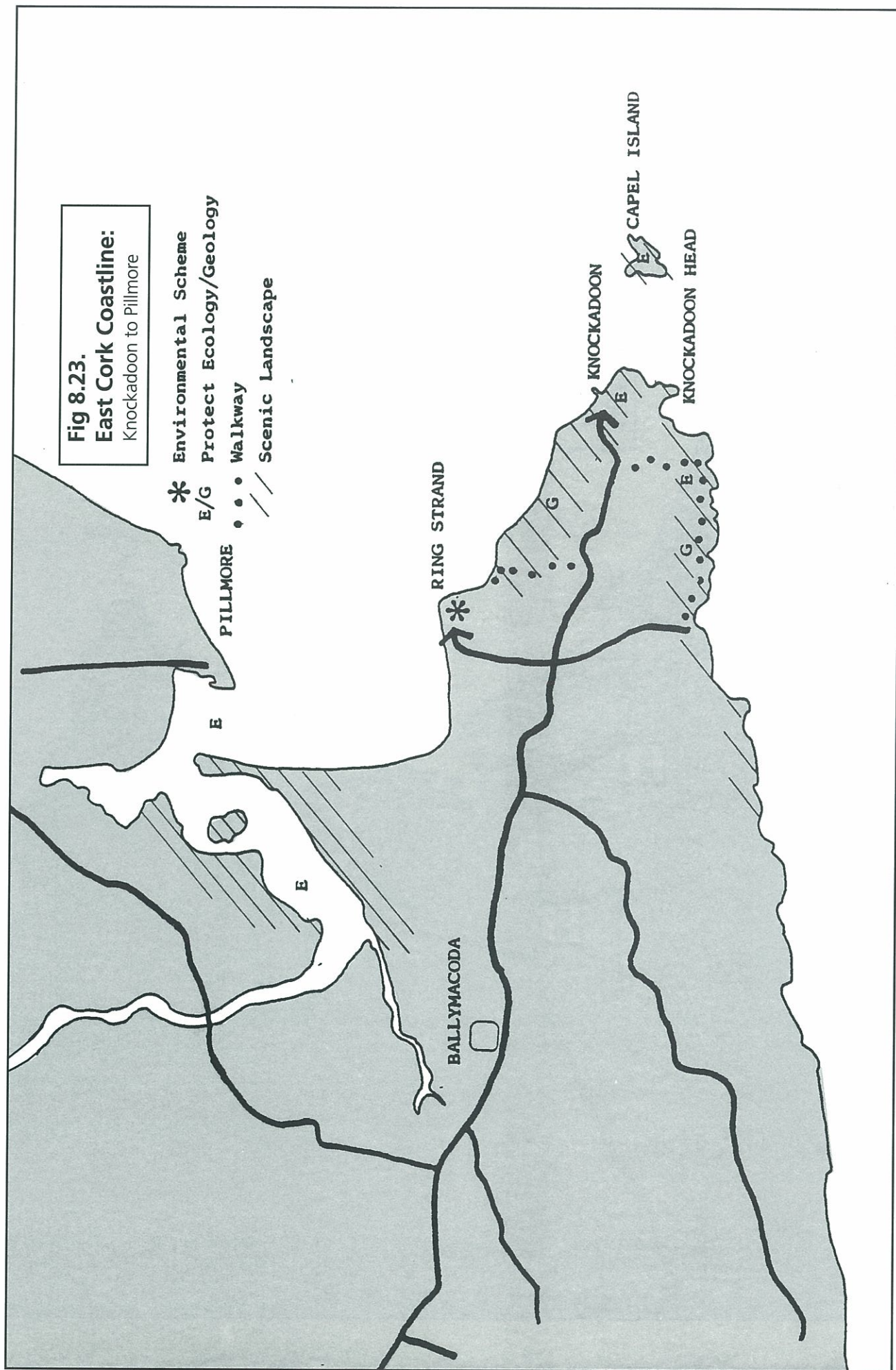


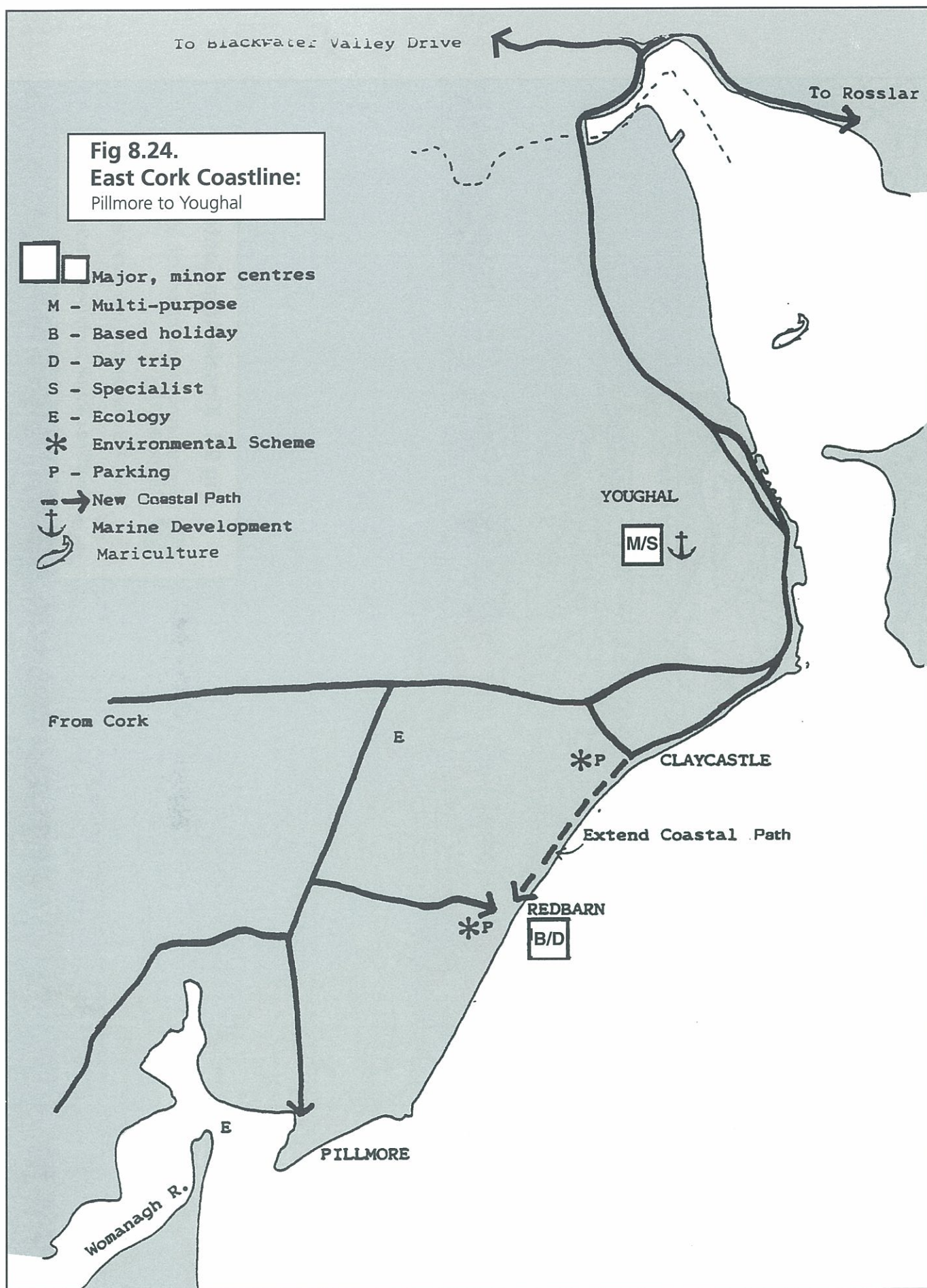


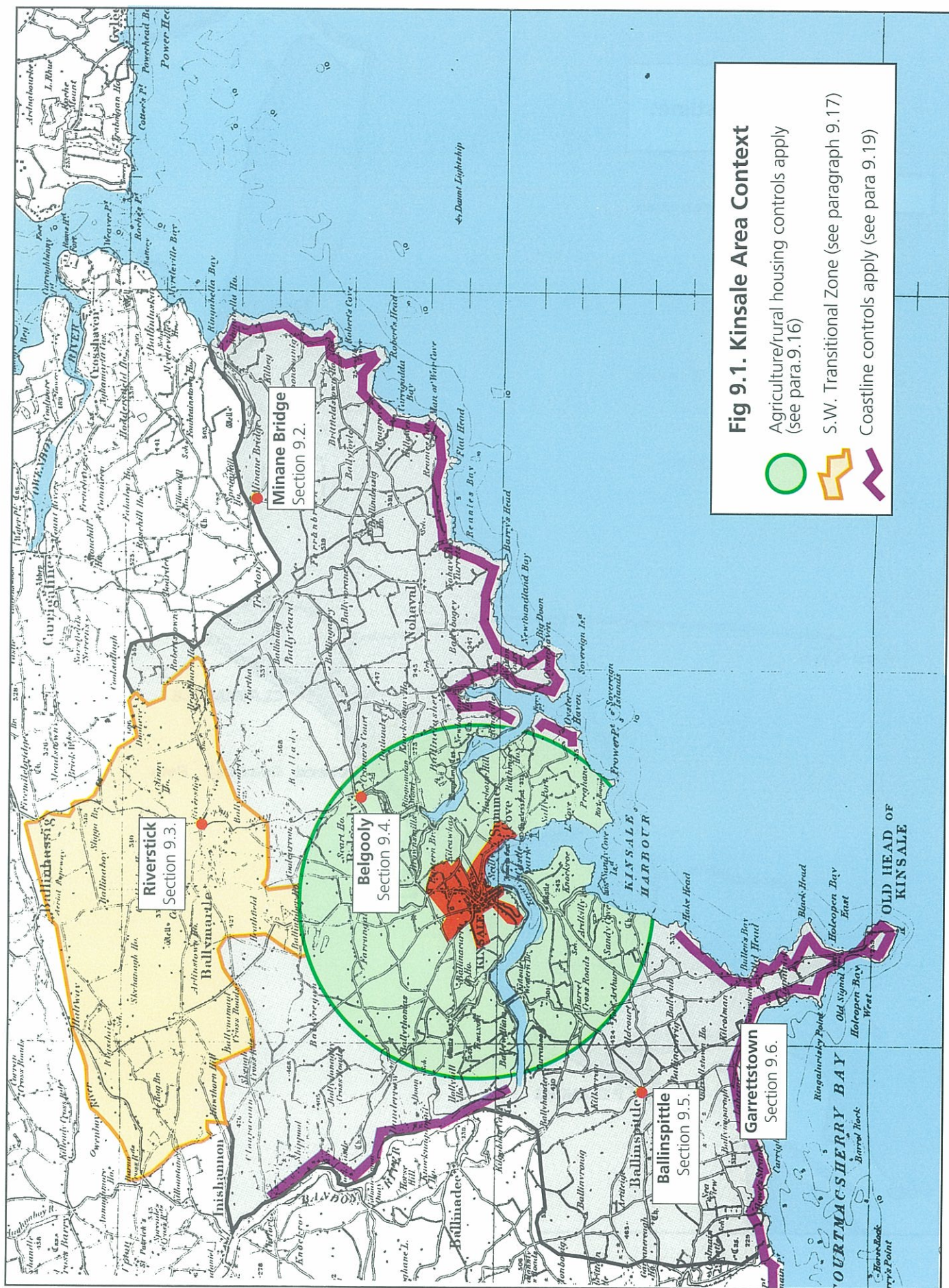












9. THE KINSALE AREA

9.1. In the recent past, the unusual features of the Kinsale area have been:

- *exceptional population growth, relative to other areas at similar distances from Cork City*
- *the dominant position of the main town*
- *a mature tourism sector.*

Population Growth

9.2. The Kinsale area was exceptional during the 1980s, amongst the parts of the County outside the LUTS area, in having consistent population growth. Table 9.1 shows how the relative position of the area has changed. Factors contributing to this include the major improvements to the town from the late 1970s onwards, and the growth of employment at Eli Lilly.

Table 9.1.

% Population Growth per Annum 1971-91

	Kinsale Area (RD+UD, but excl. LUTS area)	Cork City & County
1971-79	+1.3	+1.4
1979-81	+2.8	+0.8
1981-86	+1.4	+0.5
1986-91	+0.6	-0.1

The Role of Kinsale Town

9.3. The Kinsale area is dominated by the town. There are no other settlements in the area with over 150 population. The growth in the town's population is shown in Table 9.2, and is again exceptional: most towns in County Cork had static populations during the 1980s.

Table 9.2.

Population trends 1971-91

	Kinsale Area (RD+UD, but excl. LUTS area)	Kinsale Town
1971	6881	1991
1979	7640	2343
1981	8075	2401
1986	8656	2581
1991	8931	2751

Tourism

9.4. Kinsale has benefitted from a remarkable success story in terms of tourism during the last 15 years, and now has one of the highest proportions of the workforce in tourist activities in County Cork. It is a good example of an area which had competitive advantage in relation to a particular market, which has taken the necessary steps to realise that potential, and which has benefitted accordingly.

9.5. We need to ensure this success continues, that potential threats are managed successfully and that opportunities are grasped. There are some threats to Kinsale because as a tourist and high amenity residential location, it has reached maturity. Its success as a tourist location, combined with its proximity to Cork City, means that the development pressures are considerable.

9.6. Market pressures in such areas can result in loss of variety, and erosion of the natural setting, which in effect diminishes the competitive advantage on which the original success was based. This can be avoided if priorities are set, defining the activities and assets of most value to the area, and making sure they are not crowded out, and management policies adopted which can guide the amount and location of different types of development.

9.7. Priorities should include:

- reserving land for a range of employment needs*
- providing for a range of housing types, including adequate provision at the lower end of the market, while avoiding sprawl*
- protecting the coastline*

A. EMPLOYMENT NEEDS

9.8. Rising population results in a labour force that is growing faster than usual. Unemployment was around average in 1986, but now appears to be significantly above average. This has occurred in the context of rapid growth both in the labour force and in the numbers at work.

9. THE KINSALE AREA

9.9. If emigration does not resume after 1996, employment growth of around 630 would be needed to offset labour force growth and projected agricultural job losses. If emigration resumes on the scale of 1986-91 period, there would still be a need for 460 jobs. These figures include needs arising from the southern side of Carrigaline and Crosshaven, within the LUTS area.

Composition of Employment

9.10. Rising unemployment may further increase the substantial numbers of unemployed in the unskilled and engineering categories. To offset this, more use could be made of the very positive image of Kinsale to encourage further projects in traditional areas such as speciality foods, marine products/engineering, and clothing. Small food businesses selling to the restaurants in Kinsale exist at present, and this is a logical spin off from them. There could be scope for developing from this into products for sale direct to the consumer, with suitable marketing arrangements.

9.11. A quarter of manufacturing workers (by residence), are employed in the pharmaceutical industry, with the remainder being employed in a wide variety of sectors. IDA data shows that manufacturing employment in Kinsale RD rose from 408 in 1980 to 589 in 1990.

Industrial Opportunities

9.12. Kinsale has a IDA industrial site (c. 10 acres), suitable for subdivision between several users. Promotion of this estate should be given priority in order to help reduce the rising unemployment in the unskilled/ engineering categories.

9.13. Small units have been provided privately within the Urban District (c. 10,000 square feet still available), and there is also privately owned industrial land zoned in the UDC Development Plan. Possible gaps in the industrial property market are the absence of a site suitable for a slightly larger user, or for a number of international services or small owner managed businesses.

9.14. Because of its environmental quality Kinsale could have potential for attracting the owners of small-medium owner managed businesses. Provision of a well designed, extendable complex of medium size industrial/international service units would be one way of realising this potential. These units could be provided by the private sector with some public participation. To this end, a serviced site in an attractive location close to the town centre has been identified (zone I2 on Figure 9.6).

B. THE LOCAL HOUSING MARKET

9.15. Kinsale has a good variety and range of housing options available. However, given its attractiveness, and resultant high land prices, there is a risk of local people being priced out of the housing market. In response, zoning designed to cater for a variety of housing market sectors is outlined in the Kinsale Environs plan (Fig.9.6).

9.16. The rural housing policy outlined in Chapter 3 (paras 3.21-3.28) involves an objection in principle to new individual houses in areas where projections show strong pressure for development and a danger of unduly high densities. This will apply within 3 miles of St Multose's Church, Kinsale.

9.17. This objection in principle will not apply to houses for descendants of the landowner and established residents of the immediate rural area (see para. 3.25). It will also not apply to others working in rural industries in the SW transitional area, subject to housing market conditions (see para. 3.30). This will make it less likely that these groups will experience housing difficulties arising from the high prices and planning controls characteristic of high demand property markets.

9.18. Local plans are included later in this chapter for Minane Bridge, Riverstick and Belgooly. These settlements will provide alternative housing locations for those who are not established residents of the areas subject to controls, but wish to live in a rural location convenient to Kinsale or Carrigaline. At Browns Mills, it is an objective of the Council that the old Mills be refurbished; this will entail some additional associated development of a residential nature; the scale and design of such, including its servicing, will be a matter for detailed discussion with the Council.

9. THE KINSALE AREA

Table 9.3
Functional Roles

Centre	Status	Primary Function	Other Functions	Policy Emphasis
Oysterhaven	Minor	Day trip/and specialist holiday based.	Specialist (yachting, fishing board-sailing)	Development control.
Charlesfort	Major	Day trip only.	Specialist (access to Fort)	Development control and amenity works.
Castlepark	Minor	Day trip.	-	Development control.
Sandycove	Minor	Day trip.	-	Development control.
Garrettstown Garrylucas	Major	Day trip and holiday based.	Specialist (ornithological locally and nearby).	Development, renewal and amenity works.
Howe's Strand	Minor	Day trip only.	-	Development control.
Coolmain	Minor	Day trip only.	Specialist (board sailing)	Development control and amenity works.
Kinsale	Major	Multi-purpose.	Specialist (deep sea fishing yachting, historic, food)	Conservation (old town) development & promotion as touring & based centre.
Ringabella	Minor	Day trip only.	-	Development control.
Robert's Cove	Minor	Day trip, limited based holiday	-	Development control & amenity works.
Rocky Bay	Minor	Day trip only.	-	Development control & amenity works.

9. THE KINSALE AREA

C. THE COASTLINE

9.19. To prevent overbuilding on the coastline, housing outside settlements and the 3 mile area around Kinsale, and within sight of the sea or tidal inlets will only be permitted where sufficiently sympathetic to its environment, well designed and located to be likely to positively enhance the local environment, and to be unlikely to contribute significantly to infrastructure deficiencies. Some relaxation may be allowed in the case of local demand as defined in para 3.25. The existing predominantly agriculture use pattern will be maintained. Planning decisions should take account of the possibility of coastal erosion.

9.20. Policies on protection of views from the built up area of Kinsale over Kinsale Harbour are outlined in para 9.1.16 below.

9.21. The coastline from Ringabella to Coolmaine must be considered in the context of both the recreational demands of the LUTS and Kinsale/Bandon areas and general tourist demands.

9.22. The area has a number of small beaches with limited capacity but in addition larger beach areas at Coolmaine and Garrettstown cater for intensive seasonal use.

9.23. The general policy for the area is based on a functional distinction being made between the various coastal amenities (see Table 9.3). A range of centres catering primarily for day-trip activities have been identified. In these centres, because of limited beach capacity or other recreational resources, it will be the Council's policy to limit development other than the provision of basic support facilities like car parking, and picnic areas. Active promotion of Garrettstown and Kinsale as day trip centres will be effected through amenity provision and the development of recreational resources.

Caravanning and Camping

9.24. Kinsale and Garrettstown are the main based holiday centres with Garrettstown primarily catering for non-permanent accommodation (i.e. caravans, mobile homes). The emphasis on well-designed and properly situated holiday housing in the former and non-permanent units in the latter will continue. Kinsale is unsuited to large scale caravan park development and its image could suffer from inadequately serviced or badly sited parks.

9.25. Kinsale town is exceptional in County Cork in being able to attract tourism activity mostly at the employment intensive end of the market. Having reached this position, this type of tourism represents the best use of the limited environmental capacity of the town. Lower employment content tourism demand such as camping and caravanning can play a useful role in developing a tourist function in areas which might otherwise have little tourist activity.

9.26. This point is reinforced by the tendency for parks for camping, caravans and campervans in high demand areas such as Kinsale town and areas close to beaches to become dominated by static caravans. A site for transient demand in the Kinsale area located in a settlement several miles north of the town would be best placed to avoid undue pressure for "static" caravans. Possible sites have been identified in Belgooly, which is sufficiently attractive to be capable of developing a tourist role, and is well placed for campervans coming from Ringaskiddy or Rosslare.

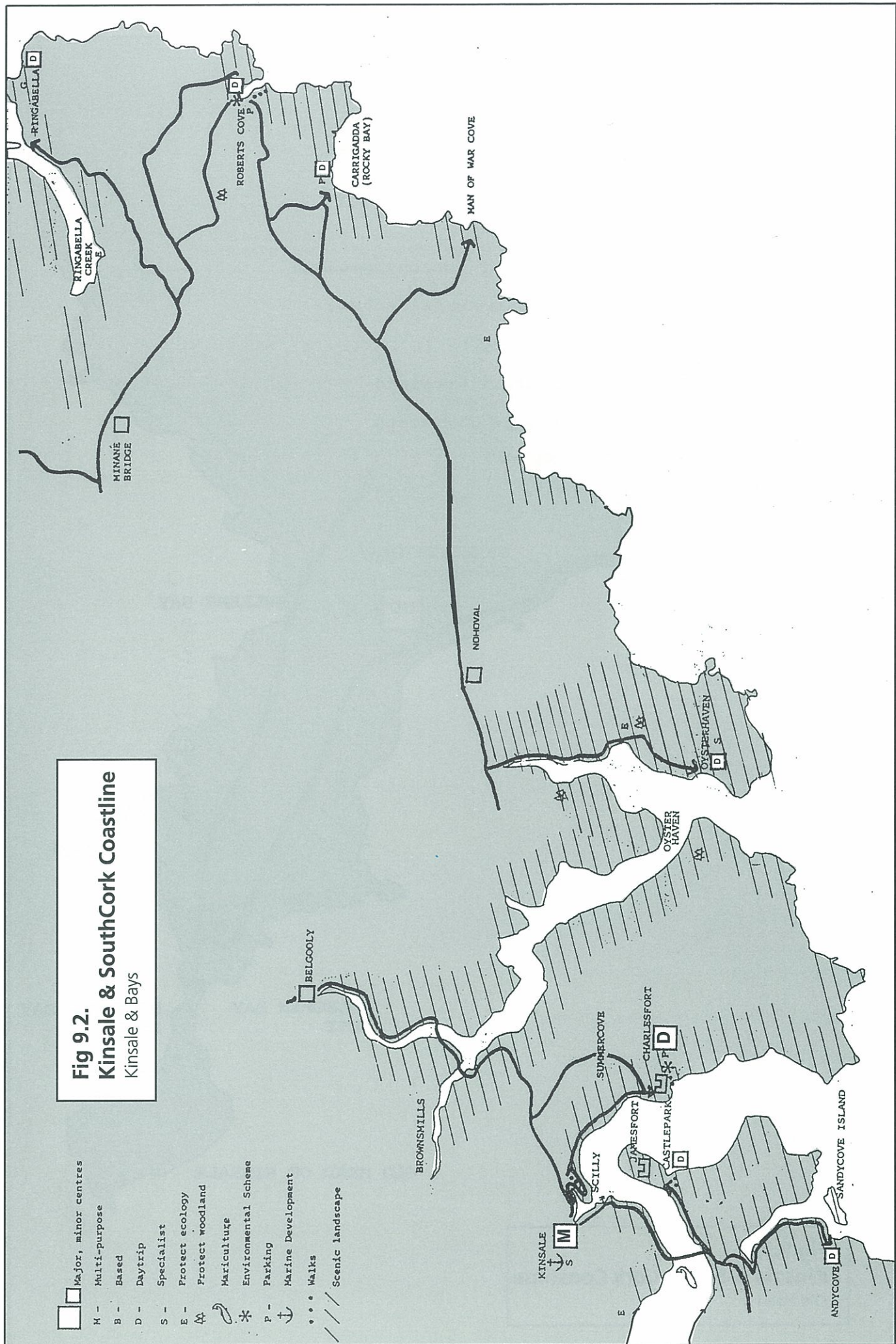
Tourism and Amenities

9.27. The recently completed holiday home development at Oysterhaven has added to the recreational value of the area. While there may be a case, depending on specific circumstances, for a further recreationally based holiday complex, the benefits of second homes in this location are likely to be outweighed by the disadvantages in terms of visual and environmental impacts.

9.28. Improvement of supplementary support facilities e.g. entertainment, seasonal service outlets, will be encouraged and facilitated at Garrettstown, with the assistance of the local community. In conjunction with Cork/Kerry Tourism and the UDC, the specialist attractions of Kinsale will be promoted.

9.29. Ecological and geological features as well as woodlands that need protection are shown on Figs. 9.2 - 9.4. Development which would detract from these features will be strictly controlled and guided to suitable alternative locations.

9.30. Unlike the east Cork coastline, erosion is of limited impact except for the Garrettstown area. At Garrettstown, the Council, through "feeding" the beach, has managed to protect the public road. Further protective measures are planned for the lands to the rear of White Strand.



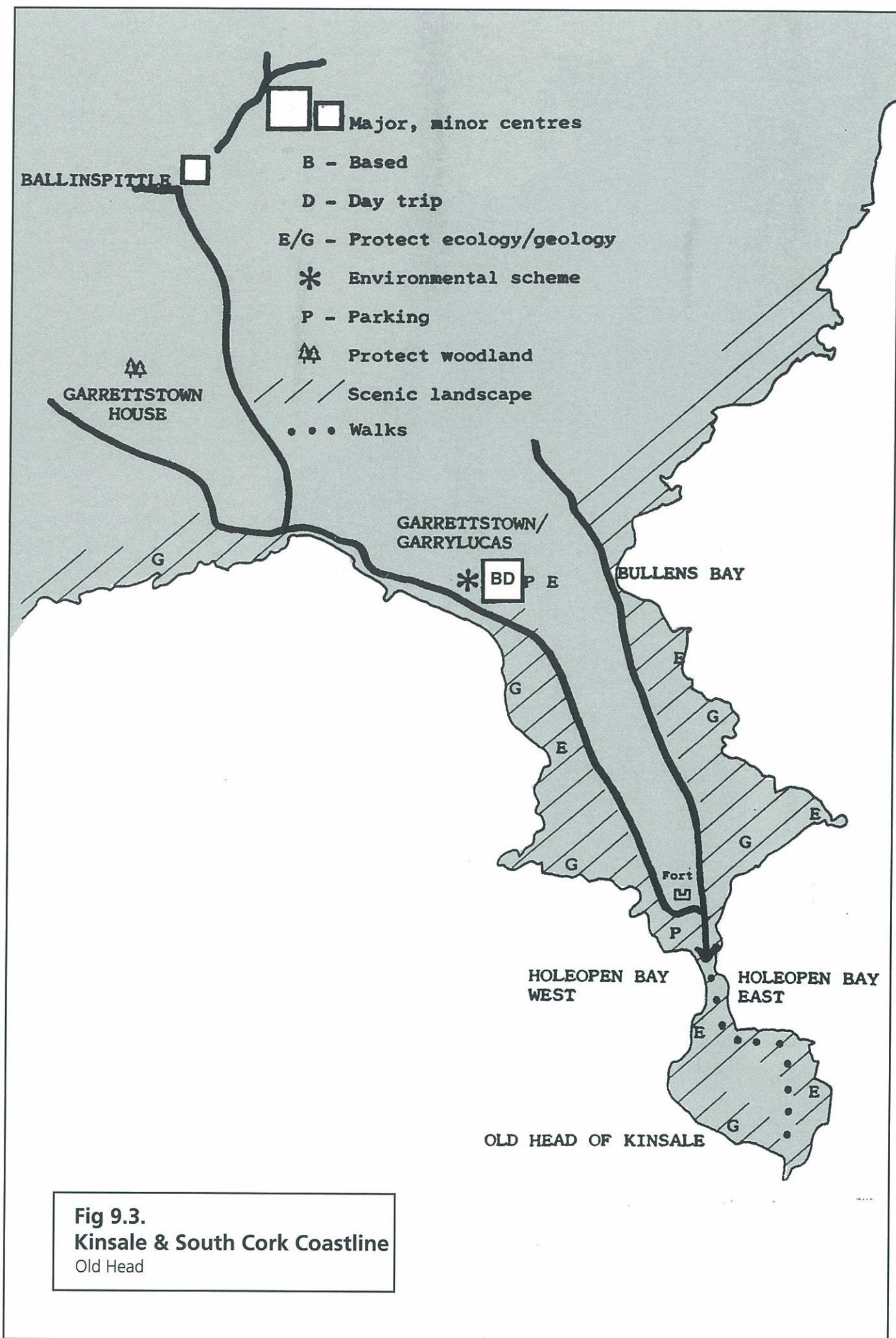



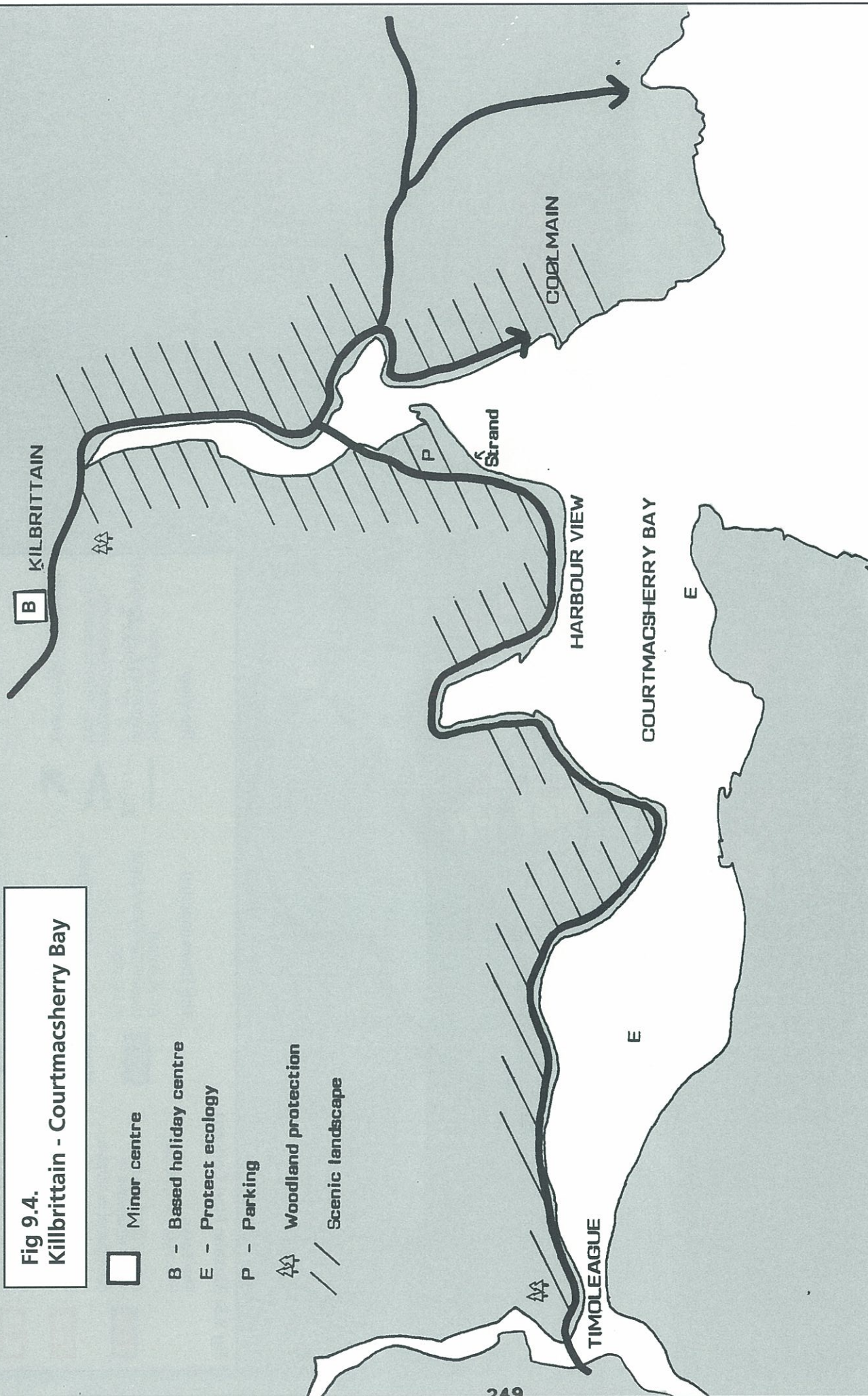


Fig 9.3.
Kinsale & South Cork Coastline
Old Head

Fig 9.4.
Killbrittain - Courtmacsherry Bay

-  Minor centre
- B** - Based holiday centre
- E** - Protect ecology
- P** - Parking
-  Woodland protection
-  Scenic landscape



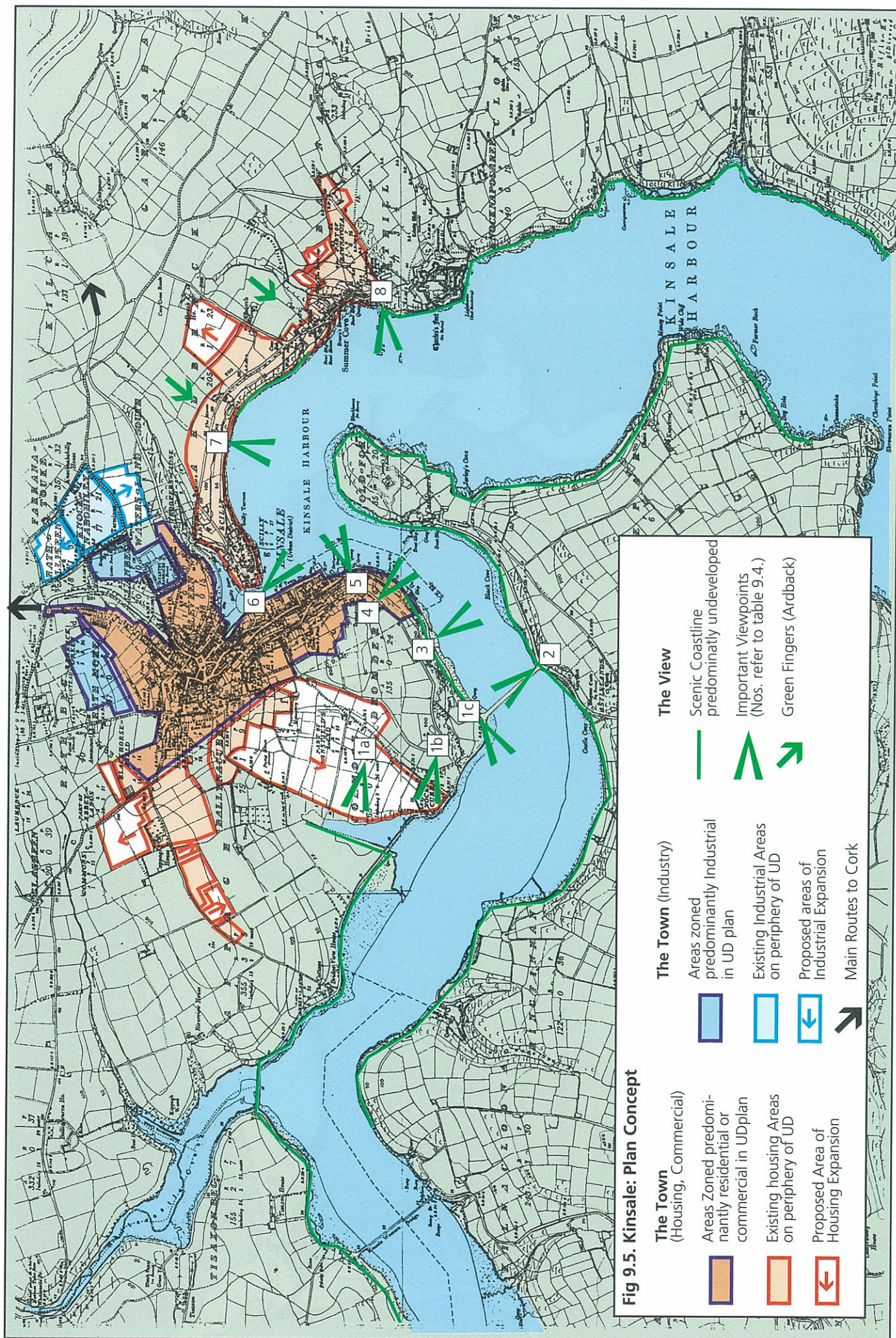


Fig 9.5. Kinsale: Plan Concept

9.1.1. Kinsale is situated approx. 28 km. south of Cork City. Not only does Kinsale have an attractive town centre, it is classified as a heritage town. It is also scenically located around the navigable Kinsale Harbour. The resultant tourism potential has contributed significantly to the town's renewal over the past twenty years.

9.1.2. Kinsale is an Urban District and as such a separate Development Plan was prepared for the town. However, as a quarter of the population lives outside the Urban District boundary, a plan for the environs of Kinsale is essential.

9.1.3. Three small settlements within the environs area (Scilly, Summercove and Castlepark) should be seen in the context of the planning policy for Kinsale environs. Special attention is given to these "villages".

Population and Settlement Patterns

9.1.4. The combined population of town and environs was 2750 in 1991. This is likely to increase to 3200-3400 by 2001.

9.1.5. Population growth has occurred mostly in the environs. This is reflected in a pattern of residential development which is scattered and a considerable amount of "one-off" housing in the surrounding rural area. In particular, development at Ringrone and north of Sandycove is both scenically obtrusive and poorly serviced. A pattern of continuous development occurred both east of the town (along the road to Summercove) and the west (in Cappagh). Both locations have poor access, limited services and are visually exposed on the hills that surround the harbour.

9.1.6. A solution to this problem is possible if:

- (i) *Generous provision is made for attractive housing land in visually acceptable locations.*
- (ii) *A distinction is made between areas for development and areas of scenic amenity.*

This is common sense. If development is spread indiscriminately over the hillsides around the Harbour, there will be no view left, and one of the town's principal assets will have been destroyed. If, on the other hand, development is channelled into selected areas, which retain a reasonably unspoilt view of other areas, development can be promoted while amenities are maintained.

9.1.7. This plan should therefore indicate where different types of development should go, and which areas should be maintained in their current state for amenity reasons. A schematic outline of how this is to be achieved is given in Fig 9.5, and described below:

A. HOUSING

9.1.8. To provide for growing population and strong demand for residential property while avoiding sprawl will require identification of a substantial area for the expansion of the town.

9.1.9. To this end a large block of land at Ballynacubby and Commoge, to the west of the town, has been zoned for residential development. Smaller blocks at Summercove and Ardbrack have also been zoned to supplement this, and there is also development land available in the Urban District. The variety of locations of zoned lands should provide adequate choice for the various sections of the housing market.

Commoge/Ballinacubby

9.1.10. Some 45 acres at Commoge have been zoned for the first time for residential development. The lands have good views of the harbour and the largely undeveloped hillsides opposite, but are not unduly high themselves. They can be given access to a distributor road to the west of the town which will connect to the Bandon and coast roads, without needing to use narrow hilly streets within the town itself. They are within walking distance of the town centre, which should help contain parking pressures there.

9.1.11. The Council will focus its efforts and resources on the extension of services and the road network in this area, because of the prospects of serving a substantial amount of development economically.

9.1.12. A broad indication of layout and types of housing in Commoge envisaged is given in Figure 9.6. The underlying principles which should guide development are:



(i) the higher ground in Commoge townland should be reserved for relatively high density housing, predominantly terraced, but avoiding long straight uniform terraces. Design could incorporate some of the traditional features of Kinsale architecture, such as stepped pedestrian accesses and bay windows, but does not need to be traditional. Red roofs, tiles and brick should however be avoided

(ii) within housing schemes, a mix of house types, sizes and price ranges is desirable. The quality of views from individual houses within schemes is likely to vary, and this could form a basis for a wider than normal range of prices

(iii) achieving privacy and a sense of space through gardens defined by plastered walls or planting makes better use of land and is more consistent with the established character of Kinsale than by achieving privacy through medium-large open plan gardens

(iv) small scattered areas of woodland should be included in schemes to avoid a raw look to new development

The Council will aim to agree layout, density and architectural guidelines on fairly large blocks at an early stage. Ensuring appropriate entry points to the Commoge area from Ballinacubby and from the coast road will be vital, and this may inhibit individual house permissions in the relevant areas until the exact location and treatment of access points has been determined. An architectural competition or other measure intended to raise the quality of design in the area will be encouraged.

Ardbrack

9.1.13. A pocket of land has been identified here as a suitable area to direct development pressure at this location. The lands in question lie immediately north of the existing houses in the Fort View estate. Density will be maintained at relatively low levels but a major tree planting scheme will be a pre-requisite of any planning permission. This will minimise the impact of development. A suitable sewage treatment package will be needed in this area, and (in view of the current water pressure problem in the area) development of the H5 zone should be conditional on an adequate water supply.

9.1.14. Other smaller pockets of land suitable for development of individual houses or low density clusters have been identified at Cappagh and Mansfields-land. The Council is investigating the possibility of a small local authority housing scheme at Rathbeg, but has not yet reached a final decision on it. The opportunity for continued low density estate type development at Summercove is discussed in para. 9.1.35 below.

Table 9.4.

Cross Harbour Views and Prospects for Protection

View of:	From:
(1) Bandon River upstream of Archdeacon Duggan Bridge (including slopes down to River in Cappagh, Ringfinnan, and Kilnacloona townlands) Archdeacon Duggan Br.	(a) Commoge Townland (b) SW corner, Compass Hill (c) Viewing car park W of
(2) Wooded escarpment S. of Compass Hill	S. end of Archdeacon Duggan Br.
(3) Castlepark peninsula	Coast road between Trident Hotel and Archdeacon Duggan Bridge
(4) Over Castlepark peninsula to Charles Fort and coast to S. of it	Compass Hill (near SE corner)
(5) Ardbrack Wood	S of Trident Hotel
(6) James Fort	Town Pier (looking S)
(7) Whole harbour, including harbour mouth	Scilly to Summercove Road
(8) Castlepark peninsula	Summercove

B. VIEWS

9.1.15. Kinsale is a town of quite exceptional architectural quality in a quite exceptional setting. The architecture of the town is the responsibility of the UDC, and a major improvement in its appearance and condition has been achieved. Looking after the natural setting of the town is mostly the responsibility of the County Council. The Council will discharge this responsibility by guiding development into defined areas (see above) and by protecting the principal views and prospects across the harbour, from the built up area and major approach roads.

9.1.16. The principal views involved are shown in Figure 9.5, and listed in Table 9.4. Development which would interfere with these views will not be permitted. The proposed sewage treatment will need to be sited in a level area on the coast, but this is not expected to have significant visual impact or interfere with views.

9.1.17. No development will be permitted in the vicinity of James Fort or Charles Fort in order to protect the historical integrity of their setting in the landscape. The importance of the Castlepark peninsula, on which James Fort is situated, is illustrated by the number of different views in which it occurs in Table 9.4. It is the natural focus of the Harbour from the new bridge round to Summercove and Charles Fort, and has an attractive beach serving the town. Further permissions on this peninsula are not envisaged.

9.1.18. Continuous development of the slopes between the town and Summercove is not desirable. A series of "green fingers" are used to ensure a separate identity for Kinsale, Ardbrack and Summercove, maintaining both a visual and physical division between them.

9.1.19. The area within the circle of Compass Hill has been zoned for agriculture because:

- *recent houses there have proved very prominent*
- *it is unserviced, scope for septic tanks is limited by rock outcrops, and has poor road access which would be very difficult to improve*
- *it is of more value to Kinsale as a spectacular amenity walk than as a site for the small number of houses which could realistically be accommodated there.*

However, a study will be carried out to ascertain whether some housing could be accommodated while still retaining the open space character of Compass Hill, and if so, how much and in what location.

C. INDUSTRY

9.1.20. Sites have been identified for industrial uses on the NE side of the town, adjacent to existing industries and to the IDA lands at Rathvillakeen. The lands (Fig. 9.6) are capable of being serviced and can be accessed both from the main Cork road (and Airport) and from the road which links Kinsale with the SW of the City via Halfway. Possible users are discussed in paras 9.12-14 above.

D. COMMERCIAL DEVELOPMENT

9.1.21. In order to maintain the central commercial role of the town which is a Service or District Centre for the area, new shopping outlets other than local convenience units will be restricted to the urban district core. Tourism related retail outlets are likely to form an important part of the town centre shopping area, and should help to stimulate renewal of the older parts of the town centre.

9.1.22. Planning permission has already been granted for a major "stand alone" recreational/tourist related complex at Rathmore, and for a boat storage facility at Middle Cove.

9.1.23. The Council will facilitate the provision of infrastructure required to serve these developments. However, the peninsula between Kinsale and Oysterhaven should not become the subject of sporadic development.

Infrastructure

9.1.24. Significant improvements have been made to the town's water supply system over the past 5 years, including the connection from Dunderrow using water piped from Innishannon. There is now sufficient water available to cater for all needs. There remains the problem of attempting to regulate pressure so that it is sufficient for the high level areas, and not excessive for areas at sea level. This problem results from the hilly nature of the environs. Improvements to the water supply network are likely within the next five years.

9.1.25. The use of a combined foul and surface water system in Kinsale has led to problems. In order to comply with EC Regulations (controlling the quality of discharge into estuarine waters) a treatment plant will be needed. A consultant has been appointed to advise on upgrading the system and has identified a site on the coast road west of the town. The acreage of the treatment plant to be located there will be minimised to conserve prime land. To control the quantity of storm water entering the existing system, new interceptor sewers need to be constructed. Any substantial new development areas will be required to have separate foul and storm water systems.

9.1.26. Sewage in the Scilly, Ardbrack and Summercove areas is discharged direct to harbour waters at present. This problem is also being investigated by the consultant.

9.1.27. Improvements to the Cork/Kinsale Road are continuing. In view of the special tourist role of Kinsale, these need to be carried out sensitively, with particular care in the design of verge areas. The 2 weight restricted bridges between Belgooly and Kinsale are currently being replaced. Selective strengthening of this road is also being carried out. Improvements to the "back" Kinsale road (from Halfway) are also scheduled, with selective strengthening of parts between Halfway and Kinsale. Major realignment of the Cork/Halfway section of roadway is currently being undertaken, providing an improved link for Kinsale to the SW side of the City.

Scilly

9.1.28. Scilly consists of a pattern of scattered development on a small peninsula in the harbour. The village has undergone considerable renewal and upgrading in the recent past, leaving only limited opportunities for further development. The pedestrian pathway linking it with Summercove has also been substantially upgraded with the co-

operation of the local community. The lack of drainage facilities and the flows of traffic to/from Summercove, particularly during the summer season, pose some problems to the "village".

9.1.29. There is an opportunity for an imaginative restoration of the warehouse and boathouse buildings on the tip of the peninsula. These are grouped around two old graving basins which could be a feature of any future development. Design will be vital, given its prominent location.

Summercove

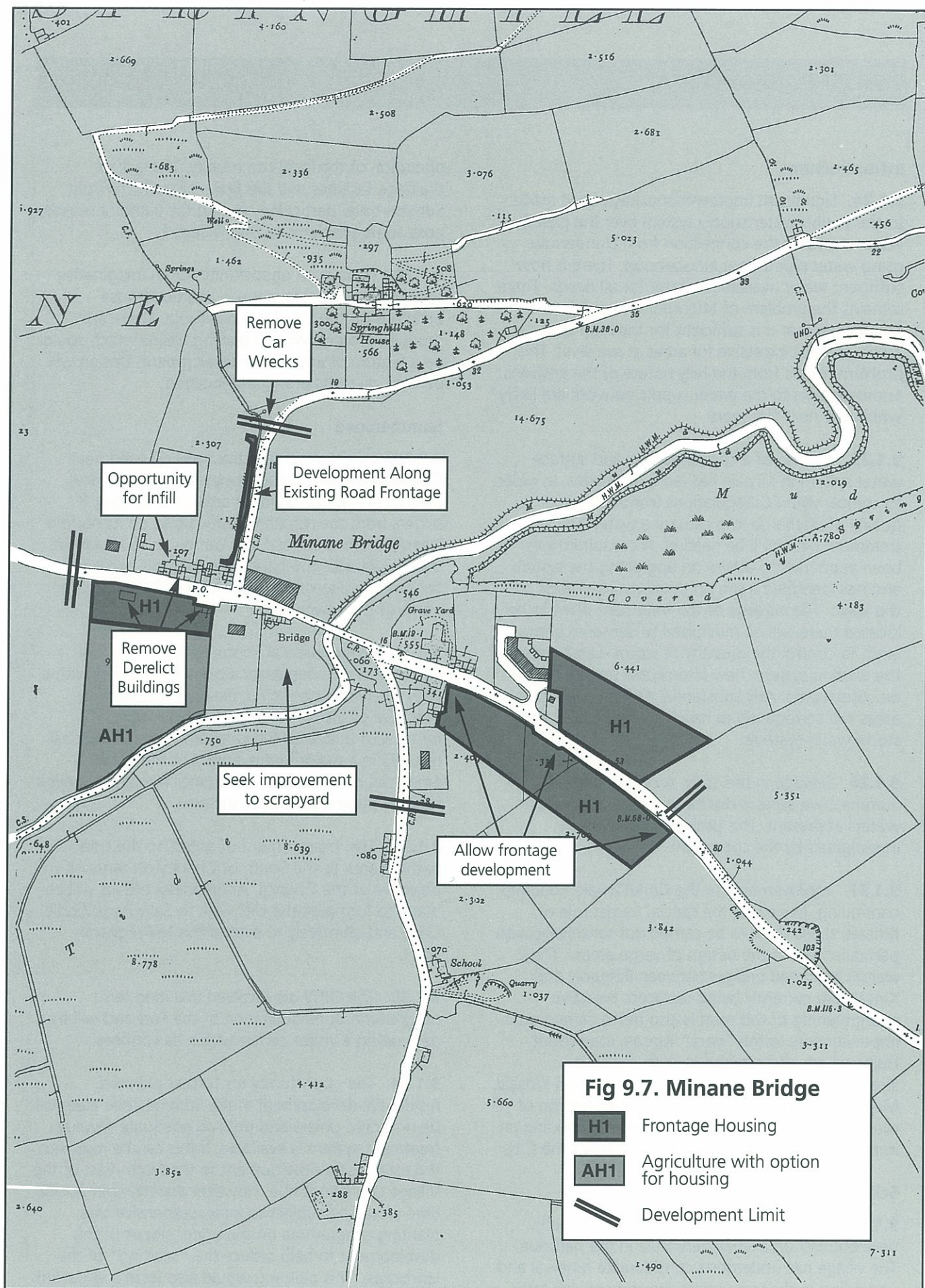
9.1.30. Summercove is attractively situated near Charlesfort and it attracts large numbers of (day) tourists during the summer season. Like Scilly, it suffers from the resultant traffic flows on its narrow steeply inclined street. Little can be done about this other than applying parking restrictions and high-lighting the alternative route to Charlesfort to the north of the village.

9.1.31. Environmental improvement works will continue where necessary around Charlesfort with a view to enhancing the recreational and amenity potential of the fort and its scenic environs. The removal of unauthorised caravans in the vicinity has resulted in a major improvement to the visual amenities of the area. The Council has also provided land for playing pitches in the area.

9.1.32. The improvement of access to the small bathing area to the South of Charlesfort remains an objective of the Council. Additionally, efforts will be made to formalise the cliff walk to Sally Port/Middle Cove and ultimately to extend this to Preghane Point.

9.1.33. The OPW are involved in a long term programme of rehabilitation of the Fort and will be developing a visitor centre within its confines.

9.1.34. The opportunity for further planned residential development in the Summercove area will be restricted unless and until an adequate sewage treatment system is available. If this can be resolved, the estate type development to the North-East of the Village could continue. However any new permission here would be subject to a comprehensive tree planting programme on the upper slopes of this development to help reduce the "scarring" of the landscape. This planting would also form a visual link with the existing deciduous woodland between Scilly and Summercove.



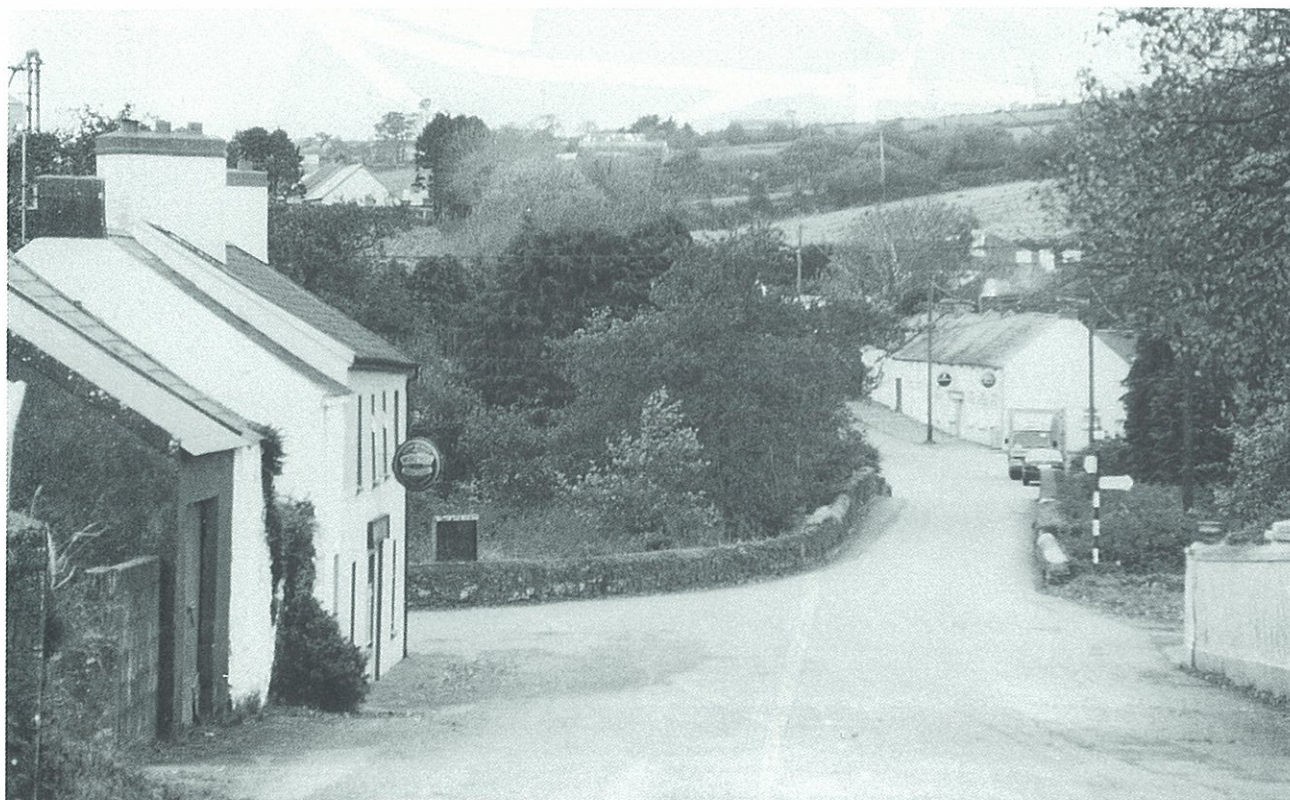
9.2.1. This small village, situated some 7 km. south of Carrigaline and on the main route to the coastal resorts of Ringabella, Robert's Cove and Rocky Bay, is considered to have a useful role as a local service centre.

9.2.2. In addition, it is one of the rural settlements designed to provide an alternative to building in the countryside. The controls proposed to limit this are likely to encourage more housing development in the village. There was very little development there in the past 5 years.

9.2.3. While the water source is adequate, treatment and storage needs upgrading. The likely level of demand for new housing could be accommodated on sites with individual septic tanks, as there is no public sewer.

9.2.4. Capacity exists for frontage development, to the east of the village as far as the stop limits. At the western end of the village there are some derelict buildings on both the north and south sides of the street. Their removal would create an opportunity for infill development (on the northern site) and more comprehensive residential redevelopment on the southern site.

9.2.5. New developments should, as far as possible, respect the scale and character of the village by maintaining existing building lines and by the selective use of materials and facade treatment.





9.3.1. Riverstick is situated on the Cork-Kinsale regional route approximately 9 miles south of the City. It has a good level of services with shops, a post office, church, petrol station, pubs and sports facilities and a very impressive community centre. The only service lacking in the village is a school which is located on the outskirts of Belgooly at a distance of 2 miles approx.

9.3.2. It is a good location to cater for those wishing to live in a rural area. A variety of locations have been identified and zoned within the village. Like Minane Bridge, it is one of the rural settlements designed to provide an alternative to building in the countryside.

9.3.3. Water supply in the village is satisfactory at present. As there is no sewerage system in Riverstick, any large scale development would need to provide its own treatment facilities.

9.3.4. A site has been reserved fronting the main road for commercial development. Proposals for this site will be assessed on the basis of its visual and economic contribution to the village.

9.3.5. Additional car parking adjoining the church is needed for safety reasons (ie to prevent parking on the main road).



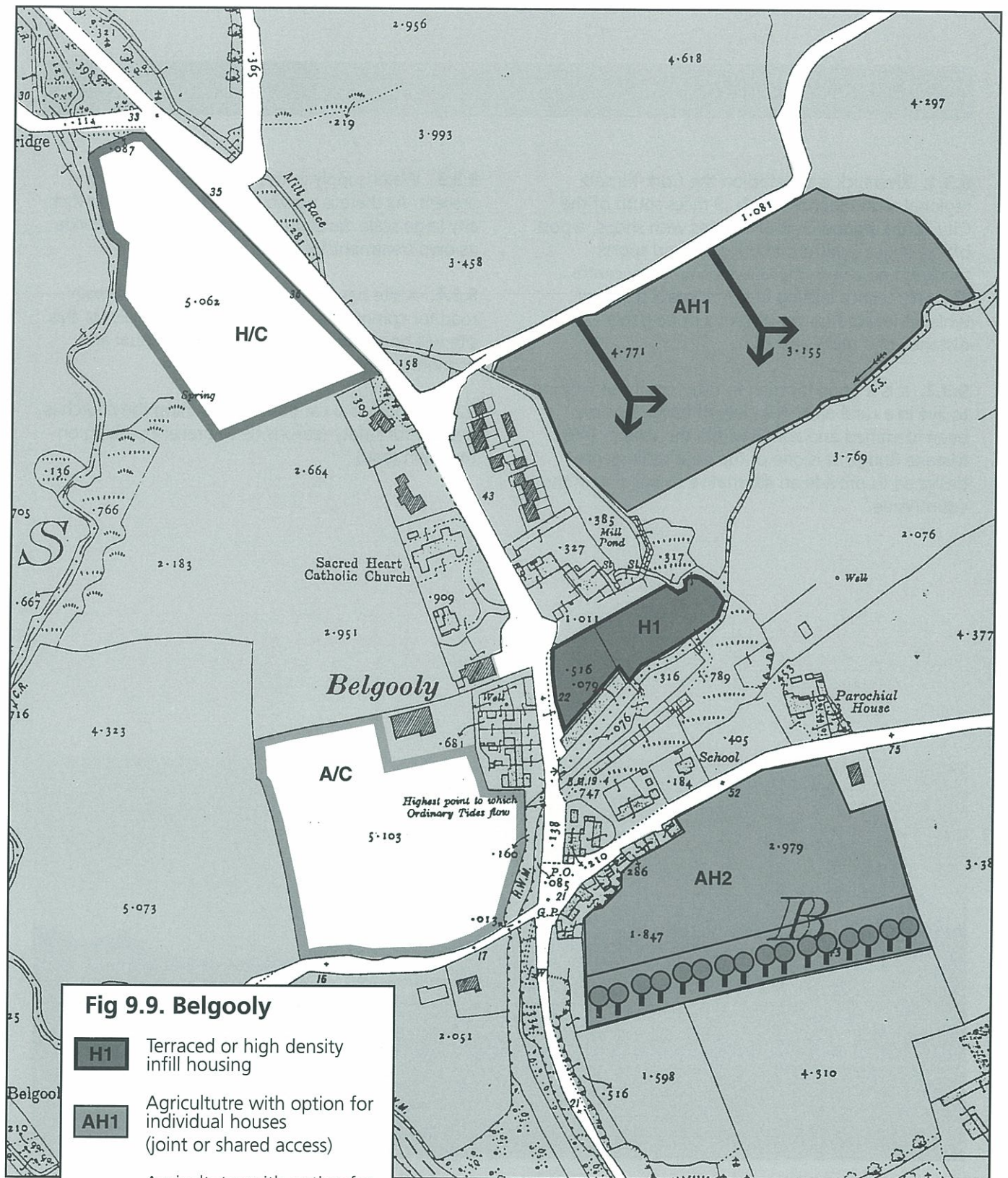


Fig 9.9. Belgooly

- H1** Terraced or high density infill housing
- AH1** Agriculture with option for individual houses (joint or shared access)
- AH2** Agriculture with option for group of houses (single access)
- H/C** Housing site with option for caravan / camping Park
- A/C** Agriculture with option for caravan / camping Park
- Forestry
- Access Point

9.4.1. The village situated north-east of Kinsale, forms an attractive settlement on the main Cork road. With a population of less than 150, it has a good range of basic facilities and a capacity to accommodate further development by concentrating some of the demand evident in the surrounding rural area.

9.4.2. An award-winning, Council infill housing scheme has added much to Belgooly's charm. Some renewal has occurred and environmental improvements would be further encouraged by attracting private development into the village.

9.4.3. The construction of a new primary school at some distance outside the village to the north-west has had the effect of "pulling" new housing in this direction. Because of the lack of infrastructure and distance from the village, the council will restrict further housing in this area. Instead new housing will be directed to convenient and serviceable sites within the village.

9.4.4. Belgooly is sufficiently close to Kinsale to benefit to some extent from property market pressures there. Specifically:

(i) the housing controls proposed for the rural area within 3 miles of the town should divert some demand to Belgooly. Several areas at the edge of the village are zoned for housing. The sites zoned are capable of accommodating a range of different house types but the predominant demand is likely to be for "one-off" housing sites. These can be grouped in clusters to reduce servicing costs.

(ii) Belgooly is a possible location for a camping/caravanning site serving the Kinsale area, as it is well placed for users coming from Cork, Ringaskiddy and the Glenbrook ferry. Two alternative sites immediately to the west of the village are indicated on Figure 9.9.

9.4.5. Water supply is adequate but the network needs upgrading, and may also need future treatment. There is a sewerage network, discharging direct to the estuary.



9.5.1. This attractive village situated some 9 km. to the south-west of Kinsale has a good range of basic facilities, and a limited capacity to accommodate further residential development. It will be the Council's policy to channel the ribboning that is presently occurring between Kinsale and Ballinspittle into the village.

9.5.2. Over-reliance on the Council's housing programme to achieve renewal is seen as undesirable. Attractive opportunities exist to accommodate private housing and these will be provided.

9.5.3. The village's location on the main access road to Garrettstown and Garrylucas strands, places it in a good position to benefit from passing and holiday based trade during summer months. Conversely, the related through traffic detracts from the village's environment. Some potential exists for private local services based on holiday/tourist traffic and this could be exploited. Maintenance of low traffic speed through the village should continue through retention of the irregular street lines.

9.5.4. Three sites have been identified within the village as suitable for residential development. These are shown on Figure 9.10.

9.5.5. There is a problem with iron and manganese intrusion into the public water supply, which becomes acute at peak demand during the summer. Improved treatment facilities, and/or implementation of the Ballinadee/Ballinspittle/Garrettstown water supply scheme, are needed to resolve this problem.

9.5.6. The lack of sewerage facilities is likely to inhibit all but small scale development and needs to be remedied if the village is to develop. Small scale development can be accommodated in the short term by permitting individual bored wells and septic tanks.



9.6.1. Garrettstown, and the adjacent Garrylucas area, is primarily a seasonal holiday resort and caters for both day trip and holiday based demands. Situated about 8 km. south-west of Kinsale, the area's seasonal recreational functions should be further promoted commensurate with the enhancement and protection of the area's amenities.

9.6.2. The Council's objective for the removal of the plethora of unauthorised caravan parks in the Garrylucas/Garrettstown area has been partly achieved during the last plan period. This has resulted in considerable environmental and visual improvement to the area.

9.6.3. The area lacks a public sewerage system. There are severe water supply problems during peak season. Unless these difficulties can be resolved planned development will be seriously curtailed.

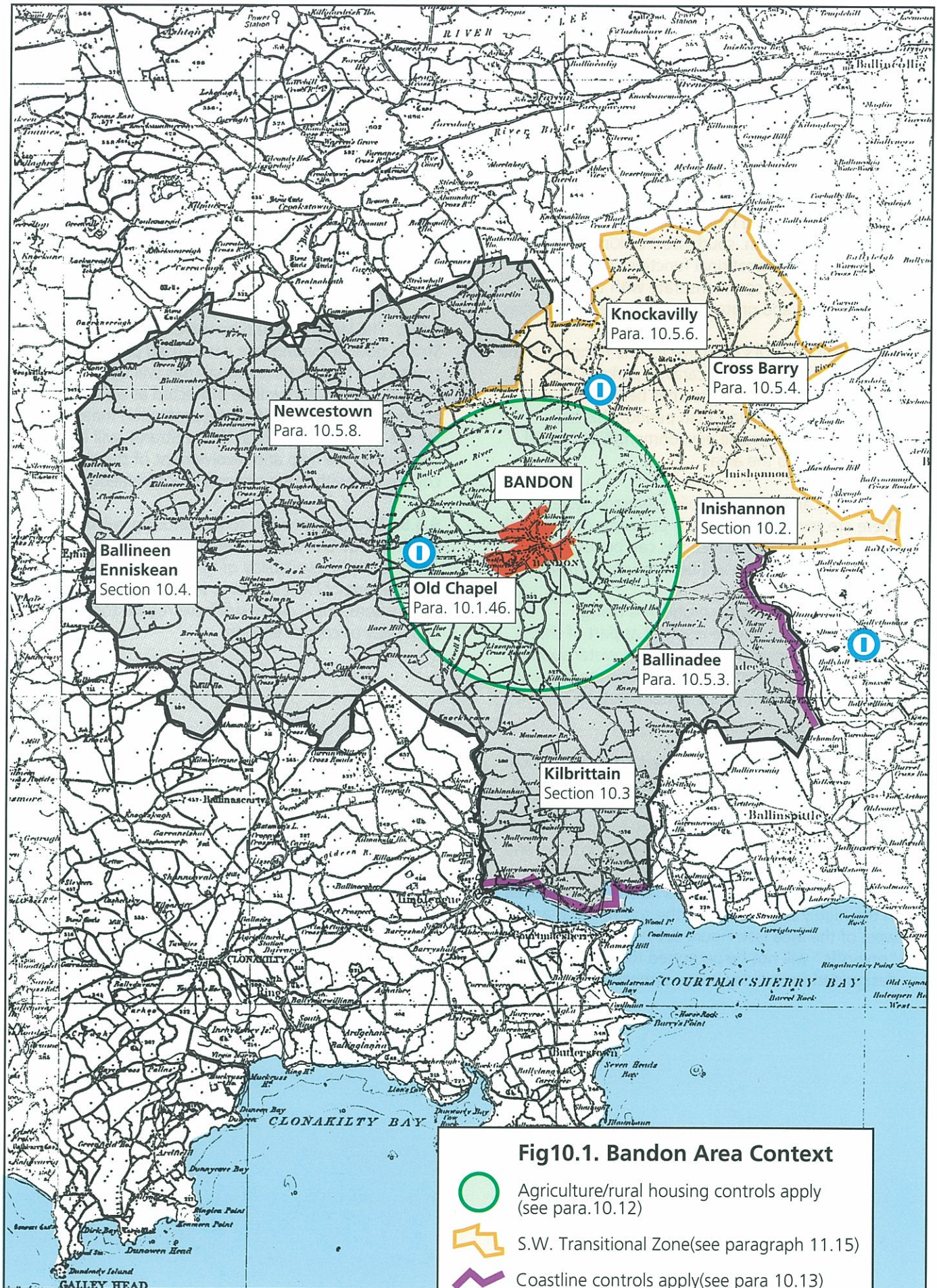
9.6.4. The water supply problem is being investigated and may be resolved as part of the Ballinadee/Ballinspittle/Garrettstown water supply scheme. Treatment capacity to reduce the iron and manganese content of the water needs to be increased.

9.6.5. A number of sites deemed suitable for small groups of holiday homes have also been identified adjacent to the built-up part of Garrettstown. Their development will, however, be dependent on the provision of a public or group drainage system, and improvement to the water supply. Pressures for "one-off" holiday housing will be strictly controlled in the highly scenic areas to the south, north and west of the area (see Figure 9.11). Additionally, "one-offs" will not be permitted to locate on sites designated for holiday home complexes.

9.6.6. A further 4 acre site on the main approach road to Garrettstown from Ballinspittle is suitable for a well designed holiday homes complex (subject to services). On-site recreational facilities would enhance the attractiveness of this site as a based holiday centre.

9.6.7. The lands acquired by the Council at White Strand now accommodate a well used pitch and putt course and further recreational uses will be located here. Kilcolman Bog will be protected as an area of ecological importance. Coastal protection measures for the area, particularly at White Strand, will be continued. The help and involvement of the local community with these projects is acknowledged.

9.6.8. Efforts to prevent coastal erosion will be continued at Garrylucas Strand. Further works will depend on the availability of finance and the involvement of local interests. In assessing individual applications, the Council will have regard to the possibility of coastal erosion.



10. THE BANDON AREA

10.1. The Bandon area has had a slightly above average rate of population growth (Table 10.1), reflecting some growth in commuting into the LUTS area, as well as a reasonably solid employment base. Despite this, high emigration stopped population growth in the area in the 1986-1991 period.

Table 10.1
Population trends, Bandon Area* 1971-1991

Census	Population	% change per annum since previous census	
		Bandon RD	County (excl. Cork RD)
1971	11865	-	-
1979	12812	+0.96	(+0.95)
1981	13084	+1.07	(+0.69)
1986	13547	+0.70	(+0.25)
1991	13448	-0.15	(-0.39)

* Bandon Area defined as Bandon RD, excl. Ballygroman, Kilbonane and Moviddy DEDs

10.2. Bandon town and environs (population 4,741 in 1991) is much the largest settlement in the area, but its population was static in the early 1980s and lost 4% of its population in the later 1980s.

10.3. The population of smaller settlements and rural areas has been rising. The other settlements with populations of 150+ are Innishannon (319), and Ballineen/Enniskeane (611).

Employment

10.4. Bandon Rural District has a reasonably well diversified employment base. Overall manufacturing employment has been stable, and modern pharmaceuticals and electronics industries are balanced by traditional industries (food, engineering, concrete products) and by strong commercial/distribution functions.

10.5. There are geographical reasons for this. The traditional industries remain largely based on the area's agriculture and natural resources. Proximity to Cork City has made it easier to attract modern industries into the area. Bandon town is the largest town west of the LUTS area, and is able to provide a range of middle level commercial services to an extensive hinterland.

10.6. Access to the City, and indirectly the capacity of the area to attract modern industry, should be improved when the current Cork Halfway road improvement is complete. Another effect will be to stimulate longer distance commuting, which is not particularly desirable in itself, but could help develop Bandon as a residential centre, and widen the range of employment opportunities available. (In 1986, 17% of the workforce in Bandon town travelled more than 15 miles to work).

10.7. Industrial employment in the Bandon area is relatively dispersed, with only a minority located in the town itself. This contributes to the concentration of population growth outside the town noted earlier.

Job Needs

10.8. The estimated need for extra non agricultural jobs in the Bandon area to the year 2001 is 650-900 (depending on the level of emigration). This is a formidable challenge.

10.9. Completion of the by pass to the south of Bandon could be used to open up additional areas for new light industrial and industrial distribution functions, while also improving prospects for service activities in the town core area. These areas could provide some additional manual employment, which is important because of the number of unemployed in the unskilled category.

10. THE BANDON AREA

10.10. The food industry is an important source of employment in Bandon. Bandon needs to attract additional food businesses which can benefit from linkages with existing food industries in the area, eg by further processing of food products to increase added value. The Council's role in this is limited, but includes monitoring availability of suitable property, and encouraging exploration of the potential in this area by industry principals and specialist agencies.

10.11. Growth in employment in modern industry is occurring at Schering Plough. There is a 16 acre IDA site adjoining Alcatel, west of Bandon Town.

Housing Needs

10.12. Housing need for the Bandon area for the decade 1991-2001 is estimated at 4-500 additional units. Around one third of these should be accommodated in Bandon. Innishannon has been expanding, and is well placed to cater for housing arising from the Brinny and Dunderrow plants, so zoning has sought to increase housing land supply there. Additional land has also been zoned in Ballineen/Enniskeane, Kilbrittain, Ballinadee, Cross Barry, Knockavilly and Old Chapel. Zoning policy is designed to encourage provision of a range of housing types, so as to increase housing choice.

10.13. The rural housing policy outlined in Chapter 3 (paras 3.21-3.28) involves an objection in principle to new individual houses in areas where projections show strong pressure for development and a danger of unduly high densities. This will apply to rural areas within 3 miles of the junction of South Main St. and Market St., Bandon.

10.14. This objection in principle will not apply to houses for descendants of the landowner and established residents of the immediate rural area (see para.3.25). It will also not apply to others working in rural industries in the SW transitional area, subject to housing market conditions (see para 3.30). Coastal controls in Courtmacsherry Bay are as for the Kinsale area (see para. 9.19).

10.1.1. In the 1980s, Bandon benefitted from significant industrial development in the surrounding area, and also developed its service functions, but the population of the town has declined.

Table 10.2.

Population of Bandon Town and Environs 1981-91

	1981	1986	1991
Scheduled Town	2055	1943	1736
Southern Environs	2401	2489	2531
Northern Environs	479	494	474
Total	4935	4926	4741

Strategic Choices

10.1.2. Bandon is now at something of a turning point, being faced with a number of significant problems, decisions and opportunities which are inter linked. In the current uncertain economic climate, it is very important that the opportunities are grasped.

Economic Opportunities

10.1.3. The main opportunities arise from road improvements which will greatly improve accessibility between Bandon and Cork City. Better access to the educational institutions in the south west of the City should make Bandon a more attractive location for technology based industry. Better communications should also offer further opportunities for development of the town's industrial and commercial services.

10.1.4. Growth of industries close to Bandon, together with improved access, should allow real growth in its housing role. To realise these opportunities, suitable locations for such growth have to be created, and the attractiveness of the town enhanced.

Traffic and Environmental Problems

10.1.5. The main problem is the conflict between through traffic and the existing functions of the town. The traffic problem is obvious, since it affects not only local traffic but access to most of West Cork.

10.1.6. The impact on the town is less obvious, but in the long run, perhaps even more serious. The amenities of Bandon are being seriously eroded by traffic volumes and congestion. This problem is having a direct and serious impact on the housing stock of the town by loss of amenity and possibly also through development blight caused by the search for interim road proposals in the town core area.

10.1.7. The net effect is likely to be to discourage investment in existing buildings in the town, with the medium term risk of significant dereliction. If this occurs, Bandon will certainly not be in a good position to grasp the opportunities currently available.

10.1.8. Bandon is a town of special architectural importance in a pleasant riverside setting surrounded by rising land north and south. The dominant building form is terraced housing, with a number of fine public buildings. The special architectural interest of the town is a real asset to it. However, it can only be maintained if the environment of the buildings is good enough to make continued use for housing and other purposes an attractive option.

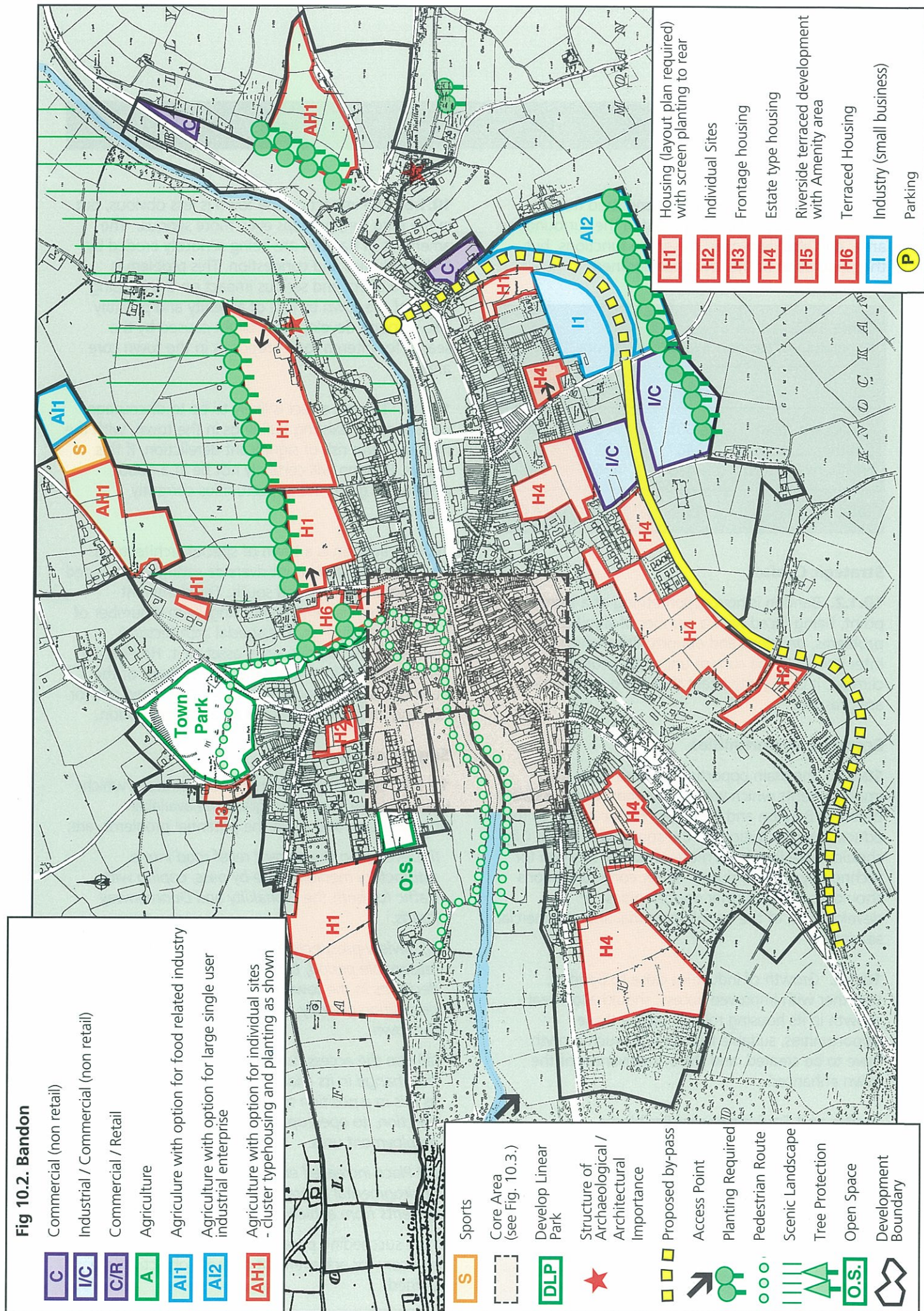
Suggested Strategy

10.1.9. The main components of a strategy which would enable Bandon to grasp the available opportunities, and avoid the potential problems, are:

- (i) *Developing the current relief road into a satisfactory medium scale by pass, coping with traffic for both the Clonakilty and Dunmanway Roads.*
- (ii) *Review prospects for achieving (i) within a reasonable period, before making any further decisions in the town core area involving demolition or likely to put pressure on the fabric of the town*
- (iii) *Use the access function of the relief road, and the change in its character which will occur as soon as it is in a position to serve a significant traffic function, to open up attractive new areas for employment uses.*
- (iv) *Place increased emphasis on conservation and environmental upgrading so as to maximise the benefits from achieving the above objectives.*

In the succeeding paragraphs, the measures necessary for achievement of these objectives are outlined:

Fig 10.2. Bandon



A. THE RELIEF ROAD ISSUE

10.1.10. Bandon needs a by pass or relief road route to channel through traffic around rather than through the town. Topography has made selection of such a route difficult, but the most practical route, from the point of view of capitalising on work already done, is shown on Figure 10.2. This should be attractive to traffic for Clonakilty and Skibbereen. Traffic bound for Dunmanway and Bantry could be facilitated by upgrading the link from the Clonakilty Road via Baxter's Bridge, so reducing the need for it to pass through the older parts of the town.

10.1.11. As a complete outer relief road was not in prospect during the late 1980s, this resulted in renewed interest in interim solutions involving traffic management or town core by passes. Such solutions have their limitations, as they are not likely to be adequate except in the short term from a traffic point of view, and could well be damaging to the physical fabric of the town. The Council will investigate the possibility of bringing forward the outer relief route, before proceeding further with the inner relief route proposal via St. Patrick's Quay.

B. ZONING FOR EMPLOYMENT GROWTH

10.1.12. Bandon, like Macroom and Kinsale, operates as an extension to the LUTS area with significant employment in the pharmaceutical and electronic sectors. The pattern of location for these large industrial projects has tended to be dispersed and in out of town locations, such as Schering Plough in Brinny and Alcatel some 4kms. west of Bandon.

10.1.13. Some 16 acres of IDA land remains available at the Alcatel site and the Council owns 20 acres of industrial land to the south of the town. This land should become very attractive for development when the by pass is constructed. In the interim, access to the site can be easily achieved by Casement road or Parnell street.

10.1.14. There is a real opportunity for positive interaction between the provision of the by pass and the opening up of accessible serviced industrial and commercial lands to the south of the town. A large commercial enterprise zoning will help create the opportunities for economic growth as well as forming a suitable edge to the southern periphery of the town.

10.1.15. This section of land has been divided into parcels for different industrial/commercial uses, and with different characteristics:

- *The land at the E end of the by pass is particularly important in terms of the visual impression it will create of Bandon for users of the by pass.*
- *The site zoned AI on the south side of the by-pass is sufficiently large to accommodate a large single user.*
- *The lands on the north (town side) of the by-pass (zoned I1) are suitable for a small business park.*
- *The central lands, (zoned IC) are well positioned to offer a suitable location for distributive functions which Bandon has traditionally attracted. These include bulk retail items (cars, agricultural machinery etc) but not conventional town centre retailing.*

C. HOUSING IN THE ENVIRONS

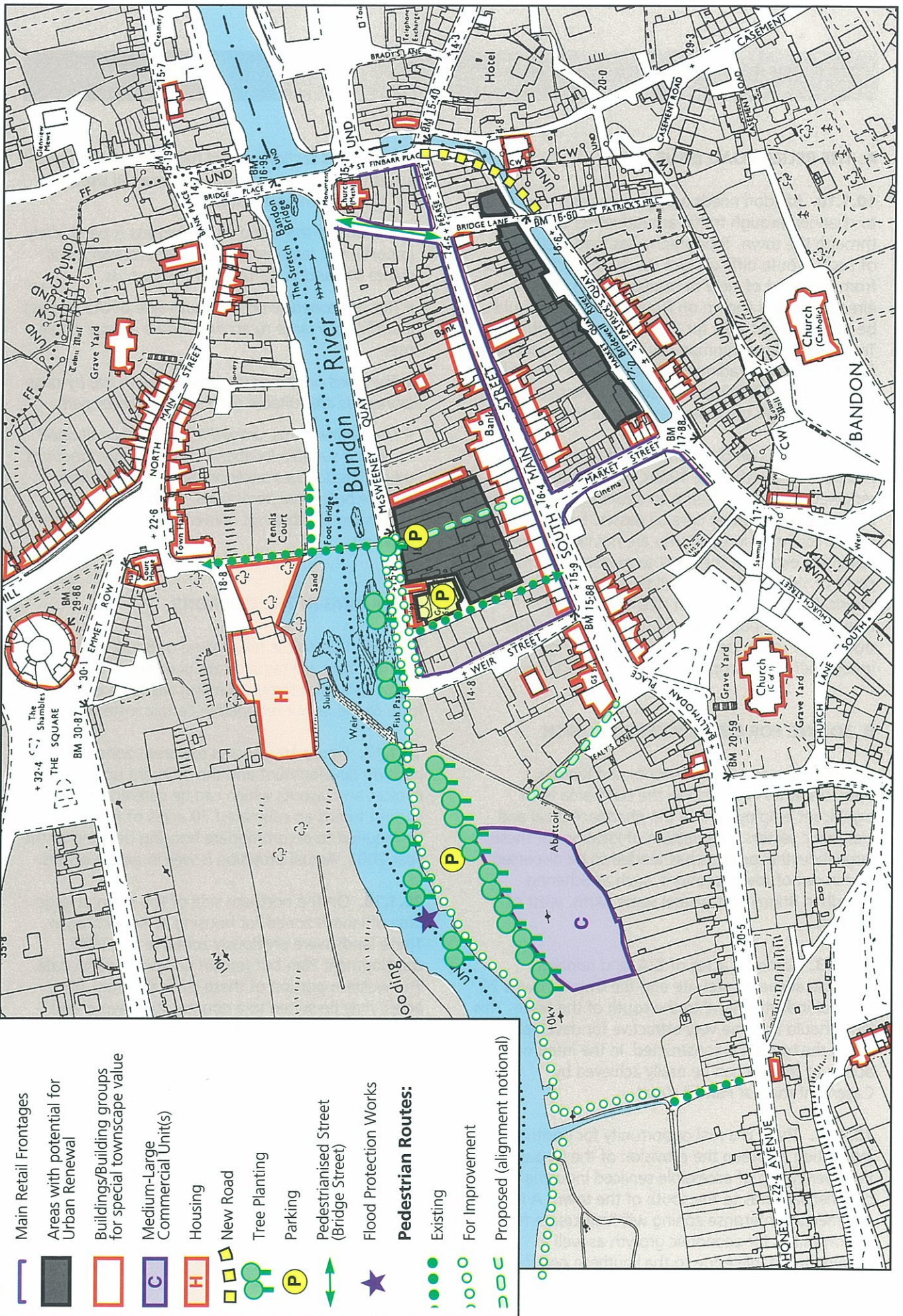
10.1.16. Due to the hilly nature of Bandon, housing on the slopes will require careful design and landscaping and screen planting will form an integral form of the layout required in certain instances.

10.1.17. Figure 10.2 shows the areas zoned for housing development and the different housing choices and layouts which can be catered for. On current trends an estimated 70 acres of land would be required to accommodate housing demand to the year 2001. Actual provision is well in excess of this.

10.1.18. On the northern side of the town, a large area of land is zoned for housing at Knockbrogan. These lands were previously zoned in the 1986 Development Plan but remain undeveloped to date. The western portion of these lands (approx. 10 acres) may be suited to a country lane layout and this could make development here a more realistic proposition. The lands command fine views southwards over Bandon, and are close to the town centre. The lands are high, making screen planting to the north necessary.

10.1.19. A site on the western side of Cork Road (H6) has also been zoned for residential development. Terraced housing would be well suited to this site which slopes southwards and westwards and will overlook the new linear park. The site is within walking distance of the town centre.

Fig 10.3. Bandon Town Core Area



10.1.20. Further housing can be accommodated in the estate currently being developed at Kilbrogan Cross Roads. Infill frontage development is possible at Kilbrogan Street.

10.1.21. The recently constructed section of by pass to the south of the town has opened up land there. There are currently outstanding permissions for c. 60 housing units here.

10.1.22. A new housing site of approx. 13 acres has been identified near the eastern end of the town at Ballylangley. The site commands pleasant views of the wooded slopes to the north, has immediate access to the main Cork Road and could accommodate high quality housing on a clustered individual house site layout. Planting on the lower slopes would be essential to provide a visual barrier to the commercial development along the main road.

10.1.23. Local authority housing development will continue on the lands to the north of Haig Gardens with access from Castle Road. Private housing is envisaged on lands to the immediate east. The existing mature trees and hedgerow on site should be retained.

D. CONSERVATION AND THE EXISTING URBAN FABRIC

10.1.24. Bandon has an exceptional stock of Georgian buildings, including a number of fine terraces. The size and age of some of the buildings makes their maintenance as single family units difficult. To promote their maintenance and retention:

- *their conversion to office use or flats will be permitted in buildings of 2000 sq ft + (excluding cellars and attics), providing the Council is satisfied that the building will be adequately used as a result (ie not have a problem of vacant or underused upper floors) and that necessary conversion, refurbishment and restoration will be carried out to a good architectural standard*
- *such conversion will not normally be permitted where the house is less than 2000 square feet and has a back yard or garden of 250 square feet or more.*

10.1.25. The main buildings and building groups of special townscape value to Bandon are shown on Figure 10.3. These buildings should be protected from inappropriate alterations. Inappropriate replacement windows (particularly aluminium and PVC windows) and doorways are a real problem in Bandon at present, and are destructive of the character of the town. Windows and doorways are a particularly important part of the character of Georgian houses. Replacements and alterations are not exempt from the need for planning permission if they are inconsistent with the character of the building, or of adjoining buildings.

Infill

10.1.26. The Council welcomes proposals for infill development within existing residential areas where these will be compatible with or upgrade the existing built environment. The scale and design of the existing housing stock will have to be respected but the use of innovative design will be welcomed where this makes a positive contribution to the character of the area.

10.1.27. The new by pass will also relieve some of the environmental problems being experienced by residents in the town core. This should make rehabilitation and infill housing more attractive options, and should encourage more renewal in older parts of the town.

E. COMMERCIAL DEVELOPMENT AND URBAN RENEWAL

10.1.28. The Census of Distribution shows that while employment in retailing in Bandon was static between 1977 and 1988, floorspace increased substantially:

Table 10.3.
Retail Activity, Bandon, 1977-88

	1977	1988	% change
Floorspace (sq.ft)	54500	84600	+55
Numbers Engaged	389	391	+1
of which employees	230	253	+10

10.1.29. There does not appear to be any shortage of commercial property at present. Future growth will depend partly on how far edge of City retailing is allowed to grow on the south west side of the City: the Council's policy is one of containment in that area.

10.1.30. The large site at Market Street (identified in the 1986 Plan) has been redeveloped as a library and supermarket. In order to concentrate demand in the central core substantial retailing operations will not be permitted away from the town core.

10.1.31. The proposed shift of policy away from reservations for internal by passes within the core of the town and towards reliance on an external by pass should increase confidence in the town centre and avoid the risk of blight. Once the proposed external by pass is in operation, a traffic management plan for the town should be considered to increase the attractiveness of the town to shoppers and pedestrians. Experience elsewhere shows that a good urban environment attracts shoppers, and it will also help Bandon capture some of the large volumes of tourist traffic heading for West Cork.

Areas to the Rear of South Main Street

10.1.32. The principal shopping street in Bandon is South Main Street. The property along South Main Street is laid out in long narrow lots extending back to McSweeney and Market Quays. This provides rear access and room for expansion for many of the businesses, but the number of properties involved makes coordinated development of back yards difficult, and means that the town is turning a not very attractive back on the Bandon and Bridewell Rivers.

10.1.33. A medium term policy framework, outlining the broad direction of development over the next 20 years, is desirable if we are to provide for commercial growth while avoiding piecemeal alteration of these quayside areas for commercial development, parking and traffic. This framework is summarised in Figure 10.3., which indicates areas for different types of retail expansion, urban renewal, and parking.

(a) McSweeney Quay

10.1.34. Some renewal has occurred at the Weir Street end of McSweeney Quay, there is a pedestrian flow from the north side of town across the footbridge, and there is an attractive traditional warehouse facing the river between the footbridge and Weir Street. We should make use of these assets.

10.1.35. One way of renewing the area would be to create a square with central parking south of the footbridge, with existing character buildings being retained and upgraded. Alternatively, the area between the quay and South Main Street might be redeveloped for a substantial anchor store, with frontage buildings of value being retained. A more direct pedestrian link from the footbridge through new shopping facilities to the Market Street/South Main Street junction is desirable.

10.1.36. Revision of the traffic layout in the area may become necessary if substantial further commercial development takes place. Where possible, pedestrian areas should be extended (eg widening of McSweeney Quay pavements). Bridge Street has also been suggested for possible pedestrianisation, but this will be reviewed if the traffic layout is altered.

(b) Site West of Weir Street

10.1.37. The reclaimed site west of Weir Street could support town centre functions by development for a mixture of

- *larger commercial outlets (with an appropriate mix of small units, so as to avoid vacancy closer to the town core),*
- *riverside parking (with provision for attractive treatment of the river bank)*

There is a current proposal for light industrial use on riverside land to the west of this reclaimed site. This area has been included within the development boundary, but satisfactory access and flood protection would need to be achieved before it could be developed.

(c) The Bridewell River Quays

10.1.38. The Bridewell River is an exceptionally attractive feature of Bandon. It is an objective of this Review to preserve the houses on St Patrick's Quay, and the trees on the river bank.

10.1.39. To develop this asset, commercial or residential uses will be encouraged on Market Quay, in 2 storey buildings with pitched roofs (plus an additional attic storey if within pitched (rather than mansard roof), and are well enough designed to make the most of a quay side location. If these were facing gable end to the Bridewell River, they could more easily be combined with retention of vehicle entrances.

10.1.40. Council owned land on the Bridewell River could be used for a pub or restaurant with a south facing sitting out area beside the river. This could act as a catalyst in making people more conscious of the attractiveness of this area, and extending suitable development west along Market Quay.

(d) Parking

10.1.41. As a general principle, expenditure on additional parking is only justified when efficient use of existing central parking areas has already been secured by time limits or a disc scheme. While additional parking areas are envisaged at McSweeney Quay and Weir Street, this should be preceded by introduction of appropriate controls.

(e) The town environment

10.1.42. A series of pedestrian routes focussing on the riverside have been identified. (see fig 10.2). A linear park between the new heritage centre at Christ Church in North Main Street and the existing town park on the northern side of the town is intended to increase the attractiveness of the northern section of the town and provide a direct pedestrian link. Development of an east/west walking route linking the Cork Road with Lovell's Hill will be sought in association with future development of the adjoining lands for housing.

10.1.43. The amenity and scenic value of the northern slopes has been acknowledged in the use of the scenic amenity designation. This designation is also used to protect the attractiveness of the riverside lands to the east and west of the town and to protect the beautiful woodlands of the Castle Bernard Estate.

10.1.44. The Council has recently completed stage 1 of its restoration programme on Bandon's town walls. Further work will continue on these as money becomes available.

Entry Points

10.1.45. The main entry point into Bandon are from the Inishannon and Clonakilty Roads. First impressions are psychologically important. While most of the commercial development along them is of reasonable quality, further extension of strip development beyond the sewage treatment works on the Inishannon Road and beyond Oldchapel on the Clonakilty Road, would not be helpful. Within these limits, existing commercial areas on the two roads will not be allowed to convert to conventional high street retailing, which is more appropriately

located in the town core areas, where retail uses can support each other more effectively and conditions for pedestrians are better.

Oldchapel

10.1.46. Oldchapel is situated 1 mile approx. from Bandon on the Clonakilty road. The village has been by passed in recent years by the National Secondary Road.

10.1.47. In the past commercial development has taken place fronting onto the National Secondary road but this will be discouraged in future in the interests of reducing the visual impression of straggle, and traffic hazard.

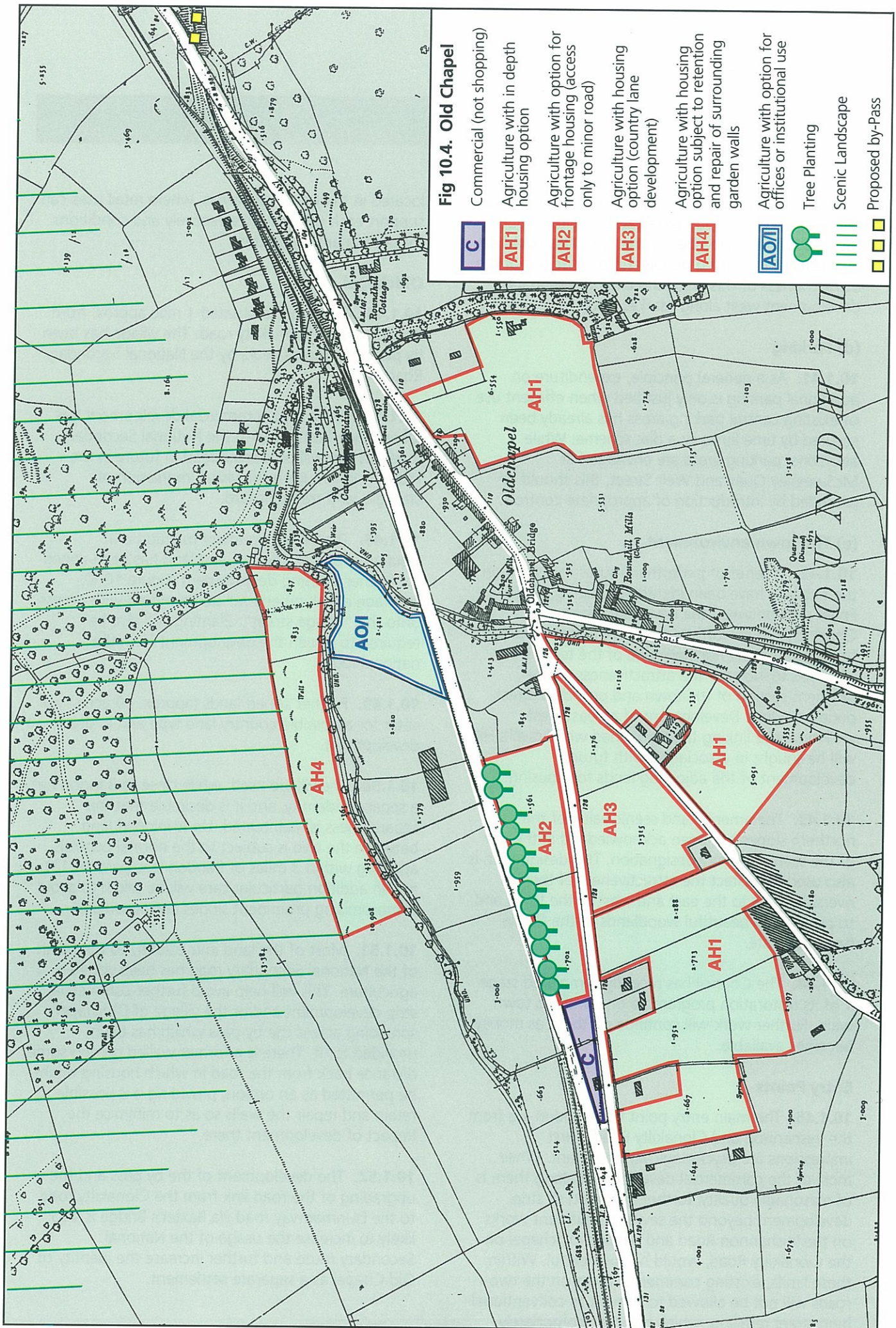
10.1.48. The village's primary function is a residential one and to this end land has been zoned for further housing development (Figure 10.4). Frontage development will be permitted with access onto the "village street". Planting will also be required to screen the development from the national route.

10.1.49. Further zoned lands (approx. 20 acres) will cater for a possible country lane type and in depth development.

10.1.50. The village itself, while close to Bandon has a separate identity, and it is desirable that this separateness is maintained. Undeveloped land between the two is subject to the normal controls applying within 3 miles of Bandon (see para 10.13), and in addition particular care will be taken to avoid compromising prominent slopes and woodland.

10.1.51. Most of the land immediately to the north of the National Secondary road has been zoned agriculture. This will help avoid further commercial strip development and/or the village of Oldchapel spreading across the by pass which has been provided for it. There is a former walled garden some distance back from the road in which housing might be permitted as an option, providing it is possible to retain and repair the walls so as to minimise the impact of development there.

10.1.52. The development of the by pass and the upgrading of the road link from the Clonakilty road to the Dunmanway road via Baxter's Bridge is also likely to increase the usage of the National Secondary route and further increase the identity of Old Chapel as a separate settlement.



10.2.1. This attractive village is located in scenic landscape on the main Cork-Bandon road, N.72, some 7 km. north-east of Bandon. In the 1986 Development Plan Innishannon was designated a "priority village" because of its potential to accommodate "one-off" housing demand in its rural environs and its role as a local service centre.

10.2.2. This designation has had some effect. Zoned land to the north of the village has been developed for 15 houses in recent years and there are current proposals for further residential development on adjoining lands. The cluster layout of individual sites is attractive and has helped to consolidate the village.

Role in Providing for Housing Demand

10.2.3. Innishannon is close to substantial industrial plants in rural areas at Brinny and Dunderrow, and this increases housing pressures in its hinterland. This Plan aims to accommodate more of these pressures than in the past through increased availability of housing land.

10.2.4. Further lands to the north and north west of the village are zoned for housing so as to allow for this expansion. A variety of housing types are allowed for.

10.2.5. Because of the topographical nature of the area surrounding Innishannon, nearly all development opportunities will occur on the north side of the village. An exception to this is the Council housing scheme on the south side of the main street where 9 houses have already been constructed. A further 4 dwellings are currently under construction there.

Infrastructure

10.2.6. Poor sight lines at the junction of Bohernasop and the main road pose difficulties for existing development, which could become more acute as additional development occurs. Traffic management measures (eg paired traffic lights at the Bohernasop and the Rock road junctions) are suggested.

10.2.7. In the longer term, a by pass to the south of the town is a possibility. This could be beneficial, providing it were possible to avoid two important heritage buildings: the Market House, and the old Church tower and graveyard.

10.2.8. Both water supply and public drainage facilities are adequate for anticipated residential demand over the plan period. Localised improvements will be related to development needs. Some concern has been expressed about the overflow of septic tank effluent into the river from individual properties on the south side of the village. Treatment and provision of a storm water drain is likely to be needed.

Urban Character

10.2.9. Innishannon not only possesses an interesting streetscape with a number of fine individual buildings, it also has potential for the improvement of riverside amenities including the tidying-up of its historic churchyard.

10.2.10. The quality of its main street is exceptional for a village of this size, and is an additional argument for developing the village.

10.2.11. Renewal of street properties, particularly some of the fine larger buildings, is desirable and will be encouraged and facilitated. Efforts will also be directed to the removal and replacement of the unsightly derelict property at the entrance to the town, on the Cork side. The Council will, where necessary, use its powers under the Derelict Sites Act to ensure the renewal of derelict houses within terraces given the serious threat that continued dereliction can pose for adjoining properties.

10.2.12. The construction of a riverside walk from the Churchyard to the bridge will be investigated. The co-operation of the GAA would be required.

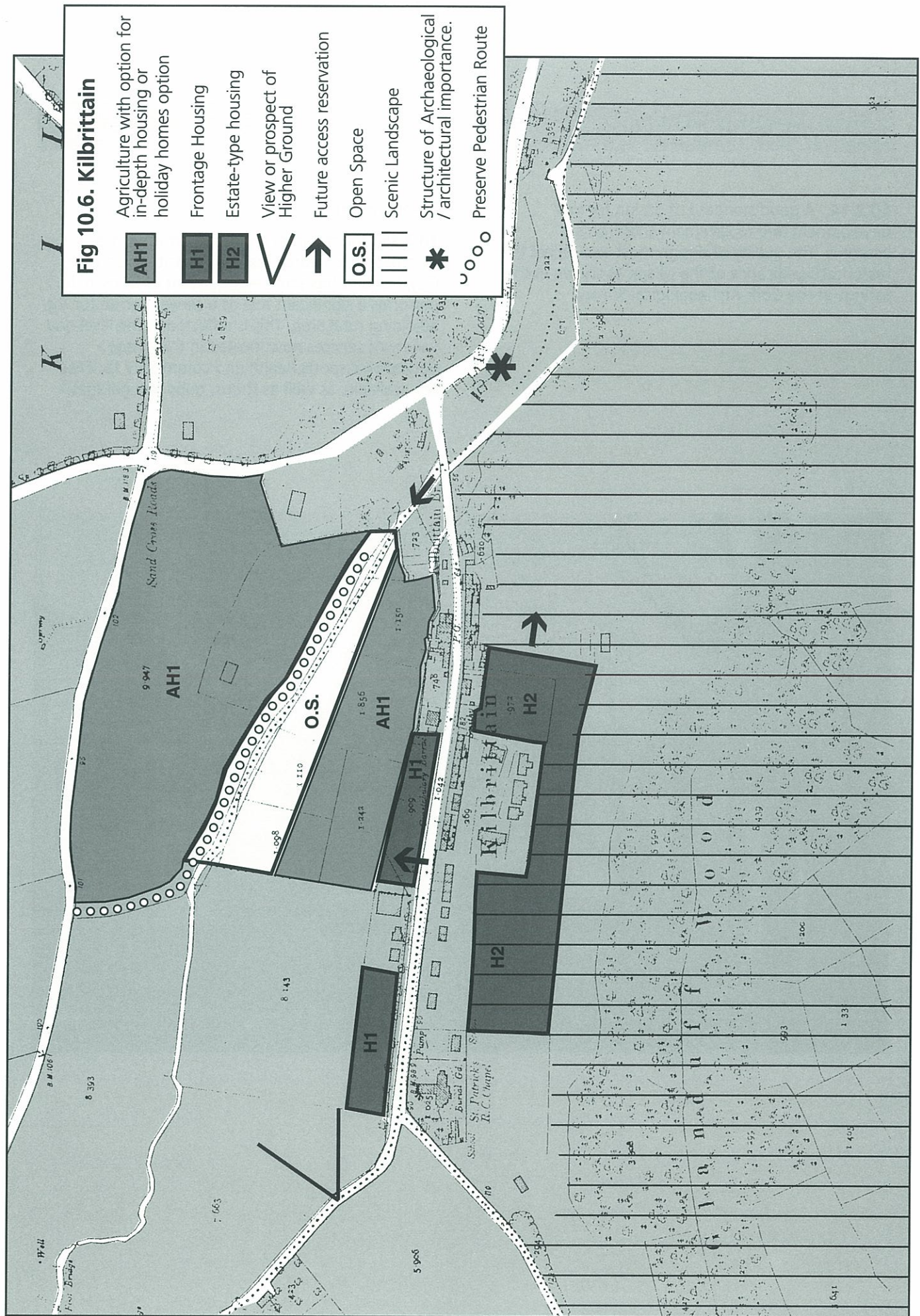
10.2.13. In the context of the town's location as a main touring route to West Cork, the enhancement of the town is considered necessary if wider seasonal benefits are to accrue to it.

10.2.14. A good standard of design for infill development and replacement shopfronts is essential. The quality of design must also reflect the historical significance of the village as shown in the listings of the Cork Archaeological Survey.

Employment

10.2.15. Innishannon is convenient for those commuting to nearby industrial plants and to the City, but also has some employment of its own. It performs a significant role as a service centre for the adjoining rural area. This is reflected in the level and variety of services now located in the village - educational, sports, health and community facilities are available, as well as shops, pubs and garages.





10.3.1. Kilbrittain, located near the coast (Courtmacsherry Bay) some 10 km. south of Bandon and 14 km. west of Kinsale, is an attractively situated village with potential as a based holiday and service centre for its coastal hinterland.

10.3.2. The village is linear in character, mainly due to its topography, and has a good range of services and facilities for a settlement of its size. These services include a Garda station, Health Centre, community hall, shops, pubs, a garage and sports ground. It is dominated to the northwest by Kilbrittain Castle and enclosed on the south by Glanduff Wood, both situated on high ground. Views of the Castle, and higher ground to the north and east, are protected, and development which would interfere with them will not be permitted.

10.3.3. Kilbrittain has the land capacity and the necessary basic services to develop its residential function, and is also well located to act as a based holiday centre for the coastal areas to the South.

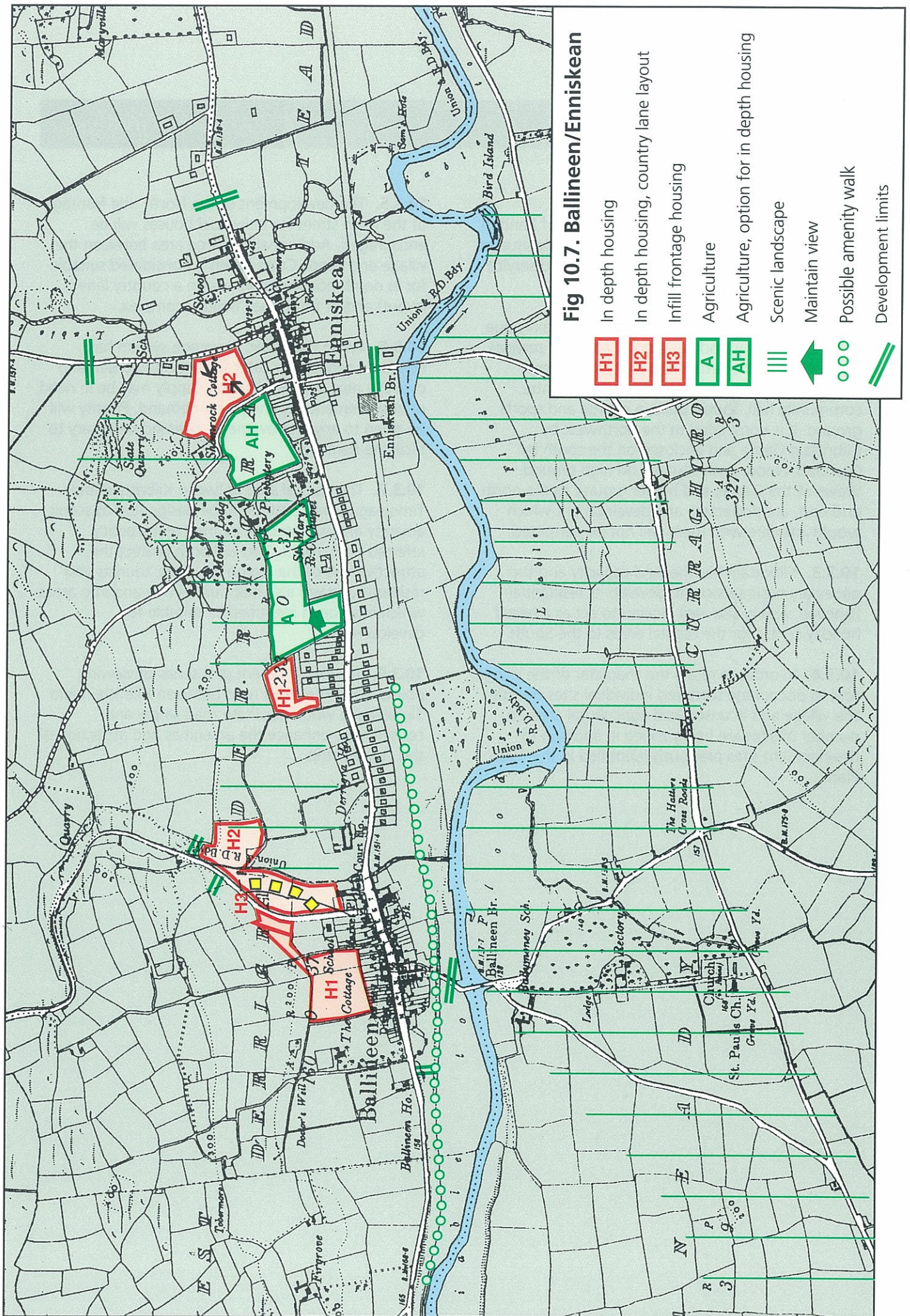
10.3.4. In order to retain the character of the village and to discourage scattered individual sites outside the village and in unserviced agricultural areas, a number of sites are being zoned in addition to development sites previously identified in the 1986 Plan.

10.3.5. The development of the North side frontage of the main street for individual houses will be encouraged. Additionally, a large area between the village and Sands Cross Roads is considered suitable for in depth housing (perhaps on a country lane layout) and/or for a small holiday complex.

10.3.6. While the public sewerage system has adequate capacity to cater for anticipated demand over the next five years, water supply may be in need of improvement depending on demand. Priority will be given to any improvements deemed necessary to facilitate demand.

10.3.7. The coastal strip between Kilbrittain and Timoleague will continue to be designated as scenic amenity and is protected by the coastal policy referred to at 10.13. This will both protect the attractiveness of the region for users, tourists and residents and will also help funnel demand into areas which have been identified as suitable for development.

10.3.8. The development of a series of viewing points along the coast road between Kilbrittain and Timoleague would facilitate road safety and considerably enhance the amenities and attraction of this coastal strip.



10.4.1. The villages of Ballineen and Enniskean, located on the inland regional route R.586 linking Cork to Bantry, occupy a strategic position mid-way between Bandon and Dunmanway. Both have coalesced to form a continuous, and largely linear, built-up area. Consequently, the villages are considered as a single planning unit*.

10.4.2. The population of the twin village settlement has increased fairly steadily over the last 10 years to just under 600 in 1986, making it a sizable rural residential centre. The Council is aware of the stabilising influence such growth can have on the surrounding rural areas and will facilitate further expansion and village renewal.

10.4.3. For its size, Ballineen/Enniskean is well provided with industrial employment, the main ones being Carbery Milk Products and Grainger Sawmills. The continuing success of these enterprises is fundamental to the expansion of the village and of its surrounding rural hinterland.

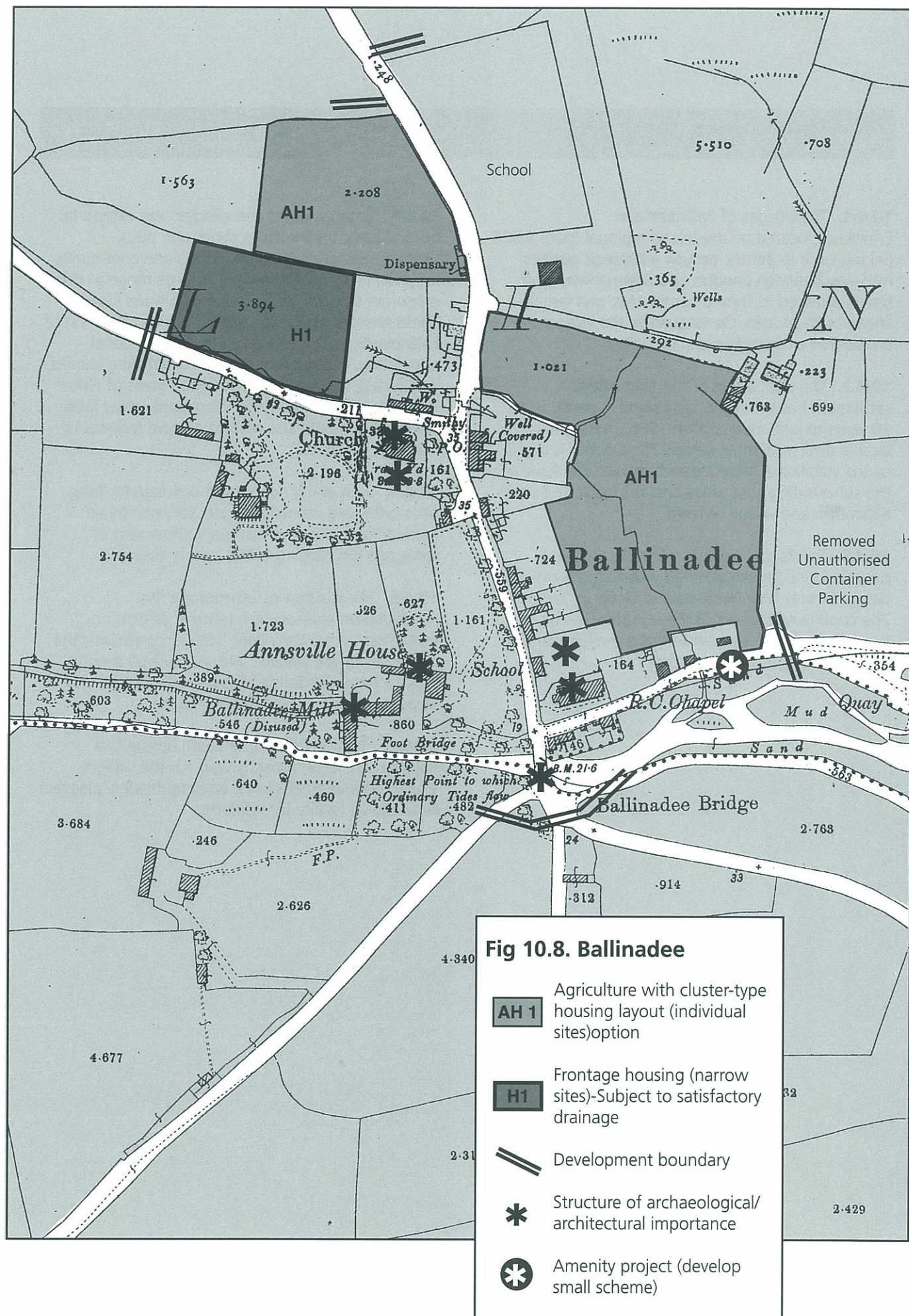
10.4.4. Services within the villages now extend far beyond basic ones such as shops and pubs. Comprehensive educational, sports and community facilities, financial services and a large range of other consumer services are available within the villages. These services add to the suitability and attraction of Ballineen/Enniskean as a centre for additional population. Further services such as retailing should, if provided, be located in the village cores of either Ballineen or Enniskean and should only meet local needs. This should also help to achieve renewal of existing properties.

10.4.5. Both water supply and drainage facilities have adequate capacity to cater for anticipated demand over the next five years. Treatment of sewerage discharging to the river is desirable.

10.4.6. The Council will encourage the rehabilitation and sensitive renewal of existing properties within the village cores. In particular, the provisions of the Derelict Sites Act will be used to ensure that dilapidated properties do not have an adverse effect on adjoining buildings.

10.4.7. The possibility of opening up the Old Railway Line as an amenity walk for the villages should be investigated as it would provide a pleasant recreational facility for residents.

* They also lie in separate administrative areas of the County, Ballineen in West Cork, Enniskean in South Cork. As a result they are included in the divisional planning policy statements for both areas.



10.5.1. The Bandon area is dominated by the town of Bandon itself with the two other main settlements being located in a linear pattern east and west of it (Innishannon and Ballineen/Enniskeane respectively). Kilbrittain serves the coastal part of the area.

10.5.2. An attempt has been made to identify other settlements where housing can be directed within the Rural District. The yardstick used to determine the suitability of such areas is the existence of basic services and the availability of developable land.

Ballinadee

10.5.3. Ballinadee is a very small settlement about 5 miles southwest of Bandon. Despite its size it is well served and contains a shop, pub, post office, church and cemetery, a public telephone kiosk and most importantly a school with a community hall attached. Because of the level of services available, housing development will be encouraged here and zoning options for housing total 9 acres (see Figure 10.8). Drainage would have to be by septic tank and some upgrading of the public water supply would be required. This will be given priority over other group schemes.

Cross Barry

10.5.4. There has been strong pressure and demand for individual housing sites on the east/west axis between Halfway and Brinny. The result of this demand is clearly evident in the ribboning of houses along the road linking these settlements and in the visually intrusive sporadic housing on the hillside to the north. Part of this demand results from the employment opportunities afforded by the pharmaceutical plant at Brinny.

10.5.5. Crossbarry provides some basic services - a shop, a pub, petrol filling station, hairdressers and a garage workshop. It is considered that the village could successfully accommodate additional housing, and options for residential lands have been identified on the attached map (Figure 10.9). Site sizes would have to be kept relatively large to accommodate individual septic tanks. A public water supply is available.

Knockavilla/Old Chapel Cross

10.5.6. Another settlement node has been identified at Knockavilla/ Old Chapel Cross Roads. The immediate area has been the subject of extensive ribboning and the surrounding countryside has much one-off housing.

10.5.7. There is potential for consolidating pressure for development within attractive sites in this area. There is a school, church, pub and shop within the settlement and these services make it an efficient residential node. Figure 10.10 outlines the zoning policy for the area. Because of the lack of public services, site sizes would have to be relatively large but this is consistent with the general pattern of development which has evolved over time for this area.

Newcestown

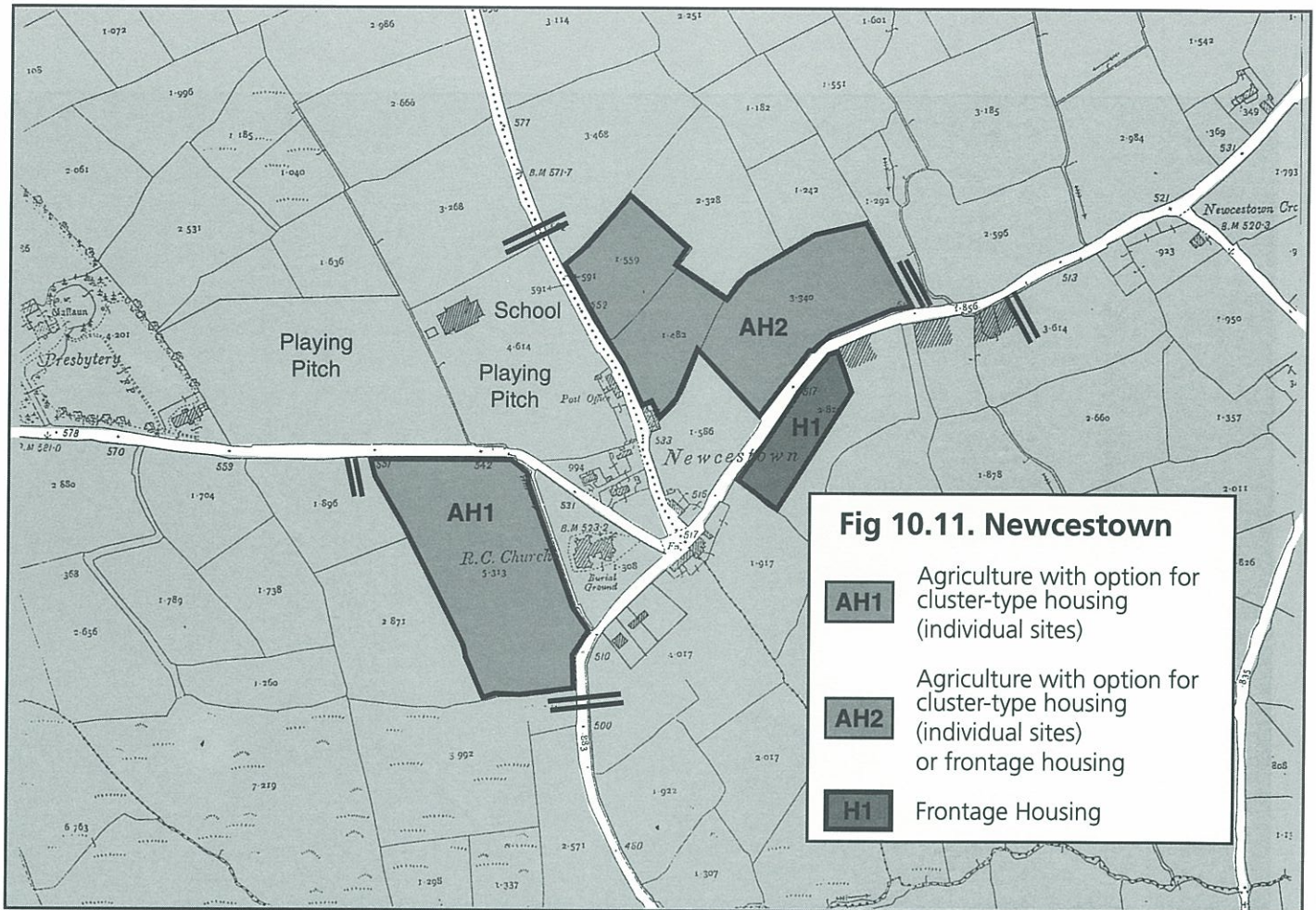
10.5.8. To the NW of Bandon lies Newcestown village which has considerable expansion potential. Existing services include a school, church, post office, shops, petrol filling station, community hall and sports grounds. Four different sites have been identified and zoned for housing (see Figure 10.11). It is hoped that development of these lands will reinforce the identity of the village and ensure the continued growth of its services.

Tinkers Cross

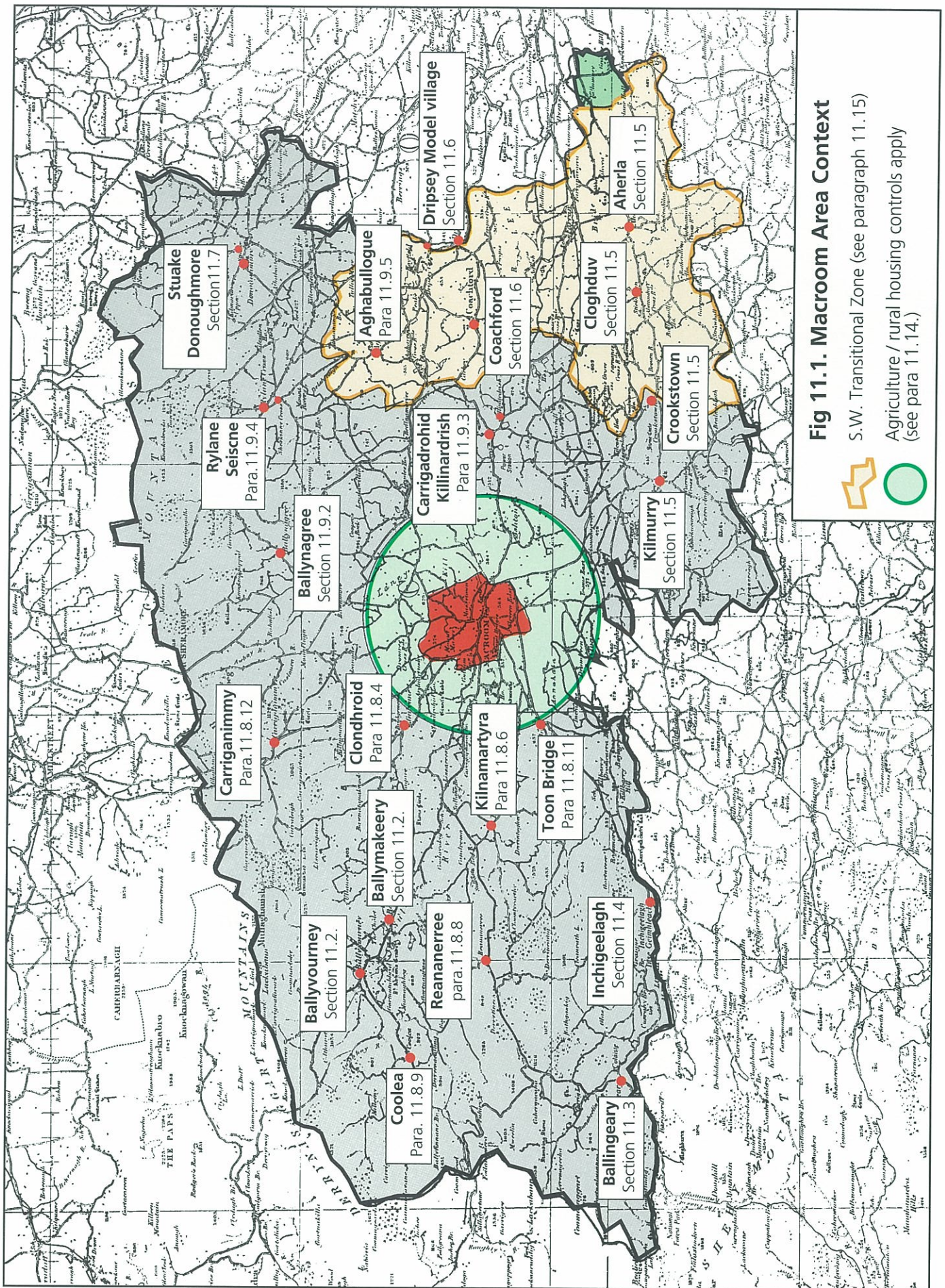
10.5.9. There is a school at Tinker's Cross, which is slightly less than 3 miles from Bandon. While there is only a small amount of housing around it at present, some additional housing on septic tanks could be accommodated.











11. THE MACROOM AREA

11.1. Population growth in the Macroom area has been slightly above average, relative to other parts of the County outside the LUTS area. However, this conceals diverging trends at sub area level. As Table 11.1 shows, both population and population growth are concentrated in the rural areas east of Macroom. Macroom town and the area to the west of it have been losing population since around 1980.

11.2. Growth in population east of Macroom is partly based on commuting into the LUTS area. In 1986, around one third of workers living in that area commuted in this way. However, there is a substantial industrial base in Macroom town, as well as smaller concentrations in Crookstown and the Muskerry Gaeltacht.

11.3. The settlement pattern in the Macroom area is more rural than the employment pattern. The proportion working in industry is close to average, and there is substantial commuting to urban areas (Macroom town and environs, which has a fairly strong industrial base, and the LUTS area). By contrast, the main town has a relatively small population, and many of the rural settlements are also small.

11.4. The Macroom area has a wide range of manufacturing employment, including both modern technology based industry as well as more traditional resource based industry. This diversity seems to have helped insulate the area against sectoral problems or even general economic downturns in the past, since overall manufacturing employment has been relatively stable since 1980.

11.5. There are above average proportions of employment in general industry and industrial distribution (Table 11.2), suggesting the area has some advantages for these activities. Forestry is also a significant sector with 4% of total employment, suggesting the possibilities of planned linkages between forestry, sawmills and wood products.

Table 11.2:

Selected Activities as % of Non Agricultural Employment, 1986

	Macroom RD	County (excl. Cork RD)
Hi tech industry	3.7	(2.1)
Food industries	9.5	(11.9)
Other general industries	12.6	(9.4)
Industrial type distribution	12.4	(10.9)
Commercial	13.4	(15.1)
Tourism	2.5	(3.0)
Construction	9.4	(10.4)

11.6. Tourism also has employment potential in the area. Macroom is on a major touring route, and has the natural attractions of the Lee Valley and mountainous regions to the west and north of the area, and the cultural tourism spin offs from the Gaeltacht area. These assets are not fully exploited at present, possibly because of the relatively small scale and dispersed character of much tourism activity.

Table 11.1:

Population trends, Macroom Area, 1971-1991

	1971	1979	1981	1986	1991
Macroom Town	2256	2412	2495	2449	2363
Main Villages E of Macroom*	645	875	1087	1096	1105
Rural Area E of Macroom	8637	9153	9337	9804	9968
Area W of Macroom	4879	5140	5067	5040	4822
Total, Macroom Area ^Δ	16417	17580	17986	18389	18258

* Coachford, Crookstown, Model Village/Dripsey

^Δ Macroom RD, UD, plus Ballygroman, Kilbonane and Moviddy DEDs

11. THE MACROOM AREA

Main Issues

11.7. The above points suggest the following issues:

(a) the area seems able to attract and retain a variety of types of economic activity. What are the reasons for this, and can land use and infrastructure policies be used to strengthen them?

(b) a combination of small settlements, predominantly rural populations, and a high level of commuting to work may not be very helpful from the point of view of maintaining and developing local communities, or local services and service employment. In these circumstances, policies which make the most of the potential for service and community development need to be identified.

(c) how can population be stabilised in the Muskerry Gaeltacht, and other areas west of Macroom?

(d) how can more of the potential of the area for tourism be realised?

(e) more specifically, what role can the Lee valley play in developing tourism in the area?

These issues are discussed in sequence below.

A. EMPLOYMENT, LAND USE AND INFRASTRUCTURE POLICIES

11.8. Macroom has resource based industries because of the natural resources of its hinterland, and is an acceptable location for technology based industries because it is reasonably accessible to Cork and to a substantial labour force.

11.9. The proposed Ballincollig and Macroom by passes will increase accessibility to Cork, and improve prospects for technology based industry. There is a case for improving a route linking North and West Cork via Millstreet, Macroom and Enniskeane, as this would help link up centres of food and other resource based industry to each other, thereby creating more favourable conditions for sub suppliers.

11.10. The Macroom Environs plan provides additional industrial land south of the town, and accessible to the Cork road, where there are established industries and some IDA sites. Some land for general industry and industrial distribution is also zoned on the Millstreet road. Macroom has the advantage of being fairly central to the whole area, and in a position to increase the limited employment options accessible to areas to the west.

11.11. This is supplemented by zoning for industry in smaller settlements which are accessible, have a strong identity, and are reasonably well distributed within the area (eg Crookstown, Ballyvourney, Inchigeela, Coachford)

Water/Sewerage

11.12. The settlements in the area are reasonably well served by existing sanitary services, having regard to existing rates of development. Many of the existing deficiencies will be solved during the plan period, as they have a high priority on the Councils sanitary services priority list. However, few settlements could accommodate substantial new developments without further sanitary investment.

B. HOUSING AND SETTLEMENT POLICY

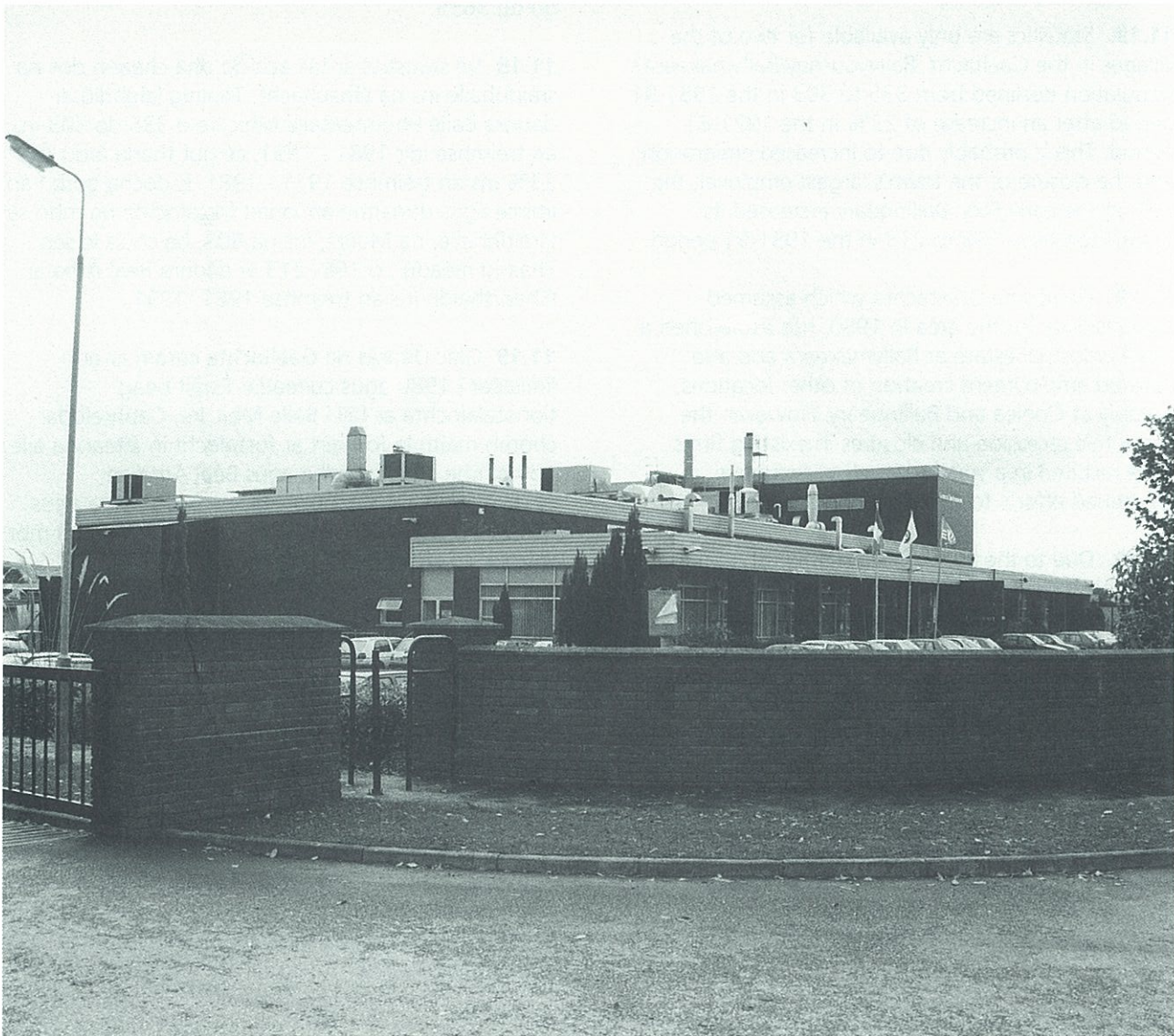
11.13. The area has a large number of small settlements. These are important, particularly in those areas which are relatively remote from larger villages and towns, and have been emphasised by including some basic objectives for a wider than usual selection of them. The main principles underlying the selection of such settlements are the availability of basic services, (eg a shop, school, post office, church etc), and the possibility of accommodating further development.

11.14. The rural housing policy outlined in Chapter 3 (paras 3.21-3.28) involves an objection in principle to new individual houses in areas where projections show strong pressure for development and a danger of unduly high densities. This will apply to rural areas within 3 miles of the Macroom town hall.

11. THE MACROOM AREA

11.15. This objection in principle will not apply to houses for descendants of the landowner and established residents of the immediate rural area (see para.3.25). It will also not apply to others working in rural industries in the SW transitional area, subject to housing market conditions (see para 3.30).

11.16. This approach is expected to divert some development in areas west of the LUTS area away from linear growth along minor roads, and towards definite settlements which have some services and have a chance of developing them further. It will also divert some growth towards more remote rural areas currently suffering from population loss.



Electronics plant near Macroom

11. THE MACROOM AREA

C. MUSKERRY GAELTACHT

11.17. While a small part of this Gaeltacht lies within the West Cork administrative area, the Gaeltacht will be treated as a single planning unit in this policy document for South Cork. In 1982, the Gaeltacht was extended by the inclusion of an additional area nearer Macroom. On the basis of this enlarged area the population of the Gaeltacht increased in the 1971-81 period reaching 3762 in 1981. By 1986, however, this had fallen to 3,655.

11.18. Statistics are only available for two of the villages in the Gaeltacht. Ballyvourney/Ballymakeera's population declined from 335 to 303 in the 1981-91 period after an increase of 23% in the 1971-81 period. This is probably due to increased emigration and the closure of the town's largest employer, the mills in the early 80's. Ballingearry increased its population from 168 to 213 in the 1981-91 period.

11.19. Udaras na Gaeltachta which assumed responsibility for the area in 1980, has established a small industrial estate at Ballymakeera and also assisted employment creation of other locations, notably at Coolea and Ballingearry. However, the economic recession and closures in existing firms have resulted in a volatile situation requiring continued efforts to replace job losses.

11.20. Due to the large scale forestry programme that has occurred in the area in the recent past, potential exists for further employment in timber milling and associated activities. These must take place however, with due care being given to the importance of the tourist industry, the scenic nature of the area and the potential for job creation in this sector.

11.21. Tourism and the marketing of the Gaeltacht's unique cultural heritage are considered to be basic to the future prosperity of the area. In particular, the linguistic and musical traditions of the Muskerry Gaeltacht are features worthy of enhancement.

C. GAELTACHT MUSCRAI

11.17 Cé go bhfuil giota beag den ghaeltacht seo taobh istigh de cheanntar Riарthaith Iarthar Chorcaí , pléfar an Gaeltacht mar ionad Pleanála aonarach ins an caipéis polasí deisceart Chorcaí . I 1982, deineadh leathnú ar an Gaeltacht nuair a cuireadh leis le limistéar breise ingar do Magh Chromtha. De bharr an méadú seo tháinig méadú ar daonra na Gaeltachta ins na blianta 1971 -1981 agus bhí líon 3762 le ann 1981. I 1986 bhí laighdiú ins an daonra go dtí 3655.

11.18 Níl statistics ar fáil ach do dhá cheann dos na sráidbhaile ins na Ghaeltacht. Tháinig laighdiú ar daonra Baile Bhúirne/Baile Mhic Íre ó 335 do 303 ins an tréimhse idir 1981 - 1991, cé gur tharla árdú de 23% ins an tréimhse 1971 - 1981. Is dócha gurb í an imirce agus dúnaithe an ionad fostaíochta ba mhó sa tsráidbhaile, na Muilte, ins na 80's, ba chúis le seo. Tháinig méadú , ó 168 -213 ar daonra Béal Átha an Ghaorthaidh ins an tréimhse 1981 -1991.

11.19 Glac Údarás na Gaeltachta cúram ar an limistéar i 1980 agus cuireadar Estáit beag tionscalaíochta ar fáil i Baile Mhic Íre. Cabhraíodar chomh maith le forbairt ar fostaíocht in áiteanna eile go háirithe i gCúl Aodha agus Béal Átha an Ghaorthaidh. De bharr an cúlú eacnamíochta agus dúnadh monarchain áitúila a tharla, áfach, tá gá mór le breis fostaíocht a chur ar fáil.

11.20 As ucht an clár forbaithe mór foraisacha ins an dúthaigh le gairid, tá seans go mbeidh breis fostaíocht le fáil ins na Muilte Adhmaid agus tionscal eile. Caithfear bheith an-chúramach leis an forbairt seo as ucht tábhacht an tionscal turasóireachta áileacht na h-áite agus búanú an fhostaíocht atá ag brath ar an dturasóireacht.

11.21 Glactar leis go bhfuil an turasóireacht agus an oidhreacht aonar cultúra mar bun agus barr do aon fhorbairt a tharlófar ins an ceantar. Tá traidisiún an Gaeltacht Muscraí, idir theanga agus ceol, an tábhachtach ar fad.

11. THE MACROOM AREA

11.22. Maintenance and improvement of these linguistic and cultural traits may be threatened by new development. However, it is hoped that a strong local involvement in such activities will minimise this. The special Irish language summer courses in both Ballyvourney, Ballingeary and Cuil Aodha are examples of how visitors to the area can be successfully integrated without harming the Gaeltacht's inherent attraction. An extension of this principle to other culturally related tourism activities may be possible. One such project may be a heritage/music centre based on the O' Riadha legacy, in Cúil Aodha. The Council will co-operate with local interests and other statutory agencies in their promotion while respecting the area's cultural traditions.

11.23. The Muskerry Gaeltacht straddles two important tourist routes in the County, namely, the main Macroom-Killarney road and the lakeside route to Gougane Barra. The former is being promoted as a tourist route and, in the case of the Lee Valley, plans to develop its recreational and tourism potential are proposed (para 11.28 onwards). Gougane Barra, in this context, typifies what can be attained. Investment by the state and County Council has considerably enhanced the "attraction" of this previously undeveloped amenity resource.

11.22 Tá seans ann go gcuirfeadh forbairt nua brú ar búanú agus feabhsú na traidisiúin, teanga agus cultúir. Ceapfar áfach, go mbeidh an traidisiúin áitiúil láidir go leor chun srian a chur le seo. Taispeánann na cúrsaí spéisialta Samhraidh sa Gaeilge conas is féidir páirt a bheith ag turasóireacht i saol an cheanntar gan dochar a dhéanamh don tarraingt fé leith atá ag an Ghaeltacht. B'fhéidir go mbeithfear i ndán prinnsiobal seo a chur ina luí ar ghníomhaíochtaí eile cultúra. Tá ionad oidhreachd/ceol bunaithe ar traidisiúin O' Riada i gCúil Aodha ar cheann dos na moltaí seo. Cabhróidh an Chomhairle le boinn áitiúla agus coistí rialtais i bhforbairt na háite, cé go mbeidh súil acu i gcónaí le buánú traidisiúin cultúra an cheanntair.

11.23 Ritheann dhá bealaí tábhachta turasóireacht tré lár Ghaeltacht Muscraí, sé sin, an Príomh Bóthar idir Magh Chromtha agus Cill Árne, agus Bealach an Locha go dtí Gougane Barra. Táid ag moladh go ndéanfaí forbairt ar an bPríomh Bóthar mar bealach turasóireachta agus i gcás Gleann an Laoi, tá sé molta go ndéanfaí forbairt turasóireachta agus caitheamh aimsire ar an gceanntar seo (par 11.28 etc.). Tá sampla maith den dea-fhorbairt seo le feiscint ag Gougane Barra. Tá sé soiléir gur tháinig feabhas ar an gceanntar seo, nach raibh mórán forbairt taitneamhachta ann cheanna, de bharr cabhar ón stáit agus ón Chomhairle Chontae.

11. THE MACROOM AREA

D. TOURISM

11.24. One possible way of raising the tourism performance of the Macroom area is to seek a relatively large tourism project which could bring substantial numbers into the area. This might be of the residential/activity centre type. The benefits of such a project would be:

- *via direct employment created*
- *through enlargement of the local market for tourist services and attractions*
- *psychological (by helping to define the Macroom area as a tourist destination).*

To achieve the desired effect, the project would have to encourage users to make use of local facilities, rather than be self contained. Proximity to a settlement would make this easier to achieve. Possible locations are immediately to the SW of Inchigeela, or east of Macroom on Carrigadrohid Reservoir, or on the westernmost peninsula (formerly used as a quarry) on the north side of Lough Allua, 2 miles east of Ballingeary.

11.25. The imminent improvements to the Macroom - Killarney road (as far as the County bounds) will improve the potential of the Macroom area as a touring base, but may also encourage the present tendency to pass through the area on the way to Killarney. The detailed design of the road, including treatment of verges and integration with natural features and vegetation, will influence perceptions of the area on the part of tourists using the road to the Macroom area.

11.26. Suggested improvements to the north south route via Millstreet, Macroom and Enniskeane (see 11.9 para. above) would also have tourism benefits, as Macroom would become more accessible to scenic areas of West Cork.

Advertising

11.27. There is a particular problem with advertisements on the National Primary Road in the Macroom R.D. It will be Council policy to remove all unauthorised signs etc. and to put strict controls on future advertisements on the National Primary and designated touring and scenic routes.

E. THE LEE VALLEY

11.28. The River Lee is 55 miles long from its source at Gougane Barra to Cork Harbour, and is the dominant physical feature of the Macroom area. The river has two reservoirs (to feed the hydro-electric schemes at Inniscarra and Carrigadrohid). These reservoirs and the natural amenities of the river and its valley have recreational potential. The river itself is the main source of water for Cork City and its environs.

11.29. A working party representing many different interest groups has been set up to co-ordinate development and exploitation of resources. A number of amenity schemes have been carried out in the Valley as a result. Several pamphlets outlining various amenities within the valley have also been produced and the ecological importance of the Gearagh had been recognised through designation as a Nature Reserve. A number of larger schemes await suitable funding and/or the identification of potential private investors.

11.30. The Valley will continue to be developed and promoted primarily as an (alternative) inland recreational resource for residents of and visitors to the Cork area. Ancillary tourism benefits are expected from the realisation of these efforts, notably at Ballincollig, Macroom and Gougane Barra where specific attractions will be enhanced.

11.31. At the eastern end of the Lee Valley, there has been major investment in restoration of the Royal Gunpowder Mills at Ballincollig, including provision of a recently opened interpretative centre. At the western end facilities have been developed and upgraded at Gougane Barra.

Environmental Protection

11.32. Protection of the considerable scenic and ecological resources of the area will necessitate restrictions on inappropriate uses and activities. In this context, the lakeside routes and shorelines of both Lough Allua and the reservoirs will be preserved free of development which could detract from scenic views. The protection of the unique ecology of the Gearagh has been strengthened by its declaration as a Nature Reserve.

11. THE MACROOM AREA

Algae Blooms

11.33. Algae bloom has occurred with increasing intensity and frequency over the past few years in the lower reservoirs, mainly because of excessive use of phosphates in farming. While the quality of drinking water is good at present, it may deteriorate in future, if the problem is not addressed and rectified. An EC funded 'STRIDE' project has recently been approved to investigate the causes and suggest long term solutions. The study is a joint one, involving Cork Co. Council, the S.W. Regional Fisheries Board, Teagasc, the ESB, UCC and a private consultancy.

11.34. Plans for major water based activities/recreational development are inhibited in areas affected by algae blooms, as recent research suggests that contact with it can pose some health risks. Accordingly, the promotion of the lower reservoirs for recreational activities has to be modified pending a resolution of the pollution difficulties. The upper reservoirs are not at present affected.

Mineral Resources

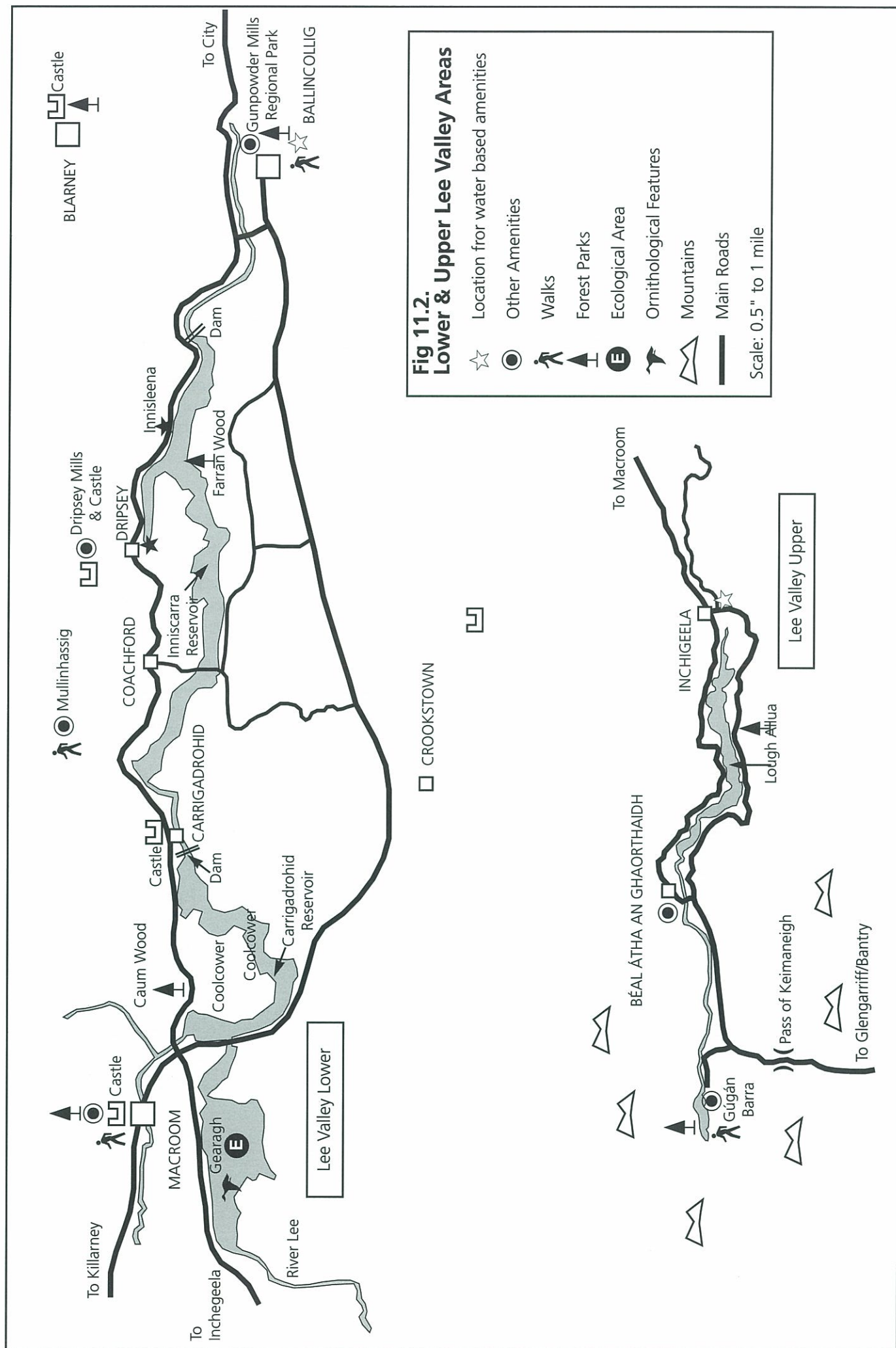
11.35. The Council recognises the importance of the mineral resources of the Lee Valley and will seek to protect these in the interests of the economic development of the area. Its protection policy is aimed at both limiting the environmental damage caused by sporadic or marginal pit workings while preventing the sterilization of high value gravel and sand deposits by new housing or other developments. A high standard of re-instatement and subsequent landscaping will be required for all quarry and pit developments.

Farming in the Lee Valley

11.36. The Council recognises the scale of the changes to agriculture likely to result from international agreements such as GATT and the CAP. If the rural economy of the area is to develop, alternative economic activities are needed to replace lost agricultural income. A submission has been made to the EC under the LEADER initiative programme for funding to assist the setting up of a diversification programme. In a recent submission on EC Structural funds, the Council has also sought funding for a more general study of the Lee Valley area.



The Gearagh, an important wildlife area



11.1.1. Macroom, as an important market town and service centre for an extensive rural catchment in mid-Cork, has a considerable impact on the adjoining County. Developments within the Urban District, as well as those in its immediate environs are of mutual concern to both local authorities.

11.1.2. A number of issues of mutual concern to both authorities and principally relating to development control planning require to be addressed. Consequently, this statement concentrates on the following:-

- (a) *Ribbon development*
- (b) *Industrial location and infrastructure*
- (c) *Shopping*
- (d) *Amenities and recreation*

A. HOUSING AND RIBBON DEVELOPMENT

11.1.3. Macroom Urban District has an average density of 3.7 acres per household. Despite this the Urban District has lost population over the past 10 years, while the problem of urban generated ribbon and one-off development in unserved areas of the environs of Macroom has continued.

11.1.4. Land availability within the Urban District is a crucial issue. The County Council will cooperate with the Urban District Council in promoting and directing growth in the serviced and identified lands within the Urban area. Direct provision of attractive serviced sites within the urban area may be necessary to promote private housing there.

Codrum

11.1.5. The problems which arise when incremental ribboning is permitted are evident in the Codrum area west of the town where over 30 houses have been permitted since the early 1970's despite the lack of adequate services. Inadequate water supplies have forced expenditure on provision of a new public main, and the pollution resulting from the concentration of septic tanks has created strong pressure for a public sewer.

11.1.6. The policy on rural housing within 3 miles of Macroom referred to at para 11.14-16 above is designed to help avoid repetition of this type of problem in the future. The Council will be careful to avoid permissions likely to give rise to future pressures for expenditure on extension of services.

11.1.7. The capacity of any new sewer in the Codrum area will be limited to avoid excessive growth in this area. A limited area of land at Codrum has been zoned which would become suitable for a modest amount of in depth housing when a sewer is provided. No further frontage development will be permitted to extend along the road west of the stop line shown on Figure 11.2.

11.1.8. Given the extent of the available development area in the Urban District, further provision of zoned land for residential purposes in the environs of Macroom should not be necessary.

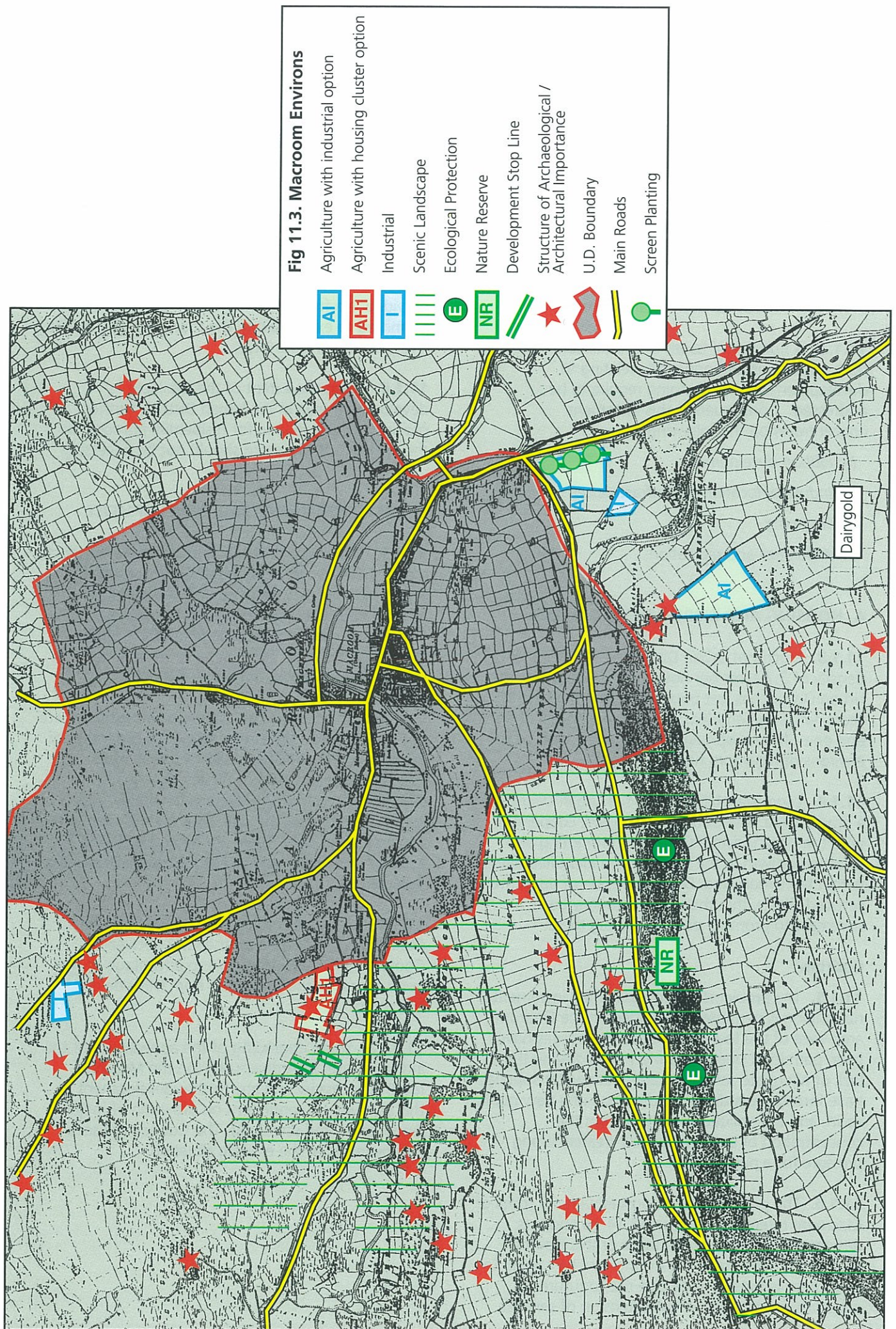
B. AREAS FOR INDUSTRIAL DEVELOPMENT

11.1.9. The environs of Macroom contain 3 distinct industrial areas : the IDA site at Coolcour which accommodates G.S.I.(electronics) and employs approx. 250, the large DairyGold complex at Castlevew and the general industrial site on the road to Clondrohid. There are also some small industrial units within the Urban District.

11.1.10. The 10 acre site at the IDA industrial estate at Coolcour provides further scope for expansion of the town's industrial base and would be most suitable for electronics, or similar high quality industries. Development options for similar uses on lands to the east of the IDA lands are included in the zoning for this area. There are between 20 and 30 acres of good level land at this location, suitable for a single user.

11.1.11. A further option for a substantial industrial site has been indicated on the road between Coolcour and Castlevew, taking advantage of the good access to the Cork road from this side of Macroom.

11.1.12. Some upgrading of the appearance of the industrial sites at Ardnacrushy (on the Millstreet road) is necessary and any further development in this area will be contingent on provision of major landscaping and screening. The Council will seek improvement of the existing situation.



Sanitary Services and Infrastructure

11.1.13. Macroom Urban District has a satisfactory sewerage system. The proposed major upgrading of the water distribution and treatment system is with the Department of the Environment, awaiting approval. Current water supply limitations need to be resolved, as they could prevent industrial expansion. Apart from the sewer extension to resolve specific problems at Codrum, there is no justification for other extension within the environs.

11.1.14. The proposed by pass for Macroom will skirt north of the town, but the precise route has not yet been determined. This scheme is unlikely to be built before 1996.

C. SHOPPING

11.1.15. Significant retailing should occur in the town core, and the Council will not support it in the Environs.

D. RECREATION AND AMENITIES

11.1.16. Exploitation of the Lee Valley's amenity potential is a stated objective of the Council. Macroom is strategically located to benefit from recreation and tourism developments on the adjacent reservoir lakes in addition to acting as a "gateway" to Kerry. Co-operation with the U.D.C. and Cork/Kerry Tourism and local interests will be undertaken with a view to maximising this potential.

11.1.17. In particular, the provision of river or lakeside amenities, protection and controlled use of the Gearagh for ornithological and botanical purposes and the establishment of an interpretative centre - based on the valley - in the town will be promoted.

11.1.18. Subject to identification of a suitable site, the Council will be sympathetic to proposals for a well designed caravan/camping park, or a substantial lakeside tourism facility at the Macroom end of the reservoirs, along the lines discussed at para. 11.24 above. There are real difficulties in identifying sites for such uses which are both satisfactory and available, and it would be wrong to minimise the difficulties involved in doing so.

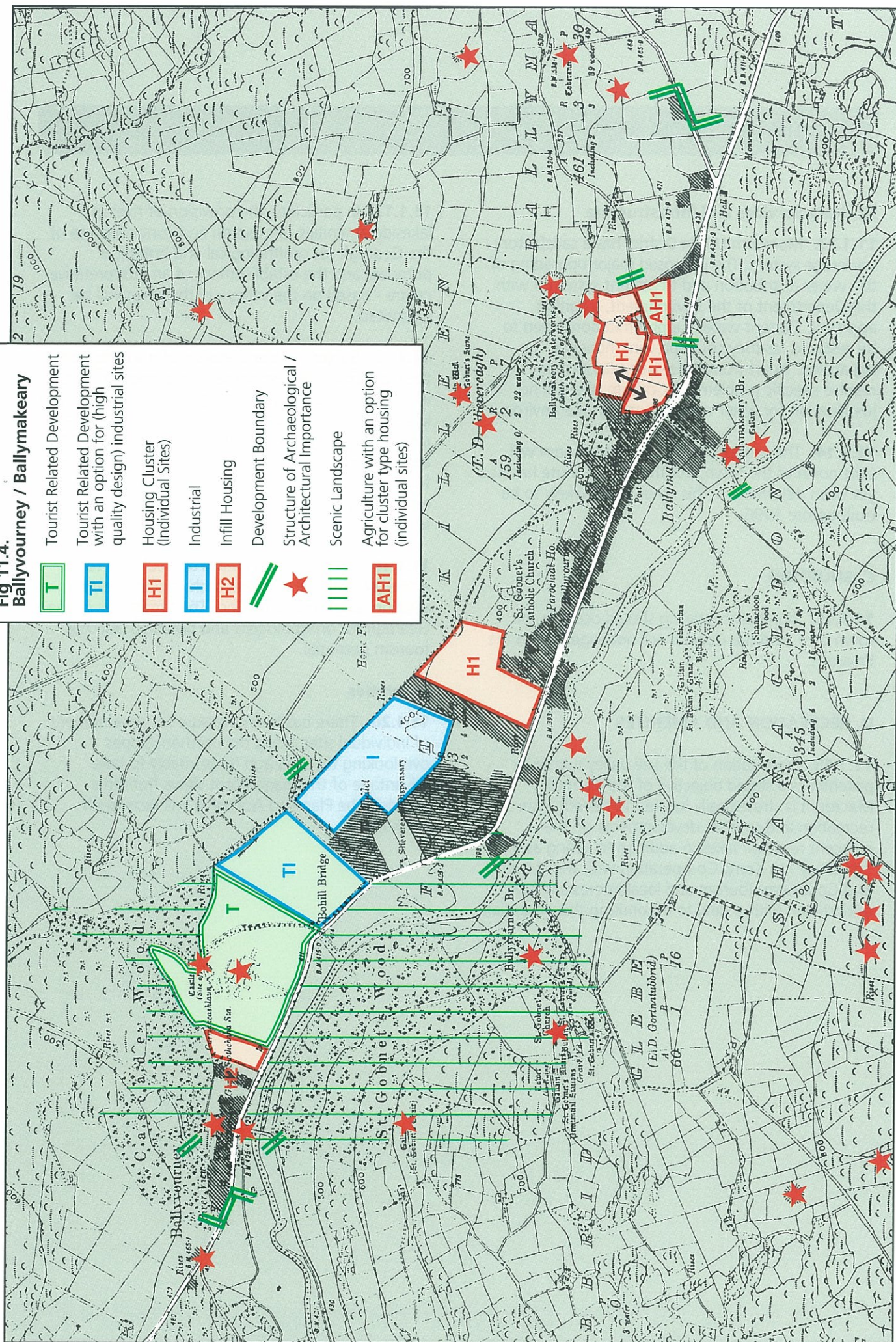
11.1.19. The Macroom area is also suitable for active recreational activities such as pony trekking, walking, angling and golfing. The attractions of the Gearagh for ornithologists and botanists also has tourism potential.

Amenities

11.1.20. There has been pressure for development of individual sites along the northern slopes overlooking the Gearagh (presumably to take advantage of the magnificent views from this hillside). The Planning Authority will resist such pressure.

Fig 11.4.
Ballymakeary / Ballymakeary

- T Tourist Related Development
- TI Tourist Related Development with an option for (high quality design) industrial sites
- H1 Housing Cluster (Individual Sites)
- I Industrial
- H2 Infill Housing
- Development Boundary
- ★ Structure of Archaeological / Architectural Importance
- Scenic Landscape
- AH1 Agriculture with an option for cluster type housing (individual sites)



11.2.1. Ballymakeery and Ballyvourney, with a combined population of c. 300, are contiguous villages located in the Muskerry Gaeltacht some 13 km. from Macroom on the main Cork-Killarney road (N.22). For the purpose of this plan they will be treated as a single settlement.

11.2.2. Both villages have developed in a linear pattern along the main road due to the constraints of the Sullane River to the south and rising ground to the north. A highly scenic and wooded landscape further contains the villages and will be protected from insensitively sited development, particularly on the scenic routes (i.e. the main road, N.22, east and west of the settlement and the Ballyvourney - Mullaganish - Caherdowney road) in the locality.

11.2.3. A wide range of facilities, including a second level school exists in the settlement. Further service functions should ideally locate in or near the centre, with shopping provision serving local needs only. Consolidation of the village through further localised growth in population and employment will continue to be pursued by the Council.

11.2.4. Over the 1971-1981 period the population of both villages and surrounding rural area increased dramatically by over 21%, although some levelling off occurred subsequently. However, the last 10 years has produced a loss in population of some 10% which is directly attributable to emigration due to the decline in the economic base of the villages.

Village Form and Scope for Expansion

11.2.5. While the villages are essentially linear in character, the need to contain them is recognised in the development boundaries imposed. These limits are particularly important on the eastern and western ends of the villages along the National Primary. Here, as well as the need to restrict the sprawl of the villages, safety implications to both pedestrians and motorists must be considered in the absence of footpaths, and poor road alignment. It will be the Council's policy to contain further sprawl by directing new "one-off" housing into suitable sites within the villages limits (See Fig.11.4).

11.2.1 Tá daonra i ngar do 300 idir na sráidbhailte Baile Mhic Íre agus Baile Bhúirne. Tá na sráidbhailte seo suite ar an príomh bóthar idir Corcaigh agus Cill Áirne (N22), 13 km siar ó Magh Chromtha. Glactar leis i gcomhtheacs an Phlean seo gur ionad amháin iad an dá sráidbhaile.

11.2.2 Thárla forbairt an dá sráidbhaile seo le h-ais an Príomh Bóthar as ucht Abha an tSuilleáin a bheith ar an dtaobh ó dheas agus talamh árd ar an dtaobh ó thuaidh don bhóthar. Chomh maith le seo, tá an dúthaigh máguaird ar fheabhas as ucht a háilleacht, agus cuirfear srian ar forbairt neamh- mhothálach, go h-áirithe ar na bealaigh seo, sé sin, an Príomh Bóthar N22, sior agus siar ó Baile Mhic Íre/Baile Bhúirne agus ar an mbóthar Baile Bhúirne/Mullach an Ois/Chathair Dunaí ins an gcomharsanacht.

11.2.3 Tá mór chuid áiseanna, scoil don tarna leibhéal ina measc, ins na sráidbhailte. Ba chóir, go n-aimseófar breis seirbhísí fóinimh i ngar nó i gceart-lár na sráidbhailte. Níl gá le áiseanna siopadóireachta ach do úsáid na ndaoine san comharsanachta. Tá sé de rún ag an gComhairle cuidiú le forbairt an dá sráidbhaile, idir daonra agus fostaíocht.

11.2.4 Tháinig méadú de 21% ar daonra an dá sráidbhaile agus an dúthaigh máguaird idir na blianta 1971 -1981. Cé gur tháinig laighdiú ar seo le gairid. Le linn na deich bliana cheanna, tháinig laighdiú de 10%, agus tuigtear gurb í cúis le seo ná an lagú a tháinig ar cúrsaí eacnamaíochta na sráidbhailte agus an imirce a thárla dá bharr.

Croth agus cuma forbairt na sráidbhailte

11.2.5 Cé gur tháinig forbairt líneach ar na sráidbhailte, glactar leis go bhfuil gá le srian a chur ar an fhorbairt seo. Tá na teorainn seo an thábhachtach, ach go háirithe soir agus siar os na sráidbhailte le hais an Príomh Bóthair. Tá gá le srian a chur ar fhorbairt na sráidbhailte anseo agus chomh maith le seo caithfear slánú lucht siúl agus muintir na gcárr a chur san áireamh, as ucht nach bhfuil casáin siúl ann agus droch stáid ar an bóithre. Beidh sé mar bhearrtas ag an gComhairle srian a chur ar an siniú seo agus cuidiú le forbairt taobh istigh de teorainn na sráidbhailte (feic fig 11.4).

11.2.6. Few of the areas zoned for development in the 1986 Plan have been taken up. To increase choice and availability of sites, several additional areas have been zoned for housing development within the village. A previously zoned area adjacent to the Mills at Ballyvourney Bridge is not now zoned as it is subject to very severe flooding. Where land is known to have been liable to periodic flooding the development of such land will not be considered unless it has been raised permanently above flood level.

Employment

11.2.7. The Council acknowledges the loss of several important employment sources within the villages. A new use for the college has yet to materialise despite initial high hopes for a major tourist complex to replace employment and income lost with the closure of the residential college. The site will be zoned for tourist related development with an option for high quality industrial development on its eastern side. The scaling down and subsequent closure of Twomeys Mill has created severe local unemployment in the unskilled sectors. It is hoped that its recent purchase by Dairygold will re-establish the site as an employment node.

11.2.8. Despite the loss of several industries, a diverse employment base, ranging from local services to the manufacturing firms on Údarás na Gaeltachta's centrally located industrial estate, cater for local needs. Further potential exists for employment expansion on the Údarás site and the revitalisation or renewal of other under used industrial premises within the settlement.

Infrastructure

11.2.9. The existing sewerage system is just about at capacity though some additional residential development could be catered for. A new scheme has been designed, but it is unlikely that works will be initiated within the next five years unless some major development proposal necessitates its rescheduling. There is sufficient water capacity to meet foreseeable needs over the plan period.

11.2.10. The two villages will be by passed as part of the upgrading of the Macroom - Killarney route. Work has already started on the section west of Ballyvourney.

11.2.6 Is beag forbairt a tharla ins na háiteanna a luadh ins an Plean Forbairtha 1986. Tá cúpla limistéar breise ainmnithe taobh istigh dos na sráid bhailte cuí do forbartha tighíochta. Níl limistéar i ngar dos na moillte ag Droichead Baile Bhúirne ainmnithe mar limistéar forbaite as ucht é a bheith i mbaoghal tuillte. Má tá sé le tuiscint go bhfuil talamh fé uisce, ní cheadfar forbairt air ach amháin má ardófar leibhéal an talaimh ós cionn an leibhéal tuillte.

Fostaíocht

11.2.7 Glactar ag an gComhairle gur cailleadh cúpla fóinse fostaíochta ins na sráidbhailte. Cé go raibh dóchas go dtiocfadh scéim mór turasóireachta in ionad an Choláiste, ní mar seo a tharla. Clarófar locáid an Choláiste mar ionad forbartha turasóireachta agus forbairt de chaideán maith ar an teorainn iarthair. Tá dí-fhostaíocht árd i measc muintir neamhoilte de bharr Muilleán Uí Thuama a bheith dúnta. Do cheannaigh muintir Dairygold an Muilleán agus tá muinín ann go mbeidh daoine fostaíthe ann arís.

11.2.8 Cé gur theip ar chúpla tionscail, déanfaidh bonn fostaíochta ilgnéitheach idir seirbhísí áitúla agus fomhlachtaí tráchtála suite ar Eastáit Tionscalaíochta do chuid Údarás na Gaeltachta solatharú do riachtanas áitúil. Tá acfuinn ann do forbairt fostaíochta ar eastáit an Údarás agus do athbheochaint nó d'athnuachan do comhlachtaí éagsula eile taobh istigh de na sráidbhailte.

Infrastruchtúir

11.2.9 Tá an córas searachais atá ar fáil lán, cé go bhféadfá glacadh le tuille forbairt tighíochta. Tá scéim nua ceapaithe, ach is dócha nach gcuirfear tús leis taobh istigh de cúig bliana, ach amháin dá mbeadh gá leis de bharr moltaí forbairthe mór nua. Tá neart uisce ar fáil do aon éileamh a bheidh ann le linn saol an Plean Forbairthe seo.

11.2.10 Tógfar Seachshlí timpeall an dá sráidbhaile mar páirt don fheabhsú atá dá dhéanamh ar an mbóthar idir Magh Chromtha agus Cill Árne. Tá tús curtha cheana féin ar an giota sin siar ó Baile Bhúirne.

Amenities

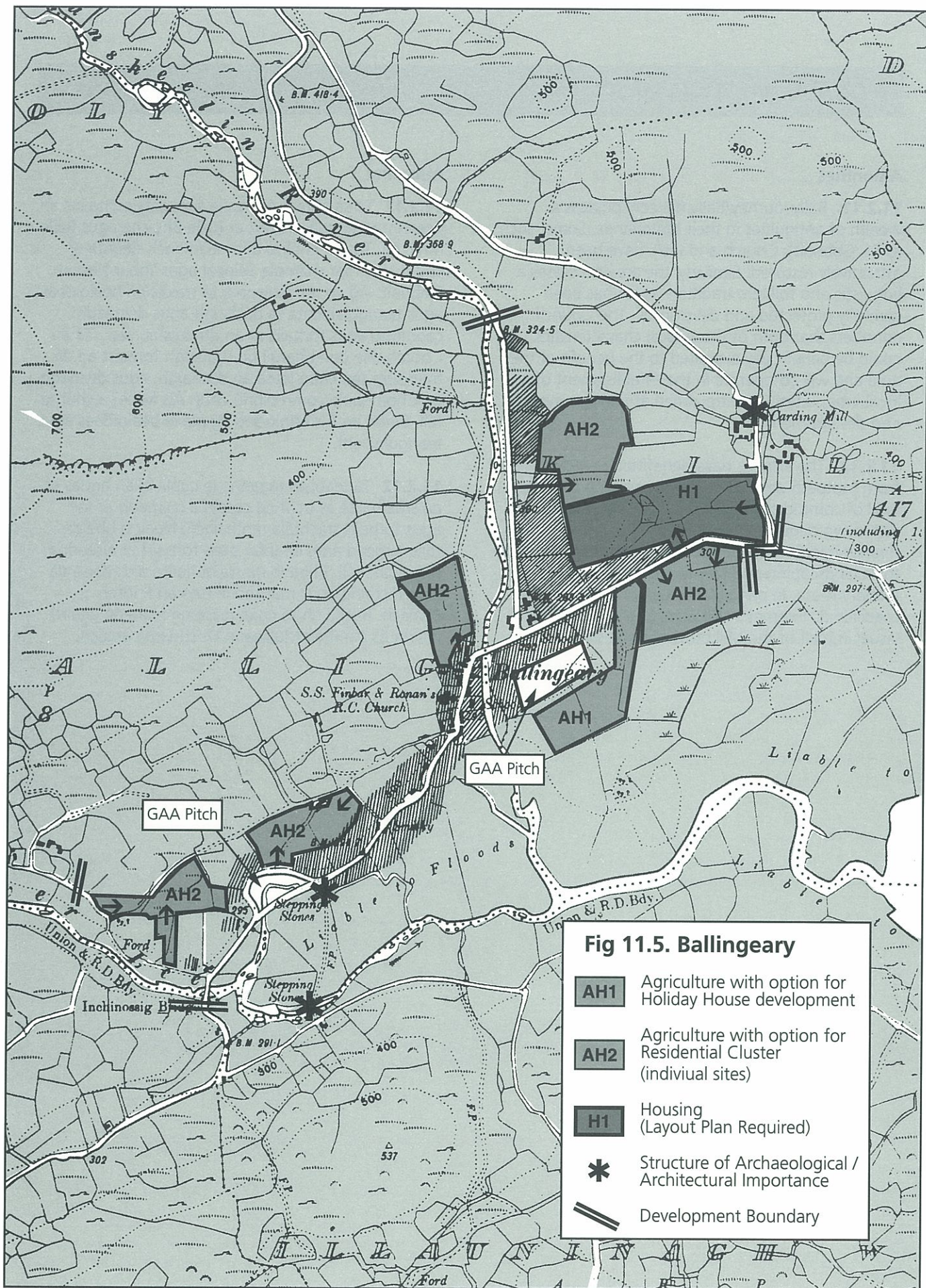
11.2.11. Ballyvourney/Ballymakeery possess a wealth of antiquities in their hinterlands. Some, such as St. Gobnait's Church and well, have been attractively restored. Similarly, the area possesses a linguistic and folklore tradition which has been carefully protected and developed. The Council considers that both of these local characteristics could be beneficially exploited to the benefit of the area and will co-operate in the establishment of a local interpretative centre aimed at their promotion and development.

11.2.12. The villages have benefitted in recent years from footpath provision and renewal and sensitive infill of commercial development. Further works on improving pedestrian facilities will be undertaken as finance becomes available. The villages could benefit from landscaping and planting along the National Primary route. In particular screen planting on the roadside at Twomey's Mill would help reduce the visual impact of the Mill buildings and silos.

Áiseanna

11.2.11 Tá saibhreas áiseanna seandálaíochta ins an gceanntar máguaird thart ar Baile Bhúirne agus Baile Mhic Íre. Tá ath-chóiriú taitheamhach déanta ar chuid acu, mar shampla Séipéal agus Tobar Naomh Gobnait. Ag an am gcéanna, tá traidisúin béaloideas agus teangolaíochta sa dúthaigh agus deineadh caomhnú agus forbairt ar an dtraidisúin seo. Tá an Chomhairle den bharúil go raghaidh forbairt an dá traidisúin seo chun leasa an dúthaigh, agus déanadh an Chomhairle comh oibriú chun Áis Míniú a chur ar fáil. Beidh an Áis Míniú seo ag plé le béaloideas agus teangolaíocht.

11.2.12 Tá feabhas tagaithe le cúpla blian anuas ar na sráidbailte as ucht na cosáin a cuireadh ar fáil agus forbairt trachtála mothálach. Nuair a bheidh tuile airgead ann, déanfar breis forbairt ar áiseanna don lucht súil. Bheadh na sráidbhailte níos deise dá gcuirfí crainn agus mar seo le hais an Príomh Bealach. Rachaidh sé chun leasa na háite dá gcuirfí crainn ós comhair Muilleann Úi Thuama amach.



11.3.1. Ballingeary, the second largest village in the Muskerry Gaeltacht, is attractively situated on the west end of Lough Allua. The village functions as a local service centre and has a seasonal tourism trade, which is based largely on its location on the Macroom - Bantry road and proximity to the National Forest Park at Gougane Barra.

11.3.2. Údarás na Gaeltachta, which promotes the development of employment opportunities, has industrial premises in the village. It also engages in the maintenance and promotion of the cultural (linguistic) traditions of the Gaeltacht through summer courses run in the local Colaiste na Mumhan. The annual visits of the “páistí” to the area contributes significant income to the area and ensures that there is little vacancy or dereliction of housing within the village.

11.3.3. A wide range of local services and facilities contribute to the development potential of Ballingeary. Consolidation of the village through the location of further activities would ensure their maintenance and expansion.

11.3.4. A new water supply scheme has been provided and the village is now adequately served. Some capacity still exists in the public drainage scheme which should cater for expected development during the plan period. Ultimately, treatment will be needed.

11.3.5. The Council considers that the village has an important role to play in the development of the surrounding area, both as a service and employment centre, and will co-operate with Údarás na Gaeltachta in this regard.

11.3.6. Local topography constrains the village into a linear shape and limits the availability of suitable development sites. The Council has therefore identified potential development sites which would enhance the economic prosperity of the village, and preclude the need for ribbon development on the approach roads.

11.3.7. Within the context of the Lee Valley’s amenity potential, the village will be promoted as a location where tourism-related activities e.g. holiday housing should be encouraged. A site overlooking the GAA field has been identified for potential holiday housing.

11.3.1 Tá Béal Áth an Ghaorthaidh an tarna sráidbaille is mó i nGaeltacht Mhuscraí ina shuí go taitheamhach ar an dtaobh thiar de Loch Allua. Tá an sráidbhaile ina ionad seirbhíochta don dúthaigh agus tá trácht turasóireachta séasúrach ann atá bunaithe ach go h-áirithe ar suíomh an sráidbhaile ar an mbóthar Magh Chromtha go Beanntraí, agus chomh maith le sin ar a ngiorracht don Páirc Foraoiseach Náisiúint Gougane Barra.

11.3.2 Tá aithrimh tionscaláíochta ag Údarás Na Gaeltachta, comhlacht a chuireann deiseanna fostaíochta chun tosaigh agus atá páirteach i gcothú agus i ndúl chun cinn tradisiún cultúrtha (teangan) na Gaeltachta tré chursaí Samhraidh i gColáiste na Mumhan. Cuireann cuairt bliantúil na mic léinn le maoin na h-áite agus deineann sé seo deimhin de go bhfuil cruth maith ar na tithe.

11.3.3 Cuireann an réimse leathan seirbhísí agus áiseanna áitiúla go mór le h-acmhainn forbartha Béal Átha Ghaorthaidh. Dhéanfaidh tuile gníomhaíochtaí agus cothú agus leathnú ar na seirbhísí atá ann cheana féin an sráidbhaile a neartú.

11.3.4 Táthar tar éis córas nua uisce a chur ar fáil agus tá neart uisce ins an sráidbhaile anois. Níl an córas dreanála lán go doras anois agus is dócha go n-oirfidh sé le linn an tréimhse Pleanála. I ndeire na dála, beidh sé riachtanach cóiriú a dhéanamh ar an gcóras.

11.3.5 Glachann an Chomhairle go bhfuil páirt mór ag an sráidbhaile i bhforbairt an dúthaigh máguaird mar ionad seirbhís agus fostaíochta, an Chomhairle ag déanamh comh oibriú le Údarás Na Gaeltachta.

11.3.6 De bhárr an crot atá ar an Dinnseanchas, tharla forbairt líneach ar an sráidbhaile. As ucht san, bhí srian ar locáidí tráchtála. Tá áiteanna forbatha a gcuideachadh le maoin eacnamaíochta an sráidbhaile agus a cuirfidh srian le forbairt liníochta le hais na Príomh Bóthar, cuirthe in aithne ag an gComhairle.

11.3.7 Maidir le forbairt achmhainn i nGleann na Laoi, déanfar an sráidbhaile a chur chun cinn mar áit inar cóir gníomhaíochtaí a bhaineann le turasóireacht a spreagadh, m.sh. tithíocht saoire. Tá locáid i ngar do Páirc Imirthe CLCG curtha in aithne mar ionad tithíochta turasóireachta.



11.4.1. This small village is attractively situated near the east end of Lough Allua and on the River Lee. It now spans both sides of the river, but is largely centred on the north bank. Inchigeelagh is also situated on the scenic Macroom (Gougane Barra) - Bantry road which is a seasonal touring route.

11.4.2. The village has a local service role and its good range of facilities including two hotels, testify to the traditional recreational/tourism functions of the area.

11.4.3. The population of the village was 158 in both 1981 and 1986, and fell slightly to 149 in 1991.

11.4.4. Land in or near the village has been zoned to cater for growth, and to maintain its reasonably compact urban form. Further ribboning on the Macroom road and the road north of the village will be curtailed to reduce the undesirable impression of suburban sprawl which dilutes the attractiveness of the strong vernacular architecture of the village.

11.4.5. Public drainage is limited and water supply is inadequate. A new water supply source is being investigated. Improvements have been made to the roads linking Inchigeelagh to Dunmanway and Ballingeary and these will continue as funds become available.

11.4.6. A significant local amenity, which has the potential to enhance the village considerably, exists on the south bank of the river. A considerable investment was put into this "pleasure island" by the local community and tourism interests some years ago but lack of maintenance resulted in its deterioration. The Council has carried out work on its restoration under a Social Employment Scheme and this will continue during the plan period.

11.4.7. Within the context of the Lee Valley's promotion as a major regional recreational resource, the village will also be promoted as a location where tourism-related activities should be encouraged. The area immediately to the south west of the village is one possible location for a substantial tourist facility along the lines discussed at para 11.24 above.



11.5. THE MACROOM AREA: AHERLA / CLOUGHDUV / CROOKSTOWN / KILMURRAY

11.5.1. These 4 villages lie in a line at approximately 2 mile intervals along a minor road which runs parallel to the N22. The villages provide a good range of facilities and services to their immediate hinterland. In this section, the proposals outlined will allow the 4 villages to develop, while avoiding their combination into a linear settlement.

11.5.2. Future growth will depend on attracting further "one-off" housing demands into the villages and in maintaining both local and convenient employment opportunities. In order to promote this growth and maintain the distinct identity of the villages, development boundaries have been identified and encouragement given particularly to in-depth housing development within these boundaries.

11.5.3. Figures for growth of the individual settlements are not readily available except for Crookstown, whose population rose from 332 in 1986 to 353 in 1991.

Aherla

11.5.4. Aherla is a small crossroads settlement 3 miles west of Killumney. A development boundary has been established inside which housing will be encouraged, subject to satisfactory design and sanitary arrangements.

11.5.5. There is no public sewer in Aherla, so sewage disposal will have to be by means of septic tank or small group treatment plant. Because of this, densities will tend to be low but this pattern of development seems to be the preferred type of development for the majority wishing to settle in small towns and villages. Water supply is adequate but there is a problem with pressures to the south of the village due to the sharp rise in levels.

11.5.6. While the village does not have a school it does contain a basic level of services and a clear identity which enables it to function as a separate community. Consolidation of the village will help reinforce this identity.

11.5.7. Aherla also represents an alternative to building in Farran, 2 miles to the north. Farran is a popular location, but there is no spare water capacity in the group water scheme serving it, and there are no current proposals to provide an additional supply. This effectively precludes further development in Farran for the time being. The issue could be reviewed in a few years time.

Cloughduv

11.5.8. This small settlement is centred around a crossroad and large church. It has a shop, pub and sports facilities and has attracted considerable development in recent years. Additional lands have been identified which will provide an alternative to scattered rural housing. A limited public water supply is available. Drainage by septic tank will be necessary in the absence of a public sewer.

11.5.9. The village has a small school. A new school is scheduled to replace it. The local authority housing scheme within the village has helped consolidate it as a viable settlement. This can be reinforced by locating further private housing within rather than at a physical remove from the village.

Crookstown

11.5.10. Crookstown already has substantial industrial employment, and is highly accessible. Land has been identified for smaller industry suitable for an in village location there.

11.5.11. The Council has consolidated the village by building housing schemes in Crookstown. Unlike the 1986 Plan specific sites have not been zoned but provision for potential development is given in the extensive development boundary encircling the village. All land within the development boundary (other than the industrial site referred to in the previous paragraph) will be considered for housing.

11.5.12. Water supply is adequate at present. In the absence of public drainage, individual and communal septic tanks will be permitted subject to satisfying the standards set out by the Council. To facilitate further development and to prevent pollution of the water system, a sewerage scheme is high on the Council's priority list.



11.5.13. While the Council has had the provision of a public park as an objective since the last plan little has happened in realising this. The land is owned by the Council and the assistance of the local community will be sought to attempt to develop the lands in a way which would contribute positively to the amenities of the village. Protection of the ruinous Castlemore and Clodagh castles adjacent to the village will continue to be an objective of the Council.

Kilmurray

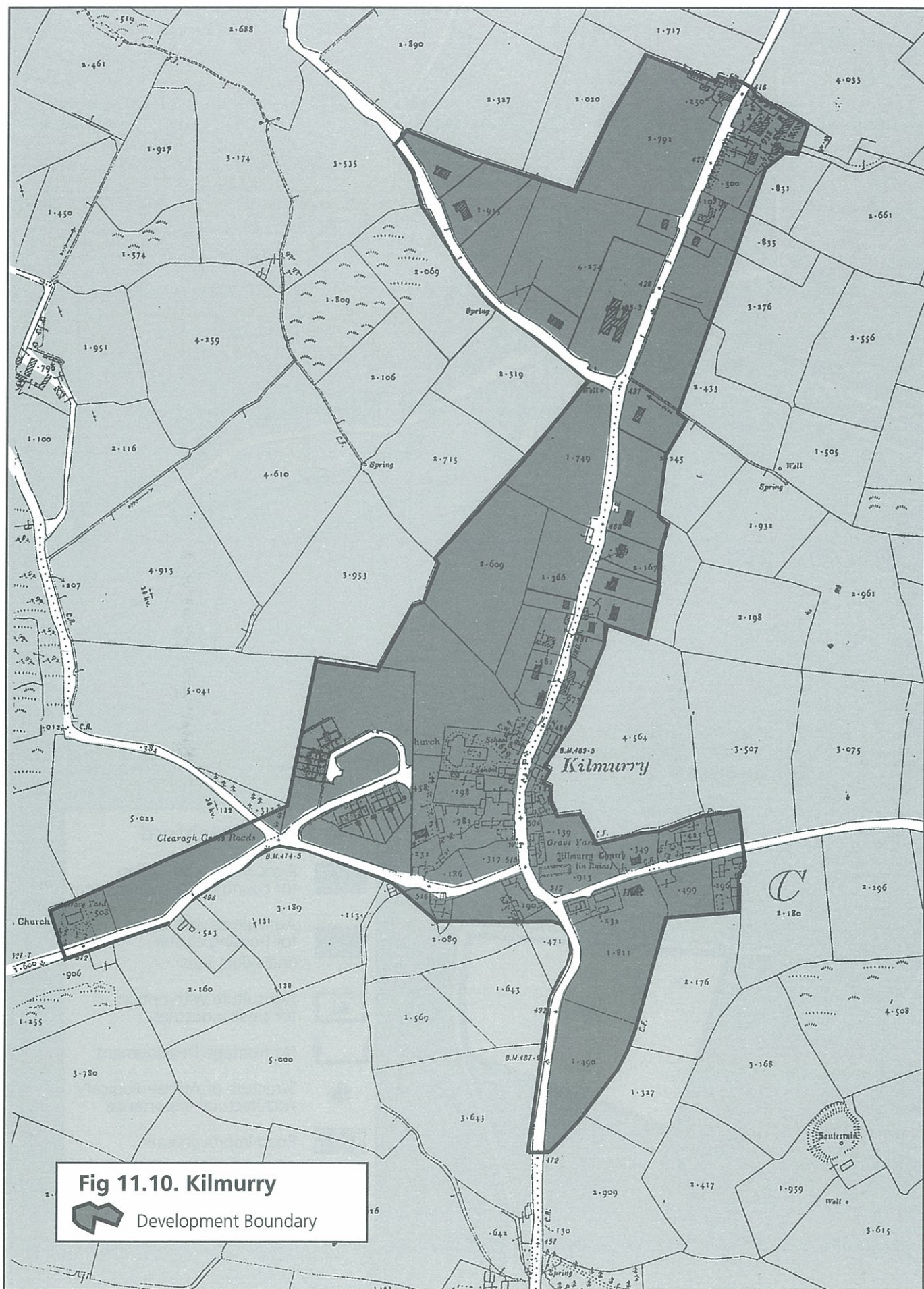
11.5.14. Kilmurray lies 2 miles west of Crookstown and is a significant village in its own right. It has a good level of services which including shops and a school, making it attractive and suitable for further residential development.

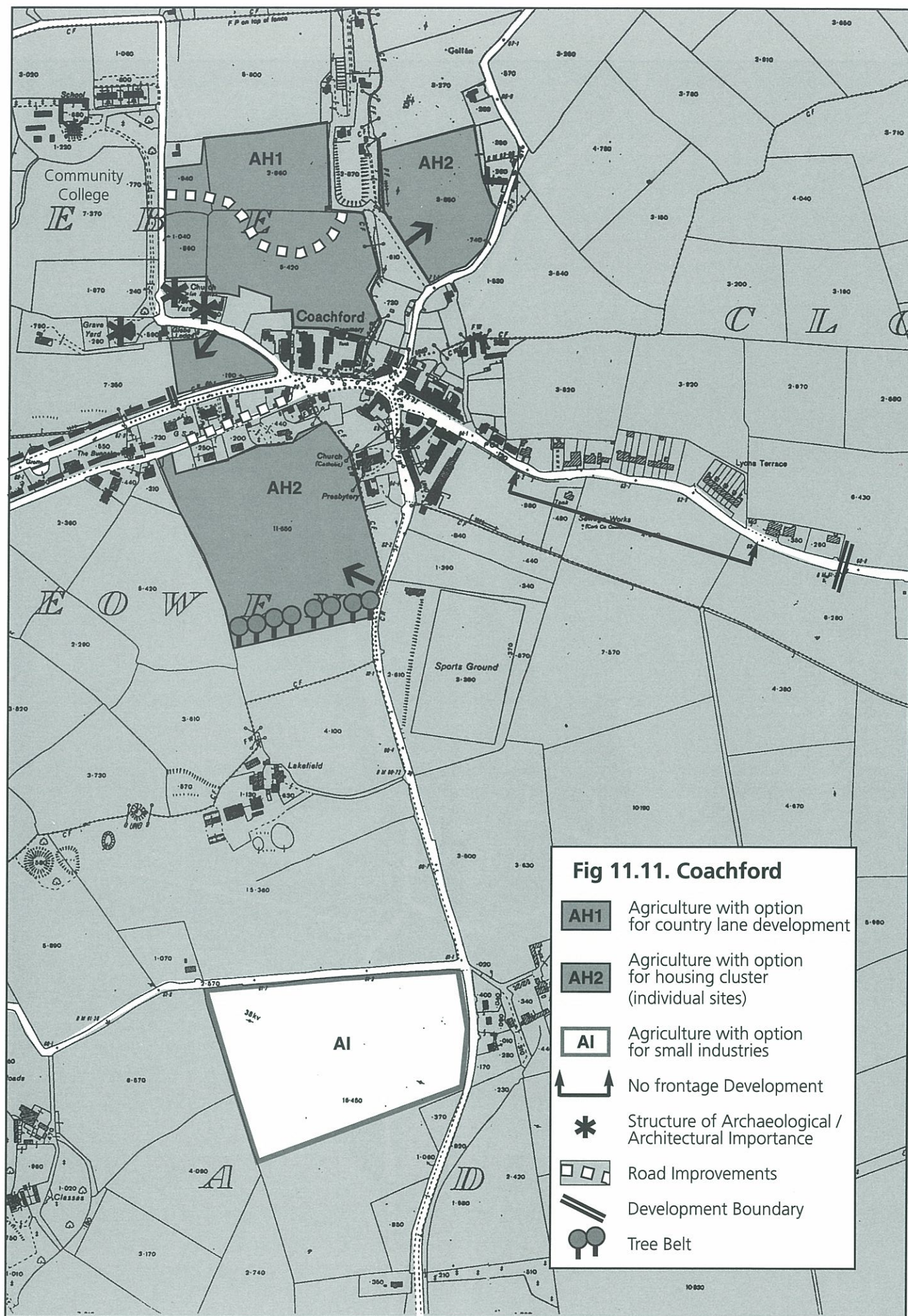
11.5.15. Here also a development boundary has been identified inside which housing development will be encouraged. Capacity for development is more limited in Kilmurray because of the elevated nature of the land.

11.5.16. There is no public sewerage scheme in the village, and water supply needs to be augmented. A new water supply system for the village has a high priority on the Council list. A new sewerage system is also being considered.

11.5.17. Until the sewerage scheme is implemented all new housing development will have to be on individual septic tanks subject to satisfying the standards set out by the Council.







11.6.1. Coachford and Dripsey are located on the scenic northern lakeside route connecting Cork and Macroom. Dripsey consists of three nuclei, Lower and Upper Dripsey and Model Village. Due to the proximity of the two villages to each other and the Lee Valley reservoirs, they are strategically placed to act both as a focus for residential growth and growth in Tourism in the Lee Valley.

11.6.2. While population growth in Coachford, Dripsey and the surrounding rural area was dramatic in the decade from 1971-1981, this growth stopped during the 1980s., partly as a result of the virtual halting of the Council's housebuilding programme. (see Table 11.3)

Table 11.3.
Population Growth 1971-1991

	1971	1981	1986	1991
Coachford	323	413	423	433
Model Village	198	343	341	319

11.6.3. Coachford has a good range of facilities and services including an expanding community school. Lower Dripsey has a school, shop and bar, while Upper Dripsey and Model Village have local shops, bars and post offices. Model village is the residential core of this three-centred settlement.

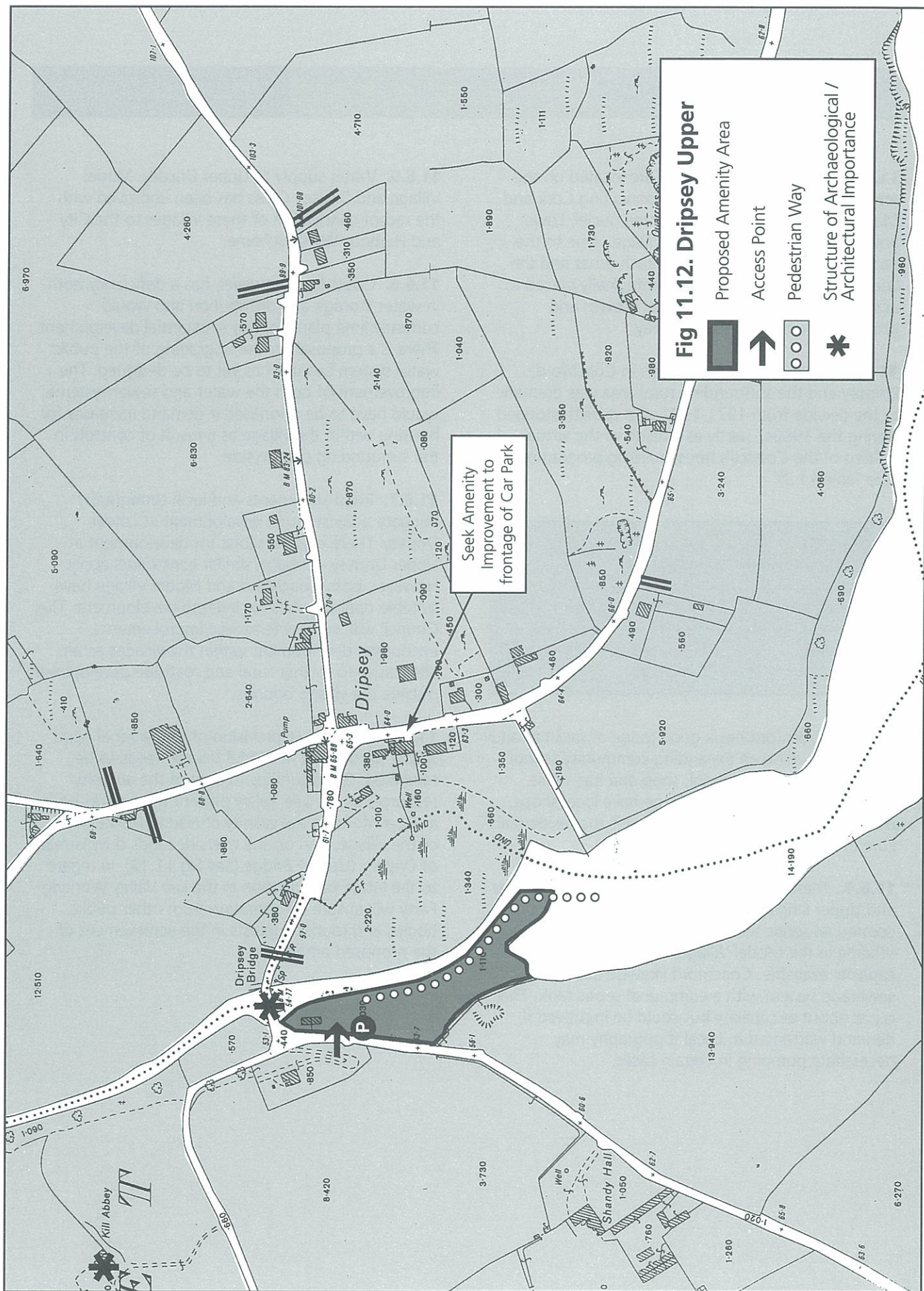
11.6.4. There is no public sewerage system in Lower and Upper Dripsey. A public sewer leading to a communal septic tank serves a Council housing scheme in the Model Village; there is some spare capacity available. Coachford likewise has a public sewerage system with a communal septic tank. This is just about at capacity but could be improved if demand warranted it. Local topography may necessitate pumping in certain cases.

11.6.5. Water supply to Upper Dripsey, Model Village and Dripsey Cross has been improved with the recent connection of these villages to the City and Harbour Water Scheme.

11.6.6. Coachford, however, has a deficiency both in water storage and distribution and would currently limit plans for any substantial development. There is a proposal for the upgrading of the public water system but this has yet to be designed. The improvement of both the water and sewer systems would have to be prioritised if demand increases for housing within the village as a result of controls in the surrounding countryside.

11.6.7. Road alignments and local topography mitigate against much development at Lower Dripsey. There is some scope for development at Upper Dripsey although similar constraints apply. However, both Coachford and Model Village have suitable opportunities for indepth development. The Council will, subject to service improvements, encourage development within the villages as an alternative to further rural and roadside development outside the village bounds.

11.6.8. Inadequate provision of recreational open space, particularly at Model Village needs to be remedied. Opportunities to avail of the amenity resources of the Lee Valley present themselves both at Coachford, in the vicinity of Nadrid House south of the village, and on the riverside lands downstream of Dripsey (Upper) Bridge (See Fig.11.12). In regard to the latter, participation in the Lee Valley Working Party will ensure co-operation from other public bodies and tourist interests in the achievement of the proposed amenities.







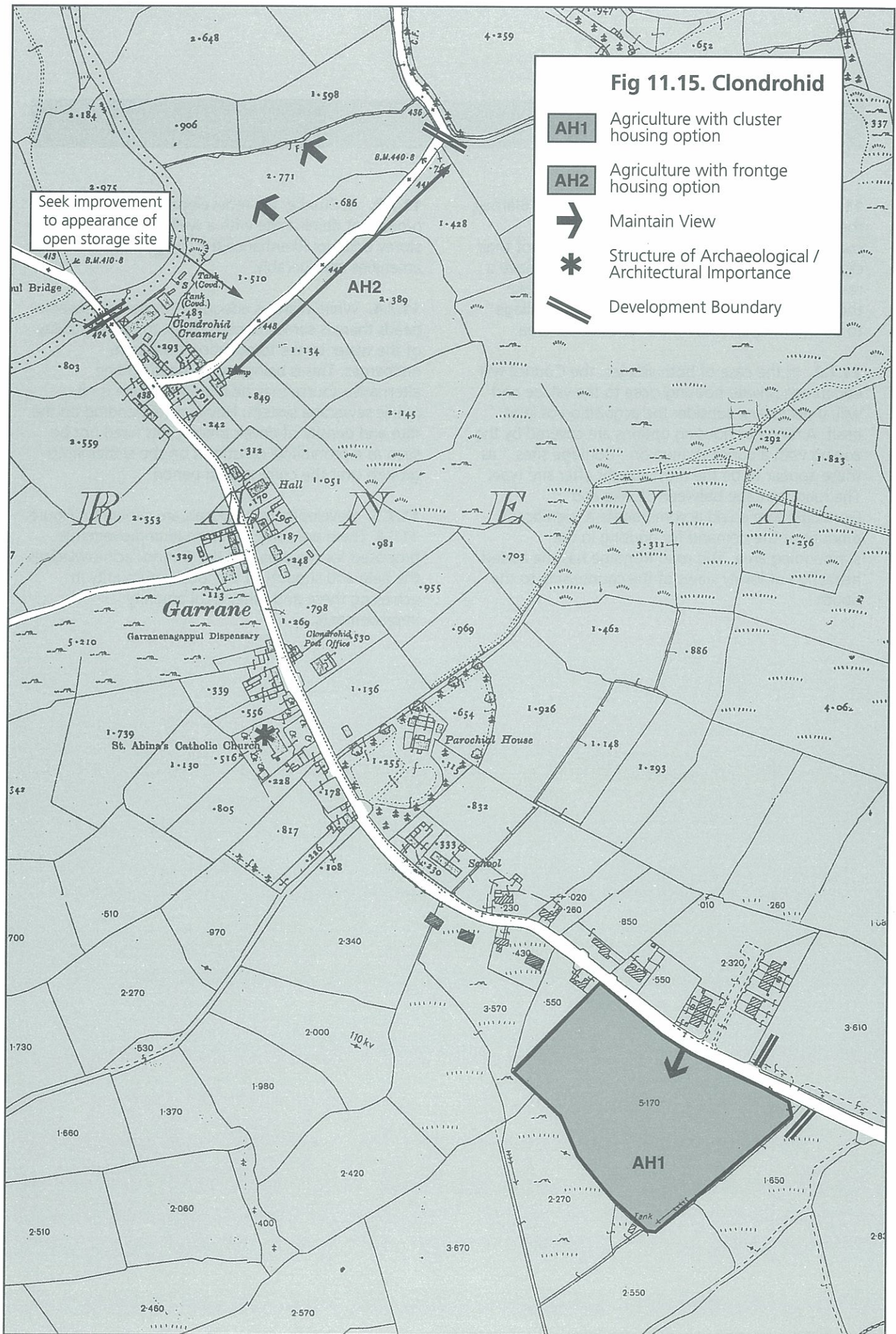
11.7.1. Situated some 15 km. north-west of Blarney, the villages of Stuaque and Donoughmore are considered as a single planning unit because of their close proximity i.e. c. 1 km. Combined, they have a range of local services and facilities, which make them suitable for designation as a "priority village" to accommodate housing demands in the area.

11.7.2. In the case of both villages, the Council will encourage private housing close to the village and will, if necessary, consider the acquisition of land itself. A range of housing options are covered by the zoning with a concentration on "frontage sites " as these appear to be the most sought after site type. The road frontage between Stuaque and Donoughmore could accommodate a significant amount of the demand for housing in the surrounding area. This road frontage has the added attraction of lovely views of the countryside to the South.

11.7.3. At Stuaque, the redevelopment of a prominent derelict site with a well designed two-storey unit would enhance the village's visual amenities considerably.

11.7.4. While water is adequate to meet foreseeable needs there is some concern about the susceptibility of the water intake to pollution from farm discharges. This is being investigated and an alternative source may be required. There is no public sewerage system. However, depending on the rate and density of development, this need not be seen as a prohibitive constraint on the settlement's growth over the coming plan period.

11.7.5. Development proposals are shown on Figure 11.14. There are some minor road improvements proposed for the area and the Council acknowledges the help and support of the local community in achieving these and other local amenity improvements.



11.8.1. The area west of Macroom contains quite a few small villages and hamlets which provide a surprising level of services in terms of the size of the settlement.

11.8.2. The Council will encourage further housing into these settlements so that services can be provided with some order of priority, and so the numerous and diverse demands for public expenditure can be handled rationally. Development of settlements provides a better base for community, social and cultural growth than individual houses scattered throughout agricultural areas.

11.8.3. It is likely that additional demand for development within existing settlements will arise as a result of controls imposed around the larger towns. The advantages of living within reach of daily services, schools, shops, sports and recreational facilities (without the need for private transport) needs to be emphasised.

Clondrohid

11.8.4. Clondrohid (labelled Garrane on most maps) lies just outside the 3 mile circle around Macroom. It is a pleasant village, linear in character and has potential for accommodating additional housing. It contains a church, school, shops, pubs, post office, community hall and sports pitches. There are several industrial operators adjacent to the village which provide valuable sources of employment. Both public water and sewer services within the village are adequate to cater for additional demand. A sewerage treatment works scheme has been mooted to replace the existing septic tank drainage systems but this has a relatively low priority.

11.8.5. The Council will encourage infill development within the existing confines of the village. Two fairly large areas of land have been specifically zoned for housing development. (Figure 11.15). At the eastern end of the village a 5 acre field is considered suitable for a low density cluster and on the western end there is an opportunity for frontage housing on lands which command excellent views over the valley to the North-West. Development boundary limits have been set along the main road to help consolidate the village and prevent further straggle.

11.8.1 Tá roinnt maith bailte agus sráidbhailte beaga ins an dúthaigh sin siar ó Magh Chromtha agus tá mórán seirbhísí ar fáil ann.

11.8.2 Cabhróidh an Chomhairle le tuile forbairt tithíochta ins na sráidbhailte seo i dtreo is go mbeidh seirbhísí ar fáil saor agus go rialta. Tá sé i bhfad níos fearr don phobail forbairt sóisialta agus cultúra a bheith láirithe ins na sráidbhailte in ionad tithe a bheith scapaithe go foir-leathan ar fud na tuaithe.

11.8.3 Is dócha go mbeidh éileamh ar breis forbairt ins na bailte móra. Is cóir an buntáiste a leanann conaí i ngar do seirbhísí laethiúil, scoileanna, siopaí, áiseanna spóirt agus caitheamh aimsire (gan gá le trácht príobháideach) a chur fé bhráid an phobail.

Cluain Droichead

11.8.4 Tá Cluain Droichead (tugtar Garrane air ar leárscáileanna) suite trí míle amach ó Magh Chromtha. Sráidbhaile deas atá ann, suite ar thaobh an bóthair, agus d'fheadfaí tuile tithe a thógaint ann. Tá séipeál ann, scoil, siopaí, halla phoball agus páirceanna imirthe. Tá cúpla gnó tráchtála i ngarr don sráidbhaile agus tá fostaíocht ar fáil ionnta súid. Tá na corais uisce agus séarachais taobh istigh don sráidbhaile chaoi do tuile éileamh. Tá sé cheapaithe gur chóir áis múnla séareachais a chur ar fáil in ionad an córas atá ann faoi láthair, 'sé sin, tancaí séarachais, ach níl sé seo práinneach.

11.8.5 Cabhróidh an Chomhairle le forbairt breise taobh istigh de teorainn an sráidbhaile. Tá dhá réimse talún ainmnithe do forbairt tithíochta (feic fig. 11.15). Cheaptar go bhfuil páirc 5 acra talún ar an dtaobh soir den sráidbhaile oirúinach do scéim lú-dlúis tighíochta. Tá caoi ann ar an dtaobh siar den sráidbhaile tithe a thógaint agus dearca acu ar an dtír álainn i dtreo an iar tuaisceirt. Tá srian curtha ar forbairt le h-ais an Príomh Bóthair chun deireadh a chur le tuile leathnú ar an sráidbhaile.

Kilnamartyra

11.8.6. Kilnamartyra lies some 4 miles west of Macroom and has the capacity and level of services to attract a moderate influx of housing. It contains a "toy soldier" factory, a timber processing plant, and a furniture manufacturer. The recently completed GAA grounds and the new national school together with shops, post office, church and community hall all contribute to its pleasant hillside sitting.

11.8.7. Figure 11.16 outlines areas identified for mainly frontage residential development. The large field within the centre of the village is too marshy and low lying to contemplate development and in any case provides an opening vista to the scenic landscape to the south. Water and sewer services are adequate to cater for anticipated demand.

Reananerree

11.8.8. Reananerree is a tiny hamlet on the main road between Ballyvourney and Ballyingear. Despite its size it contains a church, school, post office and shop. Some employment opportunities are afforded by the nearby mushroom factory and timber yard. There is potential for housing development on the north side of the road. The south side should be kept free form development to protect the views and prospects of the rising land to the south. (See Figure 11.17) There are no public services available here and the size of the settlement does not currently warrant their provision.

Coolea

11.8.9. Coolea is another tiny settlement lying 2 miles south-west of Ballyvourney. It is mainly associated in the hearts and minds of people with Irish culture and folklore and the musical heritage of the O' Riadas. While its summer-time resident numbers are swollen by children attending "the Gaeltacht", the resident population is in decline. This is a source of grave concern to locals who are worried about the dissolution of their special culture. The Council, in recognition of the unique contribution to Irish culture and musical tradition will facilitate development efforts within the village.

Cill na Martra

11.8.6 Tá Cill na Martra suite 4 míle slí siar ó Magh Chromtha. Tá dóthain seirbhísí ann chun go bhfeadfaí neart tithe a thógaint ann. Tá monarcha bréagán saighdiúra, monarcha poiséal adhmaid agus monarcha troscáin ann. Sráidbhaile deas ar thaobh cnoic é agus tá páirc imirthe nua CLCG, scoil náisiúnta nua, comh maith le siopaí, oifig an phoist, séipéal agus Halla Phobal ann.

11.8.7 Léaraíonn fig 11.16 áiteanna atá oirúinach do forbairt tithíochta le h-ais an Príomh Bóthair. Níl an páirc mór i lár an sráidbhaile oiriúnach do forbairt as ucht é bheith an-íseal agus fé usice. Comh maith le sin tá sé feiliúnach don radharc deas. Tá na córais uisce agus séarachais sách-oirúinach.

Ré na nDoirí

11.8.8 Sráidbhaile an-bheag suite ar an Príomh Bóthar idir Baile Bhúirne agus Béal Átha an Ghaorthaid 'sé Renaniree. D'aineoin comh beag is atá sé, tá séipéal, scoil, oifig an phoist agus siopa ann. Tá roinnt fostaíocht le fáil ins na monarchain adhmaid agus beacán. D'fhéadfaí tuile forbairt tithíochta a bheith ar an dtaobh ó thuaidh don bhóthair. Ba chóir go gcoimeádfaí an taobh ó dheas saor ó fhorbairt i dtreo is go gcoimeádfaí an radharc deas. Níl aon córais seirbhísí poiblí ar fáil anseo, agus as ucht comh beag is atá an sráidbhaile, níl aon gá leo.

Cúl Aodha

11.8.9 Tá Cúl Aodha ar cheann eile dos'na sráidbhailte beaga agus tá sé suite dhá mhíle siar ó dheas ó Baile Bhúirne. Feiciteas go bhfuil dlúth-bhainnt idir Cúl Aodha agus an cultúr Gaelach agus comh maith an baint idir clann Uí Riada agus an traidisiún ceol. Cé go mbíonn méadú mór sa daonra le linn an tSamhraidh as ucht na scoláirí a bheith ag foghlaim Gaeilge, tá an gná daonra ag dul i laighid. Tá na daoine buairthe faoi seo agus faitíos orthu go n-imeoidh an slí bheatha agus an cultúr le sruth. Cabhróidh an Chomhairle le forbairt i gCúl Aodha chun tachaíocht a thabhairt do búanú an cultúir Gaelach idir ceoil agus mar sin de.

11.8.10. Its topography and marshy nature makes the identification of development land difficult but some new housing could be accommodated on lands adjacent to the school. While public water supply to the village is limited, the Council will endeavour to improve supply if new development needs arise. Figure 11.18 shows potential development sites. It should be recognised by potential residents that consolidation of the village will contribute far more to the development of the village than the continuation of the current pattern of ribbon development on either side of the village. The value of the local Mark Eire factory as a significant local employer is acknowledged.

Toon Bridge

11.8.11. Although there are no sanitary services, water or sewerage, in the village, Toon Bridge would benefit from further limited housing development. Situated less than five miles from Macroom, it is a good location for individual houses which might otherwise locate in the countryside. Other services provided in the village, a shop, a pub, and a school 2 miles away on the Inchigeelagh road, make it an attractive area for residential development. Further development north of Toon Bridge will be discouraged (see Figure 11.19).

Carriganimmy

11.8.12. Carriganimmy is located 6 miles north-west of Macroom on the main Millstreet Road. It is a very attractive village but needs some additional housing/population to reverse early signs of decline and dereliction. The Council will encourage the renewal and rehabilitation of delapidated buildings on the eastern end of the village. There is an opportunity for limited low density development on the south side of the village (Figure 11.20 refers).

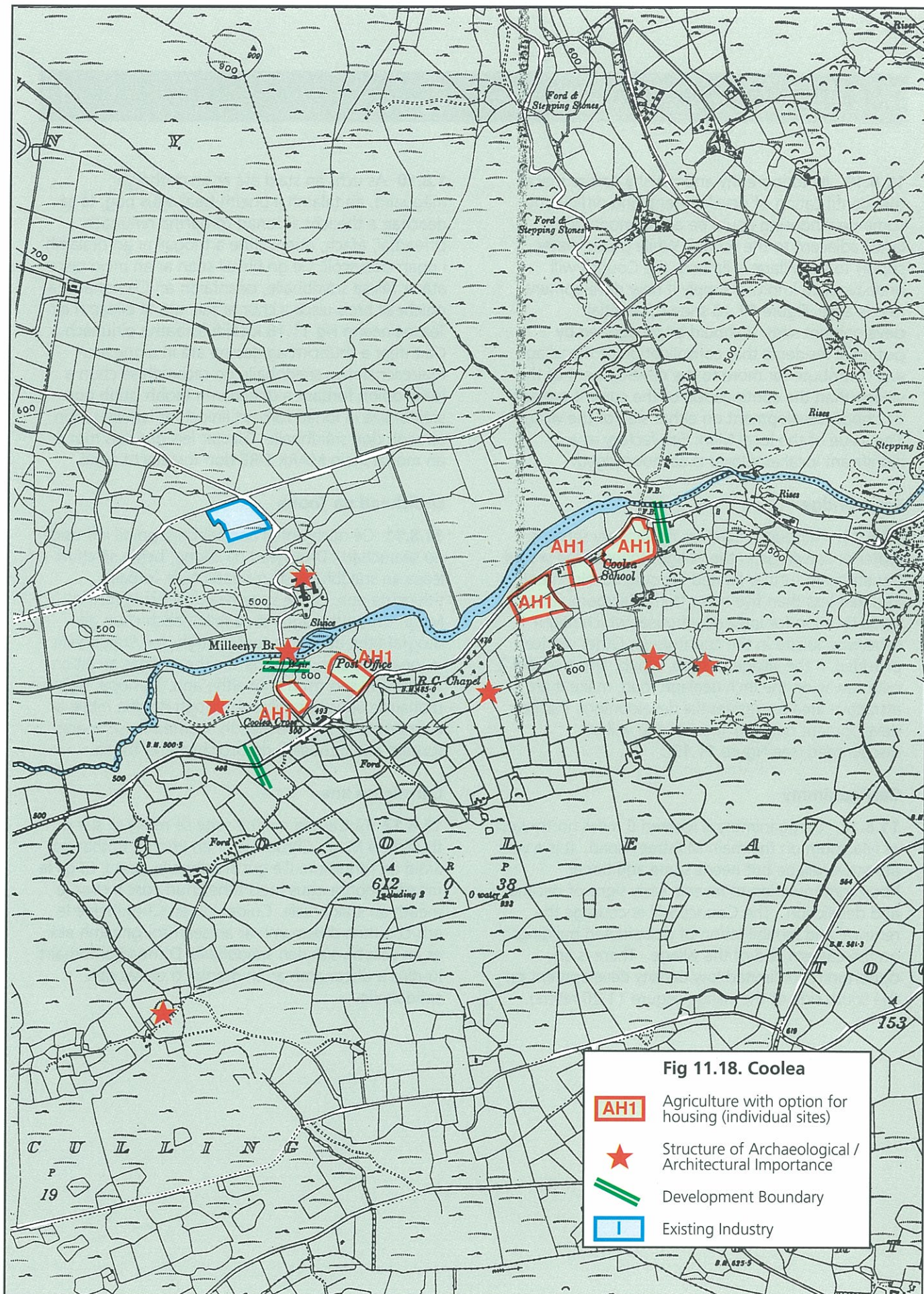
1.8.10 As ucht an staid atá ar an dúthaigh máguaird, an talamh a bheith íseal agus bog, tá sé deachair a theacht ar ionad forbartha oiriúnach. D'feadfaí, áfach, roinnt tithe a thógáil ar an dtalamh i ngarr don scoil. Cé go bhfuil srian ar an méid uisce atá ar fáil sa sráidbhaile, déanfaidh an Chomhairle a dhícheall breis uisce a chur ar fáil, má tá éileamh air. Teaspáineann Fig 11.18 locaídí forbatha oiriúnach. Caithfear a thuiscint ag daoine atá in aigne acu maireachaint sa sráidbhaile go rachaidh sé chun a leasa dóibh forbairt a dhéanamh taobh istigh don sráidbhaile in ionad forbairt liníoch ar 'chuile taobh amuigh don sráidbhaile. Glactar leis gur deis mór é an monarchain MARK EIRE don fostaíocht áitiúil.

Droichead na Toona

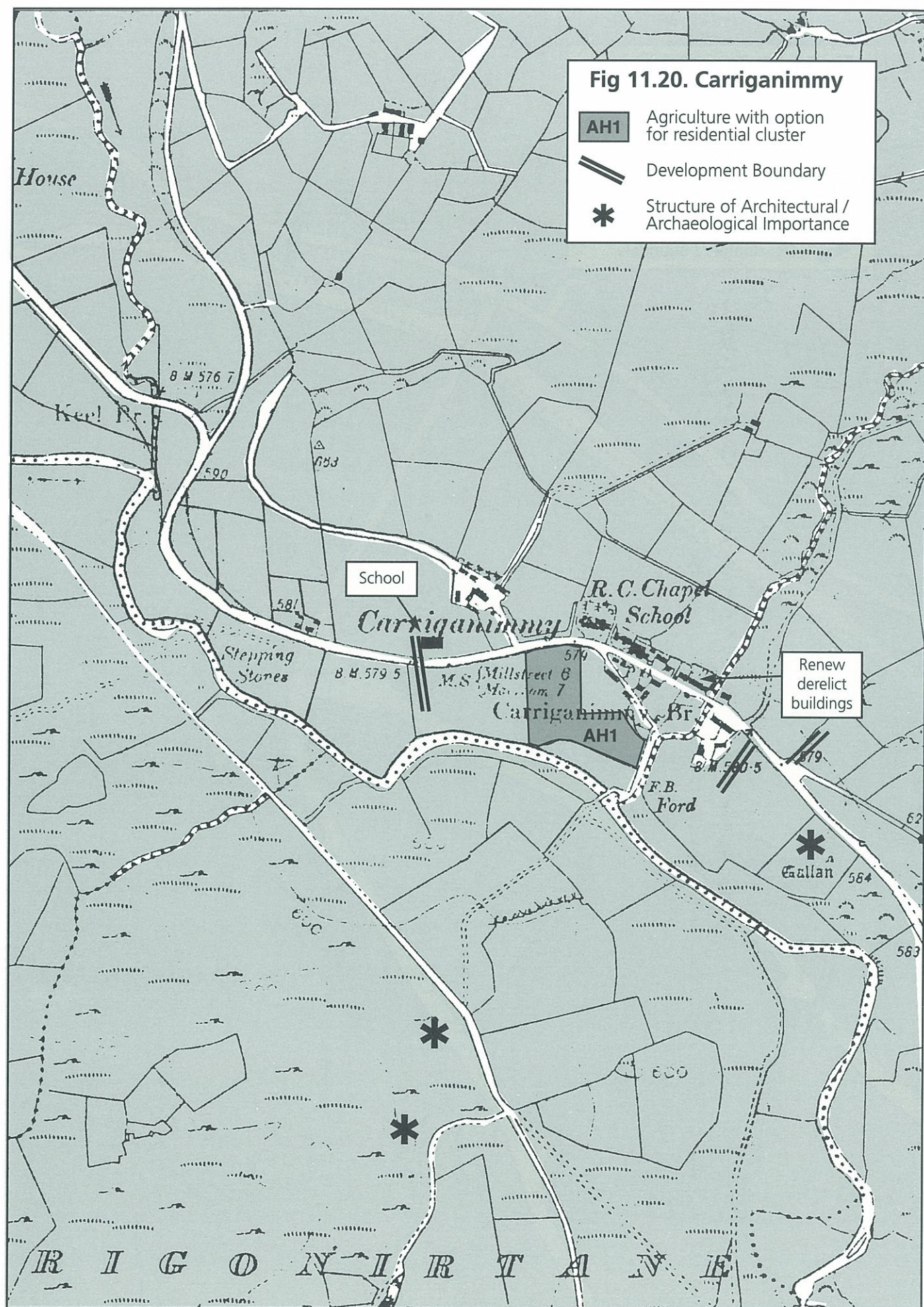
11.8.11 Cé nach bhfuil aon seirbhísí poiblí idir usice nó séarachais i Droichead na Toona, beidh sé chun leasa an sráidbhaile dá mbeadh tuile forbairt tithíochta ann. Tá sé suite beagnach cuig míle ó Magh Chromtha agus tá sé feiliúneach chun go dtógfaí tithe aonarach taobh istigh den Sráidbhaile in ionad iad a chur i lár na tuaithe. Is deas an áit an sráidbhaile seo chun chónaithe ann. Tá siopa, tigh tabhairne agus tá scoil taobh istigh de dhá mhíle ar an mbóthar do Inse Géileadh. Cuirfear cosc ar aon forbairt eile ó thuaidh de Droichead na Toona.

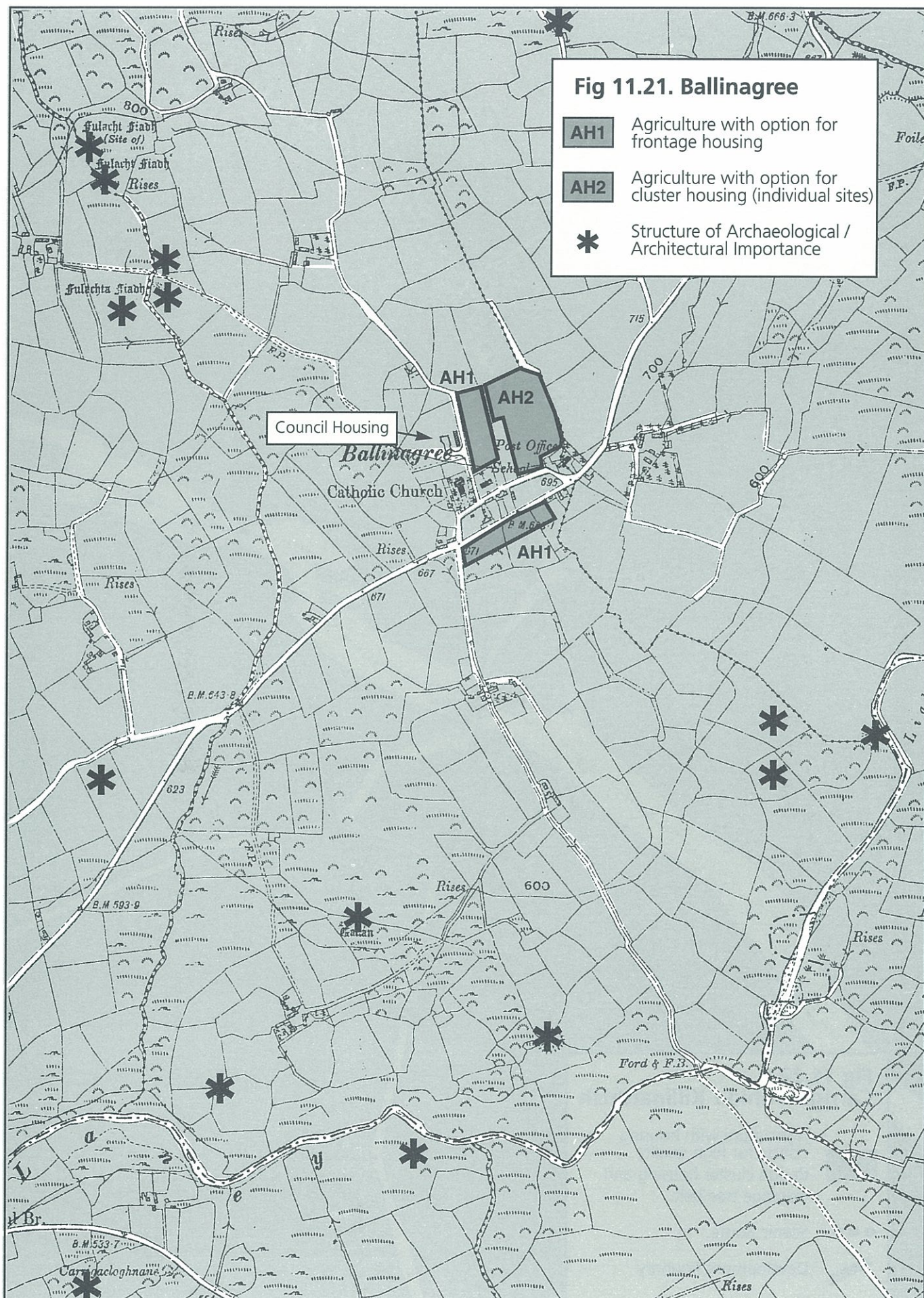
Carraig an Ime

11.8.12 Tá Carraig an Ime suite sé mhíle slí siar ó thuaidh ó Magh Chromtha ar an Príomh Bóthar go Sráid an Mhuillinn. Cé gur sráidbhaile deas í, tá gá le méadú daonra agus breis tithe chun cosc a chur le meath an sráidbhaile. Cuideoidh an Chomhairle le ath-chóiriú a dhéanamh ar an sean-foirgneamh atá ar an dtaobh siar den sráidbhaile. D'fhéadfaí forbairt lú-dlús a dhéanamh ar an dtaobh ó dheas den sráidbhaile.









11.9.1. There are a number of small settlements in the area NE of Macroom and NW of Coachford which have services. Some growth in them would help retain services and develop community structure.

Ballinagree

11.9.2. The tiny hamlet of Ballinagree, 5 miles north-east of Macroom, also has sufficient services (church, school, shop/pub/post office) to attract additional housing. It has an adequate public water supply and drainage can be accommodated by means of septic tank. (Figure 11.21 refers).

Carrigadrohid/Killinadrish

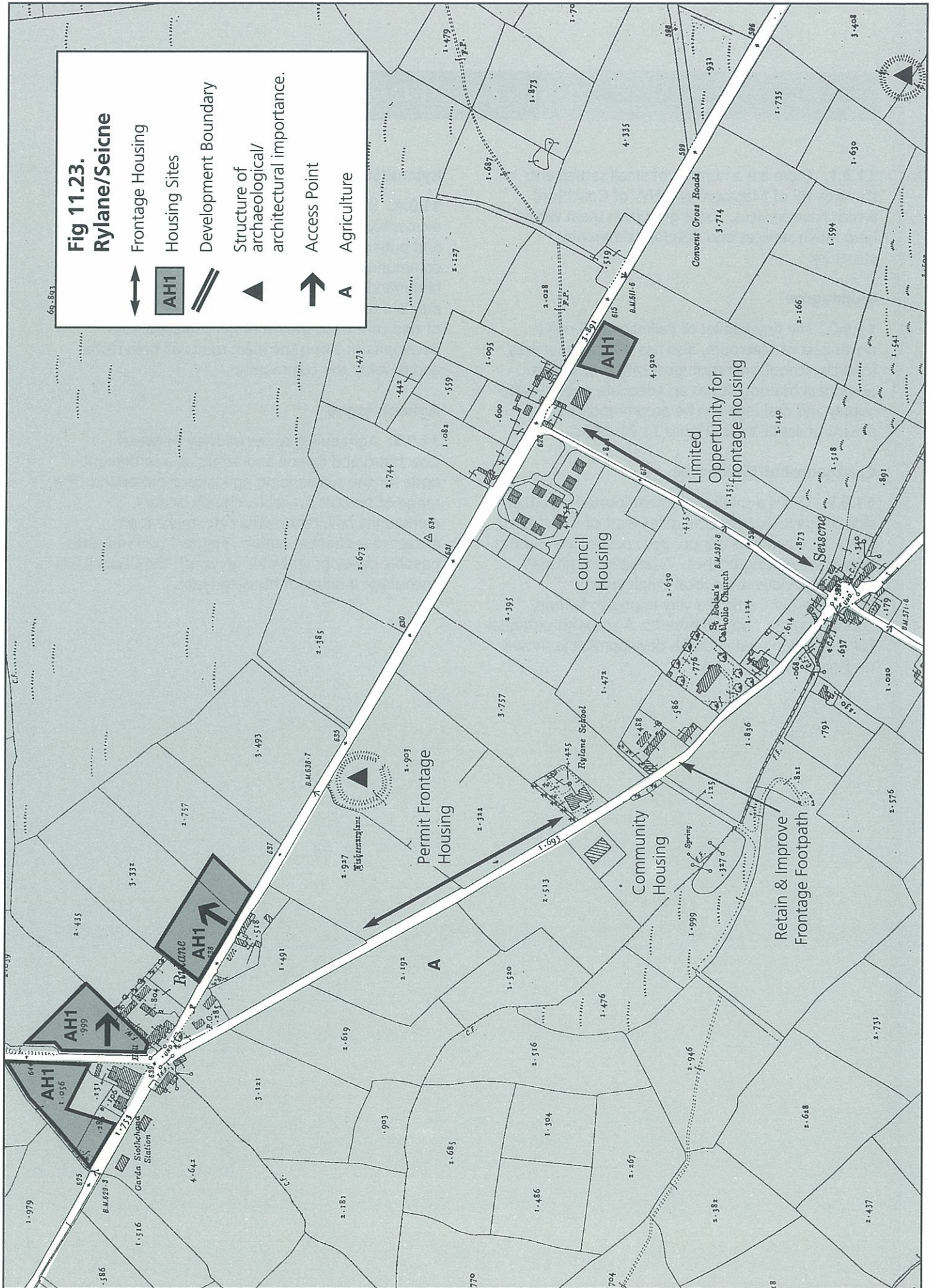
11.9.3. This is a small settlement located on either side of the River Lee some miles west of Coachford. The village contains a shop, pub, post office and has impressive playing pitches. A large horticultural nursery provides some local employment. Carrigadrohid Castle is a very imposing feature, connecting the two settlements. A site with potential for a well designed in depth development is shown on Figure 11.22.

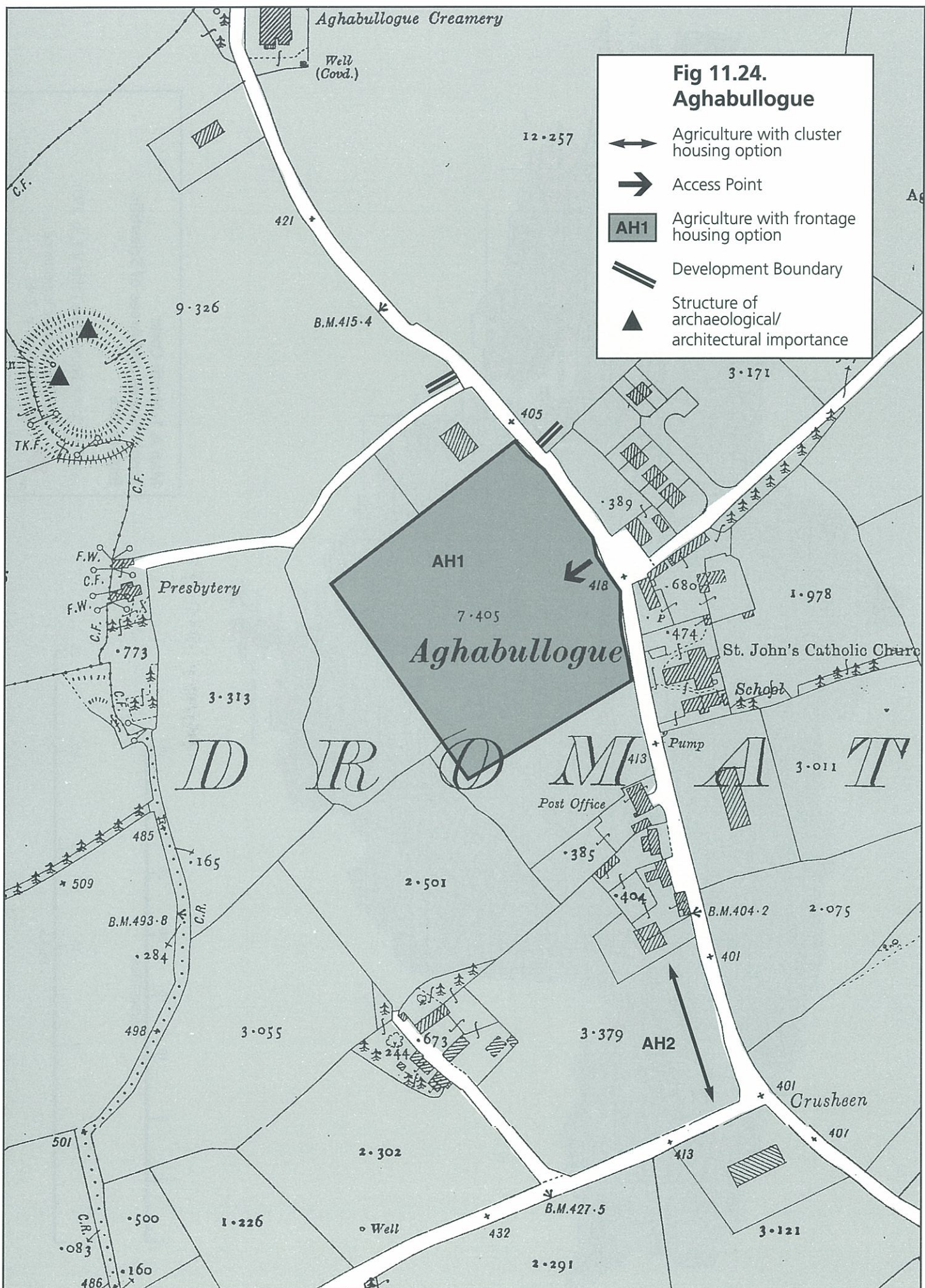
Rylane/Seiscne

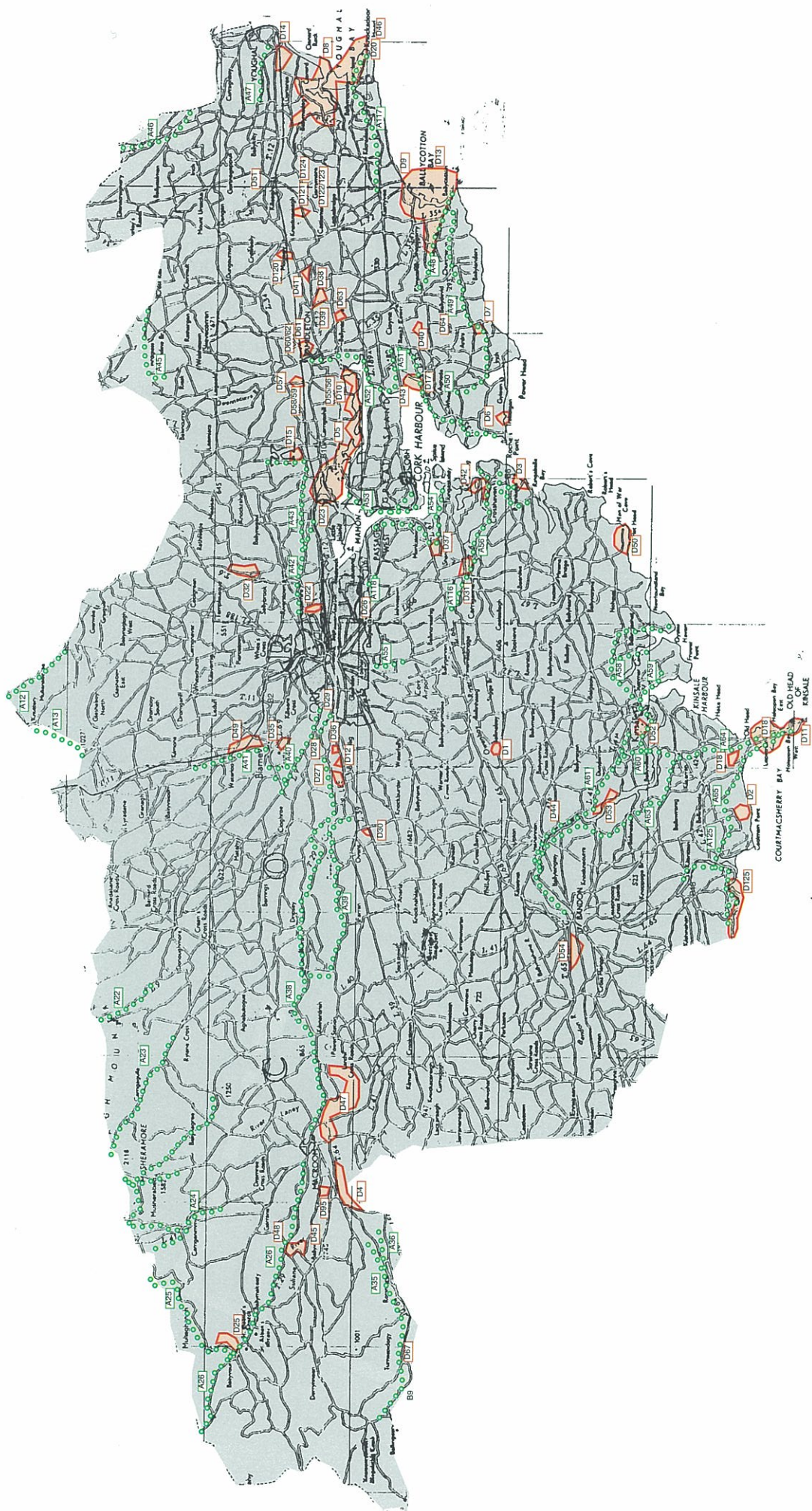
11.9.4. This settlement is bi-focal, each one around a cross roads. A school, church, health centre, shops and pubs plus a community hall provide a good community base for the surrounding rural hinterland. Development opportunities within the area are outlined on Figure 11.23. The consolidation of two centres as shown rather than sporadic development along the main road will help foster and develop the community.

Aghabullogue

11.9.5. Aghabullogue lies midway between Coachford and Rylane and serves as a settlement node for the surrounding agricultural hinterland. The range of services available, church, school, community hall, tennis court etc. make it an attractive residential option. Figure 11.24 indicates possible development sites on which the Council will encourage a range of housing types.

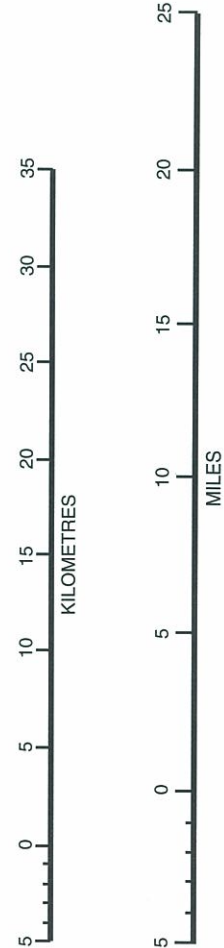






**Map A.1. North Cork:
Scenic Routes and Areas of Scientific
Importance**

..... Scenic Routes (See Table V.1, p. 293)
 Areas of Scientific Importance
 (See Table V.4, p. 296)



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 borne 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.

Parking Standards

12.6. Appendix IV sets out 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	<input type="checkbox"/>	<input type="checkbox"/>
B. Existing Features		
2. trees, walls, hedgerows and other site features of value retained, protected during construction, and integrated into the design.	<input type="checkbox"/>	<input type="checkbox"/>
3. opportunities for connecting up hedgerows/other vegetation to provide corridors for wildlife used	<input type="checkbox"/>	<input type="checkbox"/>
4. design makes good use of site contours and views	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
6. Entrances and parking avoided on through/distributor routes, adequate visitor parking provided. Curves, T junctions, roundabouts etc used to slow traffic	<input type="checkbox"/>	<input type="checkbox"/>
D. Public and Private Open Space		
7. Housing oriented to face open spaces so that there is adequate informal supervision of them	<input type="checkbox"/>	<input type="checkbox"/>
8. Detailed landscape plan specifying trees, plants etc to be used in public open space	<input type="checkbox"/>	<input type="checkbox"/>
9. Most rear gdns 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).	<input type="checkbox"/>	<input type="checkbox"/>
E. Variety		
10. Variety of layout within estates, use of staggered as well as straight building lines,	<input type="checkbox"/>	<input type="checkbox"/>
11. Use of several house types, involving variations within a common theme	<input type="checkbox"/>	<input type="checkbox"/>

* 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 asymmetrical, 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 physical 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.

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 sufficient 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 strengthening 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 be 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 necessary to minimise the risk of pollution of water supplies.

Aquifers

III.16. To protect major aquifers, 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.

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. (100m ²) of gross floor area	14.00
Cinema (town centre)	Seat	0.20
(suburban)		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. (100m ²) of gross floor area	5.00
Library	"	2.00
Offices	"	8.00
Shopping Centres, Retail Stores:	"	
- town centre		4.50
- suburban		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)	Dwelling	1.25
(tourist accomodation)	"	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. (100m ²) 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. (10m ²) dance floor and sitting out space	3.00
Restaurant	100 sq. ft. (10m ²) dining room	1.50
Bars, Lounges, Function Rooms	80 sq. ft. (8m ²) 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:-
A22	Roads from Mushera to Ballynagree, Lackdotia, Millstreet and Rylane Cross.
A23	Road from Glenaknockane towards Donoughmore.
A24	Road at Carriganima
A25	Road from Ballyvourney to Mullaghanish to Caherdowney
A26	Road between Macroom and Derrynasaggart Mountains.
A27	Road between Coolea and Coom
A28	Road between Lissacresig and Mouth of Glen
A29	Road between Gougane Barra and Mouth of Glen
A34	Road between Inchigeela and Ballingeary to Keimaneigh (runs into West Cork)
A35	Road between Inchigeela and Rossmore
A36	Road between Dromcarra and Rossmore
A38	Road between Leemount and Macroom via Coachford.
A39	Road between Classis, Currabeg and Coachford
A40	Roads between Clogheen, Tower and Blarney and road by Blarney Lake
A41	Road between Blarney and Grenagh
A42	Road from Dunkettle to Glanmire and eastwards to Caherlag and Glounthaune
A43	Road at Cashnagariffe, N.W. Carrigtwohill and westwards to Caherlag
A44	Road between Leamlara and Middleton
A45	Road between Ardglass and Monaleen Bridge
A46	Road between Youghal and Tallow
A47	Road between Youghal and Ballyvergan
A48	Road between Cloyne and Ballycotton (back road)
A49	Road between Inch and Ballycotton via Ballybranagan
A50	Road between Inch and Aghada
A51	Road from Ballynacorra via East Ferry to Whitegate and Roche's Point
A52	Road at N.E. Great Island
A53	Road between Cobh and Belvelly
A54	Road between Passage West and Ringaskiddy
A55	Road between Frankfield and Ballygarvan Townland
A56	Road between Carrigaline and Crosshaven
A57	Roads between Crosshaven and Myrtleville, Church Bay, Camden, Weaver's Point and Fountainstown

Item No.	Views to be preserved or improved Views from:-
A58	Road from Kinsale to Ringville and to Ballinaclesh and Oysterhaven
A59	Road between Kinsale and Clonlee via Summercove
A60	Road between Kinsale and Ballythomas (Coast Road)
A6	Road between Innishannon and Kinsale via Shippool
A62	Road between Bandon and Innishannon
A63	Road between Innishannon to Ballinadee to Kinsale Western Bridge
A64	Road between Barrett's Cross and Old Head
A65	Road from Old Head in Timoleague via Garrettstown, Coolmaine and Harbour View
A66	Road between Timoleague and Courtmacsherry
A116	Road along Ballea Woods and the river, Carrigaline.
A117	Road between Garryvoe and Knockadoon
A118	Road along wooded stretch to Rochestown
A123	Winding road joining Coolea - Coom road to Lisacresig Road
A125	Road from Kilbrittain to the junction with the Kinsale-Courtmacsherry Road

Table V.2.
Areas or Features of Visual/Scenic Importance

Item No.	Item	Location
B1	Lee Valley from Carrigadrohid to City Boundary	West of Cork
B2	Bride Valley from Templenakilleeny to City Boundary	N.W. of City
B3	Woodlands at Currabinny	Currabinny, Cork Harbour
B5	Gougane Barra	Shehy Mountains (extends into West Cork)
B6	Crosshaven/Ringabella	Cork Harbour
B7	Estuary of Owenaboy	East of Carrigaline
B8	Roches Point	Cork Harbour
B9	Lough Allua	Inchigeelagh (extends into West Cork)
B10	Foaty Island	Cork Harbour
B11	Bandon Valley	From Bandon to Kinsale
B13	Old Head	Kinsale
B14	Kinsale Harbour to Oysterhaven and Newfoundland Bay	Kinsale to Oysterhaven
B15	Valley along scenic route A125	Kilbrittain Area
B16	Power Head	Gyleen
B17	Ballycotton Head	Ballycotton
B18	Knockadoon	Knockadoon
B19	Capel Island	Knockadoon

Table V.3
Areas of Recreational Importance

Item No.	Item
C4	Inniscarra Reservoir/Farran Wood Area
C5	Foaty Island
C6	Oysterhaven
C7	Kinsale Harbour
C8	Garrettstown
C9	Crosshaven/Fountainstown Area
C10	Ballycotton Bay
C11	Youghal/Redbarn
C12	Roches Point - Inch Bay
C13	Ballynacurra Estuary
C14	Glashaboy River Valley

Table V.4
Areas or Features of Scientific (High Amenity) Importance

Item No.	Townland	Item	Interest	Value	Grid Ref.
D1	Ballyheedy	Quarry	Geological	(I)	97.4
D2	Glanavirane	Courtmacsherry	Geological Geomorphological	(I)	124.14
D3	Ringabella	Ringabella Bay and Point	Geological	(I)	99.15
D4	The Gearagh	Woodland	Ecological	(I)	71.9
D5	Foaty Island	Foaty Island/Belvelly Rossleague	Ornithological Ecological	(I)	75.7/11
D6	Trabolgan	Trabolgan	Botanical	(I)	100.1
D7	Ballycroneen	Ballycroneen Bay	Geological	(N)	100.4
D8	Ballymacoda/ Clonpriest/Kilmore	Grassland/ Mudflats	Ecological	(N)	78.9/2
D9	Ballynamona	Garryvoe	Geological	(N)	89.7
D10	Great Island	Channel Mudflats	Ecological	(N)	75.11/12 76.9/10
D11	Old Head	Old Head of Kinsale	Ecological Geological	(N)	137.137A
D12	Ballincollig	Ballincollig Caves	Geological	(R)	73.15
D13	Ballycotton	Ballycotton Bay	Ecological	(R)	89.12
D14	Ballyvergan	Ballyvergan Marsh	Botanical	(R)	67.15
D15	Terrysland/ Carrigtwohill	Caves, Sink	Geological	(R)	75.8
D17	Cloyne	Cloyne Esker/ Cave	Geomorphological	(R)	88.
D18	Garrylucas	Marsh	Ecological	(R)	124.16
D20	Knockadoon	Knockadoon Head	Geological	(R)	78.15
D22	Tivoli/Dunkettle Shore	Mudflats	Ecological Ornithological	(R)	75.5
D23	Ballytrasna	Rock Farm Quarry	Geological	(R)	76.10
D25	Slievareagh	St. Gobnet's Wood (Ballyvourney Forest)	Botanical	(R)	58.7/8
D26	Douglas River	Mudflats	Ecological Ornithological	(R)	74.16
D27	Ballincollig/Great Island Coolyduff	Powder Mills/ Riverbank	Ecological Botanical/ Ornithological	(R&L)	73.10/11

Item No.	Townland	Item	Interest	Value	Grid Ref.
D28	Carrigrohane Beg	Healy's Bridge (Riverbank & Wood)	Ecological	(R)	73.7
D29	Mount Desert	Riverbank and Wood	Ecological	(R)	73.8
D30	Carrigane	Ovens Limestone Outcrop	Ecological Geological	(R)	74.13
D31	Carrigaline	Limestone Outcrop	Geological	(R)	87.13
D32	Butlerstown	Wooded Valley	Ecological	(R)	64.9
D35	Shean Lower	Quarry and Cave	Ecological Geological	(L)	74.16
D36	Greenfield	Limestone Outcrop	Geological	(L)	74.15
D37	Shanbally	Limestone Outcrop	Ecological Geological	(L)	87.10
D38	Butlerstown	Butlerstown Lake	Ecological Ornithological	(L)	76.8
D39	Carrigshane	Hill-exposed rock	Botanical	(L)	76.8
D40	Carrigacrump	Caves	Geological	(L)	88.8
D41	Farran-trenchard	L. Aderry	Ornithological	(L)	77.1
D42	Lough Beg	Mudflats	Ornithological	(L)	87.14
D43	Rostellan	Lake	Ornithological	(L)	88.6
D44	Shippool	Woodland	Ornithological	(L)	111.6
D45	Sullane Bridge	Woodland	Ecological	(L)	70.2
D46	Capel Island	Capel Island	Ornithological	(L)	78.12
D47	Mashanaglass	Upper Lee Reservoir	Ornithological	(L)	71.13
D48	Inchinahoury	Woodland west of Macroom	Botanical	(L)	70.5
D49	Ardmadane	Woodland from Waterloo to Blarney	Botanical	(L)	62.12
D50	Ringroe	Reanies Point	Ornithological	(L)	113.10
D51	Killeagh	Killeagh Bog	Ornithological	(L)	112.3
D52	Cappagh/Cammogue	Wildfowl Habitat Kinsale	Ornithological	(L)	111.16
D53	Dundareike	Deciduous Woodland	Botanical	(L)	70.11
D54	Castle Bernard Park	Deciduous Woodland	Botanical	(L)	110.3
D55	Ballintubbrid	Goat Hole Cave	Geological	(L)	76.9

Item No.	Townland	Item	Interest	Value	Grid * Ref.
D56	Ballintubbrid	Ballintubbrid Rising	Geological	(L)	76.9
D57	Water Rock	Water Rock Sink & Cave	Geological	(L)	76.2
D58	Knockgriffin	Pipe Cave	Geological	(L)	76.2
D59	Broomfield	Broomfield Quarry Cave	Geological	(L)	76.2
D60	Mideltown	Distillery Cave	Geological	(L)	76.3
D61	White Rock	Ball's Rock Cave	Geological	(L)	76.4
D62	Park North	Park North Caves	Geological	(L)	76.3
D63	Carrigagour	Carrigagour Caves	Geological	(L)	76.12
D64	Ballyfin	Ballyfin Cave	Geological	(L)	88.12
D120	Mogeely	Mogeely Cave	Geological	(L)	66.14
D121	Ballyvourisheen	Sink	Geological	(L)	77.3
D122	Ightermurragh	Poul na harka Rising & Sink	Geological	(L)	77.7
D123	Dower	Dower Bridge Rising	Geological	(L)	77.7
D124	Knockane	Knockane Caves	Geological	(L)	77.3
D125	Kilbrittain - Harbour View	Sandy Estuarine Inlet	Ornithological	(L)	124.9/13

* "I" denotes International Importance, "N", National; "R" Regional and "L", Local on this scale.

Table V.5A:

Structures & Features of Historic, Archaeological, Architectural or Artistic Importance vested in the Commissioner of Public Works Subject to Preservation or Listing orders by the O.P.W.

Item No.	Townland	Item	Value	Grid Ref. Map Ref.
E60	Glantane East	Remains of Megalithic Tomb	(P.O.)	48.10.6
E61	Glantane East	Stone Circle with Fosse & Monolith	(P.O.)	48.10.6
E62	Knocknakilla	Cairn Remains	(P.O.)	48.11.4
E63	Knocknakilla	Stone Circle	(N.M.)	48.11.4
E64	Knocknagoun	Hut Circles, Stone Circle & megalithic tomb	(P.O.)	49.16
E65	Kilmartin Lower	Stone Circle & Ringfort	(L.O.)	50.13.5/6
E66	Glenaglogh South	Ringfort & Souterrain	(L.O.)	60.3
E67	Kilberriherth	Wedge Shaped Gallery Grave	(L.O.)	60.10.2
E68	Oldcastle	Cairn	(P.O.)	61.10.2
E69	Loughnane East	Lisnaraha	(P.O.)	62.10
E70	Youghal Lands	North Abbey	(N.M.)	67.8.4
E71	Gortanacra	Stone Circle	(L.O.)	69.3.2
E72	Gortanimill	Stone Circle	(L.O.)	69.3.6
E73	Carrigaphooca	Castle and Stone Circle	(N.M.)	70.7
E74	Rathonane	Ringfort	(P.O.)	72.13
E75	Ballineadig	'Cille na Cluaine' monastic site	(N.M.)	72.11/12
E76	Keamcorravooly	Wedge Shaped Megalithic Tomb	(L.O.)	80.4.6
E77	Kilcrea Abbey	Franciscan Abbey	(N.M.)	84.4.1
E78	Garranes	Ringfort	(P.O.)	84.14.2
E79	Inniskenny	Ringfort	(L.O.)	85.8
E80	Kilmichael	Group of Standing Stones	(N.M.)	99.11
E81	Kinsale Town Plots	The French Prison	(N.M.)	112.13
E82	Old Fort	James Fort, Kinsale	(N.M.)	112.13.6
E83	Fort Hill	Charles Fort	(N.M.)	125.2.1

Table V.5B

Structures & Features of Historic, Archaeological, Architectural or Artistic Importance Vested in the Council.

Item No.	Townland	Item	Value	Grid Ref.
F3	Gortafludig	Cromlech	(L)	80.7
F4	Rossalougha	O'Mahony's Tomb Callanan's Cross	(N)	80.5/6
F5	Gorteenakilla	Gallaun	(L)	81.4
F6	Inchinaneave	"Giant's Grave"	(L)	82.5
F7	Callas	Fort	(L)	61.16
F8	Cloghphilip	Castle	(L)	62.15
F9	Gornaveigh	Castle	(L)	67.2
F11	Ballycatteen	Rath	(N)	124.10/11

Table V.5C

Structures & Features of Historic, Archaeological, Architectural or Artistic Importance in Cemeteries Maintained by the Council

Item No.	Townland	Item	Value	Grid Ref.
F17B	Innishannon	Church tower	(L)	97.13

Table V.5D

Items and Structures 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	Grid Ref.
F263	Glenville	C. of I. Church	(L)	43.16
F264	Carriganimmy	R.C. Church	(L)	48.14
F265	Carriganimmy	Stone Circle	(L)	48.15
F266	Annaganihy	Stone Circle	(L)	49.11
F267	Annaganihy	Two Stone Circles	(L)	49.11
F268	Carrigulla	Two Stone Circles	(L)	49.13
F269	Oughtihery	Stone Circle	(L)	49.15
F270	Coolicka	Portal Dolmen	(L)	50.14
F271	Knockantota North	Stone Circle	(L)	51.2
F272	Ballyglass	Ringfort	(L)	51.5
F273	Garraune North	Bi-vallate Ringfort	(R)	51.13
		8 Ringforts	(R)	51.13
		5 Fulacht		51.13
		Megalithic		51.13
F274	Ballyvaloon	Large Circular Enclosure	(L)	41.14/15
F275	Kilmona	Portion of Large Circular Enclosure		51.15
F276	Ballynagloch East	Moated Site		52.8
F277	Ryefield East	Wedge Shaped Gallery Grave	(N)	52.13
F278	Carrignavar	Castle		52.14
F279	Trantstown	2 large bi-vallate ringforts		53.13
F280	Rathdrum	2 bi-vallate ringforts		54.13
F281	Garrylaurence	Bi-vallate ringfort		54.12
F282	Garryduff	Large Ringfort		54.16
		Stone Alignment		54.16
F283	Ballyknock North	Castlefarm Ogham Stone Soutterain Site of Castle and Ringfort		55.1/2
F284	Ballydonagh North	Tri-vallate Ringfort	(L)	55.13
F285	Barrariddane	Inch R.C. Church	(L)	55.16
F286	Ballyglavin	Ringfort		56.14
F287	Slievereagh	Balyvourney Monastic Site, Cross Slab Ogham Stones.	(L)	58.10
F288	Ballyvourney	Catholic Church C. of I. Church Bridge, Rectory	(R&L)	58.10
F289	Carrigonirtane	Portal Dolmen	(L)	59.2
F290	Knockraheen	Stone Circle, Adjacent Monuments	(L)	59.3

* Protection in this context means the strict control of any development which might prove injurious to the listed items, and when such development is normally exempt from planning permission, it's removal from this category.

Item No.	Townland	Item	Value	Grid Ref.
F291	Cabragh	Alignment	(L)	59.6
F292	Scrahanard	Wedge-shaped Gallery Grave	(L)	59.7
F293	Caherbirrane	Wedge-shaped Gallery Grave	(L)	59.7
F294	Lackaduv	Wedge-shaped Gallery Grave	(L)	59.7
F295	Garranenagappul	Garrane R.C. Church	(L)	59.15
F296	Knocknagappul	Wedge Tomb		60.1
F297	Ballinagree West	Standing Stones		60.1
F298	Dooneens	Stone Circle	(L)	60.2
F299	Oughtihery	Ringbarrow		60.3/4
F300	Rylane	Ringbarrow		60.4
F301	Laharankeal	Stone Circle (5 Stones)	(L)	60.6
F302	Mount Rivers	Two ringbarrows		60.8
F303	Caherbaroul	Megalithic Tomb	(L)	60.9
F304	Caherbaroul	Monastic Site		60.9/10
		Stone		60.9/10
		Pair of Standing Stones		60.9/10
F305	Kilberrihert	Burial Ground		60.10
F306	Coolineagh	Ogham Stone		
		4th Century & 6th Century	(N)	60.12
F307	Coolanid Dane	Hanover Hall	(L/R)	60.13
F308	Kilcullen South	Earthwork		61.2
		Two Standing Stones		61.2
		Site of Soutterain		61.2
F309	Ballyhennessy	Standing Stone		61.3/4
F310	Reagrellagh	Ringfort		61.7
F311	Carhue	Ringfort		61.7/8
F312	Lisnashandrum East	Ringfort	(L)	61.12
F313	Aghavrin	Early 19th Century Folly	(L)	61.13
F314	Garraun South	Large Ringfort (endangered)		62.1
F315	Ballynaraha	Ringfort		62.3/4
F316	Loughnane East	Rectangular Medieval Earthwork	(L)	62.6
F317	Ballygibbon	Fulacht Fiadh Complex	(R)	62.7
F318	Coolowen	Fulacht Fiadh Complex	(R)	62.8
F319	Coolowen	Moated Medieval Homestead	(R)	62.9
F320	Vicarstown	Moated Medieval Homestead		
		Possible Ringfort	(R)	62.9
F321	Curraghnalacht	Fulacht Fiadh Complex	(R)	62.12
		Ringfort		62.12
F322	Cloghroe	Rectangular Moated Site		62.13
F323	Kilnamucky	St. Ann's Hydro "Kursaal"	(L)	62.15

Item No.	Townland	Item	Value	Grid Ref.
F324	Blarney/ Monacnapa	Blarney Castle Old Castle 18th Century Mansion House Ruins Rock Close & Demesne R.C. Church Blarney Castle Bridge C. of I. Church & Mills	(R) (I) (L) (L) (L)	62.16
F325	Whitechurch	Moated Medieval Homestead St. Patrick's R.C. Church	(R) (L)	63.1 63.1
F326	Templemichael	Templemichael Bridge	(L)	63.3
F327	Killavarrig	Moated Medieval Homestead	(R)	63.6
F328	Monard	Spade Mills, 18th Century	(N)	63.9
F329	Kilcully	Annarse Bridge	(L)	63.14
F329A	Knocknahorgan	Silverspring - Starch Works	(L)	63.16
F330	Rathfilode	Two Ringforts (endangered)		64.2
F331	Killalough	Bi-vallate ringfort		64.5
F331A	Ballingohig	Ashton Grove (Murphy's Fort)	(L)	64.5/6
F332	Leamlara	R.C. Church	(L)	64.8
F333	Hermitage	Two Standing Stones	(L)	64.9
F334	Ballynagaul	Two Ringforts		64.10
F335	Riverstown	Sallybrook Mill & Glansillagh Mills		64.13
F336	Riverstown	Riverstown House Row of 8 cottages east of bridge	(I) (R&I)	64.13
F337	Brookville	Country House & Gates (modernised)	(L)	64.13
F338	Brooklodge	Brooklodge House	(L)	64.13
F339	Ballyvisteale Demesne	Ballyvisteale House	(L)	64.14
F340	Ballinbrittig	Group of 4 Ringforts Church Site		64.15
F341	Lisgoold	Church, Schoolhouse	(L)	65.2
F342	Glenawillin	Ogham Stone		65.3
F343	Sandy Hill	Cairn		65.3
F344	Ballyedmond	Gardens & Lodge (House gone)	(L)	65.6
F345	Ballyleary	Bi-vallate Ringfort		65.9
F346	Woodstock	Bi-vallate Ringfort		65.13
F347	Curragh	Hillfort		65.13
F348	Cahermore	Cahermore Country House Stable 'Tower House	(L)	65.16
F349	Dungourney	Village-R.C. Church National School 1861	(L)	66.1
F350	Donickmore	Bi-vallate Ringfort		66.1
F351	Glenaphuca	Hillfort or early ecclesiastical site		66.1
F352	Mount Uniacke	Village		66.4
F353	Castlequarter	Bi-vallate Ringfort		66.5

Item No.	Townland	Item	Value	Grid Ref.
F354	Aghadoe	"Sheela-na-gig"		66.11
F355	Dromdihy	Dromdihy Country House & Stables	(L-R)	66.12
F356	Killeagh	Village - C. of I. Church	(R)	66.12
		Houses in Main Street		66.12
		R.C. Church		66.12
		R.I.C. Barracks		66.12
F357	Garroutragh	Ringfort		66.14
F358	Mogeely	R.C. Church	(R)	66.14
		Market House	(R-L)	66.14
F359	Rath	Ringfort & Souterrain		67.1
F360	Youghal	Aghanacoustha Bridge	(L)	67.1
F361	Curraghboy	Two Mile Bridge	(L)	67.2
F362	Foxhole	Rincren Bridge	(L)	67.3
F363	Muckridge	"Smyths" Pottery Works	(N/R)	67.3
		Youghal Brick Works	(R)	67.3
		Heathfield House	(L)	67.3
F364	Inchiquin	Inchiquin Castle C1200	(N)	67.13
F365	Dysart	Dysart House		67.16
F366	Reenanenene	R.C. Church	(R)	69.7
F367	Lisscreasig	Stone Circle	(L)	70.2
F368	Kiinagurteen	MountMassey C. House & Stables	(N)	70.4
F369	Carrigaphooca	Carrigaphooca House	(L)	70.6
F370	Gurteenroe	Macroom Castle	(N)	70.8
F371	Rockborough	Rockborough House	(L)	70.8
F372	Kylefunchin	Ringfort with exterior House sites	(L)	70.10
F373	Raleigh North	Raleigh House	(L)	70.11
F374	Teergay	Stone Circle	(L)	70.15
F375	Dromkeen	Dromkeen House	(R)	70.16
F376	Bailick/Kill	Portal Dolmen	(L)	71.1/5
F377	Shanakill	Two Standing Stones		71.2
		Two Stone Circles		71.2
F378	Knockacroghera	Ringfort and Gallan		71.4
F379	Bealick	Pair of Standing Stones		71.5
		Wedge Tomb		71.5
F380	Coolyhane	Coolyhane House & Lodge	(R/L)	71.5
F381	Bealick	Laney Bridge	(L)	71.5
		Iron Foundary	(R/L)	71.5
F382	Maghereen	Corn Mill (horizontal mill and mill works survive)	(R/N)	71.5
F383	Maghereen	Flour Mill (still in use)	(R/L)	71.5
F384	Ummera	Gallan		71.5/6
		Fulacht Fiadh		71.5/6
F385	Coolata	Ringfort		71.7

Item No.	Townland	Item	Value	Grid Ref.
F386	Caum	Church in ruins	(R/L)	71.7
F387	Carrigadrohid	Carrigadrohid Bridge	(N)	71.7/8
F388	Carrigadrohid	Carrigadrohid Castle	(R)	71.8
F389	Sleeven East	New Bridge	(R)	71.9
F390	Farranavarrigane	Macloneigh House	(L)	71.9
F391	Coolacoosane	Stone Circle	(L)	71.11
F392	Bawnatemple	Megalithic Tomb Medieval enclosure	(L)	71.11 71.11/15
F393	Rosnascalp	Boulder Dolmen		71.14
F394	Shandangan	Standing Stones		71.15/16
F395	Knockavullig	Two Megalithic Tombs	(L)	71.16
F396	Rockrove	Standing Stone		72.1
F397	Deeshart	Dripsey Woollen Mills	(N)	72.2
F398	Carrignamuc	Carrignamuc or Dripsey Castle	(L/R)	72.2
F399	Kilgobnet/ Agharinagh	Dripsey Bridge	(L/R)	72.2/3
F400	Carhoo Lower	Fulacht Fiadh		72.5
F401	Carhoo Lower	Carhoo House		72.5
F402	Glebe	Coachford C. of I. Church (ruined)	(L)	72.5
F403	Nadrid	Country House	(R/L)	72.5/6
F404	Nadrid	St. John's R.C. Church	(L)	72.5/6
F405	Cronodymore	Pigeon House	(N/R)	72.7
F406	Roovesbeg	Stone Alignment		72.9
F407	Roovesmore	Ringfort and Souterrain		72.9/10
F408	Aghlish	Early Christian Enclosure (church and graveyard)		72.10
F409	Mullaghroe	Ringfort	(L)	72.12
F410	Clashanure	Two conjoined ringforts	(L)	72.12
F411	Clashanure	Mills	(R)	72.12
F412	Clashanine	Mills	(R)	72.12
F413	Knockshanawee	Ringfort		72.13
F414	Kilcrea	Kilcrea Castle	(R)	72.15
F415	Cloghroe	Castle inside Ringfort	(L)	73.1
F416	Ardrum	Ardrum House (in ruins) (farm buildings, gardens)	(L/N)	73.1
F417	Dromin	Sheep Bridge	(L)	73.2
F418	Coolflugh	Tower Bridge	(L)	73.2
F419	Curraleigh	Charter House	(R)	73.5
F420	Carrigyknaveen	St. Senan's C. of I. Church	(L)	73.5/6
F421	Carrigrohane Beg	Church and graveyard	(L)	73.7
F422	Carrigrohane	Bannow Bridge	(L)	73.7

Item No.	Townland	Item	Value	Grid Ref.
F423	Coolroe	Inniscarra Bridge, Causeway		73.10
F424	Garravagh	Standing Stone	(L)	73.10
		Inniscarra Church	(R)	73.10
F425	Carrigrohane	Castle & Stronghouse	(I)	73.11/12
F426	Carrigane	Catholic Church, St. Mary's	(L)	73.13
F427	Knockanemore	Ovens R.C. Church	(N)	73.13
F428	Knockanemore	Ringfort		73.13
F429	Kilnaglory	Kilnaglory Church and Graveyard		73.14/15
F430	Maglin	Limekiln	(L)	73.15
F431	Ballincollig	Ballincollig Castle 15th Century	(R)	73.15
		Gunpowder Mills	(I)	73.15
		Long and Short Range	(N/R)	73.15
F432	Ballincolly	Delaney House, Flower Hill	(L)	74.3
F433	Poulacurry South	"Glen Mervyn" and "Colaiste an Piersaigh", mid 18th Century House	(R&L)	74.4
F434	Lota More	Lota House, 18th Century and interior	(N)	74.8
F435	Lota More	Lota Lodge ("Vienna Woods")	(R)	74.16
F436	Lota Park	Lota Park	(R)	74.8
F437	Douglas	Mill Cottages, Douglas Village (West)	(L)	74.15
F438	Douglas	St. Lukes C. of I. Church	(R)	74.15
F439	Maryborough	Maryborough, early 18th Century House & interior	(R)	74.15
F440	Maryborough	Maryborough Gate Lodge	(L)	74.16
F441	Maryborough	Windsor House & interior	(R)	74.16
F442	Maryborough	Bloomfield House	(R)	74.16
F443	Maryborough	"Journeys End", 20th Century House	(R)	74.16
F444	Poulacurry South	Cloth Mill and mill race	(L)	75.1
F445	Ballinglanna	Glanmire Bridge and nearby cottages to east	(R)	75.1
F446	Lackenroe	Glounthaune R.C. Church & Soutterain	(L)	75.2/6
F447	Ballynaroan	2 Ringforts	(L)	75.2
F448	Garrancloyne	Coppinger's 3 Chimney House	(R)	75.4
F449	Kilcoolishal	Father Matthew Tower, 1845	(R)	75.5
F450	Kilcoolishal	Dunsland House	(L)	75.5
F451	Dunkettle	Dunkettle House, late 18th Century	(N)	75.5
F452	Ballyhennick	Rock Grove	(R)	75.6
F453	Carrigtwohill	Cotter and other monuments Tower of Medieval Church	(N&L)	75.8
F454	Foaty	Fota House, 19th Century Mansion and Folly Tower	(N)	75.11
F455	Pembroke	Rockenham	(R)	75.14

Item No.	Townland	Item	Value	Grid Ref.
F456	Pembroke	Horsehead Bellevue Park	(L)	75.14
F457	Pembroke	R.C. Church & Methodist Church	(L)	75.14
F458	Belvelly	Castle and Martello Tower	(R)	75.15
F459	Rossleague	Martello Tower	(N)	75.16
F460	Cahermone	Castle, near Midelton	(L)	76.3/4
F461	Ballyedekin	Ballyedekin House	(R)	76.4
F462	Roxborough	R. House (in ruins)	(R)	76.4
F463	Clashduff	large triple limekiln	(L)	76.4
F464	Ballyannan	Ballyannan Castle including deer park walls and sun shelters	(N)	76.6
F465	Castleredmond	Lake View Country House	(R)	76.7
F466	Ballynacorra	Ballynacorra House	(R)	76.7/11
F467	Ballyvodock West	Castle in ruins	(L)	76.10
F468	Ballynacorra West	Industrial buildings, Maltings	(R)	76.11
F469	Ballynacorra	Rosehill House	(N)	76.11
F470	Ballynacorra	Tumulus & medeival church site	(R/N)	76.11
F471	Ballyellane	Large Triple Limekiln	(L)	76.13
F472	Rathcoursey	Rathcoursey House	(R)	76.14/15
F473	Kilva	Church and standing stone		76.15/16
F474	Sculleen	Ardavilling Country House	(R)	76.16
F475	Farrantrenchard	Ballintotis R.C. Church	(N)	77.1
F476	Killamucky	Castlemartyr/Imogeely Glebe House	(L/R)	77.2
F477	Grange	Castlemartyr School	(L)	77.2
F478	Castlemartyr	Settlement - House (now Carmelite Priory) Remains of Desmond Castle with 18th Century Gothic Gateway. Artificial river etc. C. of I. Church Market House 18th Century Bridge, terrace of three houses	(R) (L)	 77.2/6
F479	Clasharinka	Clasharinka Country House	(L)	77.3
F480	Knockane	Knockane House	(R)	77.3
F481	Bridgefield	Bridgefield House	(L)	77.3/7
F482	Carrignashinny	Carrignashinny House	(R)	77.3
F483	Coole Abbey Upper	Castlemartyr, 18th Century Double Cube West Room	(L)	77.6
F484	Ightermurragh	Castle near Castlemartyr 1641	(N)	77.7
F485	Inchicreagh	Castle Richard	(R/N)	77.7
F486	Kilcredan	C. of I. Church with Monuments 1636 (ruined)	(R)	77.12
F487	Barnabrow	Barnabrow House	(R)	77.13
F488	Ballymaloe More	Ballymaloe Castle	(R/N)	77.14

Item No.	Townland	Item	Value	Grid Ref.
F489	Garryvoe	"Pocket Castle"	(L)	77.15
F490	Ballycrenane	Early 17th Century Castle	(L)	77.16
F491	Ballykinealy	Rectangular earthwork	(L)	78.6/10
F492	Barryscourt	Barryscourt Castle 13th Century-16th Century	(L)	78.8
F493	Ballydaniel	R.C. Chapel	(L)	78.9/10
F494	Ballymacoda/ Ballydaniel	Thatched House	(L)	78.9/10
F495	Knockadoon	"Knockadoon Head" Promontary Fort	(L)	78.11
F496	Dromcarra North	Alignment	(L)	82.2
F497	Toons East	Small Circular Enclosure		83.1
F498	Duniskey	De le Cour Villa and Mausoleum, Soutterain, Castle Site	(R/L)	83.2
F499	Crossmahon	Crossmahon House, possible medieval house	(N/L)	83.3
F500	Carrigderrery	Athsellis Bridge		83.3/7
F501	Ardaneneen	Boulder Dolmen & Boulder Burial	(L/R)	83.5
F502	Dumarklum	Ringfort	(L)	83.5/6
F503	Ardaneneen	Ardaneneen House	(L/R)	83.5
F504	Dumarklum	Country House (abandoned)	(R/L)	83.5/6
F505	Kilbarry	Warrenscourt Stables & Gates (now a dwelling house)	(L)	83.6
F506	Clodagh	Castle	(L)	83.8
F507	Greenville	Rectangular Earthwork		83.9
F508	Coolduff	Kilmurry C. of I. Church	(L)	83.10/11
F509	Cloghmacow	Two Ringforts Boulder Burial (Clogh-na-finne)	(L)	83.11
F510	Cloghmacow	St. Andrews C. of I.	(L)	83.11
F511	Bellmount Lower	Bellmount Mills	(L)	83.12
F512	Knocknaneirk	Bridge	(L)	83.14
F513	Belmount Upper	Stone Circle & Portal Dolmen	(L)	83.16
F514	Curraheha	Stone Circle	(L)	83.16
F515	Laghtneill	Wedge Shaped Gallery Grave and Outlier	(L)	83.16
F516	Shandangan East	Canneway Dispensary	(L/R)	83.16
F517	Knockshanawee	Gallain		84.1
F518	Kilcrea	Kilcrea Bridge	(N)	84.3/4
F519	Kilcrea	Castlemore Castle	(R)	84.3
F520	Castlemore	Dun Drinain	(L)	84.5
F521	Rye Court	House gone, estate, farm buildings, bridge	(L)	84.5
F522	Coolmucky	St. Joseph's R.C. Church	(L)	84.6

Item No.	Townland	Item	Value	Grid Ref.
F523	Rathard	C. of I. Church	(L)	84.7
F524	Rathard	Kilbonane School (ruined)	(L)	84.7
F525	Rathard	Lodge House	(L)	84.7
F526	Kilbrenan	Abbey		84.13/14
F527	Ballingully	Fulacht Fiadh Complex	(L)	85.2
F528	Ballygroman Upper	Desertmore House and graveyard		85.5
F529	Mylane	Two Ringforts		85.5/6
F530	Windsor	Moated Site		85.6
F531	Ballinphellig	Fulacht Fiadh		85.16
F532	Ballyhank	Ringfort		85.10/11
F533	Ballyleigh	Ringbarrow Ringfort		85.11/12
F534	Old Abbey	Ballymacadane Abbey		85.11/12
F535	Kill	Ringfort		85.13
F536	Corran	Circular Earthen enclosure		85.14/15
F537	Chetwynd	Chetwynd Viaduct	(N)	86.1
F538	Curraghconway	Vernon Mount, 18th Century House, Painted Ceilings	(N)	86.2
F539	Curraghconway	Frankfield C. of I. Church	(R)	86.2
F540	Curraghconway	"Greystones"	(L)	86.2
F541	Curraghconway	Mount Conway	(L)	86.2
F542	Curraghconway	Our Lady of the Assumption R.C. Church	(R)	86.3
F543	Grange	Mill Houses, Grange Terrace	(L)	86.3
Item No.	Townland	Item	Value	Grid Ref.
F544	Grange	Mill Houses, Donnybrook	(L)	86.3
F545	Ballea	Ballea Castle	(R)	86.16
F546	Monkstown	Monkstown Castle, 19th Century	(L)	87.2/6
F547	Ardmore	Marmullane Church and cemetery	(L)	87.1/2
F548	Monkstown	Catholic R.C. Church	(L)	87.6
F549	Monkstown	St. John's Church	(L)	87.6
F550	Ballyvaloon	Clonmel Church (ruined)	(L)	87.3
F551	Barnahely	Barnahely House	(R)	87.10
F552	Barnahely	Castlewarren Strong House	(R)	87.10
F553	Carrigaline	C. of I. Church, Warehouse	(R)	87.13
F554	Currafinny	Hill-top Cairn	(L)	87.14
F555	Coolmore	Coolmore House 1750 (abandoned)	(N)	87.14
F556	Ballymore	Sacred Heart R.C. Church	(L)	88.1
F557	Walterstown	Bawn wall, site of castle		88.2
F558	Garranekinnefeake	Holy Trinity C. of I. Church	(R)	88.2/3

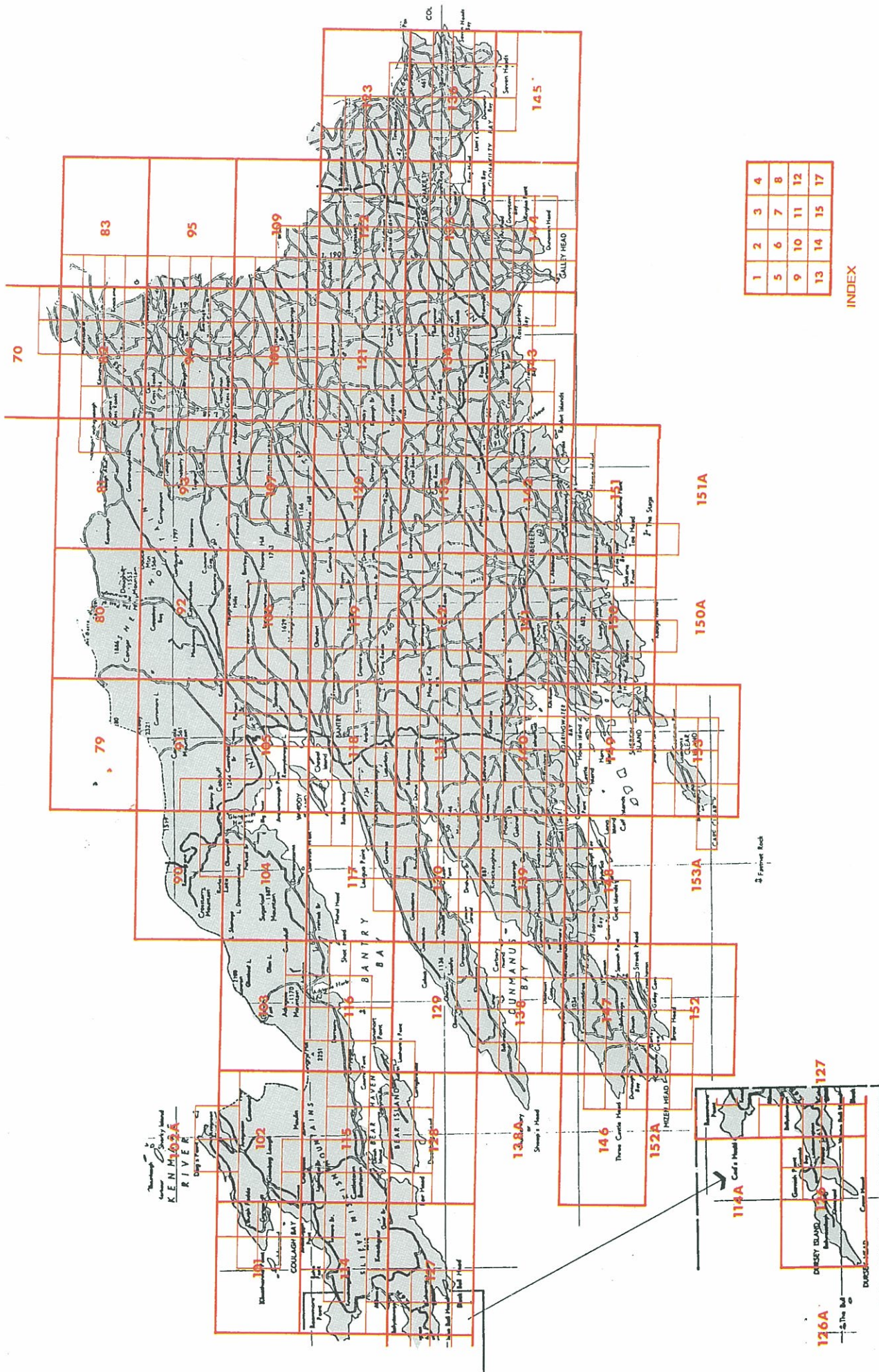
Item No.	Townland	Item	Value	Grid Ref.
F559	Jamesbrook	Jamesbrook Hall	(L/R)	88.2/3
F560	Castle Mary	Castle near Cloyne House	(R)	88.3/4
F561	Monearaniska	Round Tower at Cloyne	(N)	88.4
F562	Townpark	Cloyne CathedralSt. Colman's R.C. Church 18th Century Warehouse	(L) (L)	88.4 88.4
F563	Rostellan	Chambered Grave Rostellan Demesne - Coastguards Houses, Battery	(N) (L)	88.6 88.6/7
F564	Carriglusky	Violet Hill	(L)	88.8
F565	Whitegate	18th Century House C. of I. Church	(R&L)	88.9
F566	Aghada	St. Erasmus R.C. Church Presbyterian Church	(R&L)	88.9
F567	Ballytigueen	Schoolhouse	(L)	88.13
F568	Mosestown	Schoolhouse, Shopfronts	(L)	88.13
F569	Corkbeg	St. Michael's & All Angels Church	(L)	88.13
F570	Ballinrostig	St. Mary's R.C. Church	(R/L)	88.14
F571	Ballymaloe More	B. House and Gatehouse	(N)	89.1
F572	Shanagarry	Castle near Cloyne Shanagarry House Remains of the Penn House	(L)	89.3
F573	Shanagarry	R.C. Church	(L)	89.7
F574	Ballycotton	Coastguard Station St. Coleman's Church Star of the Sea R.C. Church	(L/R) (L) (L)	89.11 89.11 89.11
F575	Ballylanders	Univallate Ringfort Position of Circular enclosure	(L)	89.14 89.14
F576	Bengour East	"Lisnahinny" Ringfort	(L)	95.3
F577	Coolanagh	R.C. Church	(L)	95.7/11
F578	Shanaclogh	Three Ringforts	(L)	95.9
F579	Farranthomas	St. Patrick's C. of I. Church	(L)	95.11
F580	Castletown	R.C. Church	(L)	95.13
F581	Killaneer	Killaneer House	(R/L)	95.14
F582	Knockaneirk	Stone Circle	(L)	95.14
F583	Scarriff	Methodist Church	(L)	96.1
F584	Garranes	Templemartin C. of I. Church	(L)	96.2
F585	Garranes	Boulder burial	(L)	96.2
F586	Russell Hill	St. Patrick's R.C. Church	(L)	96.4
F587	Castlelacht	Alignment and Boulder burial	(L)	96.7
F588	Castlenalacht	Ruins of Castle	(L)	96.7
F589	Kilmore	Tuck Mill	(L)	96.7/8
F590	Clashanimud	Hillfort	(L)	96.8
F591	Brinny/Garryhankard	Dardan Bridge	(L)	96.8

Item No.	Townland	Item	Value	Grid Ref.
F592	Brinny	School	(L/R)	96.8
F593	Brinny	Flour Mills	(L/R)	96.8
F594	Brinny	Church	(L)	96.8
F595	Garryhankard	Upton House	(L/R)	96.8
F596	Roughgrove East	Carding and Spinning Mill	(R/N)	96.9
F597	Finnis	Finnis Bridge	(L)	96.10
F598	Kilpatrick	Remains of Iron Works	(L)	96.12
F599	Kilbrogan	Kilbrogan Chapel (ruined)	(L)	96.15
F600	Dunkereen	Dunkereen House	(N/R)	97.5
F601	Lissagroom	Crossbarry Bridge	(L)	97.1
F602	Annaghmore	Annaghmore House (abandoned) Chimney and Forge	(N/R)	97.6
F603	Coolcullitha	Coolcullitha House & Yard	(L/R)	97.6/10
F604	Skevanish	Dundaniel Castle, 15th Century	(L)	97.9
F605	Laherfineen	Innishannon - Christ Church	(L)	97.9
F606	Laherfineen	Dispensary	(L)	97.9
F607	Farnahoe	Church	(L)	97.9
F608	Barna	Ringfort	(L)	97.9
F609	Arlinstown	Ringfort	(L)	97.12
F610	Arднаclug	Innishannon Bridge	(L/R)	97./13
F611	Slievegallane	Moated Site		97.14/15
F612	Kilmoney	Kilmoney House	(R)	95.4
F613	Kilmoney	Kilmoney Abbey	(L)	95.4
F614	Glinney	Glinney House & Barn	(R)	98.6
F615	Piercetown	Stone Alignments	(N)	98.7
F616	Mill land	Ballymartle Church C. of I.	(L)	98.9
F617	Corruragh	Waterford Bridge	(L)	98.9/10
F618	Shanavally	Earthwork	(L)	98.9/13
F619	Cullan	Monastic Site, Church and Graveyard		98.10/11
F620	Slieveroe	Heathburn Hall & Yard		98.11
F621	Ballinling West	Ballinling House	(L)	98.16
F622	Knocknagore	Crosshaven House	(N)	99.3
		Yacht Club	(L)	99.3
		Coastguard Station	(L)	99.3
		Catholic Church	(L)	99.3/4
		C. of I. Church		99.3/4
F623	Knocknagore	Fort Camden	(R)	99.3/4
F624	Hoddersfield	Hoddersfield House (ruined)	(L/R)	99.7
F625	Templebreedy	Templebreedy Church and graveyard	(L)	99.7
F626	Willowhill	Willowhill House	(R)	99.9

Item No.	Townland	Item	Value	Grid Ref.
F627	Gortgrenane	Fountainstown House	(R/N)	99.10
F628	Garrigrenane	G. House and farm-buildings (ruined)	(L/R)	99.10/14
F629	Tubrid	Tracton Abbey	(L)	99.13
F630	Tubrid	Tracton Country House	(L)	99.13
F631	Knocknamanagh	Minane School (abandoned)	(L)	99.13
F632	Knocknamanagh	Minane Bridge	(L)	99.13
F633	Ringabella	Ringabella House	(L)	99.15
F634	Ringabella	Earthwork		99.15
F635	Trabolgan	Ringfort		100.1
F636	Trabolgan	Arch & Folly	(L)	100.1
F637	Trabolgan	Coastguard Station	(R)	100.1
F638	Inch	Ringfort		100.3
F639	Ballintra East	Coastguard Station	(R)	100.6/7
F640	Lahard	Dunpower Promontory Fort	(L)	100.7
F641	Palaceanne	Ruins, Gabled Brick early 18th Century	(N)	109.2
F642	Dromavane	Dromavane House & Mill	(L)	109.3
F643	Mawbeg West	National School	(L)	109.3
F644	Mawbeg More	Mawmore House	(L)	109.3/8
F645	Killowen	C. of I. Church & House	(R)	109.4
F646	Derrigra	Enniskeen R.C. Church	(R)	109.5
F647	Kilcolman	Rectangular Earthwork	(R)	109.7
F648	Knocknacool	Garrivol C. of I. Church	(L)	109.7
F649	Knocknacool	Church Hill House	(L)	109.7
F650	Cashelmore	Period Residence (Beamish Family)	(L)	109.16
F651	Carhoon East	Mount Bernard C. House & Bridge	(R)	110.1
F652	Laragh	Laragh House	(L)	119.1
F653	Shinagh	Shinagh House	(L)	110.2
F655	Gully	Row of Estate Cottages	(L)	110.3
F656	Coolfadda	Christ Church former C. of I. Church	(N)	110.2
		Old Shambles, circular walled		
		buttressed enclosure	(N)	110.3
		Town Hall	(R)	110.3
		Bandon Bridge	(N)	110.3
		Courthouse	(N)	110.3
		North Main St. houses	(R)	110.3
		Town Hall	(R)	110.3
		Methodist Church	(N)	110.3
		Garda Station, Sth. Main St.	(N)	110.3
		(St. Peter's C. of I. Church)	(N)	110.3
		No.87 South Main St	(R)	110.3
	Coolfada/Gully Gulley	Terrace of Six 3 storey houses on Cavendish Quay The Wool Store, Sth. Main St.	(R)	110.3

Item No.	Townland	Item	Value	Grid Ref.
F657	Curravarahane	"The Farm" Period Residence	(L)	110.5
F658	Castle Bernard	Castle Bernard 19th Century ruin	(L)	110.6
F659	Knockenagarrane	Old Cotton Mill (ruined)		110.6
F660	Knockenagarrane	Milton House (period residence)		110.6
		Mount Prospect (period residence)		110.6
		Crossmahon National school 1887		110.6
F661	Currauneda	Dolmen		110.6
F662	Ballymodan	Graveyard, chapen in ruins		110.6
F663	Knockaveale	Kilhassen Chapel & Graveyard (ruined)		110.9
F664	Shippool	Poulnalong Castle 16th Century	(L)	111.6
F665	Rathgrougt	Two rectangular enclosures	(L)	111.9/13
F666	Ratharoon	One Square Enclosure	(L)	111.9/13
F667	Ballinadee	Glebe House & C. of I. Church	(L)	110.10/14
F668	Ballinadee	Annesville House	(L)	111.10/14
F669	Ardcloyne	White Castle	(L)	111.12
F670	Kilgobbin	Kilgobbin Castle -towerhouse	(L)	111.14
F671	Ballymore	Square Enclosure	(L)	111.14
F672	Ballywilliam	Ballywilliam House	(L)	111.15
F673	Hollyhill	Hollyhill House	(L)	111.15
F674	Dooneen South	Ballintober, near Kinsale	(L)	112.1
F675	Lybe	Flour Mills	(L)	112.8
		Belgooly Village	(L)	112.8
F676	Ballyronane South	Gallen	(L)	112.4/8
F677	Farrangalway	Hettyville House	(R)	112.5
F678	Rathmore	Mount Carmel R.C. Church	(R/L)	112.9
F679	Browns Mills	Browns Mills	(L/R)	112.9
F680	Mountlong	Mountlong Castle	(N)	113.10
F681	Nohoval	C. of I. Church	(L)	112.12
F682	Ardbrack	Rincurran C. of I. Church and Rectory	(L)	112.13
F683	Kinure	Walton Court	(R/N)	112.15/16
F684	Coolnagang	Kilmonoge R.C. Church	(L)	112.15
F685	Farranbrien East	Two Ringforts (endangered)	(L)	113.1
F686	Farranbrien West	Ringfort (endangered)	(L)	113.1
F687	Brifieldstown	Signal Tower	(R)	113.3
F688	Killowen	Mill	(L)	113.6
F689	Killowen	Fort Richard	(R/N)	113.6
F690	Killowen	Doonsorske, medieval	(L)	113.6
F691	Clogagh South	Graveyard and Church (ruined)	(L)	123.9
F692	Tobar na Trinoide	Holy Well	(L)	123.16

Item No.	Townland	Item	Value	Grid Ref.
F693	Kilbrittain	Kilbrittain Castle	(L)	124.5
F694	Kilbrittain	Bateman's Bridge	(L)	124.5
F695	Ballinvronig	Enclosure	(L)	124.6
F696	Artiteige	Bi-vallate Ringfort	(L)	124.6/10
F697	Ballycatteen	National School	(L)	124.10
F698	Kilmore	Templetrine C. of I. Church	(L)	124.10
F699	Ballinspittle	R.C. Church	(L)	124.11
F670	Ballinspittle	Village	(L)	124.11
F671	Kilmore	Bi-vallate Ringfort	(L)	124.11
F672	Coolmaine	Coolmaine Castle	(L)	124.13
F673	Garrettstown	G. Ruins, Stables, Greenhouses etc. 18th Century	(L)	124.14
F674	Kinure	Coastguard Station	(L)	125.3
F675	Lispatrick Lower	Fulacht Fiadh (White Strand)		137.4
F676	Lispatrick Upper	Signal Tower	(R)	
F677	Downmacpatrick	De Courcy Castle Old Lighthouse	(L)	137.8/12



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