

# Volume Five

## Draft Cork County Development Plan 2021

### West Cork



Comhairle Contae Chorcaí  
Cork County Council

BANDON-KINSALE AND WEST CORK MUNICIPAL DISTRICTS		
Settlement Type	Bandon Kinsale	West Cork
Main Towns	<a href="#">Bandon</a>	<a href="#">Bantry</a>
	<a href="#">Kinsale</a>	<a href="#">Castletownbere</a>
		<a href="#">Clonakilty</a>
		<a href="#">Dunmanway</a>
		<a href="#">Schull</a>
		<a href="#">Skibbereen</a>
Key Villages	<a href="#">Ballinspittle</a>	<a href="#">Ballineen-Enniskeane</a>
	<a href="#">Belgooly</a>	<a href="#">Ballydehob</a>
	<a href="#">Courtmacsherry</a>	<a href="#">Baltimore</a>
	<a href="#">Inishannon</a>	<a href="#">Drimoleague</a>
	<a href="#">Riverstick</a>	<a href="#">Durrus</a>
	<a href="#">Timoleague</a>	<a href="#">Glengarriff</a>
		<a href="#">Leap</a>
		<a href="#">Rosscarbery</a>
		<a href="#">Union Hall</a>
Villages	<a href="#">Ballinadee</a>	<a href="#">Ahakista</a>
	<a href="#">Ballinhassig</a>	<a href="#">Allihies</a>
	<a href="#">Butlerstown</a>	<a href="#">Ardfield</a>
	<a href="#">Crossbarry</a>	<a href="#">Ardgroom</a>
	<a href="#">Kilbrittain</a>	<a href="#">Ballinascarthy</a>
	<a href="#">Newcestown</a>	<a href="#">Ballylickey</a>

**BANDON-KINSALE AND WEST CORK MUNICIPAL DISTRICTS**

<b>Settlement Type</b>	<b>Bandon Kinsale</b>	<b>West Cork</b>
	<a href="#"><u>Old Chapel</u></a>	<a href="#"><u>Castletownshend</u></a>
		<a href="#"><u>Crookhaven</u></a>
		<a href="#"><u>Drinagh</u></a>
		<a href="#"><u>Eyeries</u></a>
		<a href="#"><u>Glandore</u></a>
		<a href="#"><u>Goleen</u></a>
		<a href="#"><u>Kealkill</u></a>
		<a href="#"><u>Kilcrohane</u></a>
		<a href="#"><u>Shannonvale</u></a>
<b>Islands</b>		<a href="#"><u>Bere Island</u></a>
		<a href="#"><u>Dursey Island</u></a>
		<a href="#"><u>Heir Island</u></a>
		<a href="#"><u>Long Island</u></a>
		<a href="#"><u>Oileán Chléire</u></a>
		<a href="#"><u>Sherkin Island</u></a>
		<a href="#"><u>Whiddy Island</u></a>
<b>Other Locations</b>	<a href="#"><u>Garrettstown/Garrylucas</u></a>	<a href="#"><u>Barleycove</u></a>
	<a href="#"><u>Oysterhaven</u></a>	<a href="#"><u>Inchydoney</u></a>
		<a href="#"><u>Ownahinchy</u></a>
		<a href="#"><u>Tragumna</u></a>



**CHAPTER 1**  
**BANDON**  
**KINSALE**  
**MUNICIPAL**  
**DISTRICT**



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## 1.1 Bandon Kinsale Municipal District Overview

- 1.1.1 The Bandon Kinsale Municipal District is located south west of Cork City and in 2016 the population of the area stood at 37,269. This population is spread across a network of settlements including 2 Main Towns, 15 smaller settlements and the open countryside, as detailed in Table 5.1.1. Outside the main towns the district is largely rural / agricultural in character with over 37% of the population of the Municipal District living in the open countryside i.e. not within a CSO defined settlement boundary.
- 1.1.2 Bandon is the largest town within the Municipal District with a population of 6,957 in 2016. The other Main Town within the Municipal District is Kinsale and this registered a population of 5,281 in Census 2016. The Bandon Kinsale Municipal District straddles three Strategic Planning Areas. The Main settlements are both located within the Greater Cork Ring Strategic Planning Area along with most of the lower order settlements. The Key Villages of Courtmacsherry and Timoleague are located in the West Cork Strategic Planning Area and Ballinhassig (at the eastern limits of the Municipal District) is located within the Cork Metropolitan Strategic Planning Area.
- 1.1.3 The geography of the Municipal District is characterised by stretches of scenic coastal landscape stretching from Courtmacsherry to Oysterhaven which define the southern limits of the area. Elsewhere, inland areas comprise of attractive Riverside environments associated with the Bandon River and its tributaries, farmland and stretches of woodland and large historic demesnes associated with historic vernacular and country houses.
- 1.1.4 The Municipal District includes one Strategic Employment Location at Brinny.

**Table 5.1.1: Distribution of Population within the Bandon Kinsale Municipal District**

	Settlements	Population 2016
Towns (2)	Bandon (6,957), Kinsale (5,281)	12,238
Key Villages (6)	Ballinspittle (224), Belgooly (826), Courtmacsherry (590), Inishannon (907), Riverstick (590). Timoleague (381)	3,518
Villages (7)	Ballinadee (63), Ballinhassig* (191), Butlerstown (78), Crossbarry (368), Kilbrittain (216), Newcestown (60), Old Chapel (282).	
Other Locations (2)	Garrettstown/ Garrylucas (164), Oysterhaven.	
Rural Areas		
Total Population		37,269

\*Ballinhassig is split between Bandon Kinsale and Carrigaline MDs.

## 1.2 Municipal District Profile

- 1.2.1 Population change from 2011 to 2016 shows a significant increase in the age groups of 50–80+ years within the Municipal District (15% increase in 50-59 age cohort; 18% increase in 60-69 age cohort; 21% increase in 70-79 age cohort and 17% increase in 80+ cohort). Concurrently, the younger age cohorts of 20-39 years has decreased. The 6% increase in population within the Municipal District has seen an equivalent increase in Irish citizens, together with an increase in Polish and other European citizens of approximately 23%. The number of UK and citizens and citizens from other parts of the world recorded a decline in the 2011-2016 inter Census period.
- 1.2.2 The following information is based on analysis of 2011 and 2016 census data.

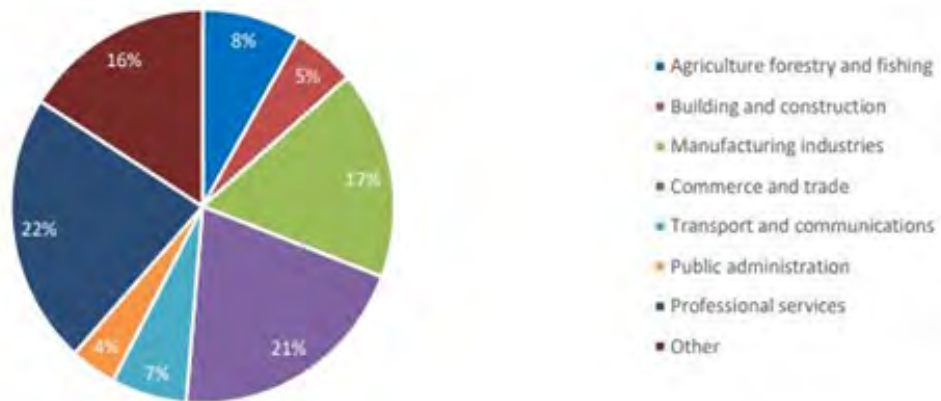




## Employment

Change in unemployment 2011-2016	down 35%
Employment	up 12%
Decline in Agriculture, Forestry and Fishing sector	down 1.5%
Growth in Manufacturing Industries	up 1.1%
Decline in Commerce and Trade	down 1.7%

Occupation by Industry (2016)



## Housing Stock

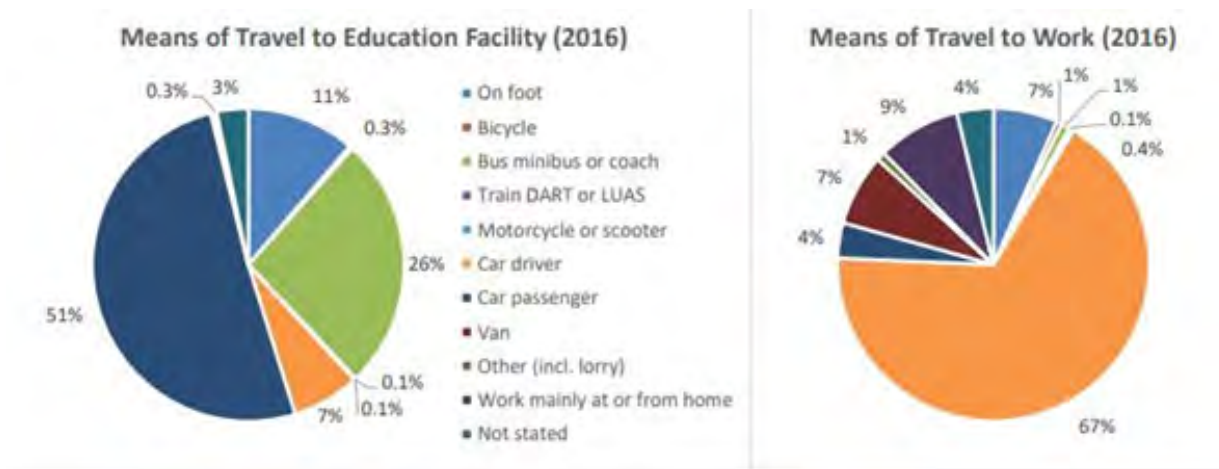
Houses: 93.3%	Apartments: 5.6%
Vacancy Rate: 13%	down 6% since 2011 #
Privately owned property 72%	Rented Property 17%
	Social Housing 6%

	2011	2016
Social Housing	5.2%	6.1%
Rented (Privately)	17.5%	16.8%
Owner Occupied (All)	73.7%	72%

## Transport

Average Commute time in 2016 25 minutes. Unchanged since 2011.

75% of Households have one or two vehicles.



## Water and Wastewater Infrastructure across the Network

1.2.1 Table 5.1.2 outlines the current water and wastewater infrastructure status of settlements across the network of settlements. There are 17 Settlements within the Bandon Kinsale Municipal District. Census 2016 recorded a total population within the Municipal District of 37,269 and provision has been made for an additional 3,057 dwelling units within the settlement network over the Plan period. Only one settlement, Riverstick has immediate sufficient water and waste water treatment capacity to accommodate planned development amounting to 145 units.

1.2.2 Bandon town requires upgrades to its water supply and waste water treatment plant facilities. Irish Water's Investment Plan makes provision for upgrading the Waste Water Treatment plant and network which is ongoing and due to be completed in the first half of 2021. The Investment Plan does not reference improvements to the water supply but there are indications that plans are in place to rehabilitate water mains to improve water pressure, capacity and reduce leakage for some areas of the town but there are no plans in place to address issues in the north of the town as it is possible a new reservoir is required.

1.2.3 Kinsale has capacity in its Waste Water Treatment Plant though some network extensions will be required. The drinking water supply comes from Inishannon and there is ample capacity.

1.2.4 In terms of the smaller settlements, the following are the key statistics:

- Eight of the seventeen settlements in the Municipal District have no existing Waste Water Treatment facilities.
- Only one of the six Key Villages – Riverstick - has available drinking water and Waste Water Treatment Plant capacity.
- Two of the Villages require significant investment in both Waste Water Treatment facilities and drinking water.
- Six Villages have no existing waste water treatment facilities. Two Villages require either a new drinking water supply or upgrades due to volume/ pressure issues.
- Ballinhassig and Crossbarry currently have no Waste Water treatment facilities and Irish Water's Investment Plan does not provide for investment in these villages.
- Both of the designated "Other Locations" have no Waste Water Treatment facilities.

**Table 5.1.2 Bandon-Kinsale Municipal District – Proposed Scale of Development**

Name	Existing Number of Houses Q1 2020 (Geo directory)	Scale of Development	Drinking Water Status (August 2019 Assessment)	Waste Water Status (August 2019 Assessment)
<b>Main Towns (2)</b>				
Bandon	3,170	1,050	Capacity for 500 additional units available due to leakage reduction measures. Reservoir required for high areas.	Spare capacity available.
Kinsale	2,819	629	Spare capacity available.	No capacity available.
<i>Total Main Towns</i>		1,679		
<b>Key Villages (6)</b>				
<i>Ballinspittle</i>	121	40	Network issues.	Upgrades and new WWTP planned.
<i>Belgooly</i>	274	90	Rationalisation underway which will yield capacity.	Upgrades and new WWTP planned.
<i>Courtmacsherry</i>	423	85	Subject to discussion with IW but not on the Investment Plan.	Provision of new WWTP and sewer network complete.
<i>Inishannon</i>	347	143	New reservoir imminent.	Upgrade of WWTP on IW investment Plan 2020-2024.
<i>Riverstick</i>	266	145	Available	New WWTP completed.
<i>Timoleague</i>	172	45	Commitment from IW in July 2018 however is not on the IW Investment Plan.	Provision of new WWTP and sewer network complete.
<i>Total Key Villages</i>		548		
<b>Villages(7)</b>				
<i>Ballinadee</i>	22	10	Available	None
<i>Ballinhassig</i>	67	40 (60)*	Available	No WWTP available.
<i>Butlerstown</i>	31	10	New source and treatment required.	None
<i>Crossbarry</i>	116	63	Available; upgrading on mains may be required.	None
<i>Kilbrittain</i>	84	20	Available	ELV issues relating to the WWTP
<i>Newcestown</i>	24	15	Rationalisation of scheme ongoing	None

**Table 5.1.2 Bandon-Kinsale Municipal District – Proposed Scale of Development**

Name	Existing Number of Houses Q1 2020 (Geo directory)	Scale of Development	Drinking Water Status (August 2019 Assessment)	Waste Water Status (August 2019 Assessment)
Old Chapel	118	16	Upgrade required due to volume and pressure issues.	Upgrading and extension of sewers required.
Total Key Villages		548		
Other Locations (2)				
Garretstown/ Garrylucas	70	-	Available	None
Oysterhaven	-	-	None	None
*Ballinhassig is split between Bandon Kinsale and Carrigaline Municipal Districts and the growth target of 60 units is split accordingly.				

### 1.3 Main Towns

#### Introduction

There are two Main Towns in this Municipal District, Bandon and Kinsale.

#### 1.4 Bandon

##### Vision and Strategic Context

- 1.4.1 The aim of the Plan is to provide a new focus on the compact growth of the town through consolidation of the town centre and the continued expansion of Bandon’s residential and employment base in a manner that promotes sustainable travel modes and contributes to the town’s unique sense of place and special architectural character.
- 1.4.2 It is also important that the town centre continues to develop as the primary location for retail and services. The Plan supports the delivery of key pieces of infrastructure needed to facilitate its growth as the Gateway to West Cork.

##### Local Context

- 1.4.3 Bandon is located 30km west of Cork City. Bandon is a town of special architectural importance in a pleasant riverside setting flanked by rising land to the north and south. The town performs an important service function to a wider hinterland as well as being the key gateway to West Cork.

##### Planning Considerations and Proposals

- 1.4.4 Cork County Council is committed to delivering quality places for people to live, work and visit and this Plan will continue to focus on providing locally tailored placemaking policies which focus on the delivery of compact growth through the delivery of additional higher density units within the walkable catchment of the town, via the identification of priority opportunity sites and by addressing vacancy and the under utilisation of the existing building stock. These measures are aimed to create a vibrant town with a broad choice of housing options for the diverse needs of the town’s population profile. These will be framed as part of a wider focus on social and community facilities, employment land, improved access and town centre enhancement measures within its unique historic, riverside environment.

##### Population and Housing

- 1.4.5 The 2016 Census recorded a population for Bandon of 6,957 representing growth of 308 persons since Census 2011. Commencement Notice in the period January 2016 – August 2020 illustrate positive growth in the housing stock with 116 units built, increasing the housing stock from 2,982 to 3,098 units. There are in the region of 300 units with outstanding planning permission on existing zoned lands north of the town, some of which are under construction and about 86 vacant units in the town.
- 1.4.6 The Plan takes a departure from a primarily greenfield, edge of town expansion response to housing land supply. This

is in response to National Planning Framework policy changes in the way we plan and deliver housing across the State. This change of direction has created a new focus on the consolidation of the town by the allocation of a proportion of the core strategy target to the existing built envelope to provide a range of house types and sizes and this results in a reduced need for housing on greenfield sites in the periphery of the town.

- 1.4.7 Bandon has been allocated a population target of 9,790 in the Plan representing growth of just over 2,800 people on Census 2016 figures. In order to accommodate this level of population growth, an additional 1,050 housing units will be required for the period 2020-2028 with 828 housing units will be delivered on greenfield residentially zoned land and the balance will be delivered in the built footprint. Based on the National Planning Framework's requirement to deliver compact growth and the Plan's commitment to deliver higher densities, a lower land requirement is now required than in previous plans.
- 1.4.8 As part of the Council's commitment to deliver compact growth within the town a new focus is placed on the better utilisation of the existing building stock, prioritisation of brownfield and under-utilised land and identification of regeneration and infill opportunities that can contribute positively to Bandon's housing stock and target of 222 units.
- 1.4.9 A number of small Tier 1 greenfield sites have been identified that can contribute to the compact growth of the town by virtue of their proximity to the town centre. Sites zoned BD-X-01, the Allman Quarter (BD-X-02) and BD-X-04 are now identified as priority Opportunity Sites which include a residential element. These can cumulatively achieve approximately 200 units. The remaining capacity can be accommodated via addressing vacancy within the existing building stock (including through Living Over the Shop) and via opportunities within the existing built envelope of the town.
- 1.4.10 The greenfield requirement can be achieved on Tier 1 and 2 lands north west of the town plus a strategic growth area to the north east of the town (BD-X-03) which includes provision for a new school campus and which is intrinsically linked to the development of the Northern Relief Road (BD-U-02). The development of these lands also require a common approach to water, wastewater and local access issues to ensure their activation within the Plan period. The greenfield land supply amounts to 72.52ha to accommodate the 1,050 new units requirement.
- 1.4.11 The future greenfield land supply will be focussed in 2 clusters, north west and north east of the town. In order to ensure these areas are developed in a co-ordinated manner and respond positively to Placemaking Principles in the Plan, some further guidance will be provided. Lands previously zoned as residential use but are now classified as Tier 3 because of significant infrastructural deficiencies are now surplus to requirement. Tier 3 lands adjoining the Northern Relief Road are zoned as Agriculture given their proximity to the proposed route of the Northern

**Table 5.1.3 Bandon Population, Housing and Residential Land Area**

	Housing Requirement			Housing Supply		
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Units within built footprint	Units on remainder	Est. Net Residential area zoned (ha)
Bandon	6,957	9,790	1,050	222	828	72.52

**Table 5.1.4 Bandon Population 2006-2028**

Name	Census 2006	Census 2011	Census 2016	Proposed Increase to 2028
Bandon	5,822	6,640	6,957	2,833

## Placemaking

- 1.4.12 Bandon developed as two self-contained settlements (Coolfadda and Kilbrogan) as part of the Plantation of Munster in the 17th century. It is the only post Medieval walled town in the Republic of Ireland and its urban structure represents a unique example of a planned formal town within the walls and more organic, informal development outside the town walls. The high stone defences were up to 3.5m thick and 8m high and included at least four gates, six bastions and three watch towers. Upstanding remains of the town's defences are still visible within the townscape at St Peter's Church and in the Riverview Shopping Centre.

- 1.4.13 The town's formal layout has resulted in a well-defined urban structure with a significant number of landmark buildings. Buildings are generally 3-4 storeys high with a variety of plot widths and were originally of timber-framed construction. Some recent evidence of this early timber-framed construction has been uncovered within the fabric of buildings in the town. The plantation legacy has resulted in a high number of places of worship within the settlement and high church spires and stepped roofscapes are an important part of the town's character. Within the town, buildings were arranged around formal perimeter blocks with important buildings such as churches and mansion houses used as landmarks within the streetscape. Within the walled town there were a number of market places dedicated to poultry (Ballymodan Place), meat (The Shambles) and Fish (Fishmarket Square) and these spaces are still prevalent. Today, the townscape comprises of largely buildings of Georgian architectural style, generally 2-3 storeys high with prominent chimneys and slated roofs.

### Urban Design Guidance

- 1.4.14 In view of the rich architectural heritage of the town, it is important that any future development respects the key elements of character within the existing historic environment and that new expansion areas respond in a contemporary way to the town's urban form, material palette and landscape setting.
- 1.4.15 The future growth strategy for the town is largely focussed in 2 distinct areas north west and north east of the town. These are elevated, sloping lands which require a high quality placemaking response in order to ensure new development links to the existing and future movement network, responds to Bandon's unique character by using a range of appropriate building typologies and designs and is designed to create a high quality environment. Further guidance will be given as part of the Placemaking Section.

**Table 5.1.5: Placemaking and Urban Design Guidance**

Zoning	Street Name	Street/ Site Guidance
BD T-01	South Main Street	Elegant streetscape of largely 19th century buildings and varying plot widths varying from 2 bays to 6 bays in places. Some remains of mid 18th century buildings are evident near Ballymodan Place. Some re-modeling works have led to unsuccessful insertions in the street and opportunities to address these will be welcomed. There is some evidence of dereliction/vacancy at Ballymodan Place. Any new development at this location will need to respect the established building height in the street and follow the established urban grain. The material palette should reference those used in the historic street. This is the Primary Retail Street and so the design of new shopfronts will need to respond to the Architectural Conservation Area designation by applying a simply detailed shopfront design and avoiding fussy details with inappropriate materials.
BD T-01	North Main Street	To promote and encourage its renewal in a careful and sensitive manner and to protect the 17th and 18th building fabric of the street. Any new development at this location will need to respect the established tight urban grain. Materials of new buildings to reflect the refined historic palette of the street. There is evidence of earlier timber-framed building fabric within this street and so any renovations should be mindful of this. There is also some interesting street furniture including a water pump and a limestone plinth (c1870) which would have guided the wheels of horse drawn carriages away from the pavement and these contribute positively to the streetscape and should be retained.
BD-T-02 and BD-T-03	Glaslynn Road	To promote the redevelopment of these under-utilised strategic town centre sites to contribute to a mixed use higher density urban structure. Proposals here need to be compatible with the town centre zoning and relate positively to the proposed boulevard on the Glaslynn Road, ensuring a high quality public realm at this location. The design, massing and rhythm of new proposals at this location need to reference Bandon's historic character and ensure the development does not impede views of the Methodist Church, an important landmark building. The use of perimeter blocks is encouraged on both these sites and permeability should be created through the provision of new streets/ access points within the layout design and between the site, the town centre and adjoining lands. Lands zoned BD T-02 need to positively address the River Bandon and provide access to the Riverside walk to maximize accessibility within the site. Any development should positively address the Bridewell River and protect and enhance its local biodiversity value.

**Table 5.1.5: Placemaking and Urban Design Guidance**

Zoning	Street Name	Street/ Site Guidance
BD-T-04	New Road	The redevelopment of the site needs to create a strong urban edge with high quality public realm and landscaping proposals. Access to the site is via the existing arched bridge and this should be extended to provide a new street transversing the site at this location. Building heights should generally not exceed 2 storeys given the relationship of the site to adjacent residential uses opposite and gradient differences. The layout should include the use of perimeter blocks which maximize permeability for all modes. Uses compatible with its town centre zoning (BD-T-04) are appropriate. Any development should positively address the Bridewell River and protect and enhance its local biodiversity value.
BD-X-03	Knockbrogan Mixed Residential/ Educational Expansion Area	Elevated and sloping site with extensive views of the town centre and across the valley. Proposals to retain key natural features such as existing trees and stone boundaries which should form part of the site's layout and design. Proposals should allow for a mix of unit typologies and sizes and the design of units to respond to the palette of materials, roofscape profiles and plot definitions to create a series of streets which are both formal and organic within the scheme and contribute to distinctive residential areas. An educational campus of 6.1ha to be located within the site to provide a new primary school and secondary school facility close to existing and planned residential development. Views into and out of the site should focus on framing or creating landmark buildings and contribute positively to the architectural quality of Bandon. The movement network should prioritise walking and cycling and ensure routes are direct, overlooked and safe as per DMURS. Links to allow for connectivity southwards and northwards towards the planned Northern Relief Road (BD-U-02).
BD-R-01 BD-R-02 BD-R-03	Coolfadda Residential Expansion Area	Elevated and sloping site with extensive views of the town centre and across the valley. Proposals to retain key natural features such as existing trees and stone boundaries which should form part of the site's layout and design. Proposals to allow for a mix of unit typologies and sizes and the design of units to respond to the palette of materials, roofscape profiles and plot definitions to create a series of streets which are both formal and organic within the scheme. Views into and out of the site to focus on framing or creating landmark buildings and contribute positively to the architectural quality of Bandon.

### Social and Community Facilities

- 1.4.16 Community facilities are located throughout the town including a library and garda station. The town's Plantation history is reflected in the high concentration and diverse range of places of worship, some of which have been converted to other uses over time. Bandon Community Hospital is located to the east of the town within a mature site. This offers day care and convalescing services and an attractive complex of sheltered housing has recently been constructed on the site. The complex is located on elevated ground and improved pedestrian connectivity is needed.
- 1.4.17 There are a large number of schools in the town including four secondary schools and four primary schools. There are a further two primary schools in the local hinterland at Laragh and Crossmahon which impact on movement within the town. Education facilities are distributed north and south of the town centre close to established residential areas and the Bandon Transport and Public Realm Enhancement Plan (TPREP) has a suite of measures included in its recommendations to manage school traffic more safely and improve pedestrian connectivity at schools to encourage a greater uptake of green modes.
- 1.4.18 The Department of Education and Skills previously highlighted the need for one new Primary School and one Secondary School in the town and recommends that these should be provided on a single site in order to share facilities. Cork County Council favours the alignment of new education facilities with residential growth areas so as to optimize opportunities for walking and cycling for short trips and encouraging healthier lifestyles. On this basis lands zoned BD-X-03 include provision for residential development and 1 primary and 1 post primary school so as to promote the integration of residential growth areas and education to the north east of the town.



## Natural Heritage

- 1.4.19 To the west of the town, the river valley forms part of a proposed Natural Heritage Area and is an important ecological value to the area. The steeply sloping river valley sides make an important contribution to the visual setting of the town. Bandon's location within an attractive river valley has produced a variety of important areas of local biodiversity value. The Bandon River Valley is the most significant and is protected via a proposed Natural Heritage Area designation (Site Code 1034), west of the town.

## Green Infrastructure

- 1.4.20 The town has a good supply of active and passive open space, including a large GAA complex, rugby grounds, soccer pitches, golf courses and grass tennis courts. It also contains a number of areas of local biodiversity value associated with the Bandon River, Castlebernard Woodland, River Bridewell and a number of local wetlands, woodlands and streams. These are identified in the green infrastructure map in Figure 5.1.1.
- 1.4.21 There is currently no public swimming pool/ leisure centre in the town. The Plan recognises the significant contribution the provision of such a facility would make to the town. Cork County Council has recently built a new regional public pool in Dunmanway and Bandon would form part of the catchment area of this new facility. To ensure long term sustainability the best way to deliver and maintain a swimming pool in Bandon could be as part of a hotel proposal. The Council supports the provision of a hotel/leisure centre in the town with a planning policy approach to guiding such provision set out in Paragraphs 5.4.32 to 5.4.37. However other alternative proposals to provide a swimming pool in the town will also be considered on their merits.
- 1.4.22 A number of riverside walks have been developed along the banks of the River Bandon but some of these are unfinished. Policies to deliver extensions to existing riverside walks will be retained. Any such walks will be required to be designed having regard to best practise guidelines, taking account of the need to protect freshwater habitats and species. Within the built-up area there are a number of attractive, small green spaces which perform an important passive recreation and biodiversity function such as Gallows Green, the Shambles, churchyards and the floodplain of the River Bandon. The town is lacking a formal park to act as a community and recreation focus for the town's population and it is considered that part of the demesne within Castlebernard Estate could perform a new parkland function for the town, if the opportunity arose.
- 1.4.23 The attractive river valley setting of the town together with Castlebernard Estate, which is rich in historical and cultural heritage, offers many opportunities for the development of new recreational and cultural amenities for the town which can connect into existing/planned walking networks. Such opportunities would need to be pursued in partnership with owners of the Castlebernard Estate with a view to enhancing the overall quality of life for residents and respecting the special character of its Architectural Conservation Area designation.
- 1.4.24 To the north east of the town a large area of open space (BD-GC-03) adjoins the proposed northern relief road, and the river. Part of the site is identified as "Parkview", an area of local biodiversity value containing mixed broadleaved conifer woodland, scattered trees, parkland and broadleaved woodland. The objective for these lands is to protect the attractive river valley, local biodiversity value of this area and the visual setting it contributes to the town. Figure 5.1.1 illustrates the existing green infrastructure assets of the town.

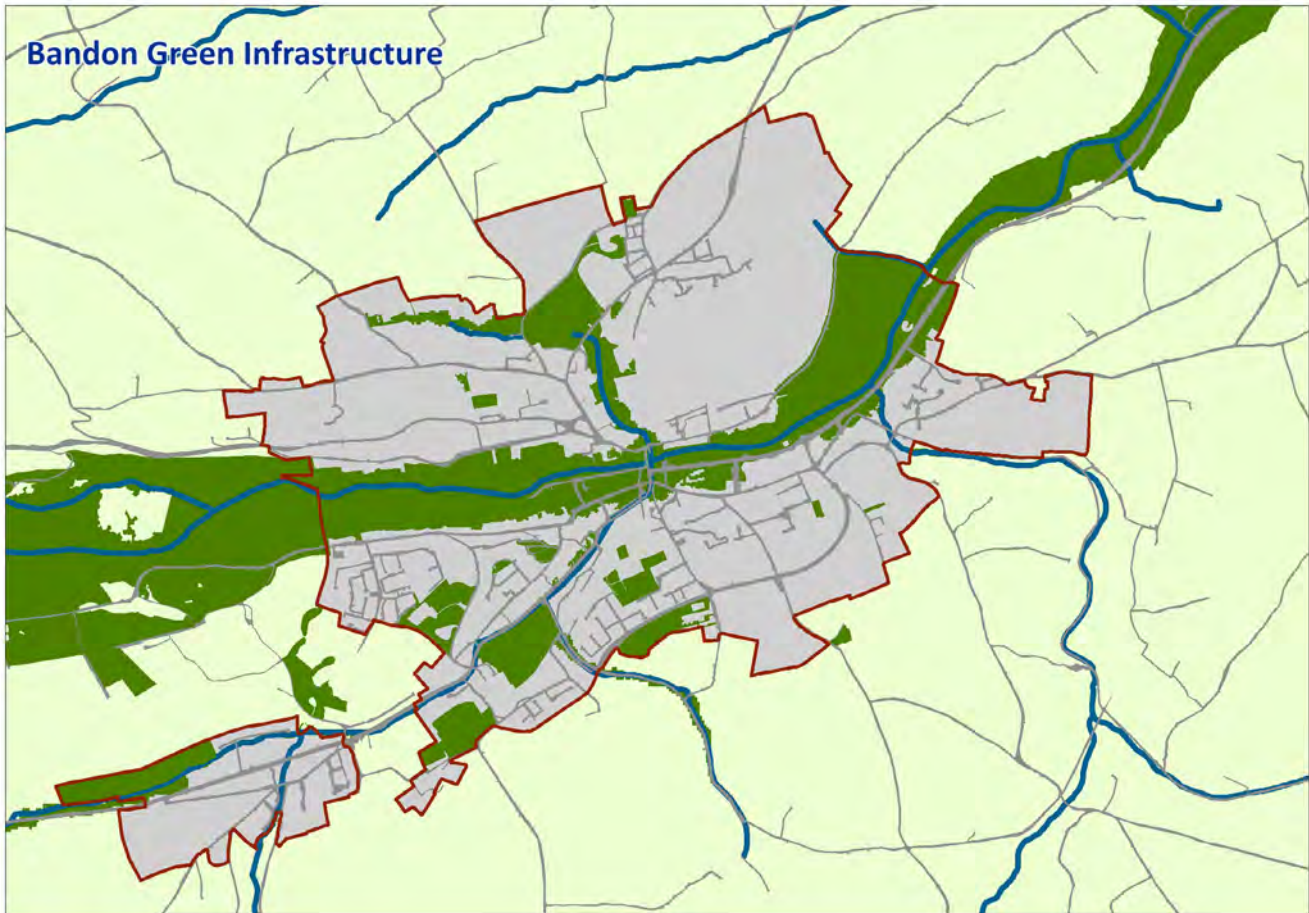


Figure 5.1.1

### **Economy and Employment**

- 1.4.25 Bandon is the principle employment centre within the Municipal District. Results from the 2016 Census show a sharp increase (12%) in the number of people employed between 2011 and 2016, up from 2,572 to 2,881 jobs. Commerce and trade remains the largest industry in the town (24.6%), followed closely by manufacturing (22.4%) which grew by 3% over the inter-Censal period. The Plan supports the continuing role of the town as a business hub for a large rural area and encourages the development of hot desking facilities, computer hubs, financial services and office development within the town centre and on suitably zoned land such as BD-X-02 and BD-X-04. The town still holds a regular weekly Mart and has a number of food production facilities in the town, reflecting its important rural-based economy. Employment is focused within the town centre and a number of small, well-established employment clusters to the south, east and north of the town. These are now zoned Existing Mixed/General Business/Industrial Uses.
- 1.4.26 The town has a high concentration of retail warehouse units along the Relief Road and on the approach roads to the town, with a small level of vacancy evident. There is an existing IDA industrial Park 4.3km west of the town on R586 Dunmanway Road which is almost fully occupied.
- 1.4.27 In 2016 there were 3,352 persons living in Bandon in the labour force and of these, 86% (2,881 persons) were at work. POWSCAR data available for Bandon is based on a slightly larger geographical area than that of the Census. This analysis highlights that 40% of the total employees enumerated reside in the study area and a similar percentage (43%) travel to their place of work within Greater Cork Ring DEDs. A total of 90% of all journeys to work were made by car (as a driver 87.8% & passenger 3%). Walking levels were extremely low within the study area (0.6%) and cycling did not feature as a means of travel. This may reflect the difficult topography of the town especially on the northern steep slopes of the Bandon Valley.
- 1.4.28 The review of the existing employment land supply highlights that there has been no up-take in employment land since the last plan. The existing supply is largely focused on greenfield sites on the north-east and south-eastern fringes of the town and in Old Chapel Village. All the employment lands contained within the 2017 Plan are carried forward.
- 1.4.29 The eastern approach to the town has enormous potential as a mixed use "Opportunity Site". The area around the Mart Site, west of the Relief Road and adjacent to the Allman Distillery is currently under-utilised and would benefit from an enhanced urban structure to create a positive first impression as the "gateway" to the town from Cork City. There is a number of existing food and livestock related businesses associated with The Mart along with sporadic residential uses. There is potential to provide a new mixed use residential and employment (Allman) quarter at this location as part of a new Special Policy Area designation (BD-X-02). It is desirable to retain the Mart as part of any revitalisation of this area

as it is an integral part of the town's agricultural-based economy and contributes to the vibrancy of the town. There may be opportunities, however, to improve access and parking arrangements for the Mart as part of the redevelopment of this area. Urban design guidance can ensure consensus in delivering a high quality urban expansion to the town which creates an attractive gateway and a well defined urban structure and is detailed under the Opportunity Sites section of the document. Part of the area is at risk of flooding and any proposals would need to address this issue.

- 1.4.30 A further mixed use Opportunity Site is designated under BD-X-04 on lands currently consisting of a mix of employment land and a gap site close to the town centre. The Plan supports the future use of these lands as an area suitable for mixed use office development with the opportunities to include a residential element to the south, adjacent to Connolly Street.

### **Tourist / Visitor Facilities**

- 1.4.31 Bandon has a very unique history, impressive townscape and boasts an attractive riverside location. There are opportunities to develop the town's current limited share of the tourism market and capture the passing tourist trade heading to West Cork. The town has a visitor information / tourist centre and hosts an annual Walled Towns Festival celebrating its unique 17th century fortifications. Water-based activities such as kayaking, fishing etc. can add to the town's attraction as a tourism destination. In this regard the Plan supports the provision of river-side access for angling and other water based activities. The heritage-led public realm investment and flood relief works in the town can act as a catalyst to launching Bandon as an emerging tourism destination which forms part of the West Cork experience.
- 1.4.32 The Council recognises that the provision of hotel accommodation is a key piece of infrastructure which needs to be in place to attract tourists to stay overnight in an area with the consequent positive economic benefits for the overall town. The location of such developments needs to be carefully considered so that benefits are maximised.
- 1.4.33 Bandon currently has one small family run hotel and a limited number of Bed and Breakfast facilities within the town. The Plan encourages the expansion of the tourism accommodation offering in Bandon which can fulfill an important social, business and recreation function for the community and would increase the attractiveness of the town as a place to stay. The Plan sets out guidance on the best approach to identifying a suitable site for future hotel proposals. These are based on fulfilling key national, regional and county-wide policies such as promoting sustainable tourism, supporting the role of the town as the primary retail, business and cultural centre while maximizing accessibility. Site specific considerations include; ensuring there is no detrimental impact to residential amenities and providing access and parking arrangements. The Plan supports the provision of a swimming pool/leisure centre as part of a future hotel proposal which can add to the range of leisure facilities available within the town.
- 1.4.34 The preferred location is within the extent of the "town centre" zoning which is the most accessible location and would create the greater synergies and benefits for the town. Lands zoned BD-T-02, BD-T-03 or BD-T-04 are currently under utilised or have vacant sites where a new hotel use would be compatible subject to an appropriate design response. There are other possible town centre locations within BD-T-01 whereby the merging or re-development of town centre properties could produce a boutique-style hotel at a convenient location to public transport and the retail core. Such an approach would need to involve the application of best practice conservation methods and respond to heritage designations on site.
- 1.4.35 The existing business zoning BD-B-06 allows provision for a hotel on a green field site adjoining the existing southern relief road and this offers an alternative edge of centre location. The Council would also consider a proposal for a hotel within the Allman Quarter Special Policy Area (BD-X-02) either as a new build or involving the redevelopment of existing heritage buildings.
- 1.4.36 Outside the development boundary, Castlebernard Demesne could offer an attractive hotel experience. It offers an opportunity to take advantage of the site's historic setting adjacent to the 18th century Castlebernard House and Medieval Tower house.
- 1.4.37 Castlebernard House and Medieval Tower complex, currently in a ruinous state of repair, are protected structures and National Monuments subject to a Preservation Order. Its attractive parkland landscape, avenues and demesne walls and woodland features are still intact and are designated as an Architectural Conservation Area. The Council would encourage the appropriate redevelopment of this historic site subject to a full conservation and landscape assessment of the building and its demesne and which would secure the buildings' stability into the future. The provision of a safe public walkway through the site and linking the site with Bandon Town would be encouraged as part of any long term future plans for this site to improve connectivity between the site and Bandon Town and provide opportunities for the demesne to become informal parkland for the people of Bandon. Partnership arrangements between the owners of Castlebernard Estate and public authorities will be necessary prior to any part of the demesne becoming accessible to the public.

### **Town Centre and Retail**

- 1.4.38 Bandon town is identified as a Ring Town in the retail hierarchy supporting 2,315 m2 of convenience goods floorspace. To an extent, this is a smaller quantum of convenience retail floor space than some similar sized towns in the county. The town's convenience retail offer has improved over the past decade as Super Valu and Lidl have developed to the west of the historic Main Street and Aldi has constructed a new store on lands zoned BD -T-03. Bandon functions as a commuter town which means part of its convenience retail needs are met by the retail offer in the south-western City Suburbs as


part of employees' journey to or from work. The aim of the Plan, however, is to broaden the employment function of the town and this may lead to increased demand for locally-based convenience retail in the future.

- 1.4.39 The town also supports 6,715 m2 of comparison goods floorspace with some popular niche boutiques within the town. Any further major comparison retail development should be located within or adjoining the retail core in order to ensure that the current retail services are supported providing a critical mass to the centre of the town. In the event that such a proposal came forward, the town centre would be the preferred location.
- 1.4.40 Within the town centre there is still a good mix of uses and a strengthening of the niche, independent retail sector. The core shopping area is focused around South Main Street, the town's Primary Shopping Street, and includes the main retail anchors of Supervalu, the Riverview Shopping Centre and a number of secondary retail streets including Bank Place, Market Quay and Patrick's Quay. Discount stores (Lidl and Aldi) are located on edge of centre sites within the area zoned "Town Centre".
- 1.4.41 The Plan carries forward the four sites zoned for town centre/town centre expansion from the previous Plan. All of these town centre sites are within the "flood risk" area and will need to comply with the appropriate Ministerial Guidelines. In order to strengthen the core retail area and promote increased footfall levels, it is essential that future retail development consolidates the core. In this regard policies to enhance the vitality of the town centre and which continue to support Bandon's role as a niche retail destination will be central to the town centre strategy. Where there is demand for larger floor-plates, the Council will support creative approaches to the rehabilitation/ extension/merger of historic buildings within the town centre for retail and mixed-uses subject to applying to best practice conservation methods and respecting the special character of the relevant Architectural Conservation Area. The extent of the town centre zoning includes a number of under-utilised/ vacant sites where there may be scope for some larger retail formats as part of a wider mixed-used scheme. This may include the provision of comparison and convenience retail outlets/retail warehousing on edge of centre locations in BD-T-02, BD-T-03 and BD-T-04. There is some vacancy within the existing retail warehousing building stock at "out of town" locations along the By-Pass, therefore, further out-of-centre retailing will need to be carefully considered and should provide clear evidence that it would not erode the primacy of the town centre.
- 1.4.42 Cork County Council has adopted a detailed Transport and Public Realm Enhancement Plan (TPREP) to deliver a more pedestrian friendly town centre which will add to the attractiveness of the town as a high quality retail destination. This includes the creation of new market spaces at book-ends of the Primary Retail Street. Public realm measures are largely focused within the historic town walls and include the creation of a number of new public spaces, an improved pedestrian environment, revised traffic management interventions and quayside improvement measures. Some initial public realm interventions have taken place and a further package of upgrades are planned in the next phase of implementation. Part 8 plans are imminent which primarily focusses on public realm works south of the river with works due to commence in late 2021 or early 2022.
- 1.4.43 Some additional urban design guidance is provided for town centre sites to ensure new development respects the character of the existing town and contributes positively to the proposed public realm interventions.

## Regeneration Area

- 1.4.44 The Plan takes a strong focus on town centre development and regeneration. A number of regeneration sites have been identified on Mac Swiney Quay. Each site has differing opportunities and constraints and the guidance is offered to provide certainty on the key elements that need to be addressed in future proposals.

Table 5.1.6: Regeneration Areas in Bandon

Regeneration Area	Number and Description
	<p>BD-RA-01: Mac Swiney Quay (Regeneration Area) Encourages the co-ordinated redevelopment of 2 separate sections of urban decay along Mac Swiney Quay within the area zoned town centre (BD T-01). These feature a number of vacant and under-utilised backland sites containing historic warehouses and coach houses/ stone buildings which create a "dead" frontage onto the quayside. Proposals need to create a positive edge onto the street with active frontages and provide a mix of uses compatible with its town centre location. Proposals need to retain the historic fabric of the sites which are an integral component of the town's urban grain. Where possible the creation of new lanes/ linkage onto South Main Street will be encouraged to improve linkages to the principle shopping street. Proposed interventions need to respond positively to the key features of the South Main Street Architectural Conservation Area, including respecting plots sizes, buildings heights, material finishes and roofscape profiles. The site is located within a zone of archaeological potential.</p>

## Special Policy Areas

- 1.4.45 This Plan has carried forward lands zoned Special Policy Area BD-X-01. A previous permission for 85 dwellings, 1 crèche and associated site works has now lapsed. The site presents a number of challenges due to its topography with steep gradients, difficult access, traffic congestion and its location in a sensitive historic area adjoining Christchurch and Barrett's Hill Architectural Conservation Areas and the line of the 17th century town defenses. The scale, location, siting and design of development on this site will need to take account of these issues.
- 1.4.46 This site has high biodiversity value supporting mature trees, woodland and the Kilbrogan Stream. Any new development proposal should be designed to take account of this. Mature trees and woodland should be retained, protected and incorporated into any new development proposals.
- 1.4.47 This Plan will encourage the provision of a linear park (BD-X-01) along the western boundary to include a pedestrian walkway and cycleway (BD-U-01) creating a green finger linking the open countryside to the town centre and providing links to adjacent residential areas, both existing and planned. The design and route of walkways/cycleways need to incorporate the historic town wall into the amenity network which can be developed over time into a historic town trail. The linear park should be overlooked by the proposed development on the site and be designed to respect and enhance the local biodiversity value of the site.
- 1.4.48 The site will also be suitable for some residential development, and mixed-use development including limited retail at the southern end of the site. The layout of development on the site should allow for the creation of a continuous, stepped, streetscape along the roadside, eastern boundary (Cork Road). Given its location close to the town centre the Council will encourage the provision of some 2-bed units as starter homes/ age-friendly units.
- 1.4.49 This site is within an area of archaeological potential associated with the "Historic Town of Bandon" and the 17th century Town Wall. Any works will need to be subject to archaeological supervision.
- 1.4.50 The Allman Quarter is now defined as a further Special Policy Area under this Plan (X-02) as it is identified as a priority under-utilised site within the town, capable of achieving a more defined urban structure and a greater density of uses. The area includes an important historic complex of buildings at its centre and a mixed use approach, including a residential element is supported.
- 1.4.51 The Plan acknowledges that there are multiple landowners and that any future development will need to be done in a phased manner.
- 1.4.52 A further Special Policy Area (BD-X-03) is designated to the north-east of the town. This 32ha area of land requires a co-ordinated approach to infrastructure delivery, movement, placemaking and the delivery of a new primary and post primary school campus as part of the future growth of the town.
- 1.4.53 BD-X-04 is a new Special Policy Area focussed on lands east of the town centre which are identified as having the potential to contribute positively to the compact growth of the town. The Plan supports the future use of these lands as an area suitable for mixed use office development with the opportunity to include a residential element to the south, adjacent to Connolly Street.

## Movement and Public Realm

- 1.4.54 The N71 is identified in the RSES as one of a number of strategic regional priorities to achieve NSO 'Enhanced Regional Accessibility' to link Cork City with Clonakilty. Bandon is served by an important network of national secondary and regional roads providing connectivity between Cork City and West Cork via the N71 and R586. The N71 is substandard in many places and it is a priority to ensure that upgrading works are implemented in the short-term to ensure Bandon and the West Cork area maintains its competitiveness within the County and wider region.
- 1.4.55 The town is served by a single bridging point over the river which leads to high levels of HGV movements and congestion within the town, most notably at the Bandon Bridge/ Bank Place Junction. The negative impacts of high traffic volumes and speeds are visible on Kilbrogan Hill where vacancy and dereliction are symptomatic of the poor quality environment. The Bandon Transport and Public Realm Enhancement Plan (TPREP) has developed a series of comprehensive movement strategies to address congestion and provide a more balanced approach to the needs of pedestrians and cyclists within the town. The recommendations of the Plan are included in specific policy objectives and are discussed in detail below.
- 1.4.56 The movement network is one of the key influences on the future development of Bandon. A Southern Relief Road has been partially completed to divert traffic around the perimeter; however, the steep gradient at the western end of the route can present safety issues, in particular for HGVs. This has led to some traffic diverting through the town centre leading to congestion within the town centre. The completion of this Southern Relief Road (BD-GO-02) would help resolve these issues. The TII have provided €100,000 funding for the completion of the N71 Southern Relief Road/ by-pass and this work is ongoing. In 2020 a Feasibility Study for the project was completed and this highlighted the need to bring forward a number of route options for assessment in line with TII's Project Management Guidelines. The completion of the project is a priority for the Roads Directorate and TII. The route shown in the 2017 Local Area Plan is one route under consideration and for assessment. The completion of the project is a priority for the Roads Directorate and TII and in 2021 survey work and traffic modelling will be undertaken to progress the planning and design phase. (Traffic surveys, ground investigation, environmental surveys etc.),

- 1.4.57 Currently, a significant amount of the future residential growth is located north of the town centre where accessibility is difficult, via a narrow and complicated junction at Bank Place/ Bandon Bridge which is already congested. The Bandon Transport and Public Realm Enhancement Plan (TPREP) confirms the need for a Northern Relief Road to divert traffic away from the existing pinch-point at North Main Street/ Bank Place/ Watergate Street junction and to provide appropriate access to support indicative development opportunities north of the town centre. An objective is included to provide a Northern Relief Road and new bridge (BD-U-02) linking the N71 to the R589 (Crossbarry Road). In the longer term there is merit in completing this relief road by creating a further link between the Crossbarry Road and the Dunmanway Road (R586).
- 1.4.58 The Plan illustrates an indicative route corridor for this Northern Relief Road to ensure this strategic piece of infrastructure is safeguarded. Consultants are in place for the design of the north-eastern section of the Bandon Northern Relief Road which is ongoing. In the short-term upgrades to the local road network will be required along with a HGV strategy to encourage alternative routes and introduce some restrictions within the town.
- 1.4.59 Census 2011 highlighted that 65.7% of residents travelled to work by car with the average journey time recorded as 23 minutes. Bus Eireann operates regular services through the town connecting Cork City with Clonakilty and Skibbereen but there is only one bus stop on the Glaslinn Road. The Bandon Transport and Public Realm Enhancement Plan (TPREP) includes a number of proposals to improve access to bus stops, provide safety enhancement measures at existing stops and the creation of additional bus stops to the west of the town at Old Chapel and on North Main Street.
- 1.4.60 A comprehensive walking and cycling strategy forms part of the Bandon Transport and Public Realm Enhancement Plan (TPREP) and this includes a focus on promoting green modes for school trips by delivering a series of traffic calming and pedestrian enhancement measures at schools, improved bus drop-off facilities and dedicated drop-off and parking measures. The Plan carries forward amenity walkways in previous Plans and includes an objective to support the provision of a historic town wall trail as a further amenity and tourism resource within the future development of the town.
- 1.4.61 Within the town centre junction improvements are focused on providing safer access to and throughout the core for pedestrians and cyclists. Shared surfaces are introduced to aid traffic calming along tight routes such as Market Quay. Elsewhere, carriageway widths are reduced to a minimum, parking is rationalized and the pavement is widened on the northern edge to allow maximum sun penetration to the street.

## Public Realm

- 1.4.62 The Bandon Transport and Public Realm Enhancement Plan (TPREP) sets out a clear vision for investment in key town centre spaces and improvements to the movement network in the town. The public realm component of the Plan has a strong heritage-led focus. Within the 17th century town walls a number of new public spaces are proposed to be reclaimed to provide the town with a new community focus and a variety of flexible spaces which can perform multiple uses throughout the year. This area is also envisaged to be a pedestrian priority zone with improved access for pedestrians and cyclists at junctions linking key town centre sites and shopping areas. Within the core shopping area, the design of the street has focused on reallocating some parking to reduce the dominance of the car, to provide a more pleasant town centre environment by widening the pavements on the sunny side of the street, and a higher quality public realm.
- 1.4.63 The key public realm features include:
- Two new public spaces at book-ends to South Main Street (Ballymoden Place and Fishmarket Square);
  - Street enhancement measures along the northern (sunny side) of the street;
  - Quayside enhancement measures along Mac Swiney Quay and Patrick's Quay including build-outs to view the River and historic wall;
  - New public space at The Shambles;
  - Highlighting the line of 17th century wall and gateways within the street design;
  - Traffic calming measures to provide a safer pedestrian/ cycling environment within the historic town and at school drop-off/ collection nodes;
  - Creation of a boulevard along the Glaslynn Road.
- 1.4.64 Some initial public realm interventions have taken place and a further package of upgrades are planned in the next phase of implementation. Cork County Council has applied for funding under the Rural Regeneration and Development Fund in November 2020 for a number of Category 1 Applications including public realm works identified as part of the Bandon TPREP. Part 8 plans to progress public realm objectives from the TPREP are imminent which primarily focusses on works south of the river. Works are due to commence in late 2021 or early 2022.
- 1.4.65 As part of Project Act, Bridge Lane (from its junction with South Main Street to its junction with Market Quay) has been subject to Pedestrian Priority measures to help promote a Covid safe environment which is mutually beneficial to both the town's people, visitors and businesses.



Figure 5.1.2: Public Realm Proposals within Historic Town

1.4.66 Bandon is also part of Cork County Council's Age Friendly Towns which seeks to promote age friendly initiatives within the town including accessible public seating, promotion of age friendly businesses, age friendly parking and other public realm enhancements.

### Water Management

1.4.67 Irish Water's Investment Plan makes provision for upgrading the Waste Water Treatment plant and network which is currently underway. There is capacity available within the waste water treatment plant to facilitate the planned population growth. The existing plant has a loading of 8,877 P.E. and has capacity for a further 5,579 P.E. The Investment Plan does not reference improvements to the water supply but there are indications that plans are in place to rehabilitate water mains to improve water pressure and capacity. Leakage reduction measures in 2020 have created additional capacity for 500 additional units. There are currently no plans in place to address issues in the north of the town whereby a need has been identified for a new reservoir may be required to service certain lands above the 74 O.D. contour level. A new combined sewer is proposed within the town to deal with the disposal of both wastewater and surface water flows within parts of the town and works are currently underway to address this.

1.4.68 Flooding is an issue for parts of Bandon, in particular the town centre. Areas at risk follow the path of the River Bandon and its tributaries. The OPW has just completed implementing a €10 million flood relief scheme in the town. The scheme is a combination of dredging the existing channel by 1.8m downstream of Bandon Weir and the provision of flood defence walls on the south bank upstream and downstream of Bandon Bridge and defence walls and embankments on the northern bank spanning from Bandon Bridge to the wastewater treatment plant. Improvements to the existing flood embankments at the shopping centre are also part of the scheme.

1.4.69 The Council has put in place an early warning system for flooding (FEWS) in co-operation with the Office of Public Works and consultants as part of the towns flood management plan. This is based on monitored water level data upstream and alerts local authority staff and registered members of the public of potential flood events.

### Built Heritage

1.4.70 As stated previously, the town developed as two self-contained settlements (Coolfadda and Kilbrogan) as part of the Plantation of Munster in the 17th century. Its walled defences were later added as a response to ongoing attacks and are a unique feature for towns built in this period in Ireland. The high stone defences were up to 3.5m thick and 8m high and included at least four gates, six bastions and three watch towers. Upstanding remains of the town's defences are still visible within the townscape at St Peter's Church and in the Riverview Shopping Centre.

1.4.71 The town's formal layout has resulted in a well-defined urban structure with a significant number of landmark buildings.

Buildings are generally 3-4 storey's high with a variety of plot widths and were originally of timber-framed construction. Some recent evidence of this early timber-framed construction has been uncovered within the fabric of buildings in the town.

- 1.4.72 The plantation legacy has resulted in a high number of places of worship within the settlement. During the 19th century the town grew as a major industrial centre with brewing, tanning and milling industries establishing within the town. The advent of the railway had a profound impact on the character and form of the town and may explain the removal of much of the town's defenses.
- 1.4.73 Throughout the town there are 54 buildings or other structures entered in the Record of Protected Structures. An extensive part of the town centre is designated as a series of Architectural Conservation Areas reflecting the various urban quarters in the town. To the west of the town, on the southern bank of the Bandon River, is Castlebernard Estate. The large demesne is designated as an Architectural Conservation Area due to its significant historic buildings (now in ruins), attractive wooded estate and formal avenues, stone walls and gate lodges. Any future development within this site will need to be accompanied by a detailed historic appraisal of the historic buildings and wider demesne landscape as per Cork County Council's Guidance documents. The Council will consider a range of uses on this site which contribute to the retention of the heritage value of this important site.
- 1.4.74 The Record of Monuments and Places designates Bandon Town and its defenses as archaeological sites and so any works within the zone of archaeological potential will need careful assessment, will be subject to monitoring and needs to comply with national policy on Town Defenses. The newly identified timber-framed house on North Main Street is of National Importance and highlights the potential for the existing 18th and 19th century building stock to contain older structures within it.
- 1.4.75 The town also has some interesting and unusual street furniture including old water pumps, stone kerbing, lamps, features and paving. These need to be carefully considered in any public realm or building redevelopment projects.
- 1.4.76 The Bandon Transport and Public Realm Enhancement Plan (TPREP) takes a strong heritage-led approach to planned public realm upgrades within the town and these will provide an enhanced sense of place in Bandon.

### General Objectives

- 1.4.77 The following general objectives to apply to all development within the development boundary of Bandon.

County Development Plan Objective General Objectives for Bandon	
General Objectives for Bandon	
BD-GO-01	Plan for development to enable Bandon to achieve its target population of 9,790 persons.
BD-GO-02	Support the completion of the Southern Relief Road and the development of a Northern Relief Road to facilitate improved movement within and around the town. Opportunities for biodiversity enhancement should be supported.
BD-GO-03	Support the phased ongoing delivery of the recommendations of the Bandon Transport and Public Realm Enhancement Plan (TPREP) including new public spaces, road safety measures and revised traffic management arrangements. Opportunities for biodiversity enhancement should be supported.
BD-GO-04	Provision of adequate water and wastewater infrastructure to service lands and ensure the town achieves its growth targets over the lifetime of this Plan.
BD-GO-05	Ensure new development reinforces the primacy of the town centre and contributes to the vibrancy and vitality of Bandon.
BD-GO-06	Support the provision of an historic town wall trail.
BD-GO-07	The green infrastructure, biodiversity and landscape assets of Bandon include its river corridors, mature trees, wetlands and woodlands. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity. Potential opportunities for biodiversity enhancement should be supported.
BD-GO-08	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. See Volume One Chapter 11 Water Management.



## Specific Objectives

1.4.78 The following specific objectives to apply within the development boundary of Bandon.

County Development Plan Objective Specific Development Objectives for Bandon		
* Flood Risk See Objectives in Volume One, Chapter 11 Water Services	^ TIA and RSA Required.	
Objective No.		Net site area (Ha)
<b>Residential</b>		
BD-R-01	Medium A Residential Development.* The proposed placemaking approach needs to follow guidelines within Table 5.1.5 Placemaking and Urban Design Guidance. Proposals to demonstrate how the stream is integrated into the layout from a biodiversity and placemaking approach is required.	4.45
BD-R-02	Medium A Residential Development. Proposals to include provision of a landscaping plan including high quality boundary treatments particularly along the western boundary. The proposed placemaking approach needs to follow guidelines within Table 5.1.5 Placemaking and Urban Design Guidance.	6.1
BD-R-03	Medium A Residential Development. Proposals to include a comprehensive landscaping plan which incorporates a high quality boundary treatment, including the retention of existing natural boundaries. The proposed placemaking approach needs to follow guidelines within Table 5.1.5 Placemaking and Urban Design Guidance.	4.08
BD-R-04	Medium A Residential Development. Proposals to include a comprehensive landscaping plan which includes the retention of existing trees on site and to make adequate provision for their protection during construction.	1
BD-R-05	Medium A Residential Development.	1.2
BD-R-06	Medium A Residential Development.	1
<b>Business and General Employment</b>		
BD-B-01	Business Development. Extension to existing co-operative business development.	3
BD-B-02	Business Development suitable for small to medium sized industrial units. Site to be served by a single access. In depth screen planting to be provided along the northern, eastern and southern site boundaries. ^	11.97
BD-B-03	Business Development. Maintain the existing general business development.	3
BD-B-04	Business development. The development of this site will require the realignment of the road to the east of the site and should also include the provision of a pedestrian footpath and cycle lane to the town. ^	6
BD-B-05	Business development. Access to be from the local service road to the west of the site rather than off the Relief Road. ^	3.2
BD-B-06	Business development. Proposals to include the provision of a landmark building on this site, possibly a hotel. Careful consideration to be given to development on the more elevated lands. This is a prominent site and appropriate and well designed landscaping is considered to be important particularly along the southern and eastern site boundaries. Access to the site should be from the local road to the west of the site rather than off the relief road. ^	10.3

**County Development Plan Objective  
Specific Development Objectives for Bandon**

* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		^ TIA and RSA Required.
Objective No.		Net site area (Ha)
BD-B-07	Business development. Proposals to include in depth screen planting along the western, southern and eastern site boundaries. ^ Any development proposals in this area may require an archaeological impact assessment including geophysical survey.	8.1
<b>Industry</b>		
BD-I-01	Food related industry. The development of this site to include a suitable buffer and landscaping screen to the west and south to protect the existing residential amenities.	2.9
BD-I-02	Industry. Industrial estate development suitable for small to medium sized industrial units. Site to be served by a single access. In depth screen planting to be provided along the eastern and southern site boundaries. ^	15.5
<b>Town Centre</b>		
BD-T-01	Town Centre. *	17.1
BD-T-02	Town Centre. Lands identified to facilitate expansion of the town centre. Careful consideration needs to be given to the overall design of this landmark site on the approach to the town centre. It is important that the overall scheme fits into the surrounding riverside landscape and includes walkways through the site connecting to the existing Graham Norton Walkway. *	1.3
BD-T-03	Town Centre. Lands identified to facilitate the expansion of the town centre. *	1.7
BD-T-04	Town Centre. Lands identified to facilitate the expansion of the town centre. *	0.5
<b>Community</b>		
BD-C-01	Community use. Lands to facilitate cemetery extension.	1.9
<b>Utilities and Infrastructure</b>		
BD-U-01	Develop pedestrian walkway and cycleway from town centre, through BD-X-01, town park (BD-GR-01) and through to BD-R-01. The proposed route traverses habitats of ecological importance including broadleaved woodland, scrub and wet grassland which forms part of the Kilbrogan Stream and Glebe House Local Area of Biodiversity. Ensure protection and enhancement of these habitats where possible.	
BD-U-02	Provision of Northern Relief Road.	
BD-U-03	Maintain and extend the pedestrian walk and cycleway along river bank to Castlebernard Estate. Riverside walks to be developed in accordance with recommended best practise including providing for appropriate set-backs from the river bank to avoid impacts on freshwater habitats and species and the pNHA Bandon Valley West of Bandon which contains Ancient Woodland habitats which this walkway traverses.	
BD-U-04	Maintain and where possible extend the pedestrian walk along river bank to the Cottage Road Wood. Riverside walks to be developed in accordance with recommended best practise including providing for appropriate set-backs from the river bank to avoid impacts on freshwater habitats and species.	

**County Development Plan Objective  
Specific Development Objectives for Bandon**

\* Flood Risk  
See Objectives in Volume One, Chapter 11 Water Services

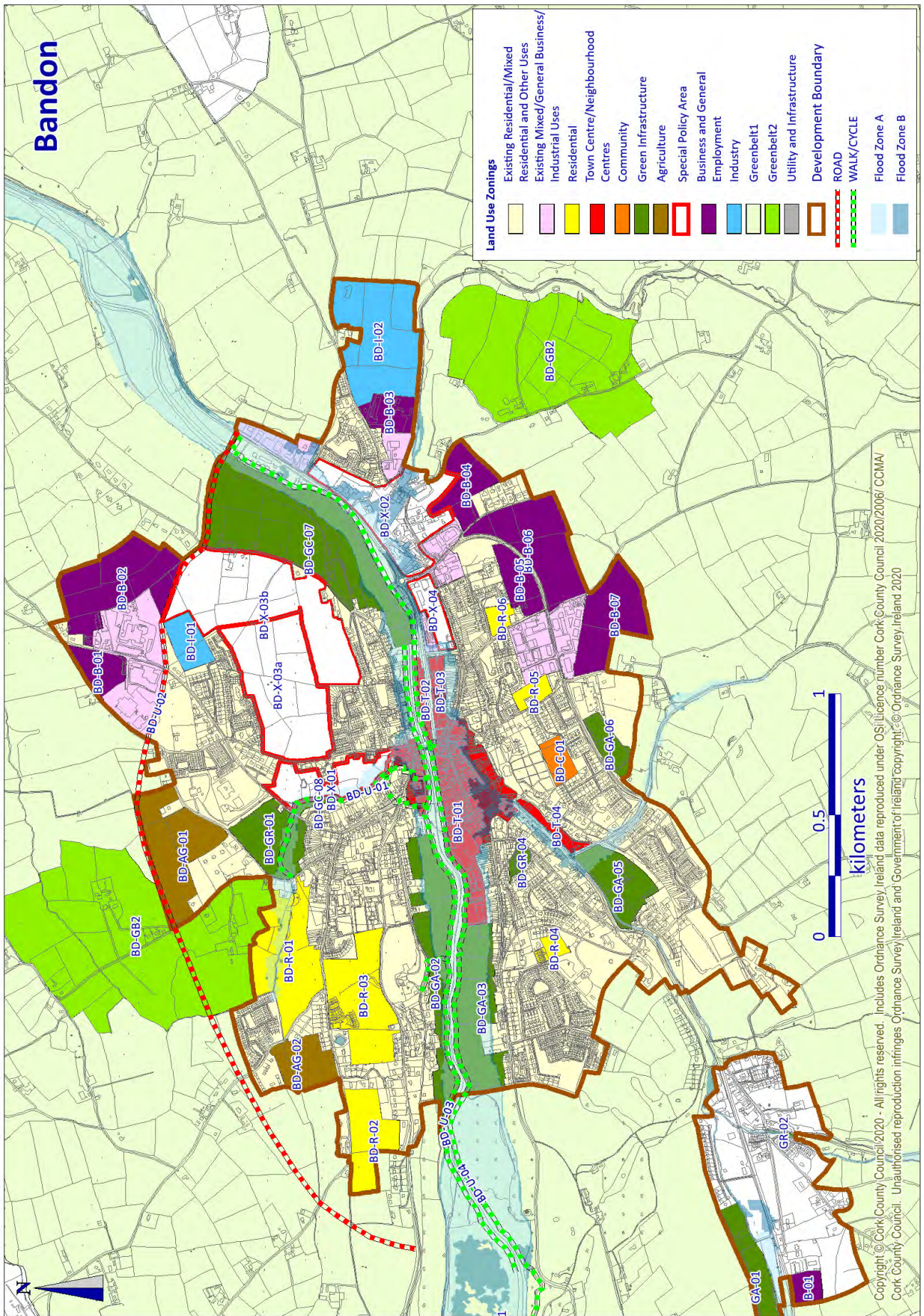
^ TIA and RSA Required.

Objective No.		Net site area (Ha)
<b>Green Infrastructure</b>		
BD-GR-01	Open Space. Maintain and protect the amenities in the town park. * The site traverses habitats of ecological importance including broadleaved woodland, scrub and wet grassland which forms part of the Kilbrogan Stream and Glebe House Local Area of Biodiversity. Ensure protection and enhancement of these habitats where possible.	5.8
BD-GA-02	Open Space. Active open space for informal public recreation including the provision of an amenity walk. * Opportunities to enhance biodiversity by creating links to the pNHA Bandon Valley West of Bandon which contains Ancient Woodland habitats directly to the west of the zoning are encouraged.	11.1
BD-GA-03	Open Space. Active open space for informal public recreation including the provision of an amenity walk. Parts of this open space form part of the floodplain for the River Bandon. * Opportunities to enhance biodiversity by creating links to the pNHA Bandon Valley West of Bandon which contains Ancient Woodland habitats directly to the west of the zoning are encouraged.	10.3
BD-GR-04	Open Space. Maintain and enhance the Gallows Green public open space. Opportunities for biodiversity enhancement associated with the adjacent River Bridewell should be supported.	0.8
BD-GA-05	Open Space. Maintain playing fields (GAA). *	5.7
BD-GA-06	Open Space. Maintain playing fields.	2.5
BD-GC-07	Open Space. Lands to remain predominantly open to protect the setting of the town. The open space zoning includes habitats of ecological importance including mixed broadleaved conifer woodland and scattered trees and parkland which forms part of the Parkview Local Area of Biodiversity. Ensure protection and enhancement of these habitats where possible.	
BD-GC-08	Open Space. Lands to protect trees and local biodiversity area.	
<b>Agriculture</b>		
BD-AG-01	Agriculture	10.3
BD-AG-02	Agriculture	5.7

**County Development Plan Objective  
Specific Development Objectives for Bandon**

* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		^ TIA and RSA Required.
Objective No.		Net site area (Ha)
<b>Special Policy Area</b>		
BD-X-01	<p>Cork Road Opportunity Site Consideration will be given to proposals for the development of this site which make provision for: Linear park along the western boundary to include pedestrian walkway and cycleway; Medium B Residential Development; Mixed-use development including limited retail at the southern end of the site. Age friendly housing units.</p> <p>It is important that the walkway and cycleway links to adjoining lands along the western site boundary are implemented and good permeability and comprehensive landscaping which maintains existing mature trees along the boundaries of this site are considered essential. Adequate on-site parking is required to prevent impacts on the residential amenities of the area. *</p> <p>Provision to be made for retention and protection of mature trees on site and for the protection of the corridor of the Kilbrogan Stream. Opportunities for biodiversity enhancement should be supported.</p>	5.9
BD-X-02	<p>Allman Quarter Mixed Use Opportunity Site Encourage the co-ordinated redevelopment of this large site at the eastern approach to the town. The area is suitable as a new mixed use business, hotel and residential area adjacent to the town centre. The existing Mart site continues to make an important economic and social contribution to the town. Redevelopment proposals need to provide a strong urban edge along the northern periphery of the site to define the entrance to the town. The use of perimeter blocks to create a stronger urban framework is recommended and these should be designed for optimal pedestrian/cyclist permeability. The layout and design of the area needs to relate positively to the existing historic Allman Distillery complex, using this as a key landmark and focal point within the scheme. *</p> <p>Any proposals within the zone of archaeological potential of existing Monuments will need to undertake an archaeological assessment as part of the planning application process.</p>	13.3
BD-X-03	<p>Knockbrogan Mixed Residential/ Educational Expansion Area</p> <p>Medium A Residential Development (BD-X-03a) to include provision of a primary school and secondary school (6.1ha) on BD-X-03b element of the expansion areae. Development of this site should be accompanied by a Traffic Assessment illustrating how the site will connect to the proposed new road infrastructure (BD-U-02) and existing road networks in the vicinity. The layout also needs to make provision for pedestrian and cycleway links with existing adjoining residential areas and future links with the school campus. The proposed placemaking approach needs to follow guidelines within Table 5.1.5 Placemaking and Urban Design Guidance. Proposals for this development are to include provision for an overall landscaping plan to assimilate the scheme into the hillside and should include retention of mature trees and boundaries.</p>	32.63
BD-X-04	<p>Mixed Use Office and Residential Area. Potential exists for a landmark building at the junction with the Southern Relief Road.</p>	2.87

# Bandon



## 1.5 Kinsale

### *Vision and Context*

- 1.5.1 Kinsale is identified as a Main Settlement within the Bandon Kinsale Municipal District. The settlement is located within the Greater Cork Ring Strategic Planning Area and is defined as a “Ring Town” in the Plan. Kinsale (including Charles Fort) has been noted in the RSES as one of the key tourist attractions in the county. Since the last Plan period, Kinsale Town Council has been dissolved and so this Plan sets out for the first time a single planning strategy for the town and its environs.
- 1.5.2 The strategic aims for Kinsale are to provide for additional residential and employment development which reinforces the town's compact form, is responsive to its sensitive scenic, coastal setting and continues to support its special heritage, marine and tourism functions. It is also important that the infrastructure projects planned for the town are carried out in a timely manner.
- 1.5.3 It is an objective of the Plan to protect and enhance the natural and built heritage assets of the medieval coastal settlement and to facilitate the development of Kinsale as one of the County's principal tourist attractions. Future development is focussed on consolidation of the town and limited expansion in order to respect the town's architectural heritage and unique battlefield landscape which contribute to the town's scenic and coastal setting.

### *Local Context*

- 1.5.4 Kinsale Town is a picturesque town that sits on the attractive estuary of the Bandon River. The town's medieval townscape and colourful building stock is the focus of its international gourmet offer, niche retail including a vibrant art and crafts offer and cultural buildings. The harbour is the focus of a variety of marine based activities including yachting and sea angling. Charles Fort and James Fort are prominent maritime fortifications flanking the mouth of the harbour and are both popular heritage destinations. Scilly and Summercove are small attractive peripheral coastal settlements which are included in the development boundary of the town.

### *Planning Considerations and Proposals*

- 1.5.5 There are some physical constraints which will clearly influence the future direction of growth in the town. These physical constraints are also the natural features that have contributed to its success, and are found within and around its spectacular scenic and historic harbour and dominate the southern and eastern boundaries of the town.
- 1.5.6 To the east, it is important that the attractive entrance to the town is maintained. Previous plans identified the ‘green fingers’ of land outside of the development boundary separating the historic settlements of Scilly and Summercove from the main town and their importance to the general setting of the town. It is the intention that this policy would be carried forward in this plan. It is also the intention of this Plan to provide more placemaking guidance on the management of built environment within these two satellite nodes of Scilly and Summercove.

### *Population and Housing*

- 1.5.7 The 2016 Census recorded a population of 5,281 in Kinsale representing growth of 388 persons since Census 2011. Geo-directory figures for the period 2015-2020 illustrate positive growth in the housing stock from 2,522 in 2015 to 2,819 in 2020, representing growth of 297 units. This trend is also reinforced by data on the number of developments nearing completion and units committed through commencement notices from 1/1/16 to 31/8/20 which include 319 additional units. There is still however, some evidence of vacancy within an unfinished estate at Abbeylands on the northern periphery of the town.
- 1.5.8 Kinsale has been allocated a population target of 7,342 in the Plan representing growth of over 2,000 people on Census 2016 figures. In order to accommodate this level of population growth, an additional 629 housing units will be required. Based on the National Planning Framework's requirement to deliver targeted and compact growth within the built envelope of the town and the Plan's commitment to deliver higher densities, a lower land requirement is now required than in previous plans.
- 1.5.9 The development strategy for Kinsale is to focus new housing development and population growth close to the existing urban footprint of the town to maximize opportunities for walking and cycling within the town and to reinforce its compact urban form. There is therefore a strong focus on the better utilisation of the existing building stock, prioritisation of brownfield and under-utilised land and identification of regeneration and infill opportunities. The findings of the Urban Capacity Study can contribute to the core strategy target within the existing building stock and built envelope of the town.
- 1.5.10 The greenfield housing requirement of 440 units can be achieved via the remaining Tier 1 lands whereby over 500 additional units can be accommodated. There is capacity for a further 270 units in Tier 2 lands. Due to the extensive Battlefield complex, provision will be included to highlight a need for archaeological screening within certain lands around the town and this may impact on the potential yield of certain sites. With this in mind lands previously zoned KS-B-04 are now zoned residential to allow for additional residential lands in the event that the potential yield of elevated lands north and west of the town may not be achieved.

**Table 5.1.7 Kinsale Population, Housing and Residential Land Area**

	Housing Requirement			Housing Supply		
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Units within built footprint	Units on remainder	Est. Net Residential area zoned (ha)
Kinsale	5,281	7,342	629	189	440	35.34ha

**Table 5.1.8 Kinsale Population 2006-2028**

Name	Census 2006	Census 2011	Census 2016	Proposed Increase to 2028
Kinsale	4,099	4,893	5,281	2,061

1.5.11 The town has a good supply of housing close to the town centre and residential usage is still an integral component of the mixed-use character of the town. The proximity of residential uses to the core is an important factor in achieving vitality and viability within town centres and Kinsale is one of a few towns which has retained this historic land-use mix. Policies protecting residential use within the town centre and important housing stock adjacent to the core are proposed. These include the following streets:

- Market Square
- Market Lane

1.5.12 Within these areas the conversion of houses for non residential use which would impact on the residential amenities of the area by reason of noise and traffic and would result in a loss of units for family accommodation will be not be encouraged.

### **Placemaking and Urban Design Guidance**

1.5.13 Kinsale developed as a Medieval, coastal walled town which has created an organic, fine grained urban structure within the historic centre around Market Street. Plot widths and streets are narrow and building generally range in height between 2 and 3 storeys. The townscape contains some interesting and unique features such as bow corner details on buildings and slate hung facades.

1.5.14 Later Georgian extensions to the town along Market Quay and Pearse Street have a more formal layout with wider streets and taller building heights up to 4 storeys arranged in coarser plot and block sizes.

1.5.15 Scilly and Summercove developed as separate nodes and exhibit a more rural character more modestly-scaled buildings, narrow streets and attractive stone boundaries. Guidance is provided to protect the key elements of character and aid new development to contribute positively to the areas built form.

### **Urban Design Guidance**

1.5.16 The retail environment within the town is distinctive and characterised by a colourful medieval townscape of winding, narrow streets and traditional shopfronts which are an intrinsic part of its character and associated designation as an Architectural Conservation Area. Specific urban design guidance is provided on a street by street basis in Table 5.1.9 to ensure new development achieves a high standard of design and contributes positively to the historic environment. There is evidence that the quality and design of shopfronts within the historic town centre have deteriorated within the town centre which is a designated Architectural Conservation Area. Shopfront design will need to comply with the Council's Guidance Document entitled "Shopfronts of County Cork – A Design Guide for the Historic Setting".

1.5.17 The satellite waterside nodes of Summercove and Scilly are an intrinsic part of the Kinsale experience and so additional planning guidance is provided in this Plan to protect their unique character. These satellite nodes to Kinsale contain a more refined architectural heritage and some attractive townscape elements which need to be defined to help guide future development, infill proposals or modifications to existing buildings.

**Table 5.1.9: Placemaking and Urban Design Guidance**

Zoning	Street Name	Street/ Site Guidance
KS-T-01	Lower O'Connell Street	To promote and encourage its renewal in a careful and sensitive manner and to protect the Medieval urban grain through refurbishment of existing buildings, promotion of innovative architecture and resisting large scale, single use development. Roof profiles should be consistent with the 35° to 55°, covered in blue/ grey slates and overhang the eaves. Window openings should follow the historic fenestration proportions, cills should be substantial and large expanses of undivided glass which is alien to the character of Kinsale should be avoided. Infill proposals will need to respect the narrow plot width of 6-10m (maximum) and retain the strong vertical emphasis in the streetscape provided by windows and chimneys. Materials of new buildings to reflect the historic palette of natural stone and slate.
KS-T-01	Pearse Street/ Long Quay	This Georgian street is characterized by a greater mix of building types including some fine 19th century buildings. Building heights vary from 1-4 storeys which enclose a wider street than found in the medieval core. Window openings should follow the historic fenestration proportions, cills should be substantial and large expanses of undivided glass which is alien to the character of Kinsale should be avoided. There has been some deterioration in the public realm of this historic street. New proposals within the street will need to include appropriate materials and detailing in street furniture such as steps, railings etc. to respect the historic character of the street. Densities should generally follow the established historic density patterns of development within the town which generally provided for 1 or 2 residential units over a commercial ground floor use.
Existing Residential/ Mixed Residential and Other Uses	Scilly and Summercove:	These areas are defined by attractive terraced housing with expansive coastal views. Within the fine grained cores of these villages, demolition of historic buildings which are an integral part of the character of the townscape will be discouraged. Outside the historic core, any replacement dwellings to be of a scale, form and material finish appropriate to its local context. Natural roadside boundaries to be retained or reinstated as these are an intrinsic part of the local character.

### Regeneration Areas

- 1.5.18 The town centre strategy focuses on protecting the historic fabric of the town and identifying any regeneration land which can add to the building stock and capacity of the town to facilitate additional mixed-use development. A waterside regeneration site has been identified and is detailed in Table 5.1.10 along with a further Regeneration Area identified on a prime gateway site on Pearse Street containing a semi vacant historic building and a number of adjoining properties.

**Table 5.1.10 Regeneration Areas in Kinsale**


Regeneration Area	Number and Description
	<p>KS-RA 01: Pier Road/ Main Street The site is within the area zoned town centre (T-01) and is a high profile infill regeneration site along the Pier Road which can extend the building-line of the existing perimeter block and create a high quality frontage overlooking the quayside. The design, form and massing need to reference the site's location in an Architectural Conservation Area where it is the policy to protect its special character and its relationship to the existing property on Main Street. The Plan encourages a mixed-use approach to any future scheme including the provision of commercial ground floor uses. Residential uses on the upper floors should have separate own door access.</p>



Table 5.1.10 Regeneration Areas in Kinsale



**KS-RA-02: Pearse Street**

The site contains a high profile building comprising of an 18th century heritage building (Centra) which is partially vacant and a number of smaller adjoining properties within the area zoned Town Centre (KS-T-01). Any proposed works will need to retain the existing historic laneways serving the rear of the site and respond favourably to its location within an Architectural Conservation Area.

### Social and Community Facilities

- 1.5.19 Community facilities are located throughout the town including a garda station, fire station, a library and new playground. A new multi-purpose community facility has been constructed in the town. The Council supports the provision of additional community facilities in the town which could cater for a diversity of users such as The Men's Shed, Youth Café and local arts groups. In Summercove, the Council supports the sympathetic re-use of St. Catherine's Church for community/cultural activities.
- 1.5.20 The town is served by swimming pool facilities within some of the hotel complexes in the town. Kinsale Rural District Community Association Ltd (KRD) was formed in 2000 to create an integrated sports facility in the town at Cappagh opposite Kinsale Community School. The initial phase of the project is complete and includes community rooms, sports hall, dressing rooms, 2 tennis courts, an amenity garden and all weather outdoor pitches. Plans to develop a 25m swimming pool are yet to progress.
- 1.5.21 Kinsale Community Hospital is 40-bed nursing home located at the northern periphery of the town within a mature site. There are further nursing home facilities and retirement accommodation at Haven Bay Care Centre.
- 1.5.22 The town is served by a secondary school (Kinsale Community School) and three primary schools. A new school has recently been provided which has added to the capacity of primary school spaces in the town. Education facilities are distributed north and south of the town close to established residential areas. The Department of Education and Skills previously identified the need for two primary schools and one secondary school in the town. One of the primary schools is to facilitate the target population growth in the town; the other is to facilitate permanent accommodation for Summercove National School, which is zoned KS-C-04. Gaelscoil Chionn tSáile is currently operating in a prefabricated building and is in need of a purpose-built unit. The site at Cappagh is zoned for educational use and allows for expansion at this facility under KS-C-02.
- 1.5.23 The compact form and permeable nature of the town promotes walking and cycling. There are opportunities, however, to further improve links between residential areas and schools and through the implementation of traffic calming measures at key locations. POWSCAR figures illustrate that there are already high walking levels within the town as a "means of travel to work" and the plan wants to build on this positive walking culture and help encourage a greater proportion of green modes for school/ local shopping trips. This can help contribute to easing congestion at peak times and promote a healthier lifestyle for the population.
- 1.5.24 Kinsale is currently served by a small playground on Pier Road which is a very well used facility within the town and caters for young children. The Plan also supports measures to provide additional play facilities for older age cohorts of the town to serve the growing population.

### Natural Heritage

- 1.5.25 Kinsale supports a number of areas biodiversity value. They include James Fort which juts into Kinsale Harbour and is proposed to be designated as a Natural Heritage Area (Site Code pNHA 1060) and Commoge Marsh wetlands. There are also a number of small woodland areas of ecological value within the town boundary.

## Green Infrastructure

- 1.5.26 Public spaces can also provide a variety of functions including active and passive recreation, visual amenity (i.e. important landscape views), providing space for nature, flood and stormwater relief, the protection of water quality and meeting important socio-economic needs (such as meeting places). Existing open space in Kinsale is made up of a variety of functions.
- 1.5.27 The town has a good supply of active and passive open space, including a GAA complex, rugby grounds, soccer pitches, golf courses and grass tennis courts. A number of coastal walks have been developed around the harbour. The town has a number of small pocket parks and access to beaches nearby (The Dock) but lacks opportunities in which to sit and enjoy the scenic amenities of the area and interaction with the water. The quaysides are currently dominated by car parking and some consideration needs to be given to providing a pedestrian dedicated boulevard/ boardwalk along the attractive seafront with opportunities to sit and enjoy the scenic views and marine activities.
- 1.5.28 The Plan includes a number of sites zoned as green infrastructure which provide for open space within the town. This includes proposals for a new Town Park, which needs to be the subject of a detailed design. There may be more than one location where this can be delivered. Lands zoned as KS-GC-09 to protect the setting of the Carmelite Church is a possible location for a future park close to the town centre. The role of the Plan is to provide a joint strategy making the best use of existing recreation and green space network within the town, protecting the natural heritage assets of the town, improving access between spaces and protecting key recreation assets.
- 1.5.29 Lands previously zoned "agriculture" in the Town Plan at Blackhorsefield is now included in the green infrastructure zoning regime because of the important visual contribution it makes to the town and its location in an important Battlefield camp zone. Other areas of high visual prominence continue to be protected along with a new strip of Open Space (KS- GC- 13) at Scilly Woods which is also an important area of local biodiversity value. Figure 5.1.3 illustrates the current green infrastructure assets of the town. A new area of land has been identified as active open space to the north-west of the town (KS-GA-12) close to existing school facilities.

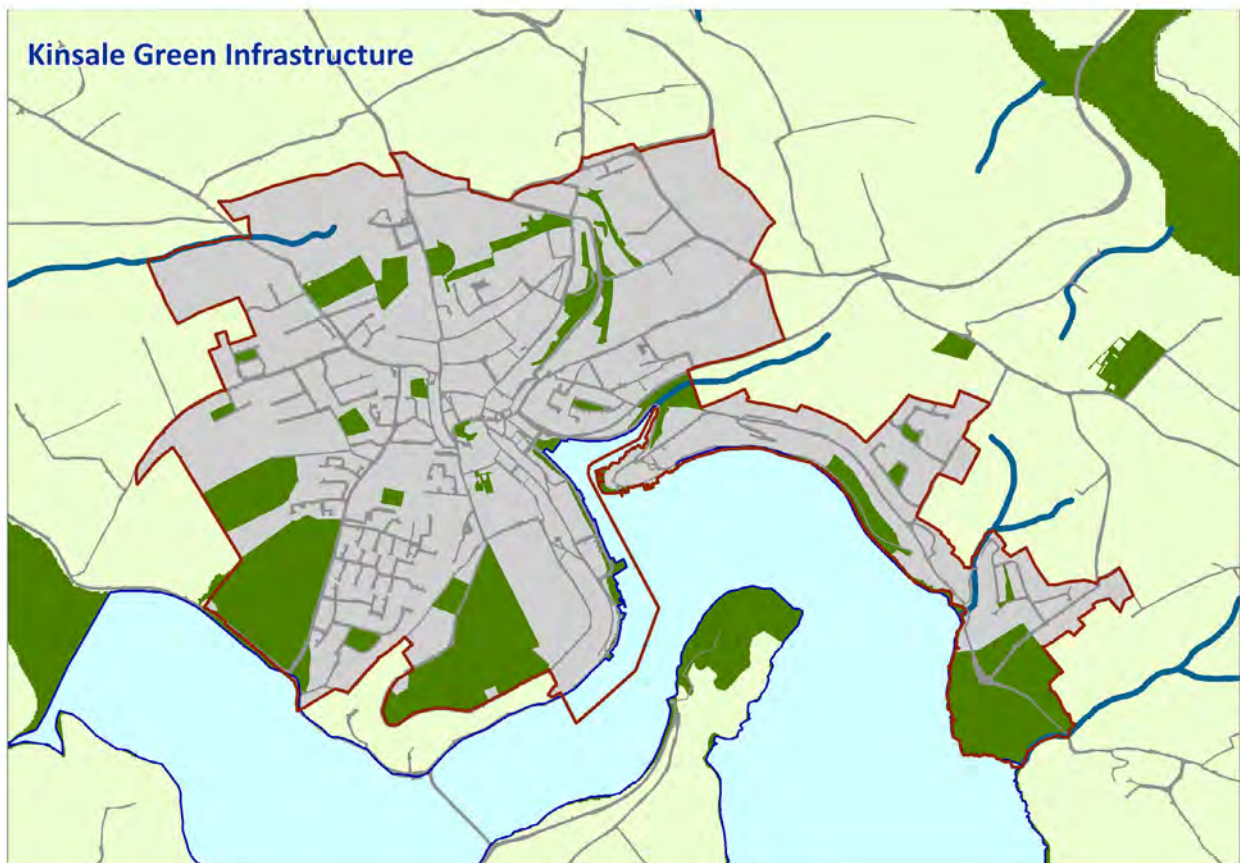


Figure 5.1.3

- 1.5.30 The town is served by swimming pool facilities within some of the hotel complexes in the town. Kinsale Rural District Community Association Ltd (KRD) was formed in 2000 to create an integrated sports facility in the town at Cappagh opposite Kinsale Community School. The project is now complete and includes a community hall, sports hall, meeting rooms, dance studio, all weather outdoor pitches, running track and a 25 metre swimming pool. The initial phase of the project is complete and includes a community hall, sports hall and all weather outdoor pitches. Plans to construct

meeting rooms, a dance studio, running track and 25m swimming pool are yet to progress.

## **Economy and Employment**

- 1.5.1 The Plan supports Kinsale's aim to fulfill its economic potential as a quality urban centre providing employment, shopping, services and public transport for its rural hinterland. Kinsale's local economy is largely tourism based. The town has an international tourism reputation built around its iconic townscape, heritage, natural harbour and associated water-based recreation, culinary offer and scenic characteristics.
- 1.5.2 The town centre is the principle location for retail and services and these issues are dealt with separately in the Plan. Within the eastern environs of the town some 24.8ha of land was previously zoned for business and industry in the Bandon Kinsale Local Area Plan (2017). There has been some uptake in these lands including KS-B-02 and lands within the former town council EE-1 and EE-2 will now revert to Existing Mixed/General Business/Industrial Use. The employment land supply continues to include 1 large light industrial sites on the eastern periphery of the town and 2 sites zones for general employment within an established employment area.
- 1.5.3 A further established employment use is located on the Former Shirt Factory lands on the south western periphery of the development boundary. The extent of the Existing Mixed/General Business/Industrial Use site area on the map has been increased to reflect the planning permission on site. Part of the site overlaps with the Marsh Local Biodiversity Area which is of high biodiversity value due to wetland habitats and associated species. Any future proposals will ensure the protection of the biodiversity value of the site.
- 1.5.4 In 2016 there were 2,586 persons living in Kinsale in the labour force and of these, 90.1% (2,331 persons) were at work. The unemployment rate within the town fell from 10% in 2011 to 6% in 2016. Kinsale has seen an increase in the number of retirees (29.97%) and people unable to work due to illness or disability (25.71%) on 2011 Census figures. POWSCAR data available for Kinsale is based on slightly different geographical area to that of the CSO town profiles. This analysis highlights that 53.2% of the total employees enumerated reside in the study area and a similar percentage (66.6%) travel to their place of work within Greater Cork Ring DEDs. A total of 67.1% of all journeys to work were made by car. Green modes were very encouraging as walking levels within the study area registered 14.5% and cycling levels were 1.1% of the modal split reflective of the town's compact form.

## **Tourism**

- 1.5.5 Kinsale's historic and attractive townscape and maritime offer is the foundations of the town's tourism market. The Plan seeks to continue to protect and enhance the natural and built heritage assets of the town to facilitate its development as a Principal Tourist Attraction. In 2019, Charles Fort was included in the top 50 fee charging visitor attractions in Ireland.
- 1.5.6 The historic and architectural significance of Kinsale's townscape together with its impressive building stock are currently protected by a large Architectural Conservation Area which covers the entire jurisdiction of the former Town Council and by the designation of a high number of protected structures, some of which are of National Importance.
- 1.5.7 The town's location along the Wild Atlantic Way aims to further expand its attractiveness to both the overseas and domestic holiday market. In order to ensure Kinsale continues to optimize its niche tourism market, investment in key pieces of infrastructure is required. The Marine Leisure Infrastructure Strategy (2010 – 2020) identified facilities that need to be provided/ improved to increase the quality of the town's maritime environment and these form part of the plan's future development framework. Key items highlighted in the document include issues around access to slipways due to conflicts between traffic and parking trailers; marina capacity issues evident and inadequate space along the quaysides.
- 1.5.8 Within the medieval town centre there are clear capacity and road safety issues along the streets due to the narrow pavements and high volumes of pedestrian traffic which forces pedestrians onto the carriageway. The introduction of the Inner Relief Road, traffic restrictions on some street and the delivery of heritage-led public realm strategy would create an enhanced visitor experience in the town.
- 1.5.9 The Traffic and Transport Plan has identified the need for improved bus set down and parking facilities within the town. A new bus parking area has been identified at Scilly. Pressure for car parking is a continuous issue within the town especially during peak summer months. It is clear that any future additional provision of spaces within the historic town will be constrained by the historic environment. As part of the future parking strategy for the town, Cork County Council will investigate options that will avoid impacts on the historic environment.
- 1.5.10 Policies to protect and promote the battlefield sites within and around the town are also targeted as a niche heritage and tourism product that can further add to the town's attractiveness as a cultural tourism destination.
- 1.5.11 In recent years, a series of annual events and festivals including the Kinsale Rugby Sevens, Kinsale Point to Point, Kinsale Arts Week, Kinsale Comedy festival, Kinsale Jazz fringe Festival and Kinsale Gourmet Festival have added significant revenue to the local tourist economy.
- 1.5.12 The planning strategy is to provide protection to key pieces of tourism infrastructure and recognizes additional facilities needed to help Kinsale maximize the tourism experience within the town. A number of short-term goals of the Traffic

and Transport Study have been delivered including enhanced bus parking and set-down facilities. The provision of the Inner Relief Road and options to explore delivery of a park and ride facility during peak tourism season are also important short-term delivery priorities.

### **Town Centre and Retail**

- 1.5.13 Kinsale is an important service and tourism centre in Bandon-Kinsale Municipal District with a strong convenience retail base and a good range of comparison services, especially in the niche independent sector. Within the town centre there is still a good vertical mix of uses. The Urban Capacity Study highlighted that vacancy rates in Kinsale town centre continue to be amongst the lowest in the County. The survey recorded 311 buildings within the area defined as Town Centre. Within the core retail area the dominant use recorded was leisure services (60 units), reflecting the predominant tourism function of the town. There was also a strong representation of comparison retail units (53 units) which is largely comprised of independent traders. There is a Farmer's Market held weekly at Market Quay and this adds to the vitality of the town centre shopping experience. Overall vacancy levels were low (7%) although there was evidence that certain units were operating on a seasonal basis, reflecting their reliance on the tourism sector.
- 1.5.14 Currently the main convenience anchor stores are provided by Supervalu, EuroSpar, Centra and Lidl which is located at the edge of the town centre, outside the core retail area. The extent of the existing town centre area has been combined into a single "town centre" zone (KS-T-01). This includes a large Supervalu store, multi-storey car-park, pharmacy and primary care facility on the upper levels which was a recent addition to the town centre offer.
- 1.5.15 The Plan's objective is to continue to protect the historic fabric of the town centre. It is acknowledged that there are limited opportunities to provide larger modern retail formats within the medieval core due to access and heritage constraints. In response to this, some additional land has been included close to the new Supervalu complex under KS-T-02. This site was previously zoned for a primary care facility which has been developed elsewhere and forms a natural "gateway" to the town. Future proposals on this site will need to create active frontages onto the street, deliver a high quality public realm and provide links to the town centre and adjacent residential areas. Some tightening to the town centre zoning at Long Quay has been undertaken in order to avoid expansion of premises into the steep cliffside which would create scarring.
- 1.5.16 Evidence from the Urban Capacity Study illustrates that there are low levels of vacancy within the town and so the expansion of the building stock can only be achieved by identifying brownfield/infill opportunity sites that can add to the mixed use character of the town. Locally derived urban design guidance is provided to ensure new development knits successfully into the urban grain. In order to protect and enhance the core retail area, it is essential that future retail development consolidates the core and strengthens the links between the core and town centre expansion area.

### **Movement and Public Realm**

- 1.5.17 Kinsale's tourism function attracts large numbers of visitors on a seasonal basis and this can increase overall volumes by 25% during peak summer months. Access to nearby beaches is also through the town and this combined with the town's narrow medieval streetscape makes access and movement to and through the town difficult. Addressing traffic congestion is a key issue to retain the town's competitive advantage as a tourist destination and as an attractive location for housing and business.
- 1.5.18 Many of the pavements within the retail core do not have adequate width to accommodate high volumes of pedestrian traffic and cannot accommodate the width of a wheelchair or buggy. This forces pedestrians onto the road whereby conflicts can occur between road-users. The Kinsale Traffic and Transportation Study and Active Town Strategy have both identified opportunities to enhance the town centre pedestrian environment including pedestrianisation of a number of streets, introduction of shared spaces, improving the cyclist environment and implementing traffic calming measures. There are also opportunities to provide a more pedestrian friendly environment along the Pier Road with the reallocation of parking from the waters-edge in lieu of a dedicated walkway and cycleway. The Plan supports the preparation of a heritage-led public realm strategy for the town which focuses on delivering an improved public realm within the core retail area.
- 1.5.19 The Kinsale Transportation Study (2009) has made a series of short and long term recommendations to address movement issues within the town including a series of town centre public realm enhancement measures, the provision of northern and western relief roads, traffic calming measures, improving pedestrian and cyclist accessibility, improving public transport facilities and parking. Previous plans included the northern element of the proposed relief road, however, the line of the western section of the route has yet to be finalized. The Western Relief is considered an important long-term objective and is an important strategic element in the future movement strategy for the town.
- 1.5.20 The Kinsale Transportation Plan identified a number of short, medium and long term measures including the Construction of the Inner Relief Road, junction improvement measures, town centre traffic management changes, revised parking and management initiatives and localised improvement measures outside the town centre. Some of these have been implemented and have improved conditions for the operation of buses within the town and created a safer pedestrian/cyclist environment. Additional public realm and connectivity issues need to be delivered to improve green mobility and the town centre experience.
- 1.5.21 The transportation plan also identifies improvements to the alignment to the R605-607 (part). The main proposals for the development of the wider road network providing access to Kinsale are as follows:

- Development of the Kinsale Northern Relief Road: This scheme would require an upgrade of the existing Northern Relief Route with some new construction to connect to the R605 Bandon Road. This road will significantly reduce through traffic in Kinsale Town Centre;
  - Supporting junction improvements: A number of new junctions and junction upgrades are required where the proposed infrastructure connects with existing roads and access points; and
  - Western Relief Road: This route would provide additional connectivity for the west of Kinsale Town from the R600 and further reduce through traffic issues in Kinsale. The Western Relief Road would be a new road, commencing at the R605 Bandon Road and travelling southwest to intersect with the Cappagh Road and the R606. It should be noted that a final route option has not yet been identified for the western relief road due to topographical and environmental constraints. Further study is required to arrive at an agreed route corridor selection. This is part of the longer-term proposals to improve movement within and around the town.
- 1.5.22 It is also proposed to upgrade the Farm Lane local road. This will require the upgrading of the existing road and the construction of a new section of road which will provide better access to the lands identified as the proposed town park (GA-07).
- 1.5.23 Pewter Hole Crossroads, has also been identified as an important local junction which requires upgrading in the short-term. The road is the main artery linking Cork City/ Cork Airport and Kinsale and is an important gateway to the town. The roads leading to the junction are poorly aligned in places with traffic travelling at high speeds and volumes. There is also limited sight distance at the junction. An objective is now included to support interventions to upgrade the junction.
- 1.5.24 Public transport to and from the town is provided by Bus Eireann, with the number 249 from Garrettstown to Cork City providing a service in excess of ten times a day Monday to Saturday, with a further five buses on Sunday. Due to the tight urban grain of Kinsale, bus parking and maneuvering presented difficulties within the town. A dedicated bus set-down area has recently been developed to resolve this issue within the public car park at the waterfront. Further options to provide dedicated bus parking are limited in the town but there is space at Scilly to provide adequate turning areas and bus parking bays close to the town centre. The Plan supports these measures.
- 1.5.25 Kinsale is also one of 6 towns within the county included in an Active Towns Strategy aimed at promoting walking and cycling within the town. As part of this strategy there are plans to improve access to schools for pedestrians and cyclists and improve the network of tourism trails and associated signage. In terms of walking and cycling, the historic streetscape in Kinsale is highly permeable for pedestrian movement creating a safe environment. The Plan carries forward a number of development objectives which seek to enhance the pedestrian and cycling environment of Kinsale for its residents and tourists alike. All future cycling measures should be implemented in accordance with the National Cycling Policy Framework 2009 and the National Cycle Manual 2009.
- 1.5.26 In relation to car parking within the town centre, the Plan supports objectives to establish a network of car parks at strategic entry and central points in the town centre and options to improve traffic management and accessibility in the town including the possibility of a park and ride facility to serve the town.

### **Marine Infrastructure**

- 1.5.27 Kinsale Harbour is an integral part of the town's tourism and marine-based economy. The harbour functions as both a commercial port and marine leisure area for multiple water based activities. It is important that this mix of marine-related activity is maintained within the harbour as it contributes to the vitality of the town. The Marine Leisure Infrastructure Strategy (2010-2020) for South Cork identifies a number of opportunities to improve Marine Infrastructure within the Harbour. This includes options to extend or consolidate the existing marina provision within the harbour and to provide a marine park at Duggan's Bridge. The Strategy also highlighted the limited quayside space and poor access to slipways due to conflicts with traffic and parking. The Plan supports the enhancement of marine infrastructure facilities within the harbor for both the commercial fishing and marine leisure sector.

### **Water Management**

- 1.5.28 Wastewater in Kinsale is conveyed via a largely combined sewer system to the Kinsale Waste Water Treatment Plant (capacity 3800 p.e.). Extensions of some sewers are required in order to accommodate proposed growth in Kinsale. Kinsale WWTP currently has inadequate spare capacity to accommodate proposed development in Kinsale.
- 1.5.29 Kinsale receives its drinking water from the Inishannon WS which is sourced from the Bandon River at Inishannon. A new reservoir is imminent in Inishannon and this will provide capacity to serve the target population growth.
- 1.5.30 A new reservoir in Kinsale may be required in order to provide adequate storage and also adequate pressures for high areas. At present there is no Irish Water Scheme to upgrade Inishannon WS Drinking water is supplied from two different sources. Additional reservoir storage and a general upgrading of the scheme are required. Water supply improvements are required to service land that is currently zoned for development. Parts of Kinsale are served by a combined sewer which has been upgraded recently.
- 1.5.31 The surface water drainage networks within Kinsale Town generally perform adequately, however some areas in the lower portions of the town have experienced flooding such as The Long Quay and the Glen area due to excessive rainfall

coupled with a high tide. Cork County Council recently commenced works on the Kinsale Main Drainage scheme to alleviate flooding problems in vulnerable locations. This drainage network comprises of several separate systems and will discharge at a number of locations including Scilly Dam, Pier Road and Denis' Quay.

- 1.5.32 Areas of the town at risk of coastal flooding are outlined in the zoning maps.

### Built Heritage

- 1.5.33 Kinsale town is characterised by a combination of medieval buildings and a number of 19th and 20th century developments including some minor infill developments on the hill side. One of the main characteristics of the built environment of the town is its narrow streetscape of compact and dense development. Its unique heritage and success as a tourist destination has seen it formally recognised by Fáilte Ireland as a Heritage Theme Town. The landscape setting of the town is designated as "High Value Landscape" and a number of the coastal routes are designated for the scenic amenity value (S62 and S61).
- 1.5.34 The Register of Protected Structures for Kinsale currently comprises 52 no. entries including a number of buildings which are of national importance. The town also has an extensive area designated as an Architectural Conservation Area (ACA) which reflects the extent of the former town council jurisdiction.
- 1.5.35 Kinsale's historic past has left a legacy of archaeological material within the town and harbour. Kinsale evolved as a walled town during Norman times and is now subject to new legislation relating to Town Defenses. This Policy declaration states "The known and expected circuits of the defenses (both upstanding and buried, whether of stone or embankment construction) and associated features of all town defenses are to be considered a single national monument and treated as a unit for policy and management purposes. There should be a presumption in favour of preservation in-situ of archaeological remains and preservation of their character, setting and amenity". This will inform policy frameworks for future development in Kinsale.
- 1.5.36 There is a zone of archaeological potential associated with the Medieval Walled Town and a significant number of Scheduled Monuments (including National Monuments) within the town which are protected under the National Monuments Act. Underwater archaeology is also an important consideration due to the Kinsale's often turbulent history as a port town. The Shipwreck Inventory of Ireland for Cork lists a high volume of shipwrecks for the harbor area and all wrecks over 100 years old are protected under 1987 National Monuments Amendment legislation.

### The Battlefield Sites

- 1.5.37 The Battle of Kinsale was a seminal event in Irish history. It marked the end of the old Gaelic order and the subsequent plantation of Ulster altered the social and political landscape of Ireland to this day. The Plan seeks to protect and promote this important historic asset which can further add to the attractiveness of the town as a tourism destination.
- 1.5.38 Cork County Council commissioned a report on the battlefield site entitled "The Siege and Battle of Kinsale (1601) Archaeology, Conservation and Tourism Potential" completed in 2013. The Battlefield is a unique resource with complex archaeological, artifact and landscape components which are fragile and vulnerable to the impacts of change. The Report recommends the preparation of historic landscape characterization assessment to define the key landscape features of the site and to avoid potential physical impact but also cumulative impacts on the Battlefield site. The Report also identifies a large zone of archaeological potential associated with the Battlefield which reflects the fact that the siege and battles were fluid and complex events. Planning applications within this zone will be referred to the County Archaeologist for assessment. The Plan includes an objective to prepare a Historic Landscape Characterisation Study in order to avoid further deterioration of the siege landscape and to develop this asset as a cultural tourism product within the town.

### General Objectives

- 1.5.39 The following general objectives to apply to all development within the development boundary of Kinsale.

County Development Plan Objective General Objectives for Kinsale	
General Objectives for Bandon	
KS-GO-01	Plan for development to enable Kinsale to achieve its target population of 7,342 persons.
KS-GO-02	Retain the 'green fingers' of land separating the villages of Scilly and Summercove free from development as these are integral to the landscape setting of the town.
KS-GO-03	Implement the recommendations contained in the Kinsale Transportation Study including the Northern Relief Road as a short-medium term measure and progress design options to deliver the Western Relief Road to improve movement within and around the town.

**County Development Plan Objective  
General Objectives for Kinsale**

General Objectives for Bandon	
KS-GO-04	The green infrastructure, biodiversity and landscape assets of Kinsale include its coastal habitats, wetlands and woodlands. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
KS-GO-05	Protect the heritage assets of the town including the Battlefield Sites, maritime heritage and its attractive townscape features including its roofscape, urban morphology, fenestration details, slate-hung facades and street furniture.
KS-GO-06	Support the preparation of a Historic Landscape Characterisation Study of the siege and battlefield zone of archaeological potential associated with the Battle of Kinsale 1601 to avoid further deterioration of the battlefield landscape and to develop the area as a cultural tourism attraction.
KS-GO-07	Support the enhancement of walking and cycling facilities in the town.
KS-GO-08	Support the preparation of a heritage-led public realm strategy for Kinsale which focuses on creating an enhanced pedestrian environment within the historic core; a new Waterfront Amenity Zone and improved linkages between the town centre and the waterfront.
KS GO-09	Support the expansion of primary and post primary education facilities in the town.
KS-GO-10	Support the expansion and improvement of marine infrastructure within the town which are compatible with the commercial and leisure functions within the harbour, with the protection of the natural environment, and maintain or enhance public access to the water.
KS-GO-11	The Plan supports the provision of additional playground facilities within the town.
KS-GO-12	The Plan supports junction improvement works at Pewter Hole Cross.
KS-GO-13	The Plan acknowledges the need to undertake an exercise to secure additional parking in the town during the lifetime of the Plan.
KS-GO-14	<p>Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’.</p> <p>See Volume One Chapter 11 Water Management.</p>

## Specific Objectives

1.5.40 The following specific objectives to apply within the development boundary of Kinsale.

County Development Plan Objective Specific Development Objectives for Kinsale		
* Flood Risk See Objectives in Volume One, Chapter 11 Water Services	^ TIA and RSA Required.	
Objective No.		Net site area (Ha)
Residential		
KS-R-01	<p>Medium A Residential Development. The development of this site to be carried out on a phased basis and will include the construction of a section of the Northern Relief Road as proposed in the Kinsale Transportation Study. Local water storage within the northern most extremity of the site will be a requirement in developing these lands.</p> <p>Development should include pedestrian and cycleway linkages to the KS-R-02 site to the south.</p> <p>Having regard to the site's location within an area of potential associated with the Kinsale Siege and Battlefield, an archaeological assessment will be required in advance of development works in order to guide the design and layout of any future residential scheme. The assessment should include geo-physical assessment to determine sub-surface archaeology and should determine whether parts of the site formed part of the strategic locations of campsites or entrenchments of the 1601 military landscape.</p>	8.1
KS-R-02	<p>Medium B Residential Development. Development should include pedestrian and cycleway linkages to the KS-R-01 site to the north.</p> <p>Having regard to the site's location within an area of potential associated with the Kinsale Siege and Battlefield, an archaeological assessment will be required in advance of development works in order to guide the design and layout of any future residential scheme. The assessment should include geo-physical assessment to determine sub-surface archaeology and should determine whether parts of the site formed part of the strategic locations of campsites or entrenchments of the 1601 military landscape</p>	5.5
KS-R-03	Medium A Residential Development.	3.51
KS-R-04	<p>Medium A Residential Development. The proposed layout will need to consider provision of pedestrian and cycleway linkages to the sports development at Cappagh and the Gaelscoil Cionn tSaile.</p> <p>Having regard to the site's location within an area of potential associated with the Kinsale Siege and Battlefield, an archaeological assessment will be required in advance of development works in order to guide the design and layout of any future residential scheme. The assessment should include geo-physical assessment to determine sub-surface archaeology and should determine whether parts of the site formed part of the strategic locations of campsites or entrenchments of the 1601 military landscape.</p>	7.97
KS-R-05	Medium A Residential Development.	0.9
KS-R-06	Medium A Residential Development. The site is adjacent to Glenbeg Woodlands which contains broadleaved woodlands of ecological value, directly to the north and south. Proposals to include a comprehensive landscaping scheme including tree protection zones where necessary.	0.86
KS-R-07	Medium A Residential Development.	0.20
KS-R-08	<p>Medium A Residential Development. Proposals to include a comprehensive landscaping scheme.</p> <p>Having regard to the site's location in the vicinity of an archaeological monument, an archaeological assessment will be required in advance of development works in order to guide the design and layout of any future residential scheme. The assessment should include geo-physical assessment to determine sub-surface archaeology and testing. The proposal to allow for the retention of the existing upstanding archaeology (enclosure) and allow for a 20m buffer from same.</p>	1.05



**County Development Plan Objective  
Specific Development Objectives for Kinsale**

**\* Flood Risk  
See Objectives in Volume One, Chapter 11 Water Services**

**^ TIA and RSA Required.**

<b>Objective No.</b>		<b>Net site area (Ha)</b>
KS-R-09	Medium A Residential Development Having regard to the site's location in the vicinity of an archaeological monument, an archaeological assessment will be required in advance of development works in order to guide the design and layout of any future residential scheme. A 5m buffer will be required from the monument. The assessment should include geo-physical assessment to determine sub-surface archaeology and testing. The proposal to allow for the retention of the existing upstanding archaeology (enclosure) and allow for a 20m buffer from same.	5
<b>Industry</b>		
KS-I-01	Industry. Industrial estate development suitable for general industry including warehousing and distribution. Development of this site should include road improvement works as set out in the Kinsale Transportation Plan.	3.4
<b>Business and General Employment</b>		
KS-B-01	Business Development. Office units and / or retail warehousing are considered appropriate. Development of this site should include road improvement works along the western boundary of the site.	6.7
KS-B-02	Business Development. Office units and / or retail warehousing are considered appropriate. Any further development of this site should be compatible with the existing uses and access should be available from the existing entrance or from a new entrance onto an upgraded Farm Lane. The site contains and is adjacent to habitats of ecological importance including Oak, Ash and Hazel woodland which forms part of the Rathvallikeen Woodlands Local Area of Biodiversity. Ensure protection and enhancement of these habitats where possible.	4.0
KS-B-03	Business Development. Proposals may accommodate expansion of existing adjoining use on adjoining industrial lands. Access to this development should be from the upgraded Farm Lane rather than from the Northern Relief Road.	1.3
<b>Town Centre</b>		
KS-T-01	Town Centre. *	
KS-T-02	Town Centre. Lands to facilitate the expansion of the town centre. Proposals need to relate positively to the street, creating active frontages and avoiding blank facades. Development needs to create a high quality public realm, appropriate landscaping to reflect the "gateway" nature of this site marking the arrival/ departure to/from the town. Glenbeg Woodlands which contains broadleaved woodlands of ecological value, is adjacent to the site. The retention of mature trees within the site is desirable.	
<b>Community</b>		
KS-C-01	Community Use. Provision for the extension of facilities for Kinsale Community Hospital.	1.2
KS-C-02	Community Use. Provision for extension to existing primary school and provision of a childcare facility.	1.2
KS-C-03	Single storey primary school (1.14ha) including provision of comprehensive landscaping scheme to integrate the educational complex into the scenic, coastal landscape.	1.14
<b>Utilities and Infrastructure</b>		

**County Development Plan Objective  
Specific Development Objectives for Kinsale**

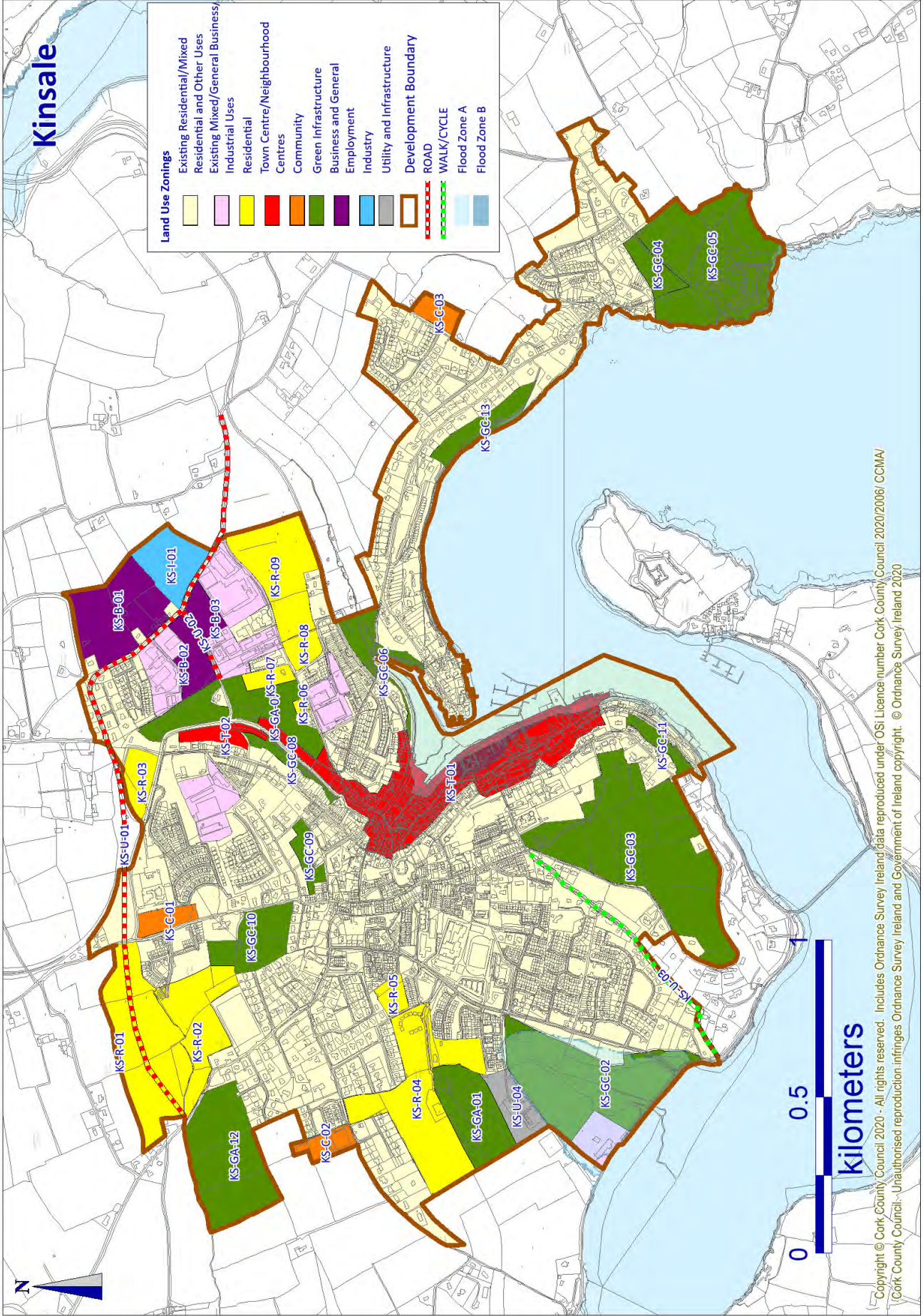
* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		^ TIA and RSA Required.
Objective No.		Net site area (Ha)
KS-U-01	Northern Relief Road to include online improvements, junction improvements and the construction of new sections of road from Pewter Hole Cross to Com-moge. The design to make provision for pedestrian and cycle links.	
KS-U-02	Farm Lane road improvements. This will require the upgrading of the existing road and the construction of a new section of road to the proposed town park. The design to make provision for pedestrian and cycle links.	
KS-U-03	Pedestrian walkway and cycle links through residential neighbourhood connect-ing to the town on the north and the foreshore on the south.	
KS-U-04	Waste water treatment plant. *	2.4
<b>Green Infrastructure</b>		
KS-GA-01	Open Space. Active open space and amenity area.	5.0
KS-GC-02	Open Space. These lands form part of the scenic amenities of the area and sup-port high biodiversity value wetland habitats and associated species. There is a presumption against development. Opportunities for biodiversity enhancement should be encouraged.*	13.1
KS-GC-03	Open Space. There is a general presumption against new development in the area as these elevated lands make a significant contribution to the setting of the town and is part of a larger area of high archaeological potential associated with the Battle of Kinsale.	19.1
KS-GC-04	Open Space. This prominent site is an important part of the scenic and historical setting of Charles Fort. The site contains dry meadows which have ecological value and form part of the Charlesfort Meadows Local Area of Biodiversity.	1.6
KS-GC-05	Open Space and Amenity Area including protection of the historic Charles Fort and its setting. The site contains dry meadows which have ecological value and form part of the Charlesfort Meadows Local Area of Biodiversity. There is a general presumption against new development in the area as it makes a significant and prominent contribution to the entire setting of the town and its amenities.	13.6
KS-GC-06	Open Space. Passive Open Space. This prominent site makes a significant con-tribution to the setting of the town. The site contains broadleaved woodland which have ecological value and form part of the Knocknabohilly Woodlands Local Area of Biodiversity.	1.7
KS-GA-07	Open Space. Active open space to include the provision of a new landscaped Town Park, car parking. The site forms part of Glenbeg Woodlands which con-tains broadleaved woodlands of ecological value. The design should maximise links to adjacent residential areas and the town centre. Opportunities for biodi-versity enhancement should be encouraged.	5.7
KS-GC-08	Open Space. Passive Open Space. This is an important linear green feature makes a significant contribution to the setting of the town. The site forms part of Glenbeg Woodlands which contains broadleaved woodlands of ecological value.	0.96
KS-GC-09	Open space. Lands to preserve the setting of the Carmelite Church with option to provide public amenity park on site.	
KS-GC-10	Open space. This prominent site makes a significant contribution to the setting of the town.	3.7

**County Development Plan Objective  
Specific Development Objectives for Kinsale**

* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		^ TIA and RSA Required.	
Objective No.		Net site area (Ha)	
KS-GC-11	Open space. Passive Open Space. This prominent site makes a significant contribution to the setting of the town.	1.0	
KS-GA-12	Open Space suitable for active recreation. Any proposal will have to make provision for the proposed Relief Road. Having regard to the site's location within an area of potential associated with the Kinsale Siege and Battlefield, an archaeological assessment will be required in advance of development works in order to guide the design and layout of any future open space pitches or facilities. The assessment should include geo-physical assessment to determine sub-surface archaeological and should determine whether parts of the site formed part of the strategic locations of campsites or entrenchments of the 1601 military landscape.		
KS-GC-13	Open Space. Passive Open Space. This is an important woodland area which makes a positive contribution to the setting of the town and is of local biodiversity value.		

# Kinsale

Land Use Zonings	
	Existing Residential/Mixed Residential and Other Uses
	Existing Mixed/General Business/Industrial Uses
	Residential
	Town Centre/Neighbourhood Centres
	Community
	Green Infrastructure
	Business and General Employment
	Industry
	Utility and Infrastructure
	Development Boundary
	ROAD
	WALK/CYCLE
	Flood Zone A
	Flood Zone B



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## Key Villages

### 1.6 Ballinspittle

#### Vision and Context

- 1.6.1 The strategic aims for Ballinspittle are to encourage the consolidation of the village centre, to provide improved waste water infrastructure and to promote sympathetic development involving a mix of house types in tandem with the provision of services.
- 1.6.2 Ballinspittle is located within the Greater Cork Ring Strategic Planning Area. Ballinspittle is designated as a Key Village within the Bandon Kinsale Municipal District. The Overall Strategy for Ballinspittle will focus on providing an appropriate scale of growth reflective of its environmental and infrastructural capacity and highlighting the key issues that need to be addressed to promote future growth in village centre services, housing and employment.

#### Local Context

- 1.6.3 Ballinspittle is an attractive village with a traditional 2-3 storey streetscape located approximately 7 km to the south west of Kinsale and 13.5km to the south east of Bandon. The village core is laid out around a central triangular space and includes some attractive 19th century buildings. Cork County Council has recently undertaken some improvements to the streetscape which provides a clearer definition between traffic, parking and pedestrian zones and has improved the overall safety and attractiveness of the core.
- 1.6.4 The range of services within the settlement has expanded in recent years with several new independent food and homeware outlets opening in the village centre adding to the attractiveness of the area as a place to meet and shop. During the summer months the town benefits from increased trade from holidays goers staying or visiting the nearby blue flag beaches in Garrettstown/ Garrylucas.

#### Population and Housing

- 1.6.5 Census 2016 recorded a total of 224 people in Ballinspittle, an increase of 30 people on 2011 figures. Estimates from Geodirectory Data measuring postal addresses and occupied houses indicate that Ballinspittle had no new development between 2015 and 2020.

**Table 5.6.1: Housing Growth in Ballinspittle 2015- 2020**

	2015	2020	Change
Housing	121	121	0

- 1.6.6 Currently there are no units under construction in the village and there is no outstanding planning permission for additional units in the village.
- 1.6.7 In contrast to the other Key Villages in the Municipal District, Ballinspittle has experienced little growth over the past few decades. The village itself has a very attractive rural setting, good range of community facilities and its proximity to Garrettstown and Garrylucas beaches make it a desirable location for development.

#### Overall Scale of Development

- 1.6.8 The development boundary for Ballinspittle contains areas of zoned and unzoned land. There are no sites with outstanding planning permission in the village and there is capacity within the development boundary for additional development. It is considered reasonable that there is adequate land to allow the expansion of the village over the lifetime of the Plan. It is proposed to maintain the development boundary, although it is clear that not all the land within the boundary will be required for development over the lifetime of this Plan.
- 1.6.9 This Plan seeks to reduce the scale of growth envisaged in the 2017 Plan due to significant wastewater deficiencies and having regard to the existing scale of units within the village. Therefore, a further 40 units can be developed in the village over the lifetime of this Plan, taking the housing stock to approximately 160 units by 2028. This represents 30% growth on the existing housing stock. It should be noted however that this level of development is based on the assumption that the required waste water infrastructure and water supply improvements identified on the Council's assessment of needs will be delivered.
- 1.6.10 During the life of this Plan, the Council encourages the use of the existing under-utilised/ vacant building stock within the village and to ensure new development forms a natural extension to the existing built form through the creation of new streets and public spaces and achieve higher densities than required under previous plans. See Volume One, Chapter 4 Housing, Section 4.7 Density in Key Villages.

## **Placemaking**

- 1.6.11 Ballinspittle is a small rural village largely comprising of 19th and early 20th century building arranged around a concentric public space. Buildings are largely 2 storey in height. The streetscape contains some interesting features including an unusual early 19th century dormer detail, 1st floor oriel bay detail and an integral carriage arch/ pend providing access to the rear of the street.
- 1.6.12 The extent of the flood risk area means there are limited opportunities to extend the historic heart of the village centre. The Plan encourages the revitalisation of existing properties and the rehabilitation of vacant upper floors for residential and non residential use.
- 1.6.13 The development boundary for Ballinspittle is largely determined by infrastructural and topographical constraints. This boundary defines the extent of the built up area, whilst also allowing for an appropriate level of additional development. During the lifetime of this Plan, the main focus of development will be on low lying lands in closest proximity to the village core, outside the flood risk area.
- 1.6.14 New development should contribute positively to the village's urban qualities in terms of building height, form, urban grain and material finish and expressed in a contemporary way. Proposals are to include a mix of building typologies and sizes to meet the various needs of the local housing market.
- 1.6.15 Cork County Council has undertaken works in the past two years to improve parking, footpaths and definition of space to improve safety within the core. There are plans to undertake further works that improve connectivity and safety between Kilmore Woods housing estate with the village centre.

## **Economy and Employment**

- 1.6.16 Ballinspittle has a narrow service based economy, although the range of services available within the village has increased over the recent decade. There is a large agricultural co-operative store also within the village which serves a large rural hinterland.
- 1.6.17 There is scope for expanding the employment base of the village by encouraging some local indigenous employment and also by expanding other enterprises which can support the nearby tourism nodes in Garrettstown/ Garrylucas.
- 1.6.18 The village is located on the main access road to Garrettstown and Garrylucas which is a major tourist location within the county. This may afford some opportunities for tourism related development within the development boundary.

## **Social and Community Facilities**

- 1.6.19 Ballinspittle is a well established village with an attractive streetscape and a number of important community facilities including a primary school, church, Garda station, public houses, supermarkets, artisan bakery, café, post office, health centres, petrol station, agricultural co-operative, other retail services, play school, bed and breakfast, garage, playground, GAA pitches and tennis court.

## **Water Management**

- 1.6.20 Ballinspittle has limited spare water capacity as it is restricted to bored well production rates which are at a maximum. Upgrading of foul sewers and provision of a new Waste Water Treatment Plant is required in order to accommodate further growth in the village. Bathing Water (Blue Flag) pressure point concerns are prevalent relating to Garrettstown and Garrylucas.
- 1.6.21 To allow the village to develop in an orderly manner, it is vital that improvements are made to the existing public sewerage network and water supply capacity issues are addressed.
- 1.6.22 Parts of Ballinspittle have been identified as being at risk of flooding. The areas at risk follows the path of the Ballinspittle River through the village and are illustrated on the settlement map.

## **Built Heritage**

- 1.6.23 Ballinspittle's Catholic Church is entered in the Record of Protected Structures.

## **Green Infrastructure**

- 1.6.24 The Ballinspittle River flows through the village southwards to Garrettstown Strand. There are no Natura 2000 sites in the village itself; however it is noteworthy that there are a number of ecological significant sites (pNHA 1053 and the pNHA 0087) closeby at Garrettstown and Garrylucas.
- 1.6.25 There are two areas of woodland within the settlement boundary which form part of the green infrastructure assets of the village and should be retained and protected. These areas are now zoned as Green Infrastructure (GC-02 and GC-03) to protect their biodiversity and amenity value. Kilmore Woods is a substantial broadleaf wood to the south west of

the village and part of the wood is contiguous with the village development boundary. In addition, Ballycatteen Fort to the west of the village is an important historical fort where a number of archaeological excavations took place over the last century. The Fort itself is a prominent feature in the steeply sloping hills to the west of the village.

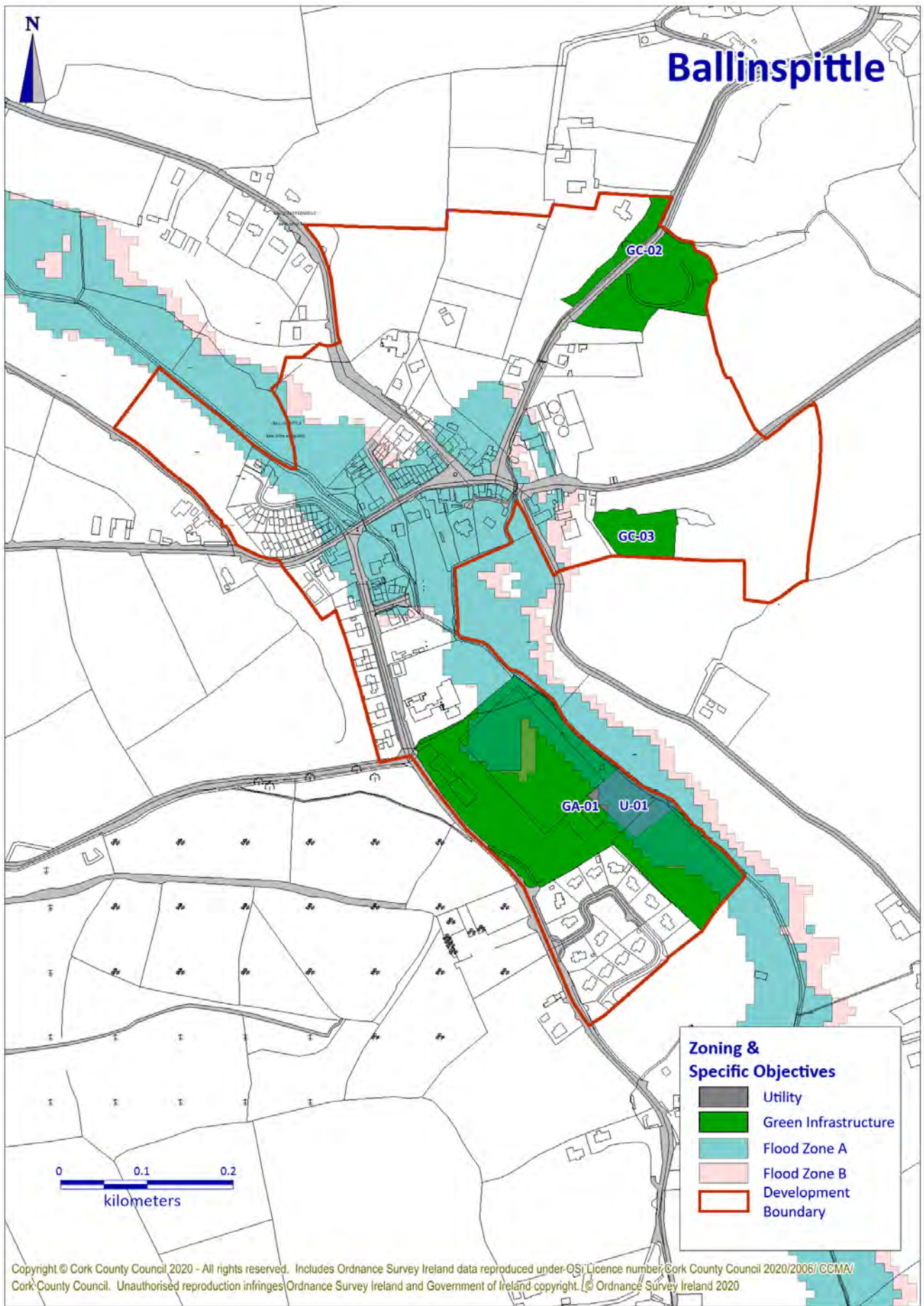
- 1.6.26 It is important that any future development maintains the integrity of the surrounding landscape and that the rural character of the area is not undermined, most notably lands west of the village by Ballycatteen Fort and Kilmore Wood.

### Development Boundary Objectives

County Development Plan Objective Development Boundary Objectives for Ballinspittle	
General Objectives for Bandon	
DB-01	Within the development boundary encourage the development of up to 40 additional dwelling units during the Plan period.
DB-02	Maintain the existing community facilities and where possible expand the range of sports facilities available in the village.
DB-03	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
DB-04	Supports plans for footpath, cycle links and road realignment from Ballinspittle Village to Kilmore Woods.
DB-05	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. See Volume One Chapter 11 Water Management.

### Specific Development Objectives

County Development Plan Objective Specific Development Objectives for Ballinspittle		
* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		
Objective No.		Net site area (Ha)
<b>Utilities and Infrastructure</b>		
U-01	Maintain existing septic tank and percolation area. *	
<b>Green Infrastructure</b>		
GA-01	Maintain existing playing pitches, tennis court and open space. *	
GC-02	Open Space. Protect existing woodland.	
GC-03	Open Space. Protect existing woodland.	





## 1.7 Belgooly

### Vision and Context

- 1.7.1 The strategic aim for Belgooly is to encourage the consolidation of the village within its attractive riverside setting, preserve the landscape setting of the settlement and to promote development in tandem with the provision of services.
- 1.7.2 Belgooly is located within the Greater Cork Ring Strategic Planning Area is designated as a key village within the Bandon Kinsale Municipal District. The overall strategy for Belgooly will focus on allowing an appropriate future scale of growth in the village based on its environmental and infrastructural capacity and encouraging the provision of improved village facilities including car parking, an upgraded public realm together, sports and amenity facilities.

### Local Context

- 1.7.3 Belgooly is located approximately 4.5km to the northeast of Kinsale and 4 kms to the south of Riverstick. The village developed around a large flour mill in the early 19th century and the imposing 6 storey building complex is an important landmark within the village centre. The millers' houses still remain occupied which forms part of the historic site. The mill complex has enormous potential as a niche employment centre or retail destination as a mixed –use development which could add to the vitality of the village.
- 1.7.4 In previous plans, Belgooly along with the settlements of Riverstick and Minane Bridge, were identified as villages that would provide an alternative housing market for those who were not residents of the Kinsale area but wished to live in a rural settlement convenient to the historic town.

### Planning Considerations and Proposals

#### Population and Housing

- 1.7.5 The 2016 Census recorded a population of 826 people in Belgooly representing an increase of 8% (61 people) on 2011 Census figures (765). Estimates from An Post Geodirectory Data measuring postal addresses and occupied houses indicate that Belgooly grew from 273 houses in 2015 to 274 houses in 2020, an increase of only 1 house. There are currently outstanding planning permissions for 49 units in the settlement.

**Table 5.7.1: Housing Growth in Belgooly 2010-2015**

	2015	2020	Change
Housing	273	274	1

#### Overall Scale of Development

- 1.7.6 Belgooly's attractive rural setting, range of community facilities and ease of access has made it a popular location for new development in recent years. It is important that the village core is strengthened and that further development maintains the integrity of the attractive rural character and setting of the village.
- 1.7.7 This Plan seeks to reduce the scale of future growth within the village to 90 new units, taking the housing stock up to approximately 360 units by 2028. The development boundary for Belgooly has not been altered from that defined in the 2017 Local Area Plan as there is adequate land available to realize the target growth. The development boundary for Belgooly is largely determined by infrastructural and topographical constraints. Development to the south-east and east of the village is restricted due to the elevated and exposed nature of these lands.
- 1.7.8 During the life of this Plan, development will focus on strengthening and improving the village centre itself by introducing additional car parking facilities and delivering a more pedestrian friendly village centre. Consolidation of the village as a provider of important local services along with some limited residential expansion is considered the most appropriate strategy for the village. It is important that residential development will be developed in tandem with improvements to and maintenance of community facilities within the village.

#### Placemaking

- 1.7.9 Belgooly developed around a large flour mill in the early 19th century and the imposing 6 storey building complex is an important landmark within the village centre. The millers' houses still remain occupied which forms part of the historic site. The mill complex has enormous potential as a niche employment centre or retail destination as a mixed –use development which could add to the vitality of the village.
- 1.7.10 The village structure is lacking definition in places and some infill proposals, tree planting and boundary definition would help knit the village centre better in a more holistic manner. Outside the core, the design and layout of new housing

schemes will need to create new streets and spaces which contribute positively to the village's character and provide a mix of unit typologies and sizes. Densities will be tiered, having regard to its proximity to the core.

- 1.7.11 The main road through the village is the R600, which links the village with Cork City to the north and Kinsale to the south. The R611, which links Belgooly with Carrigaline, extends eastwards from the village. There are opportunities to improve the pedestrian environment through the provision of traffic calming measures and additional pedestrian crossing points within the village. Additional defined parking areas within the village would also encourage people to stop and use village services.
- 1.7.12 The Aghafauntaun Bridge at the junction of the R600 and the L7227 in Belgooly is a narrow bridge where traffic and pedestrian conflict arise. The bridge lies on the pedestrian access route to Belgooly school which currently has 340 pupils and continues to grow in numbers. Cork County Council has spent over €100,000 already to construct a footway from the bridge to the school and so a new pedestrian bridge just downstream of the Aghafauntaun Bridge would help deliver further improvements to this footpath scheme. A conceptual design for the bridge has already been completed. The Plan supports the provision of this important piece of local infrastructure which will deliver improved connectivity.

### **Economy and Employment**

- 1.7.13 Belgooly has a narrow, service based employment profile. Outside of the village agricultural based employment is the main source of economic activity. The proximity of the village to Cork City and links to Carrigaline/ Ringaskiddy means the area is an attractive commuter-base.

### **Social and Community Facilities**

- 1.7.14 Belgooly is a well established settlement and current services in the village include a church, a petrol station incorporating a shop and post office, public houses, a community centre and a bicycle shop. The village is served by a public bus service.
- 1.7.15 The nearest primary school is located outside of the village, to the north west. Scoil Mhuire na nGrást (Belgooly National School) is a co-education facility. Permission was recently granted in 2020 for an extension to the school to provide 3 additional classrooms and a resource room.
- 1.7.16 An attractive scenic amenity walk has been developed along the River Belgooly from the south of the village towards Kinsale. This is an important local amenity for the area. The County Council will support the provision of a playground in the village.

### **Water Management**

- 1.7.17 Belgooly Water Supply is currently undergoing rationalisation works which will yield capacity.
- 1.7.18 There are also sewer network issues. Direct discharge of some sewers to the Estuary is an issue. Upgrading of the foul sewers and provision of a new Waste Water Treatment Plant is required in order to accommodate further growth in Belgooly. The proposed Belgooly Sewerage Scheme is currently on hold.
- 1.7.19 Parts of Belgooly have been identified as being at risk of flooding. The areas at risk follow the path of the Belgooly River through the village and are illustrated on the settlement map. Built Heritage

### **Built Heritage**

- 1.7.20 The Belgooly Flour Mill, a ruinous 6 bay 6-storey building is entered in the Record of Protected Structures (Code 00725).

### **Green Infrastructure**

- 1.7.21 The River Stick flows on the western edge of the village and joins the tidal Belgooly River to the south of the village. Features of biodiversity value include the corridors of the two branches of the Stick river which meet in the village and their associated habitats including bands of woodland. The tidal zone of the river extends to the boundary of Belgooly and a small section of the intertidal area is included within the settlement boundary. Some intertidal mudflat was infilled in this area previously. There should be no further infilling of intertidal habitat within or adjoining the village and river corridors should be protected with tree cover retained.

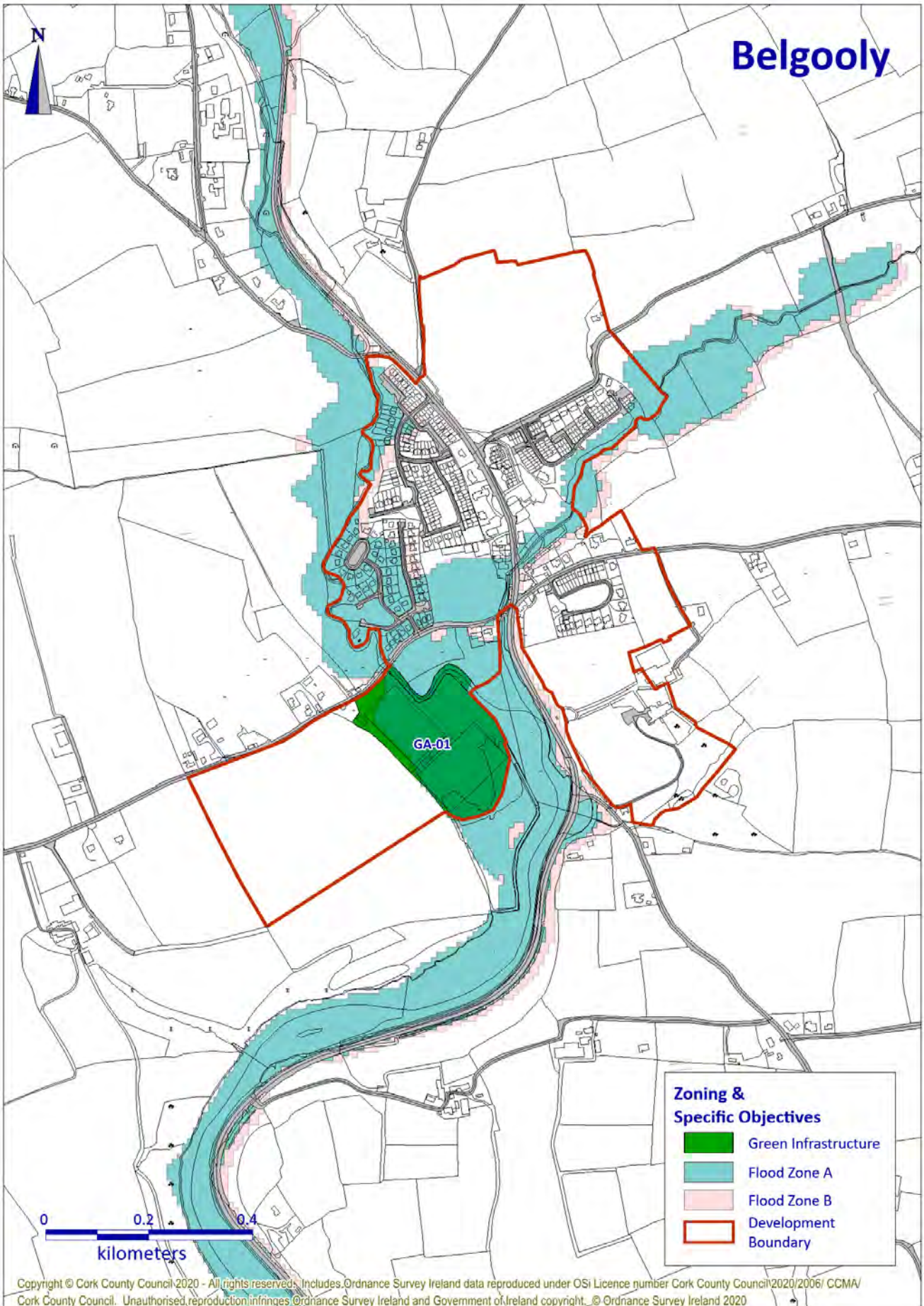
## Development Boundary Objectives

County Development Plan Objective Development Boundary Objectives for Belgooly	
General Objectives for Bandon	
DB-01	Within the development boundary encourage the development of up to 90 additional dwelling units during the Plan period.
DB-02	Encourage the rehabilitation and re-use of the existing historic Mill Complex within the village core. Appropriate uses include retail, employment, residential or a mixed use approach which applies best practice conservation techniques to this landmark protected structure.
DB-03	Supports the provision of enhanced pedestrian links, including additional pedestrian bridges, which connect residential areas to the village core and school.
DB-04	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
DB-05	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. See Volume One Chapter 11 Water Management.

## Specific Development Objectives

County Development Plan Objective Specific Development Objectives for Belgooly		
* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		
Objective No.		Net site area (Ha)
<b>Utilities and Infrastructure</b>		
U-01	Identify suitable traffic calming measures for the main street (R600) in Belgooly.	
U-02	Identify a requirement for an accessible off street car parking solution for the village.	
<b>Green Infrastructure</b>		
GA-01	Active Open Space, maintain existing playing pitches and open space. *	5.3

# Belgooly



## 1.8 Courtmacsherry

### Vision and Context

- 1.8.1 The strategic aims for Courtmacsherry are to encourage the consolidation of the village within its coastal setting, preserve the unique architectural character and landscape setting of the settlement and to promote sympathetic development in tandem with the provision of services. One of the key considerations for the future development of the village is to make provision for permanent housing occupancy.

### Local Context

- 1.8.2 Courtmacsherry village is attractively situated on the end of a wooded peninsula near the mouth of Courtmacsherry Bay, approximately 14 km east of Clonakilty and approx 4 km east of Timoleague. The settlement is located within the West Cork Strategic Planning Area.
- 1.8.3 The village is located along a narrow strip of land adjacent to Courtmacsherry bay which is several kilometres in length. The village is a seasonal tourist centre, which has a major influx of tourists in the summer months. Timoleague and Courtmacsherry act in tandem providing different functions to the large rural hinterland that stretches to Bandon in the north and Clonakilty to the west.

### Planning Considerations and Proposals

#### Population and Housing

- 1.8.4 The 2016 Census recorded a population of 590 persons in Courtmacsherry, an increase of 70 people or 13% since the census of 2011. The village is principally a tourist resort and there is a substantial increase in the summertime population. Table 5.8.1 shows that between 2015 and 2020 there were 6 dwelling units constructed within the boundary of the village.

**Table 5.8.1: Housing Growth in Courtmacsherry 2015-2020**

	2015	2020	Change
Housing	417	423	6

#### Overall Scale of Development

- 1.8.5 Table 5.8.1 indicates that there has been minor growth in the number of dwelling units constructed within the settlement since 2015. The Plan has identified a need for an additional 95 units to 2028. There are already 10 units committed under Commencement Notices, thereby, reducing the scale of growth to 85 additional units.

#### Placemaking

- 1.8.6 Courtmacsherry is an attractive, linear coastal settlement with an important service, marine and tourism function. The streetscape largely consists of 2-storey units arranged in terraces and semi-detached format. Landmark buildings provide interest such as the Coastguard Station, former railway terminus and churches. The existing streetscape is largely of 19th century origin and includes important unique placemaking elements such as low stone quay walls, historic piers and important elements of street furniture such as water pumps and attractive boundary details.
- 1.8.7 The Key Village is located in an area of the county which is designated as a High Value Landscape (HVL). Within these High Value Landscapes considerable care will be needed to successfully locate large scale developments without them becoming unduly obtrusive. There are also three designated scenic routes, the S69 from Timoleague to Courtmacsherry, the S73 which extends from Timoleague to Clonakilty and the S67 which extends to the Old Head of Kinsale to the east. It is important to maintain the open countryside between the two villages of Timoleague and Courtmacsherry and along the road to Broad Strand.
- 1.8.8 Courtmacsherry's attractive coastal setting, tourism function and recreation / quality of life factors make it an attractive location for development. Its designation as a location along the Wild Atlantic Way has also raised its profile as an international tourist destination. The village has some tourist accommodation to facilitate seasonal visitors, however, further development within this highly sensitive coastal village should generally meet the full-time, permanent housing needs of the local population. This includes provision of age-friendly and sheltered units to meet older cohorts of the population.
- 1.8.9 Given the coastal location of the village overlooking Courtmacsherry Bay, it is important that any future development maintains the integrity of the surrounding landscape. There is scope for development within Courtmacsherry; however, it is important that the village's rural character, architectural heritage and its other heritage and natural and coastal

amenities are maintained, enhanced and not compromised.

- 1.8.10 The village has important marine infrastructure including a pier, docking facilities, a pontoon and slipways which serve commercial and recreational fishing vessels. Under the 'Marine Leisure Infrastructure Strategy for the Western Division of Cork County 2008', Courtmacsherry is designated as a 'Secondary Hub' with the objective of this strategy to support and assist the development of marine related tourist infrastructure and realise the potential of the existing coastal infrastructure and coastline. The Plan supports the sustainable provision of viable marine related facilities in Courtmacsherry, where a need has been recognised, subject to the identification of a suitable site and normal proper planning and sustainable development considerations. This may include the provision of further marine infrastructure facilities to cater for planned new lifeboat vessels over the lifetime of the Plan. The Plan also supports the rehabilitation of historic marine infrastructure subject to appropriate conservation assessment. It is hoped to expand the village as a marine-tourism destination, specialising in sea angling, deep sea fishing and whale watching.
- 1.8.11 It is important that traffic management, speeds and parking within the village are managed in a way that supports the village's vitality and character in a practical way. It may be useful to provide better signage to alert visitors to peripheral parking opportunities in order to avoid congestion and haphazard parking during peak summer months. The Plan supports enhancement of pedestrian facilities within the village and outdoor areas for people to sit and enjoy the expansive scenic views across the Estuary.

### **Economy and Employment**

- 1.8.12 The main types of employment in the village are provided in the services, tourism and fishing industries. The hotel and holiday cottages located at the eastern end of the village provide a focal point for the increased tourism function in the village. Economic activity increases during the summer months when there is an influx of seasonal visitors to the area.
- 1.8.13 There is also a substantial mobile home park and associated recreational facilities located to the east of the hotel. There is no defined village core or commercial node and no industrial activity in the village itself. In the rural hinterland most of the local employment is concentrated in agriculture. Staunton's Foods Ltd which are a major local employer are based approximately 4km west of Courtmacsherry.
- 1.8.14 There is no land presently zoned for Business / Employment use in Courtmacsherry but local indigenous artisan food and craft industries should be encouraged within the building stock of the existing streetscape.

### **Social and Community Facilities**

- 1.8.15 Community facilities in the village include two churches, a community hall, a playground, a tennis court, promenade, several pubs, guesthouses and a community shop. There is no current primary school in the village. The nearest primary schools are located in Timoleague and Barryroe. One of the focal points in the middle of the built up area is the harbour pier which houses the local fishing fleet and seasonal pleasure and angling craft. Courtmacsherry Lifeboat service is located east of the pier.
- 1.8.16 The village is served by a number of water based clubs including Courtmacsherry Rowing Club. There are a number of recreational clubs in the village that do not have any playing facilities. There is a need for a sports field which could be shared by different clubs and associations, and an additional children's playground. Courtmacsherry Soccer Club has a soccer pitch which is located to the south of the village. The area is well endowed with birdlife and there is an opportunity to designate the village as an Ecological Bird Recording Centre.
- 1.8.17 A recreational walk (Seven Heads) has been established from Timoleague in the west to Courtmacsherry (Old Railway Line) and then on along the peninsula through the substantial woodland, with outstanding sea views. The walk crosses Broad Strand, where there is a car park and continues to the Seven Heads where there is an access road to Courtmacsherry, providing a complete walk. There are plans to develop additional lopped walks within the area. Any such walks should be carefully designed taking account of the natural heritage designations which pertain in this area.
- 1.8.18 This Plan will seek to maintain and enhance the existing community facilities and where possible expand the range of sports facilities available in the village. New residential development should be accompanied by the provision of appropriate community and social infrastructure concurrent with development. The local GAA complex in Barryroe, that also includes a tennis court, is a valuable asset to the community in Courtmacsherry.

### **Water Management**

- 1.8.19 In relation to wastewater treatment, there is a new Waste Water Treatment Plant operational which serves both Timoleague and Courtmacsherry. The plant has headroom to serve additional development (592 pe). Water is provided by the Clonakilty Regional Water Supply Scheme and is dependent on augmentation from the proposed Dunmanway Regional Water Supply Scheme (Phase 2).
- 1.8.20 Parts of Courtmacsherry have been identified as being at risk of flooding. The areas at risk follow the path of the coastline to the north of the village and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this Plan, that future development is avoided in areas indicated as being at risk of flooding.

## Built Heritage

- 1.8.21 The settlement of Courtmacsherry has an attractive streetscape and also contains a number of fine individual buildings. The village also retains some older shop-fronts and is characterised by attractive terraces on the main street which overlook Courtmacsherry Bay. The village also includes several buildings or other structures entered in the Record of Protected Structures including Carillon Lodge (RPS no. 1307) to the east of the village centre and Mahon Cistercian Monastery (RPS no. 00769) which is located outside the boundary of the village to the west.
- 1.8.22 The coastal promenade needs protection against further development. Some development has already taken place on the seaward side of the main access road (lifeguard station, quays, community hall and several boathouses). It is important that no further development takes place except for improvements to the amenity of the area and facilitating the easy flow of traffic (vehicles and pedestrian).
- 1.8.23 The large demesne property at Kinraigie consists of a large derelict estate house and ancillary outbuildings on a very large strategically located landholding immediately south of the Esplanade Hotel (which has been renovated and converted into townhouse/apartments). Being within the development boundary and close to all amenities in the village, potential exists for the development of the old house and its ancillary buildings on the landholding at Kinraigie as an opportunity site, to accommodate an exclusive hotel complex including a leisure centre to serve the village and its hinterland. The site is now zoned as a Special Policy Area (X-01). Any development would have to be subject to a detailed landscaped based design scheme. The site is not suitable for residential or stand alone holiday home development.

## Green Infrastructure

- 1.8.24 Courtmacsherry Estuary to the east of the village is designated as a candidate Special Area of Conservation (SAC site code – 1230) and is proposed to be designated as a Natural Heritage Area (pNHA site code – 1230). Courtmacsherry Bay is also designated as a Special Protection Area (SPA site code 4219). The estuary supports high ecological value marine and coastal habitats and is also of importance for high numbers of a range of species of overwintering birds. Coastal headland areas to the south of Courtmacsherry lie within the Sheeps Head Special Protection area. The Council recognises and seeks to protect the biodiversity value of these natural heritage resources.
- 1.8.25 The settlement of Courtmacsherry has an attractive streetscape and also contains a number of fine individual buildings. The village also retains some older shop-fronts and is characterised by attractive terraces on the main street which overlook Courtmacsherry Bay. The village also includes several buildings or other structures entered in the Record of Protected Structures including Carillon Lodge (RPS no. 1307) to the east of the village centre and Mahon Cistercian Monastery (RPS no. 00769) which is located outside the boundary of the village to the west.
- 1.8.26 The ridge of woodland at the back of the existing development to the south of the main street and the woodland on the southern approach to the village needs to be maintained as open space that is preserved to protect the natural heritage values as well as visual amenities of the village.

## Development Boundary Objectives

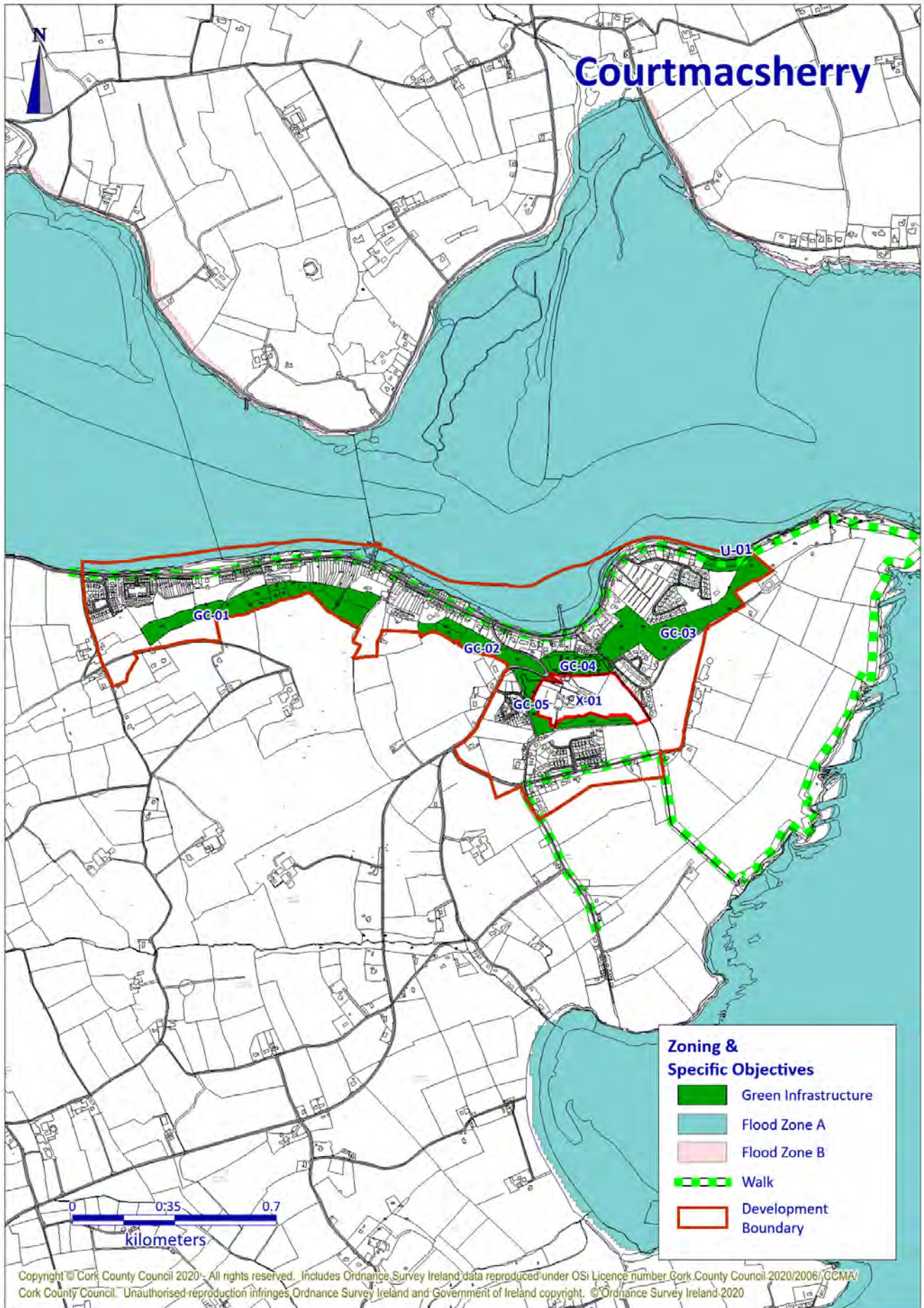
County Development Plan Objective Development Boundary Objectives for Courtmacsherry	
General Objectives for Bandon	
DB-01	Within the development boundary encourage the development of up to 85 additional dwelling units for full time occupancy during the Plan period.
DB-02	Protect and enhance the attractive coastal setting and landscape character of the village.
DB-03	Courtmacsherry is situated adjacent to the Courtmacsherry Estuary Special Area of Conservation (Site Code 1230), to the Courtmacsherry Bay Special Protection Area (Site Code 4219) and is also close to the Seven Heads Special Protection Area (Site Code 4191). Development in this settlement will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites.
DB-04	Limited provision may be made for managed holiday home accommodation within the village where a need has been demonstrated, subject to normal proper planning and sustainable development considerations.
DB-05	Prioritise the upgrading and widening of roads, footpaths and cycle links within the village on the basis of need during the lifetime of the Plan.
DB-06	Support the provision of a Burial Ground.

County Development Plan Objective Development Boundary Objectives for Courtmacsherry	
General Objectives for Bandon	
DB-07	The green infrastructure, biodiversity and landscape assets of Courtmacsherry include its coastal habitats and marine habitats, wetlands and woodlands. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
DB-08	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. See Volume One Chapter 11 Water Management.

### Specific Development Objectives

County Development Plan Objective Specific Development Objectives for Courtmacsherry		
* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		
Objective No.		Net site area (Ha)
<b>Green Infrastructure</b>		
GC-01	Open Space preserved for visual amenity and tree preservation.	5.4
GC-02	Open Space preserved for visual amenity and tree preservation.	2.3
GC-03	Open Space preserved for visual amenity and tree preservation.	6.3
GC-04	Open Space preserved for visual amenity and tree preservation.	1.7
GC-05	Open Space preserved for visual amenity and tree preservation.	2.1
<b>Utilities and Infrastructure</b>		
U-01	Improvements to the Seven Heads Walk.  Improvements to this walk or further development of new routes in this area to be designed sensitively to take account of their nature conservation designations and to ensure the avoidance of impact to habitats of high ecological value and protected species.	
<b>Special Policy Area</b>		
X-01	Kinraigie is a strategically located historic estate, consisting of a country house, ancillary buildings and designed demesne. The site has significant potential as an opportunity site for a conservation led hotel development including a leisure centre to serve the village and its hinterland. Development at this site must be developed by accredited conservation professionals, subject to comprehensive and detailed assessments of the estate as a whole to achieve a development that conserves and enhances the character and significance of Kinraigie.	





## 1.9 Inishannon

### Vision and Context

- 1.9.1 The vision for Inishannon is to encourage the consolidation of the village within its rural setting, and to promote sympathetic development in tandem with the provision of services. One of the key considerations for the future development of the village is the provision of waste water treatment facilities.
- 1.9.2 Inishannon is located within the Greater Cork Ring Strategic Planning Area. Inishannon is designated as a key village within the Bandon Kinsale Municipal District. The overall Strategy for Inishannon will focus on providing an appropriate scale of growth in the village, the provision of community facilities including sports and amenity and improving car parking and footpaths within the core.

### Local Context

- 1.9.3 Inishannon is an attractive village located approximately 6km east of Bandon. The N71 National Secondary Road runs through the main street in the village. The River Bandon flows to the immediate south of Inishannon forming a natural boundary for the village and levels rise steeply to the north of the village.
- 1.9.4 Due to topographical constraints much of the village's new residential development has occurred to the north of the village. Some renovation and redevelopment of properties along the Main Street has also taken place, which are largely in keeping with the character of the original streetscape.

### Planning Considerations and Proposals

#### Population and Housing

- 1.9.5 Inishannon's attractive riverside setting, range of community facilities and services and its proximity to Cork City make it an attractive location for development.
- 1.9.6 Census 2016 recorded strong growth of 140 persons on 2011 figures, bringing the total population to 907 persons. Estimates from An Post Geodirectory Data measuring postal addresses and occupied houses indicate that Inishannon registered growth of 32 units on 2015 figures, bringing the total units to 347.

**Table 5.9.1 Housing Growth in Inishannon 2010-2015**

	2015	2020	Change
Housing	315	347	32

- 1.9.7 Currently, there is some construction activity with the completion of some residential development to the north of village. There is outstanding planning permission for about 59 additional units.

#### Overall Scale of Development

- 1.9.8 Over the lifetime of this Plan, the aim is to retain the scale of new residential development to 150 additional units, minus the outstanding permissions which will adjust the figures to 143 units. This will take the housing stock to approximately 500 units by 2028. New development will need to respond positively to the pattern and grain of existing development. The future expansion of the village will need to continue to proceed on the basis of a number of well integrated sites within the village.
- 1.9.9 The development boundary for Inishannon defines the existing extent of the built up area, whilst also allowing for some expansion for residential and employment development. During the lifetime of this Plan, development will focus mainly on the lowest lying lands, located close to the village. The lands within the development boundary to the east of the village along the approach road into the village are sensitive and more elevated in nature and development on these lands should be of a scale in keeping with such a prominent and sensitive location.

#### Placemaking

- 1.9.10 Inishannon is a linear historic settlement comprising of a mix of early 18th century and 19th century buildings. The southern side of the street comprises a number of landmark buildings including a Market House and a number of large 5-bay imposing Georgian properties. To the north of the street, buildings have a tighter urban grain, are of more modest proportions and contain iconic sash windows. The village has 2 imposing churches which add to the interest of the roofscape.
- 1.9.11 Access to the rear of the street is provided by pends or lanes and these may present opportunities for some infill or

backland opportunities, subject to meeting proper planning and development objectives.

- 1.9.12 The Plan supports the continued renewal of Main Street properties which should respect the historic character and fabric of the village's unique architectural style. Opportunities for infill development and Living Over the Shop will be encouraged to reinforce the mixed use character of the Main Street. New or replacement shop-fronts should be in keeping with the simple historic shopfront characteristics of the Main Street and should consult the Council's Guidance Document entitled "Shopfronts of County Cork – A Design Guide for the Historic Setting".

### ***Movement and Public Realm***

- 1.9.13 The N71 National Primary Route passes through the village centre bringing large volumes of traffic through the Main Street which causes congestion and tail-backs during summer months. This creates a poor pedestrian environment within the village which is further impeded by a lack of traffic calming measures and only one pedestrian crossing point along the Main Street. While a "relief road" would address this issue in the long term, additional traffic calming measures and additional pedestrian crossing facilities would greatly improve the village centre environment in the short-term and these interventions need to be prioritised.
- 1.9.14 Opportunities to provide additional accessible off street car parking within walking distance of the village will be encouraged. The implementation of traffic measures may offer opportunities for additional parking to the south of the street. Currently cars park illegally to the south of the street, partially obstructing the footpath.

### ***Economy and Employment***

- 1.9.15 The primary type of employment provided in Inishannon is service based employment. As noted, there is a broad range of services available within the village including, medical and financial services and a range of other consumer and retail facilities, including a car sales depot. The Plan continues to make provision for employment land to support the availability of local employment opportunities as the village continues to expand.

### ***Social and Community Facilities***

- 1.9.16 Inishannon has a good range of services, with three shops, a small supermarket, an artisan market/ café, four pubs, three restaurant / takeaways, a large new petrol station, local services including the AIB Bank which also provides an ATM for the village. The local primary school, Scoil Eoin is a co- educational mixed school with 270 children. At present there is no requirement for further accommodation to cater for incoming pupils.
- 1.9.17 In recent years some of the shop fronts have been both repaired and renovated, including some new builds which have sought to respect the character of the streetscape. The stone walls in the village also add to its character and where possible these should be retained.
- 1.9.18 There are public footpaths and public lighting within the village. The village is served with a public bus service, serving both Cork City and Bandon.
- 1.9.19 There are a number of recreation areas in the village including the area known locally as 'the bleach' from its historical use as a linen making area where the local GAA club and community hall are located.
- 1.9.20 The Plan seeks to maintain or expand the range of community facilities and sports facilities available in the village. Objective GA-01 includes a requirement to protect existing amenities as part of GAA club complex. It is also important that the village's rural character, architectural heritage and its other heritage and natural amenities are maintained, enhanced and not compromised.
- 1.9.21 A pedestrian walk along the northern bank of the River Bandon would allow for greater accessibility to the river, extending from the Church yard to the bridge. Riverside walks to be developed in accordance with recommended best practise including providing for appropriate set-backs from the river bank to avoid impacts on freshwater habitats and species.

### ***Water Management***

- 1.9.22 A new reservoir in the village is imminent and this will address long standing infrastructure deficiencies. There is no spare capacity in the wastewater collection system and no spare capacity in the Inishannon Septic Tanks to accommodate further development, however, upgrading of the foul sewer is planned as part of the Irish Water Investment Plan 2020-2024.
- 1.9.23 Parts of Inishannon have been identified as being at risk of flooding. The areas at risk follow the path of the Bandon River through the southern lower lying parts of the village and are illustrated on the settlement map.

### ***Built Heritage and Amenities***

- 1.9.24 The Bandon River flows through Inishannon through the valley before discharging into Kinsale Harbour down-stream. There are also three designated scenic routes, the S64, the S63 and the S65, which run through or in close proximity to the village.

- 1.9.25 Along the banks of the Bandon River, to the east and west of the village, there is a proposed Natural Heritage Area (code 1740) referred to as the 'Bandon Valley above Inishannon'. The Bandon River Valley is reported to have otters in many places, a species listed in Annex II of the EU Habitats Directive as it is threatened within the EU. This area is also important as it contains an example of oak woodland on steep valley sides. The Bandon Valley is especially valuable for its woodlands and unmodified riverbed. These are rare habitat in a European context.
- 1.9.26 The settlement of Inishannon has an attractive townscape and also contains a number of fine individual buildings. Throughout the village there are 14 buildings or other structures entered in the Record of Protected Structures including the Old Church of Ireland and Tower, Christ Church, Church of Ireland, St. Mary's Catholic Church, Cor Castle, Inishannon Bridge, Dundaniel Castle, Inishannon House and Belmont. On the Main Street a number of townhouses, Georgian terraced houses and a market house are also included in the Record of Protected Structures.
- 1.9.27 The location of the village in a river valley means that the surrounding topography is of a sloping nature. It is important that any future development maintains the integrity of the surrounding landscape and responds to the sloping topography.
- 1.9.28 There is scope for development within Inishannon; however, it is important that the village's rural character, architectural heritage and its other heritage and natural amenities are maintained and enhanced. The primary location for development is the area north of the existing village core where the most recent residential development has occurred.

### Green Infrastructure

- 1.9.29 Protection of areas of nature conservation value will be important considerations in the assessment of future applications. Opportunities to provide additional accessible off street car parking within walking distance of the village will be encouraged. The implementation of traffic measures may offer opportunities for additional parking to the south of the street. Currently cars park illegal to the south of the street, partially obstructing the footpath.
- 1.9.30 The Bandon River corridor and its associated habitats is an area of high ecological value within the village. Sections of the river immediately adjoining the village are proposed to be designated as Natural Heritage Areas (Bandon Valley Above Innishannon pNHA and Bandon Valley Below Innishannon pNHA). The Council recognises and seeks to protect the biodiversity value of these natural heritage resources.
- 1.9.31 The village also contains smaller areas of attractive wooded which contribute to the landscape setting of the village, create areas of local habitat value and adds to the amenities of the area. A new zoning objective is included under GC-02 to protect this local biodiversity and amenity area.

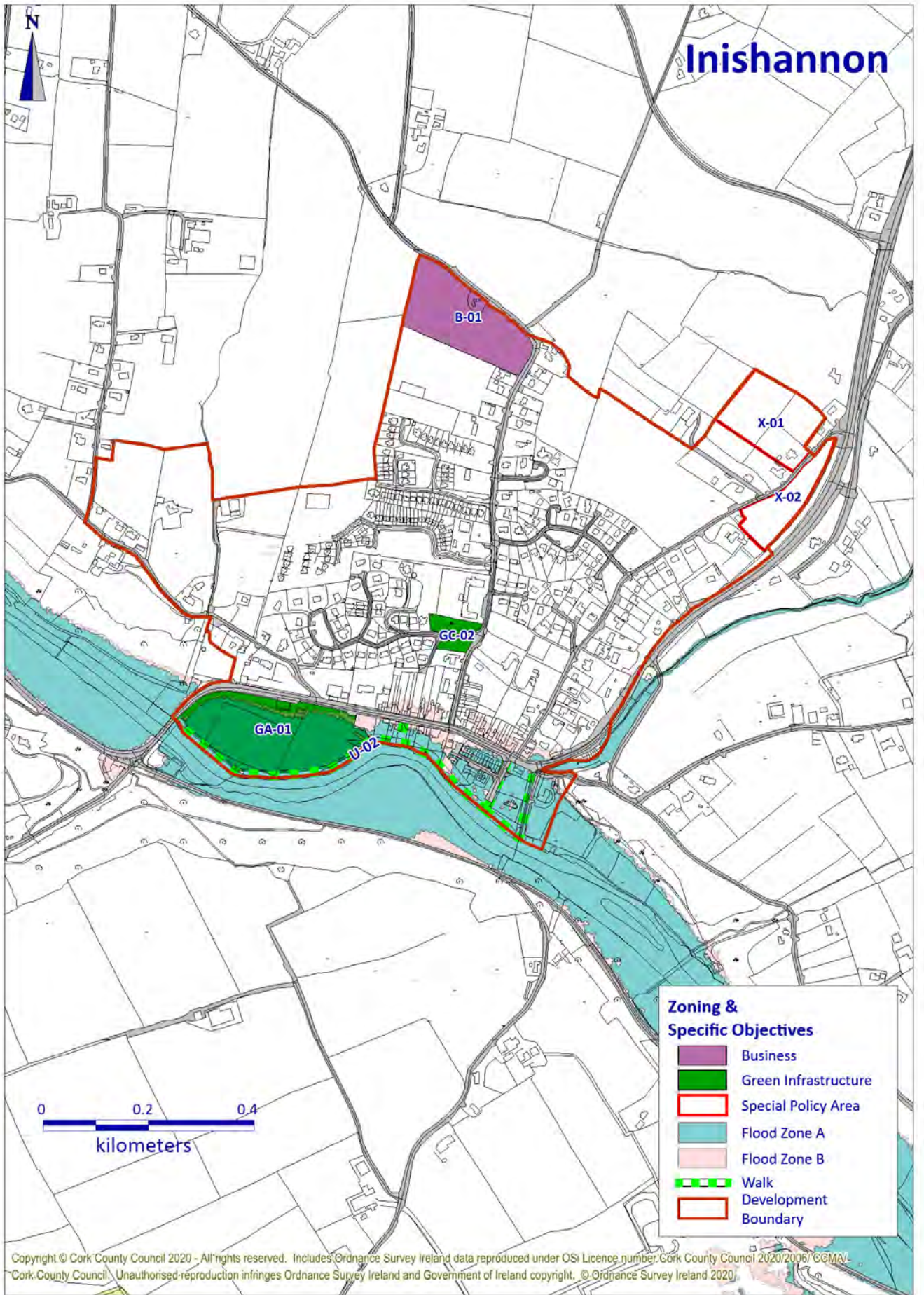
### Development Boundary Objectives

County Development Plan Objective Development Boundary Objectives for Inishannon	
General Objectives for Bandon	
DB-01	Within the development boundary encourage the development of up to 143 additional dwelling units during the Plan period.
DB-02	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
DB-03	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. See Volume One Chapter 11 Water Management.

## Specific Development Objectives +

County Development Plan Objective Specific Development Objectives for Inishannon		
* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		
Objective No.		Net site area (Ha)
<b>Utilities and Infrastructure</b>		
U-01	Identify a requirement for an initial route selection project for a by-pass in Inishannon. Any route selection to include pedestrian and cycle links.	
U-02	Develop and maintain amenity walk. Riverside walks will be required to be designed having regard to best practise guidelines, taking account of need to protect freshwater habitats and species.	
U-03	Implement traffic calming measures which include enhanced pedestrian and cycle links and additional pedestrian crossing facilities along the Main Street.	
<b>Green</b>		
GA-01	Maintain existing playing pitches, amenities and open space.*	4.4
GC-02	Open Space. The area is an important local woodland which contributes positively to the amenities, biodiversity value and landscape setting of the village.	
<b>Business and General Employment</b>		
B-01	Business Development suitable for small scale light industrial/incubator units. A detailed landscaping plan should be incorporated into the overall layout of this site in order to protect the residential amenity and general landscape character of the area.	3.8
<b>Special Policy Area</b>		
X-01	Special Policy Area. Land to remain predominantly open and rural in character with potential for small scale individual housing.	2.1
X-02	Special Policy Area. Land to remain predominantly open and rural in character with potential for small scale individual housing.	1.1

# Inishannon



## 1.10 Riverstick

### Vision and Context

- 1.10.1 The strategic aim for Riverstick is to encourage the consolidation of the village within its attractive riverside setting, and to promote development in tandem with the provision of service including sports and amenity areas.
- 1.10.2 Riverstick is located within the Greater Cork Ring Strategic Planning Area and is a key village within the Bandon Kinsale Municipal District. The overall strategy for Riverstick will focus on providing an appropriate scale of growth in the village, the provision of community facilities including sports and amenity and delivering improved car parking and footpaths.

### Local Context

- 1.10.3 Riverstick village is located approximately 8km to the north of Kinsale and 11km to the east of Innishannon. The busy Regional Route, the R600, which also serves Kinsale runs through the village. The lands to the east and west of the village core are elevated and overlook the village centre, the R600 and the River Stick.
- 1.10.4 In previous plans, Riverstick along with the settlements of Belgooly and Minane Bridge, were identified as villages that would provide an alternative housing location for those who were not residents of the Kinsale area but wished to live in a rural settlement convenient to Kinsale. In recent years a number of residential developments have been built on the steep northern hillside and at the south-eastern limits of the village.

### Planning Considerations and Proposals

#### Population and Housing

- 1.10.5 Riverstick's attractive rural setting, ease of access and proximity to Cork City and Kinsale has made it a popular location for new residential development in recent years. It is important that further development protects the character, existing grain of built development and setting of the village while maintaining the integrity of the surrounding rural landscape.
- 1.10.6 Census 2016 recorded a population of 590 persons in Riverstick, a reduction of 2 people on 2011 Census figures. Geo-directory data registered an increase of 17 units in the housing stock in the period 2015-2020.

**Table 5.10.1 Housing Growth in Riverstick 2015-2020**

	2015	2020	Change
Housing	249	266	17

- 1.10.7 Currently there is an outstanding permissions for 7 units within the development boundary..

#### Overall Scale of Development

- 1.10.8 Having regard to the key village status of Riverstick, its location within the Greater Cork Ring Strategic Planning Area and availability of water services infrastructure, it is considered reasonable to ensure a variety of development opportunities continue to be available within the village. The development boundary was expanded in the 2011 Plan and there is adequate land available to allow the village to reach its target growth in tandem with additional community and employment development.
- 1.10.9 The lands within the development boundary to the west of the village along the main approach road are more elevated in nature and development on these lands should include a sensitive boundary treatment.
- 1.10.10 This Plan seeks to retain the scale of development of 150 additional dwellings in the village over the Plan period, taking the housing stock to approximately 400 units by 2028. When the outstanding permission is factored in, this is reduced slightly to 145 units.

#### Placemaking

- 1.10.11 Riverstick evolved from a small rural node at a bridging point over the River Stck. The village has developed predominantly in the past few decades and so there is little historic fabric to inform key elements of character.
- 1.10.12 The streetscape does includes some attractive capped stone boundary walls which give definition to the street. Future development should aim to create a more coherent architectural language within the village to create a more distinctive sense of place. Within the development boundary the NIAH has identified some important local streetscape elements including a number of freestanding cast-iron vent-pipe, erected c.1880, which have decorative pedestals comprising

moulded plinth with cast-iron decorative cowling.

- 1.10.13 Riverstick is accessed via a good road network and has ease of access to Cork City and the airport. The busy Regional Road, the R600 which runs through the village also provides easy access to Kinsale to the south. The village is served by a daily public bus service. There have been footpath and traffic calming improvements within the village which have improved the pedestrian environment. The River Stick runs through the village and affords opportunities to use the river as a feature and as a future amenity use.
- 1.10.14 The R600 is a busy touring route to Kinsale and this can lead to negative impacts on the Main Street of the village such as high traffic volumes. The Plan supports additional traffic calming measures to create a more pedestrian friendly village-centre and reduce the dominance of traffic.

### ***Economy and Employment***

- 1.10.15 The main type of employment provided in Riverstick is service based. There is a broad range of services available within the village including, medical and financial services and a range of other consumer and retail facilities. Riverstick Motors Ltd. is an approved HGV and LGV vehicle test centre.
- 1.10.16 Other uses which are important to the viability and vitality of a village, including retail and office uses should be located within the core of the village. If any further employment opportunities emerge during the lifetime of the Plan, they should be accommodated within the development boundary subject to normal proper planning considerations.

### ***Social and Community Facilities***

- 1.10.17 Recent new developments along the main street in Riverstick have increased the service base of the village substantially. Current facilities within the village include a church, a community centre, five shops (including some comparison), a petrol station, two pubs, a takeaway and a garage. Other services include hair/ beauty salon, bakery, butcher and a car modifier.
- 1.10.18 There is no primary school located within the village but primary school children attend the local school in Belgooly.
- 1.10.19 The Plan supports the enhancement of the amenities of the area including proposals to improve access to the River Stick. Plans are also in place to provide new or widened footpaths and segregated cycle tracks between the Village and Curra Woods. These interventions will improve accessibility and safety for walkers and cyclists in the area.

### ***Water Management***

- 1.10.20 Water for the village is supplied from Inishannon Water Supply. Previous capacity issues have been resolved.
- 1.10.21 There is a new Waste Water Treatment Plant in Riverstick with spare capacity to accommodate target population growth within the village.

### ***Built Heritage***

- 1.10.22 Waterford Bridge in the townland of Coruragh to the north of the village is included on the Record of Protected Structures (Code: 00637).

### ***Green Infrastructure***

- 1.10.23 The River Stick runs through the village centre and is an important local ecological corridor.



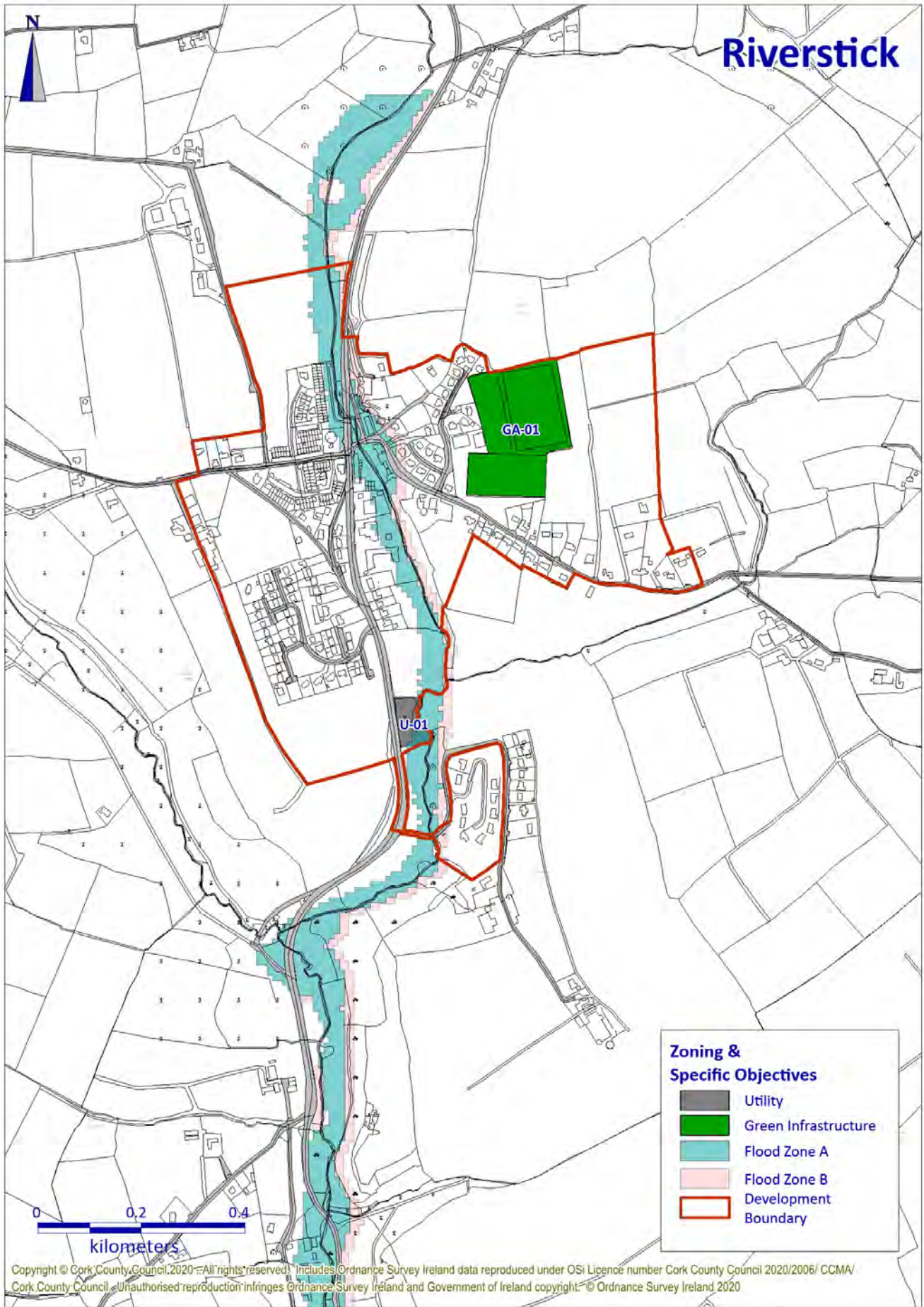
## Development Boundary Objectives

County Development Plan Objective Development Boundary Objectives for Riverstick	
General Objectives for Bandon	
DB-01	Within the development boundary encourage the development of up to 145 additional dwelling units during the Plan period.
DB-02	Protect the more elevated lands which contribute to the setting of the village, particularly those lands to the west and the main approach to the village. Where development is considered appropriate, it is important that these approaches are well screened.
DB-03	Support improved access to the River Stick along with the options for delivering an extended woodland amenity walk. Riverside walks will be required to be designed having regard to best practise guidelines, taking account of need to protect freshwater habitats and species.
DB-04	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
DB-05	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. See Volume One Chapter 11 Water Management.

## Specific Development Objectives

County Development Plan Objective Specific Development Objectives for Riverstick		
* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		
Objective No.		Net site area (Ha)
<b>Utility</b>		
U-01	Maintain existing sewage treatment plant. *	0.5
<b>Green Infrastructure</b>		
GA-01	Open Space. Maintain existing playing pitches as active open space.	4.0

# Riverstick



## 1.11 Timoleague

### Vision and Context

- 1.11.1 The strategic aims for Timoleague are to encourage the consolidation of this village within its coastal setting, preserve the unique architectural character and landscape setting of the settlement and to promote sympathetic development in tandem with the provision of services.

### Local Context

- 1.11.2 Timoleague village is located at the mouth of the Argideen River where it enters Courtmacsherry Bay. The village is located within the West Cork Strategic Planning Area.

### Planning Considerations and Proposals

#### Population and Housing

- 1.11.3 The 2016 Census recorded a population of 381 persons in Timoleague, an increase of 8 people on Census 2011 figures. Table 5.11.1 shows that between 2015 and 2020 there were 5 dwelling units constructed within the boundary of the village.
- 1.11.4 This Plan has identified a need for an additional 45 dwellings in the village over the Plan period, taking the housing stock to approximately 220 units by 2028. There are no outstanding permissions in the village.

**Table 5.11.1 Housing Growth in Timoleague 2015-2020**

	2015	2020	Change
Housing	167	172	5

Source: Geo Directory

#### Placemaking

- 1.11.5 Timoleague is an historic village which has evolved around the imposing 14th century ruins of Timoleague Abbey and Timoleague Castle, both of which are included in the Record of Protected Structures and are archaeological monuments. The existing village is largely early 19th century in origin and consists of a mix of 2 and 3 storey buildings. The village has a well defined urban structure with some commercial buildings designed with a second access to serve the upper floor residential accommodation. There are a number of landmark buildings within the street including the former Market House and the churches are located at strategic entry points to the village.
- 1.11.6 The village retains some attractive stone boundaries and has mature trees that add to the attractiveness of the village and its public spaces. The R600 which connects the village to Clonakilty is a designated Scenic Route (S73).
- 1.11.7 The village is the main service centre for the tourist village of Courtmacsherry (4km) and the two settlements are linked by the bay. Most of the development in the village is centred around the compact village core, which has a mixture of residential and commercial activities (retail, pubs, doctor's surgeries, pharmacy, post office, hostel, garda station and petrol station).
- 1.11.8 Timoleague is an attractive village in a particularly scenic location at the head of the bay. The land surrounding the bay is heavily wooded and elevated. Both sides of the bay have road access (to the north – Bandon and to the south – Courtmacsherry). These roads form the basis of a scenic walk, the southern road being the starting point to the Seven Heads Walk, which goes through the village of Courtmacsherry and on to the scenic peninsula. There is a clear break in development between the two villages, although there are a number of clusters of housing and farm dwellings and associated facilities.
- 1.11.9 Timoleague is located in an area of the county which is designated as a High Value Landscape (HVL). Within these High Value Landscapes considerable care will be needed to successfully locate large scale developments without them becoming unduly obtrusive. There are also three designated scenic routes, the S69 from Timoleague to Courtmacsherry, the S73 which extends from Timoleague to Clonakilty and the S67 which extends to the Old Head of Kinsale to the east.
- 1.11.10 Timoleague's attractive coastal setting and range of services make it an attractive location for development. To allow the village develop in an orderly manner, it is important that the village's rural character, heritage and natural amenities are maintained and enhanced. There has been some recent infill residential development, in addition, to the upgrading of property within the village core. The Plan encourages further small infill opportunities within the core that draws on the character, scale and form of existing historic village.

- 1.11.11 In recent years, some of the shop fronts have been both repaired and renovated, including some new builds which are in keeping with the character of the main village frontage and has utilised traditional design features.
- 1.11.12 New development adjoining the built envelope to be designed to maximise connectivity to the centre, provide for a range of house types and sizes and is designed in the architectural language of its locality. The treatment of boundaries is also an important consideration. Stone boundaries are to be retained, where possible, or provided where definition of space is required.
- 1.11.13 The roads to the village are narrow and can get very congested in the summer months, when parking becomes a problem. Further parking areas on the periphery will be investigated to add to the attractiveness of the area as a place to visit and stay. The regional road between Timoleague and Bandon (R602) needs to be upgraded.
- 1.11.14 The village is part of the Wild Atlantic Way touring route and there are public picnic areas, footpaths, lighting and public toilets on the main road close to Timoleague Abbey, a major tourist attraction. There is also a need for a reinforcement of the walkway around the town and the connection to the Seven Heads Walk through Courtmacsherry. Any such walks should be carefully designed taking account of the natural heritage designations which pertain in this area. The village is accessible by public transport (bus).

### **Economy and Employment**

- 1.11.15 The main type of employment provided within the village is primarily service based. There is a range of services available within the village including, medical, retail and other consumer facilities. Staunton's Foods Ltd which are a major local employer are based approximately 1km south of Timoleague. Barryroe co-op grain distribution store is located within the southwestern boundary of the village. There is one site zoned for Business use in Timoleague to the south-east of the village. The southern element of this has been returned to the development boundary to allow for more flexibility in the nature of uses suitable on site. In the rural hinterland most of the local employment is concentrated in agriculture and the fisheries industry which is based in Courtmacsherry.
- 1.11.16 There is an identified need to provide for greater commercial opportunities to meet the needs of the local community within the village core. Development proposals locating within the village core will be supported and facilitated where appropriate.

### **Social and Community Facilities**

- 1.11.17 The village has a GAA sports field located outside the boundary of the village on the Clonakilty Road. There is also a tennis court, squash court and children's playground located within Timoleague. In addition, there are numerous walkways used for recreational purposes including the linked walkway to Courtmacsherry along the old railway line and the adjustment of the line of U-02 made to support footpath links to the Community Field.
- 1.11.18 In terms of education, the local mixed primary school in Timoleague had an enrolment of 183 children in the 2020 – 2021 academic year and 15 staff. There are also childcare facilities and a community centre located within the village.
- 1.11.19 This Plan will seek to protect the existing community facilities and where possible expand the range of sports and amenity facilities available within walking distance of the village.
- 1.11.20 There is an amenity area on the Bandon approach to the settlement, which is located in close proximity to the tourist attraction of Timoleague Abbey. This area needs to be preserved as open space to retain the visual amenity of the area.
- 1.11.21 There is an area adjoining the school and community building which is proposed to be preserved as open space for a potential amenity area for the village.

### **Water Management**

- 1.11.22 A new waste water treatment plant and sewer network is currently underway. Water is provided by the Clonakilty Regional Water Supply Scheme and is dependent on augmentation from the proposed Dunmanway Regional Water Supply Scheme (Phase 2).
- 1.11.23 Parts of Timoleague have been identified as being at risk of flooding. The areas at risk follow the Estuary and watercourses through the village and are illustrated on the land use zoning map. Government Guidelines require, and it is an objective of this Plan, that future development is avoided in areas indicated as being at risk of flooding.

### **Built Heritage**

- 1.11.24 The village has an attractive streetscape, containing a number of fine individual buildings, which are included in the Architectural Conservation Area (ACA) for Timoleague, designated in the Plan. There are four buildings or other structures within the village entered in the Record of Protected Structures including the Franciscan Timoleague Abbey (RPS no. 00749), the Timoleague Castle (RPS no. 00750), St Mary's Church (RPS no. 00751) and The Church of the Ascension (RPS no. 01375). Lettercollum House (RPS no. 01021) which is located approximately 1km west of the village is also included in the Record of Protected Structures.

## Green Infrastructure

- 1.11.25 Courtmacsherry Estuary to the east of the village is designated as a candidate Special Area of Conservation (SAC site code – 1230) and is a proposed Natural Heritage Area (pNHA site code – 1230). Courtmacsherry Bay is also designated as a Special Protection Area (SPA site code 4219). The estuary supports high ecological value marine and coastal habitats and is also of importance for high numbers of a range of species of overwintering birds. The Council recognises and seeks to protect the biodiversity value of these natural heritage resources.

## Development Boundary Objectives

County Development Plan Objective Development Boundary Objectives for Timoleague	
General Objectives for Bandon	
DB-01	Within the development boundary encourage the development of up to 45 additional dwelling units during the Plan period.
DB-02	Protect and enhance the attractive coastal setting and landscape character of the village.
DB-03	Timoleague is situated adjacent to the Courtmacsherry Estuary Special Area of Conservation (Site Code 1230), to the Courtmacsherry Bay Special Protection Area (Site Code 4219), and is also close to the Seven Heads Special Protection Area (Site Code 4191). Development in this settlement will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites.
DB-04	The green infrastructure, biodiversity and landscape assets of Timoleague include its coastal habitats and marine habitats as well as mature trees and open spaces in the village. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
DB-05	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. See Volume One Chapter 11 Water Management.

## Specific Development Objectives

County Development Plan Objective Specific Development Objectives for Timoleague		
* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		
Objective No.		Net site area (Ha)
<b>Business and General Employment</b>		
B-01	Small / Medium scale business development. This zone is adjacent to Courtmacsherry Estuary Special Area of Conservation and Special Protection Area. Development in this zone should be designed to ensure compatibility with the protection of the Courtmacsherry Estuary SAC and the Courtmacsherry Bay SPA (Refer also to DB-03). *	3.2
<b>Green Infrastructure</b>		
GC-01	Open Space preserved for visual amenity.	0.1
GR-02	Open Space for public recreation.	0.23

**County Development Plan Objective  
Specific Development Objectives for Timoleague**

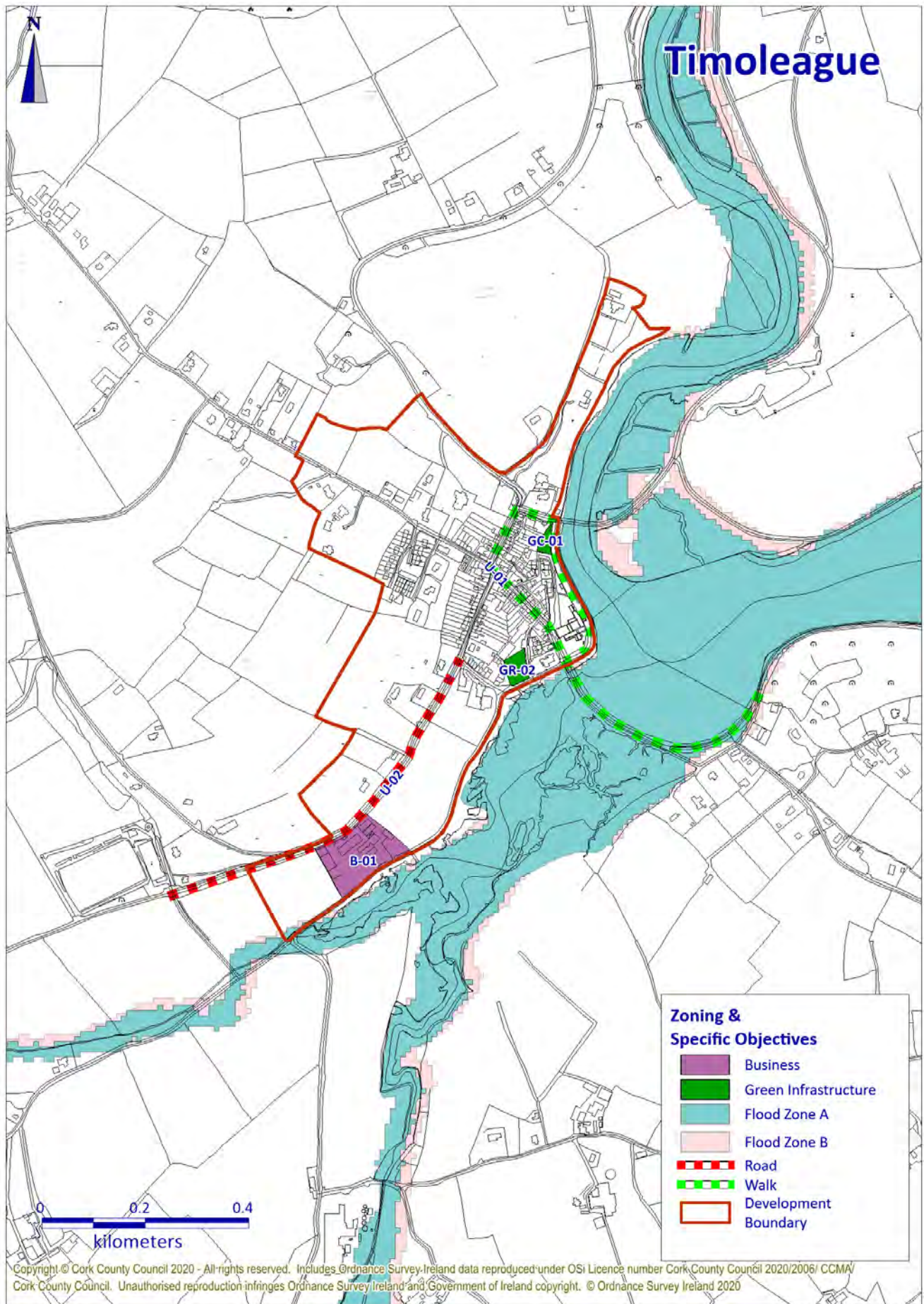
**\* Flood Risk**  
See Objectives in Volume One, Chapter 11 Water Services

**Objective No.**

**Net site area (Ha)**

**Utilities and Infrastructure**

U-01	Walkway through Timoleague with a connection to the Seven Heads walk. Improvements to the Seven Heads Walk. Improvements to this walk or further development of new routes in this area to be designed sensitively to take account of their nature conservation designations and to ensure the avoidance of impact to habitats of high ecological value and protected species. *	
U-02	Road improvement as main access road into Timoleague from Clonakilty along with footpath and cycleway improvements to the Community field.	



## Villages and Other Locations

### 1.12 Ballinadee

- 1.12.1 The vision for Ballinadee is to encourage development within the village, to promote sympathetic development in tandem with the provision of services together with preserving its unique rural character.

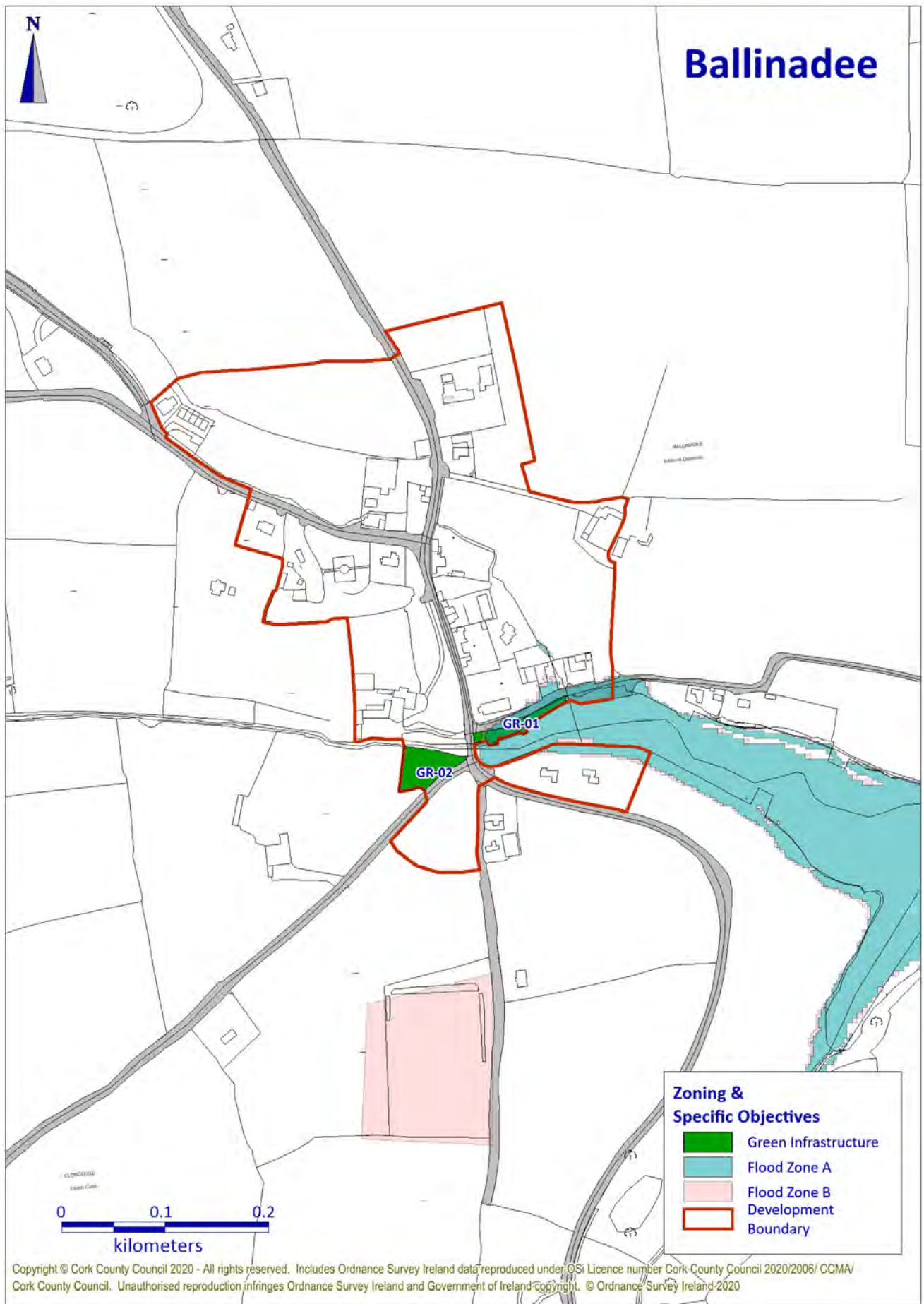
### Development Boundary Objectives

County Development Plan Objective Development Boundary Objectives for Ballinadee	
General Objectives for Bandon	
DB-01	Within the development boundary, encourage the development of up to 10 additional dwellings during the Plan period.
DB-02	Protect the setting of the village, particularly the designated High Value Landscape to the east of the village and the important views over Ballinadee Creek.
DB-03	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
DB-04	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. See Volume One Chapter 11 Water Management.

### Specific Objectives

County Development Plan Objective Specific Development Objectives for Ballinadee		
* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		
Objective No.		Net site area (Ha)
Green Infrastructure		
GR-01	Maintain open space for informal public recreation. *	0.1
GR-02	Maintain open space area. Consideration should be given to the provision of a playground or other community/ recreation use on site. Mature trees and established planting contribute positively to the site. Any development would need to consider the existing biodiversity value and protect and enhance where possible. *	0.2





### 1.13 Ballinhassig

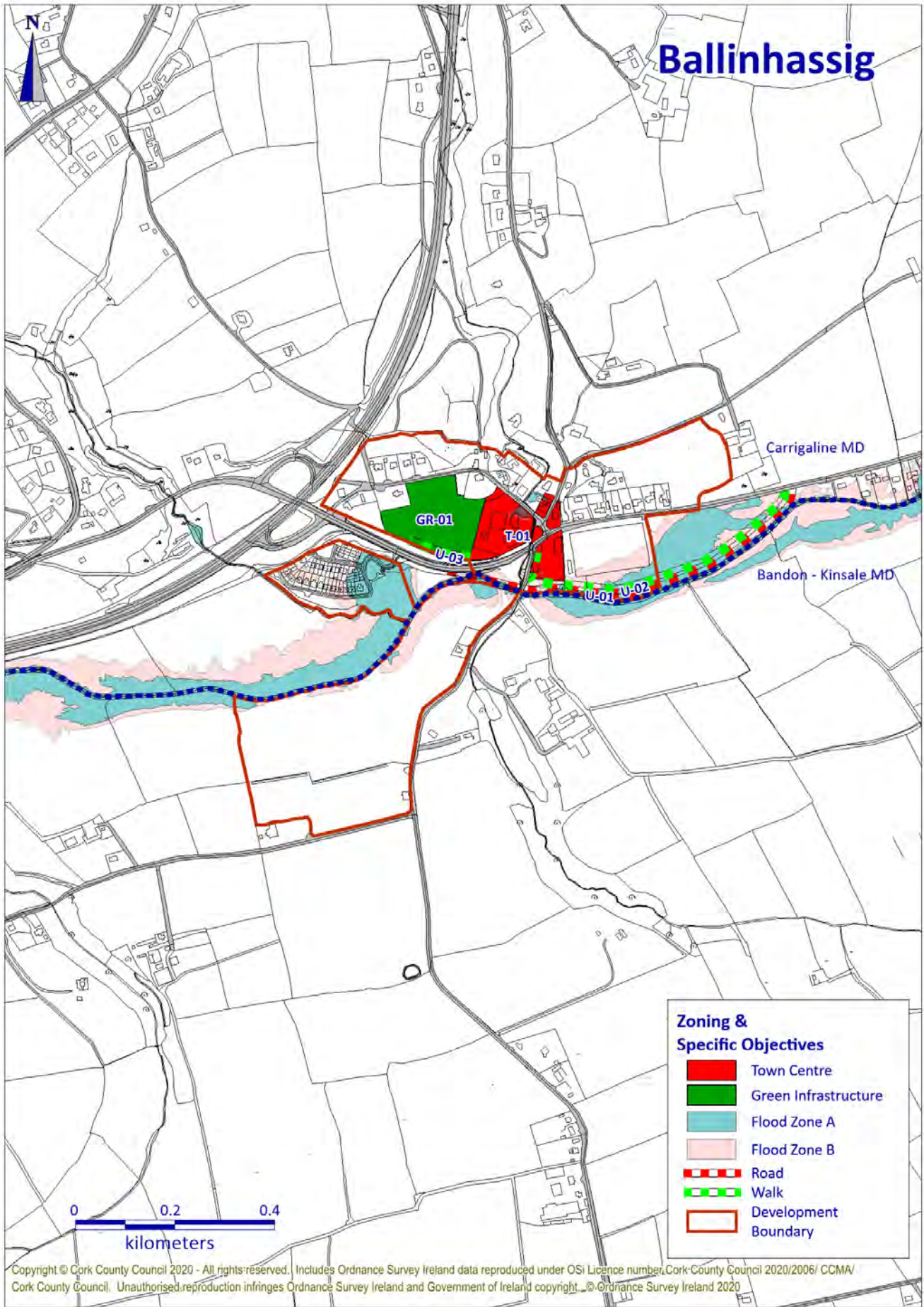
- 1.13.1 The vision for Ballinhassig is to encourage the consolidation of the village and to promote sympathetic development in tandem with the provision of infrastructure and services. The village is split between two Municipal Districts- Bandon Kinsale and Carrigaline and accordingly, the growth target of 60 units is divided, with 40 of the target allocated to Bandon Kinsale Municipal District.

#### Development Boundary Objectives

County Development Plan Objective Development Boundary Objectives for Ballinhassig	
General Objectives for Bandon	
DB-01	Within the development boundary, encourage the development of up to 40 (60) additional dwellings during the Plan period.
DB-02	Development should not occur on the steep slopes to the north of the village which form an important part of the village setting.
DB-03	Implement traffic calming measures in the village, including measures to prevent inappropriate roadside parking where alternative parking spaces have been provided as part of a development.
DB-04	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
DB-05	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. See Volume One Chapter 11 Water Management.

#### Specific Objectives

County Development Plan Objective Specific Development Objectives for Ballinhassig		
* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		
Objective No.		Net site area (Ha)
<b>Town Centre</b>		
T-01	Allow for the expansion of the village centre to accommodate mixed use development including retail, business and residential uses.	
<b>Green Infrastructure</b>		
GR-01	Open space for informal public recreation, with provision of neighbourwood scheme.*	0.1
<b>Utilities and Infrastructure</b>		
U-01	Proposed Bypass. Plans should include provision for pedestrian and cycle links.	
U-02	Develop and maintain amenity walk. Riverside walks will be required to be designed having regard to best practise guidelines, taking account of need to protect freshwater habitats and species.	
U-03	Develop and maintain amenity walk. Riverside walks will be required to be designed having regard to best practise guidelines, taking account of need to protect freshwater habitats and species.	



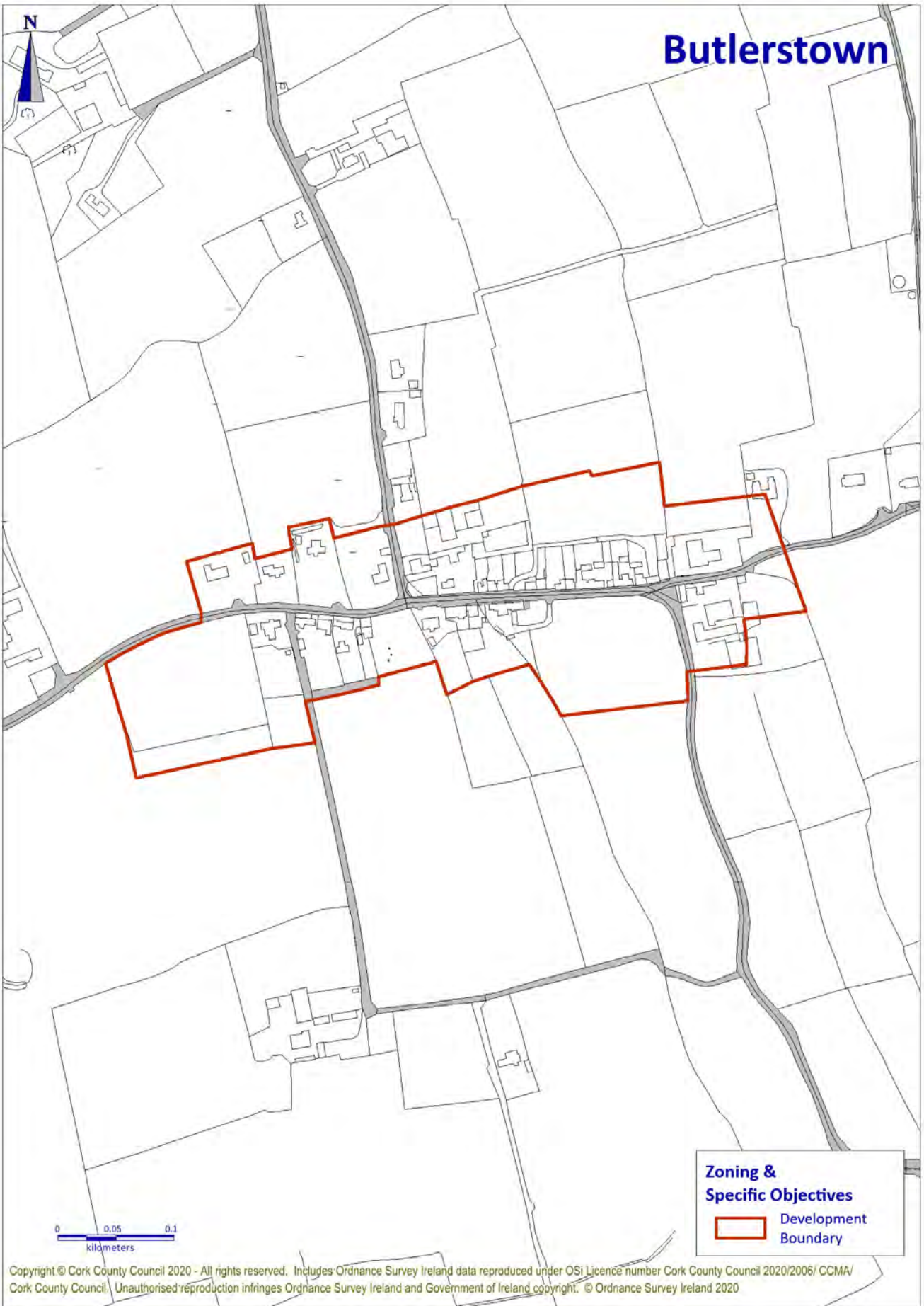
## 1.14 Butlerstown

- 1.14.1 The vision for Butlerstown is to encourage development within the village, to promote sympathetic development while preserving the unique character of the settlement.

### Development Boundary Objectives

County Development Plan Objective Development Boundary Objectives for Butlerstown	
General Objectives for Bandon	
DB-01	Within the development boundary encourage the development of up to 10 additional dwelling units during the Plan period.
DB-02	Any further development on the vacant lands immediately south of the main road will be discouraged in order to protect the views of the village.
DB-03	Frontage development along the main street within the core of the village to be designed to a high standard and reinforce the character of the existing streetscape. Where appropriate development should be in the form of terraced development / courtyard schemes.
DB-04	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
DB-05	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. See Volume One Chapter 11 Water Management.

# Butlerstown



### 1.15 Crossbarry

1.15.1 The vision for Crossbarry is to encourage the consolidation of the village through the enhancement of the village core and provision of an appropriate range of services and to promote sympathetic development in tandem with the provision of these services.

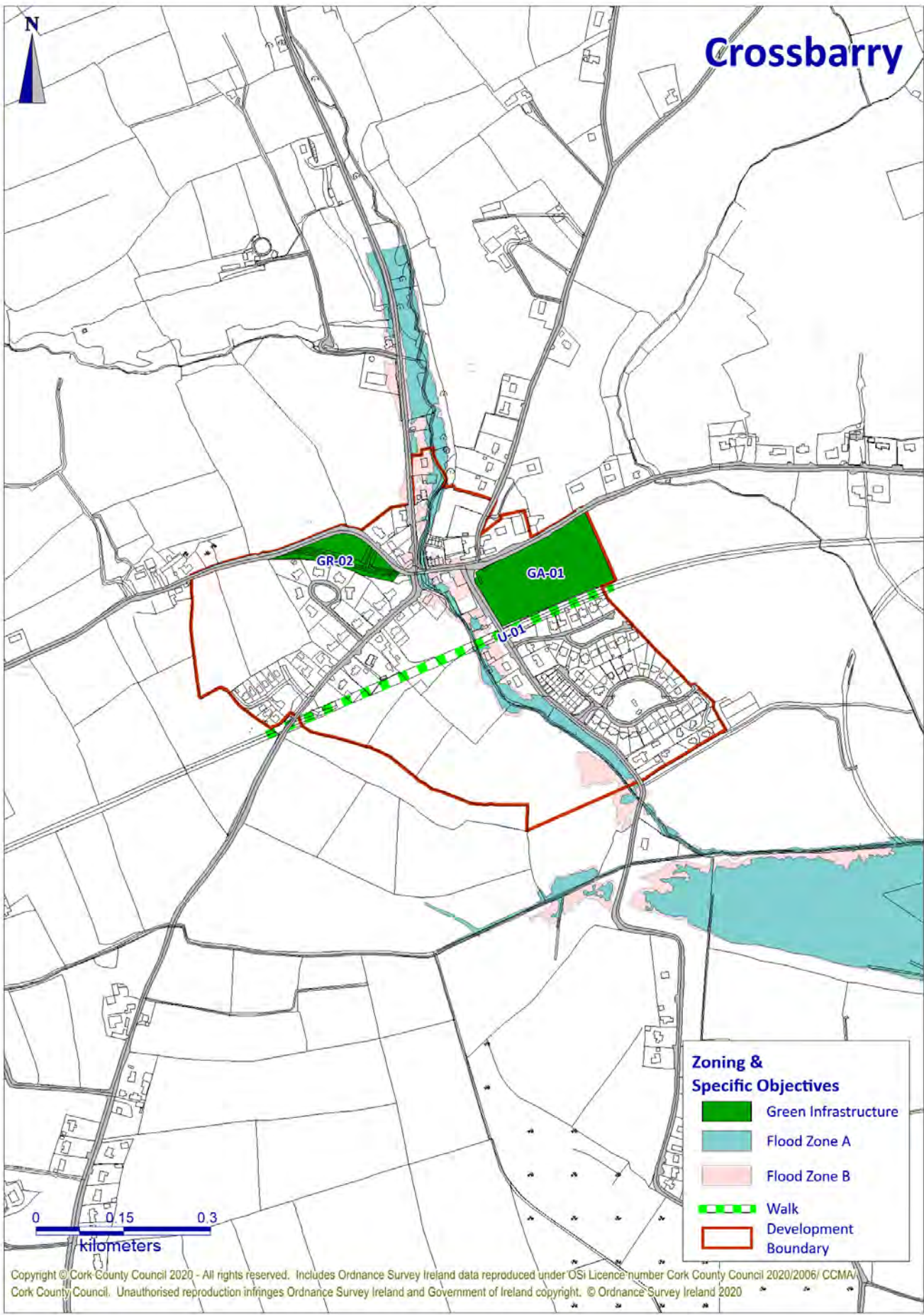
#### Development Boundary Objectives

County Development Plan Objective Development Boundary Objectives for Crossbarry	
General Objectives for Bandon	
DB-01	Within the development boundary encourage the development of up to 63 additional dwelling units during the Plan period.
DB-02	Any development proposals within the development boundary of Crossbarry should be allow for a range of house types and sizes and create a tiered density and urban structure.
DB-03	Support the provision of recreational facilities within the village.
DB-04	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
DB-05	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. See Volume One Chapter 11 Water Management.

#### Specific Objectives

County Development Plan Objective Specific Development Objectives for Crossbarry		
* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		
Objective No.		Net site area (Ha)
<b>Town Centre</b>		
GA-01	Open Space, maintain existing playing pitch.	2.5
GR-02	Provision of an amenity area adjoining the monument.	0.78
<b>Utilities and Infrastructure</b>		
U-01	Develop and maintain amenity walk. The line for the amenity walk is indicative only.	

# Crossbarry



## 1.16 Kilbrittain

- 1.16.1 The vision for Kilbrittain is to encourage development within the village, to maintain the compact village core where local services and amenities are available.

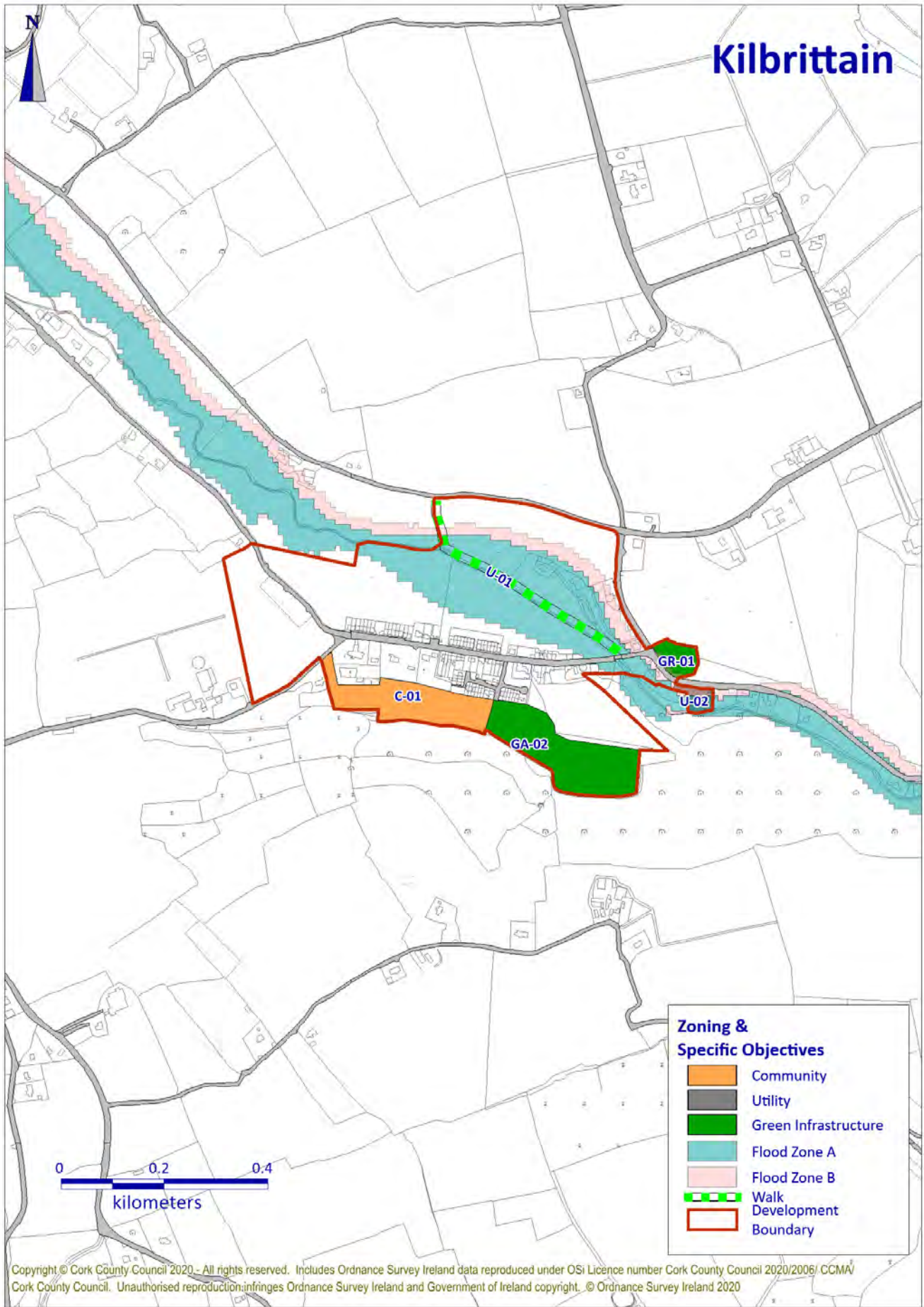
### Development Boundary Objectives

County Development Plan Objective Development Boundary Objectives for Kilbrittain	
General Objectives for Bandon	
DB-01	Within the development boundary encourage the development of up to 20 additional dwelling units during the Plan period.
DB-02	New development can only proceed where it is shown it complies with the operation and licensing of the Waste Water Treatment Plant.
DB-03	All new development south of the Main Street will need to provide adequate measures for the disposal of surface water on site in order to mitigate against flooding impacts on lands and properties in the vicinity.
DB-04	Support the upgrading and maintenance of walkways south of the village.
DB-05	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
DB-06	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. See Volume One Chapter 11 Water Management.

### Specific Development Objectives

County Development Plan Objective Specific Development Objectives for Kilbrittain		
* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		
Objective No.		Net site area (Ha)
<b>Town Centre</b>		
GR-01	Maintain existing village amenity park and picnic area.	0.4
GA-02	Maintain existing GAA pitch, soccer pitch, tennis court and community centre.	4.9
<b>Utilities and Infrastructure</b>		
U-01	Develop and maintain amenity walk. Riverside walks will be required to be designed having regard to best practise guidelines, taking account of need to protect freshwater habitats and species.	
U-02	Sewage treatment plant.	0.3
<b>Community</b>		
C-01	Community Use including extension to school and provision of community facilities incorporating east-west pedestrian links. Any proposal to include comprehensive boundary screening.	0.6





## 1.17 Newcestown

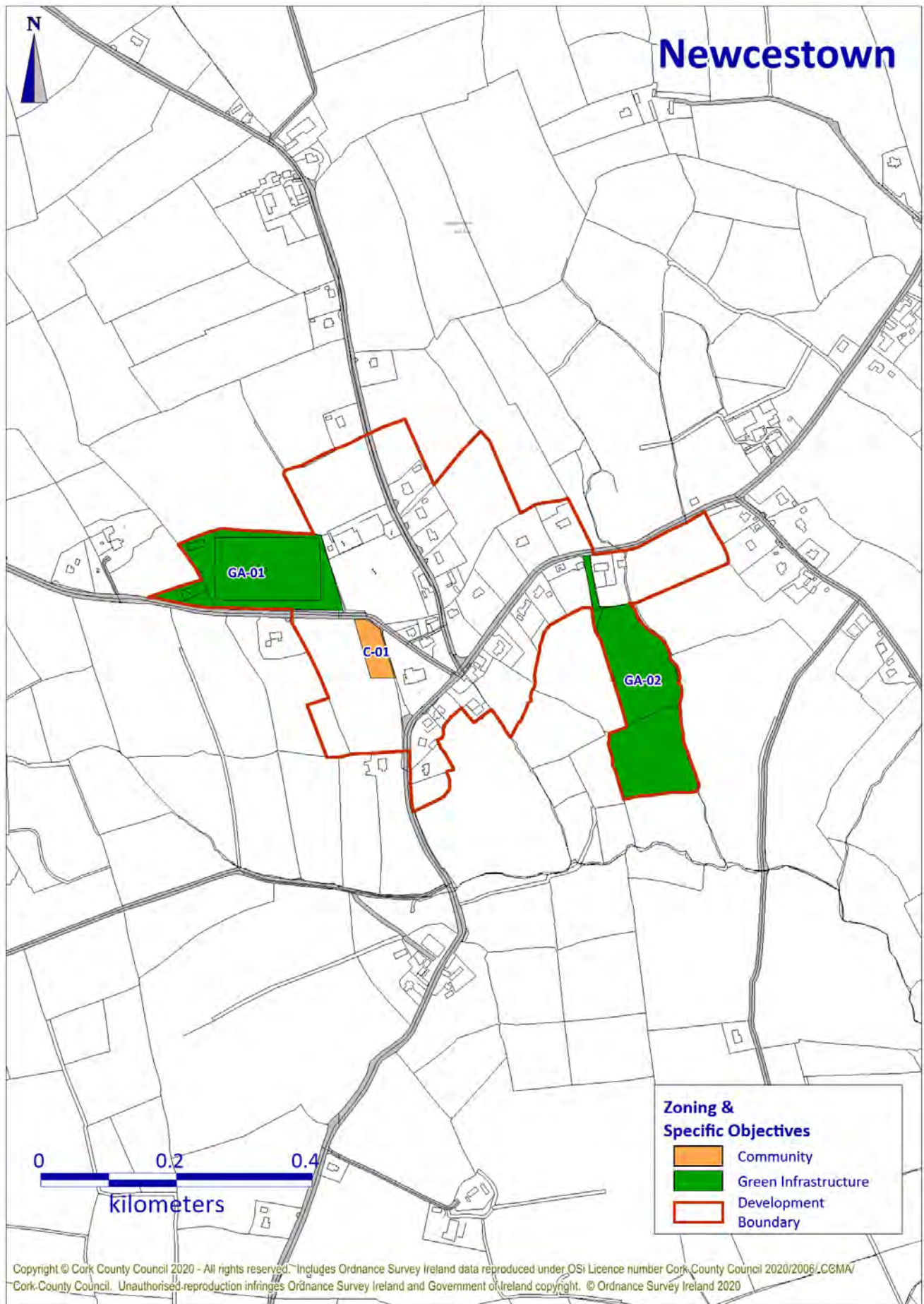
- 1.17.1 The vision for Newcestown is to encourage the consolidation of the village core and to encourage small scale residential development within the village supported by improvements to community facilities and the provision of services.

### Development Boundary Objectives

County Development Plan Objective Development Boundary Objectives for Newcestown	
General Objectives for Bandon	
DB-01	Within the development boundary encourage the development of up to 15 additional dwelling units during the Plan period.
DB-02	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
DB-03	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. See Volume One Chapter 11 Water Management.

### Specific Development Objectives

County Development Plan Objective Specific Development Objectives for Newcestown		
* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		
Objective No.		Net site area (Ha)
<b>Green Infrastructure</b>		
GA-01	Maintain existing playing pitches	2.4
GA-02	Maintain existing pitch and putt club	2.7
<b>Community</b>		
C-01	Extension to cemetery	0.3



## 1.18 Old Chapel

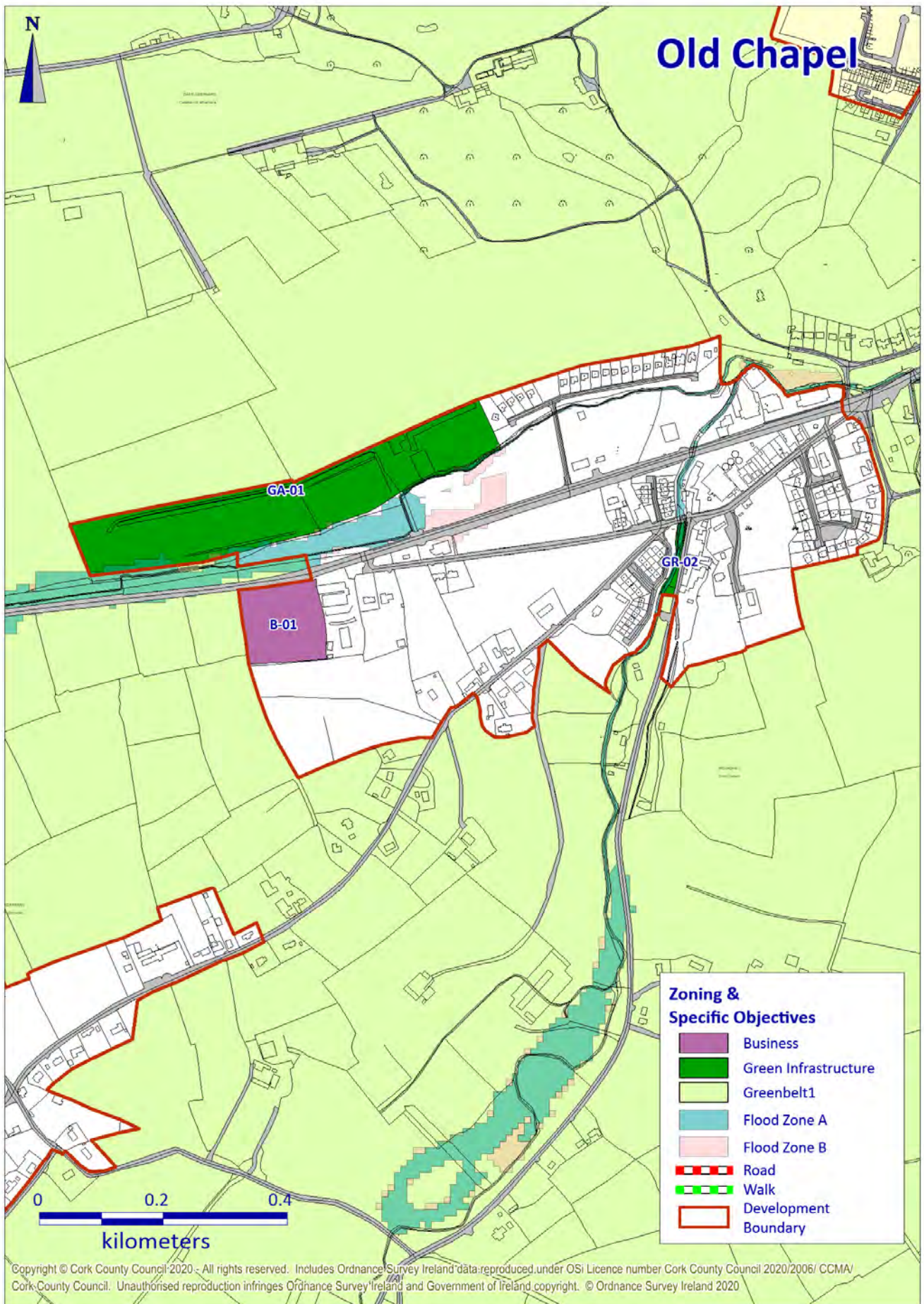
- 1.18.1 The vision for Old Chapel is to encourage development, improve residential amenity and maintain a separate identity for the settlement, independent to that of Bandon.

### Development Boundary Objectives

County Development Plan Objective Development Boundary Objectives for Old Chapel	
General Objectives for Bandon	
DB-01	Within the development boundary encourage the development of up to 16 additional dwelling units during the Plan period.
DB-02	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
DB-03	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. See Volume One Chapter 11 Water Management.

### Specific Development Objectives

County Development Plan Objective Specific Development Objectives for Old Chapel		
* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		
Objective No.		Net site area (Ha)
<b>Business and General Employment</b>		
B-01	Non-retail business development based on access through the existing commercial development to the east.	1.6
<b>Green Infrastructure</b>		
GA-01	Active open space, maintain existing playing pitches and clubhouse.*	6.5
GR-02	Develop and maintain amenity area.*	0.2



## Other Locations

### Introduction

There are 2 Other Locations in the Bandon Kinsale Municipal District as follows; Garrettstown/Garrylucas and Oysterhaven.

#### 1.19 Garrettstown/Garrylucas

1.19.1 The vision for Garrettstown/ Garrylucas is to support its development as a multi-use water sport area, improve public amenity and recreation facilities, protect the unique natural heritage, ecology and High Value landscape of the coastal settlement and to allow for small-scale development which would be not injure this sensitive landscape and the ecological environment.

### Development Boundary Objectives

County Development Plan Objective Development Boundary Objectives for Garrettstown/Garrylucas	
General Objectives for Bandon	
DB-01	Support the provision of surf related facilities such as changing shelter, outdoor showers and signage to increase the attractiveness of the area as a multi-use water sports destination. This boundary adjoins Garrylucas Marsh and is located close to Garrettstown Marsh. Proposals for development within this area to be designed taking account of the sensitivity of the environment. Particular attention should be paid to the protection of marsh/wetland habitats and to the avoidance of damage to natural hydrological processes associated with these wetland sites.
DB-02	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. See Volume One Chapter 11 Water Management.

### Specific Development Objectives

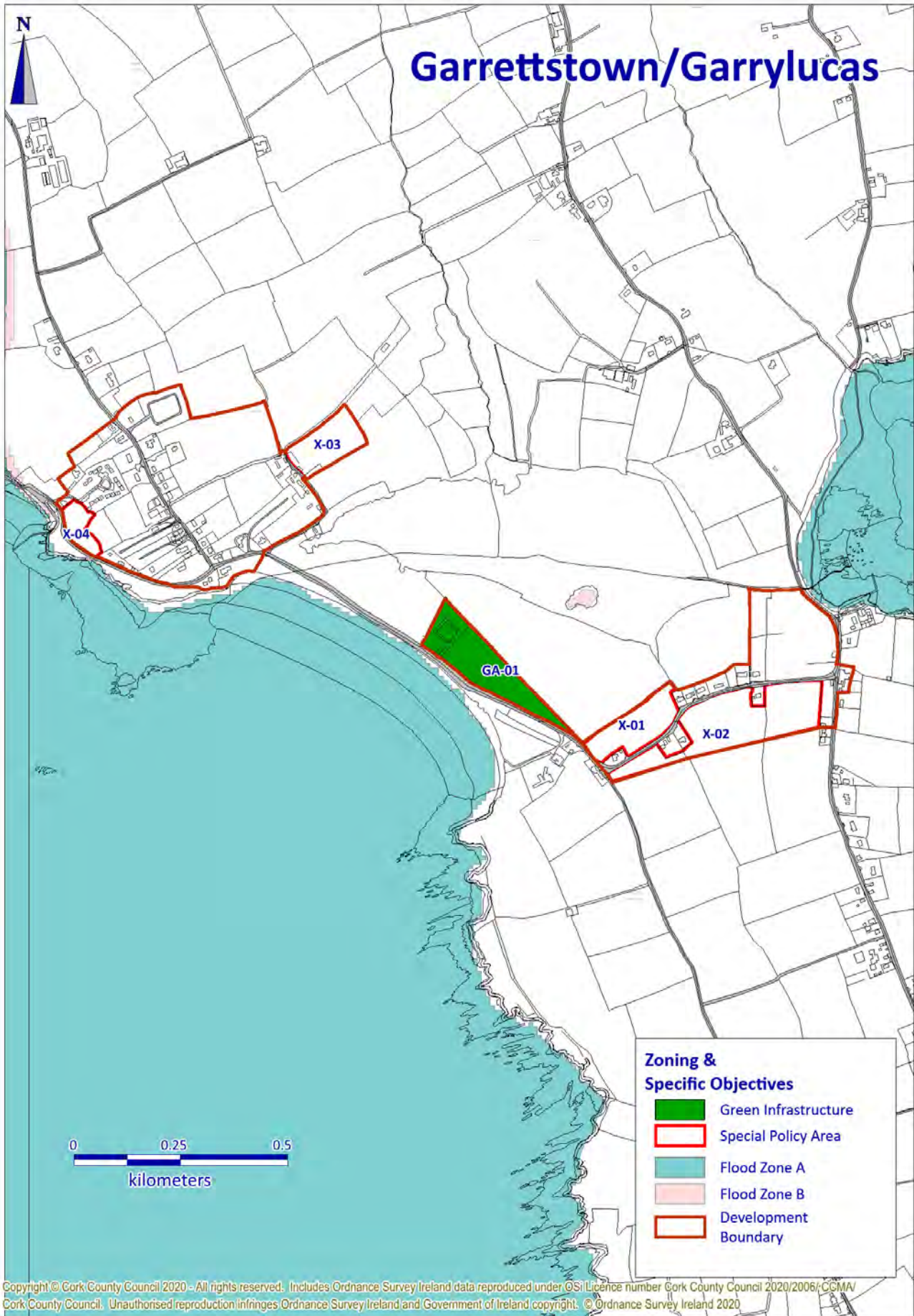
County Development Plan Objective Specific Development Objectives for Garrettstown/Garrylucas		
* Flood Risk See Objectives in Volume One, Chapter 11 Water Services		
Objective No.		Net site area (Ha)
<b>Green Infrastructure</b>		
GA-01	Maintain existing open space, maintain pitch and putt club and tennis court facilities.	2.9
<b>Special Policy Area</b>		
X-01	Special Policy Area. Lands to remain predominantly open in character with generally no linear roadside frontage development. The site is close to Garrylucas Marsh and Garrettstown Marsh. Proposals for development within this site to be designed taking account of the sensitivity of the environment. Particular attention should be paid to the protection of marsh/wetland habitats and to the avoidance of damage to natural hydrological processes associated with these wetland sites.	1.8

**County Development Plan Objective  
Specific Development Objectives for Garrettstown/Garrylucas**

**\* Flood Risk  
See Objectives in Volume One, Chapter 11 Water Services**

Objective No.		Net site area (Ha)
X-02	Special Policy Area. Lands to remain predominantly open in character with potential for some residential development set back from the road at the eastern end of the site. The site is close to Garrylucas Marsh and Garrettstown Marsh. Proposals for development within this site will be designed taking account of the sensitivity of the environment. Particular attention should be paid to the protection of marsh/wetland habitats and to the avoidance of damage to natural hydrological processes associated with these wetland sites.	4.5
X-03	Special Policy Area. The site is suitable for a mixture of temporary and permanent caravans for tourist accommodation. Any proposals to be accompanied by a comprehensive landscaping scheme prepared by a suitably qualified professional, to assimilate the proposal into this sensitive, coastal landscape. The site is close to Garrylucas Marsh and Garrettstown Marsh. Proposals for development within this site to be designed taking account of the sensitivity of the environment. Particular attention should be paid to the protection of marsh/wetland habitats and to the avoidance of damage to natural hydrological processes associated with these wetland sites.	1.6
X-04	Support the delivery of sensitively designed hotel/tourist accommodation within this scenic, beachfront site.  The site is close to Garrylucas Marsh and to Garrettstown Marsh. Proposals for development within this site to be designed taking account of the sensitivity of the environment. Particular attention should be paid to the protection of marsh/wetland habitats, dune habitats and to the avoidance of damage to natural hydrological processes associated with these wetland sites.	

# Garrettstown/Garrylucas



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## 1.20 Oysterhaven

1.20.1 The vision for Oysterhaven is to support its function as a multi-use water sports location which provides local services.

### Development Boundary Objectives

County Development Plan Objective Development Boundary Objectives for Garrettstown/Garrylucas	
General Objectives for Bandon	
DB-01	Oysterhaven's attractive rural and coastal setting, together with the range of tourist and recreation facilities makes it a popular visitor and residential location. Having regard to its very sensitive scenic and coastal location, it is important to protect the environment and the landscape setting of Oysterhaven.
DB-02	Support the provision of additional recreation facilities such as changing shelter, outdoor showers and signage to increase the attractiveness of the area as a multi-use water sports destination taking account of the natural environmental and landscape sensitivities of the location.
DB-03	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. See Volume One Chapter 11 Water Management.



CHAPTER 2  
**WEST CORK  
MUNICIPAL  
DISTRICT**



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## 2.1 West Cork Municipal District Overview

- 2.1.1 The West Cork Municipal District is located south west of Cork City and in 2016 the population of the area stood at 52,705. This population is spread across a network of settlements including 6 Main Towns, 28 smaller settlements, 7 West Cork Island Communities and the open countryside, as detailed in Table 5.2.1. Outside the main towns the district is largely rural / agricultural in character with over 79% of the population of the Municipal District living in settlements of less than 1,500 population or the open countryside.
- 2.1.2 Clonakilty is the largest town within the Municipal District with a population of 4,592 in 2016. The other Main Towns populations are Bantry (2,657), Skibbereen (2,778), Dunmanway (1,655), Castletownbere (860) and Schull (700). These towns play an important role as service centres for the area. West Cork is well known for its scenic coastal and upland landscapes, particularly along the peninsulas in the south-west which are central to the region's tourism economy. It boasts a strong network of towns, attractive villages, and an expansive rural countryside. It is located in an area of important natural and built heritage, defined by the West Cork coastline and Island communities.

**Table 5.2.1: Distribution of Population within the West Cork Municipal District**

	Settlements	Population 2016	%
Towns (6)	Clonakilty (4,592), Bantry (2,657), Skibbereen (2,778), Dunmanway (1,655), Castletownbere (860) and Schull (700).	14,083	27%
Key Villages (9)	Ballineen Enniskeane, Baltimore, Ballydehob, Drimoleague, Durrus, Glogarriff, Leap, Rosscarbery, Union Hall	3,200	6%
West Cork Island Communities	Bere Island, Dursey Island, Heir Island, Long Island, Oileán Chléire, Sherkin Island, Whiddy Island	n/a	67%
Villages (15)	Allihies, Ahakista, Ardfield, Ardgroom, Ballinascorthy, Ballylickey, Castletownshend, Crookhaven, Drinagh, Eyeries, Glandore, Goleen, Kealkill, Kilcrohane, Shannonvale.	n/a	
Other Locations	Barleycove, Inchydoney, Ownahinchy, and Tragumna	n/a	
Rural Areas		n/a	
<b>Total Population</b>		<b>52,705</b>	<b>100 %</b>



### Occupation by Industry (2016)



### Housing Stock

Houses : 95%    Apartments: 4%

Vacancy Rate: 13%

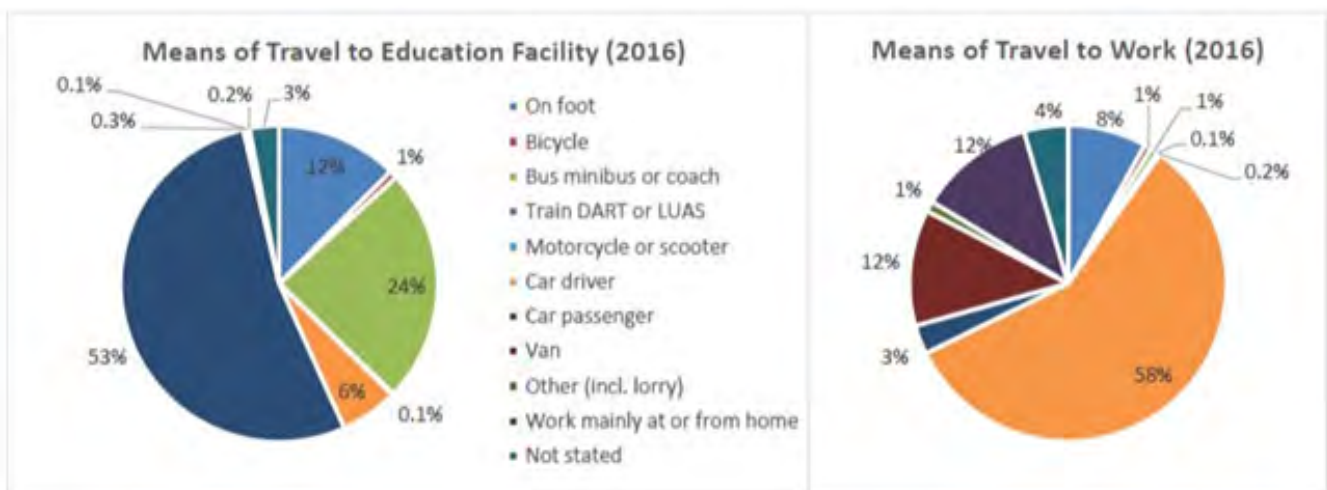
32% of housing stock was built in the last 20 years

Households by Occupancy Type – Source CSO	2011	2016
Social Housing	6%	6%
Rented (Privately)	15%	16%
Owner Occupied (All)	74%	75%

### Transport

Average Commute time - 24 minutes

77% of Households have one or two vehicles





**Table 5.2.2: West Cork Municipal District – Proposed Scale of Development**

Settlement Name	Scale of Development Units	Drinking Water Status – January 2021 Assessment	Waste-Water Status – January 2021 Assessment
<b>Main Towns (2)</b>			
Bantry	554		
Castletownbere +	70		
Clonakilty	828		
Dunmanway * ~	168		
Schull	84		
Skibbereen ~	309		
<i>Total Main Towns</i>	2,013		
<b>Key Villages (9)</b>			
Ballineen-Enniskeane	80		
Ballydehob ~	20		
Baltimore	60		
Drimoleague ~	25		
Durrus	20		
Glengarriff	20		
Leap	25		
Rosscarbery ~	86		
Union Hall	35		
<i>Total Main Towns</i>	371		
<b>Villages (15)</b>			
Ahakista	5		
Allihies	10		
Ardfield	15		
Ardgroom	5		
Ballinascarthy	10		
Ballylickey	10		
Castletownshend	15		
Crookhaven	10		
Drinagh	10		
Eyeries +	20		
Glandore	20		
Goleen	20		

Table 5.2.2: West Cork Municipal District – Proposed Scale of Development

Settlement Name	Scale of Development Units	Drinking Water Status – January 2021 Assessment	Waste-Water Status – January 2021 Assessment
Kealkill	15		
Kilcrohane	15		
Shannonvale	15		
<i>Total Villages</i>	195		
<b>Other Locations</b>			
Barleycove	-		
Inchydoney	-		
Ownahinchy ~	-		
Tragumna	-		
<b>Islands</b>			
Bere Island	-		
Dursey Island	-		
Heir Island	-		
Long Island	-		
Oileán Chléire	-		
Sherkin Island	-		
Whiddy Island	-		
Key	Capacity		
	Future capacity subject to Irish Water Investment Plan		
	Some capacity		
	No capacity		
+	New development in Castletownbere requiring a connection to the public water supply cannot be permitted if it will result in an increase in abstraction rates from Glenbeg Lough. (This also applies to any other settlements in the Beara area relying on the Glenbeg Lough Water Supply).		
*	Any new development in Dunmanway which discharges into the Bandon SAC will have to be put on hold until such time as issues relating to the outfall location for this WWTP are resolved. It will be necessary to make improvements to wastewater infrastructure at Dunmanway to resolve issues relating to capacity of the sewer network, overflows from the pump station at Long Bridge and the location of the discharge of treated effluent into the Bandon River SAC, to allow additional population growth targeted for the town of Dunmanway, as set out in this table, to take place. This is to ensure compatibility with Water Framework Directive and Habitats Directive requirements. See <b>Chapter 11 Water Management of Volume One</b> of this Plan and section on Dunmanway for further details.		
~	Emission Limit Values (ELVs): the WWTP for the settlement is currently not compliant with Wastewater Discharge Licence emission limit values but is capable of achieving at least UWW standards.		

## 2.3 Water Services

- 2.3.1 Water Services, of all the infrastructure requirements needed to facilitate new development, is the most critical, and in the absence of it, little development can take place. The allocation of growth targets based on capacity of existing water services infrastructure during the lifetime of this plan is therefore a key consideration in the future allocation of growth targets in the MD. Some of the major projects being progressed in the region include the Castletownbere WWTP upgrade, which includes provision of new sewers, pumping stations and rising mains. A new WWTP for Castletownshend will be provided and is at design and pre-planning stage. Irish Water is preparing for the future by developing a National Water Resources Plan (NWRP), this will inform the delivery of further required upgrades in the region.
- 2.3.2 The provision of water supply for Clonakilty is a major issue which requires resolution to enable future growth targets to be fully realised.
- 2.3.3 Furthermore, compliance with Emission Limit Values is an issue affecting seven settlements in this area and others across the county. In many instances, the Emission Limit Value standards set by the EPA when licensing treatment plants, are significantly higher than the requirements of the Urban Wastewater Directive (UWWD). Upgrades will be required to waste water treatment plants serving the settlements of Skibbereen, Dunmanway, Rosscarbery, Drimoleague and Ballydehob in order to meet ELV standards.

## 2.4 An Gaeltacht and the Islands

- 2.4.1 **Chapter 16 Built and Cultural Heritage** in Volume One of this plan includes policy and objectives for Gaeltacht Areas. **Chapter 7 Marine, Coastal and Islands in Volume One** includes detailed policies in relation to Maritime Cork including coastal areas and the Island Communities.

## 2.5 Main Towns - Clonakilty

### Vision and Strategic Context

- 2.5.1 Clonakilty is the largest settlement within the West Cork Municipal District and a major focus of employment and retail services in West Cork. The town is set within an attractive coastal location and has grown to become a prominent county town with an extensive rural hinterland, while also functioning as a nationally regarded tourism centre and destination.
- 2.5.2 In line with RPO 23 of the RSES, this plan designates Clonakilty as a Key Town in the settlement typology. In recognition of the role of Clonakilty in the settlement hierarchy, growth targets have been allocated to position the town as a key economic driver in the region, whilst protecting and enhancing the natural environment of Clonakilty Bay and while acknowledging the significant water services constraints currently impacting on the town.
- 2.5.3 A key element of this strategy is to recognise the role of Clonakilty as a key town in the county and major centre of employment and population growth. Based on its strategic location, and influence, record of performance and delivery, employment led growth, it will play a key role in strengthening the urban structure of the region. Key towns have an economic function that provide employment for their wider area and sub regional catchment. The growth strategy for the area and the role of Key towns in Cork in line with the RSES is set out in more detail in Chapter 2 Core Strategy in Volume One of this Plan.
- 2.5.4 The vision is for the continued promotion of the settlement as a key technology-based employment location, the consolidation of its important food industry and tourist function and maintaining high quality residential amenities and facilities.

### Local Context

- 2.5.5 Clonakilty is located on the N71 approximately 50km south-west of Cork City. Clonakilty was founded in 1588 by Sir Richard Boyle, Great Earl of Cork, although the present town was largely laid out in the period 1788-1840. Established as a market town it was originally engaged chiefly in the manufacture of linen and cotton. Breweries and a shipyard were developed in the 18th century, and these prospered up to the mid-19th century. Michael Collins was born close to Woodfield, Clonakilty, in 1890. The town acts as an important tourist centre due to its proximity to the West Cork coastline with its plentiful supply of beaches. It also has an attractive town centre including a large variety of shops, restaurants, a number of hotels and other forms of tourist accommodation.

### Population and Housing

- 2.5.6 For this plan period to 2028, Clonakilty has a population target of 6,385 representing growth of 1,793 persons on the 2016 census figure. In order to accommodate this level of population growth, an additional 828 net new housing units will be required.
- 2.5.7 Clonakilty has an active housing market. An examination of commencement notice data between January 2016 and August 2020 indicates that a total of 217 new houses have commenced construction. There are a number of residential developments under construction to the south of the town, in addition to other small infill schemes. There are two Part VIII schemes at an advanced stage of construction. In order to accommodate this level of population growth, an additional 828 net new housing units will be required.

**Table 5.2.3: Clonakilty Population, Housing and Residential Land Supply**

	Housing Requirement			Housing Supply		
	Census 2016	Target (to 2028)	New Units Required (to 2028)	Estimated Units Yield from the Built Footprint	Estimated Units Yield from Zoned sites	Est. Net Residential area zoned (ha)
Clonakilty	4,592	6,385	828	80	748	30

Table 5.2.4: Clonakilty Population 2020-2028

	Census 2006	Census 2011	Census 2016	Increase to 2028
Clonakilty	4,154	4,721	4,592	1,793

- 2.5.8 Of the 828 new housing units to be provided over the plan period, 748 housing units can be delivered on residentially zoned land and the balance of 80 units can be delivered within the built footprint of the town. This Plan has made provision for a residential net land supply of approximately 30 ha. In terms of delivering units within the existing footprint of the town, a number of options are available including a Special Policy Area north east of the town centre (former Convent of Mercy property), other potential infill sites as identified in the Urban Capacity Study 2018, reuse of vacant properties including 'living over the shop' units.
- 2.5.9 The residential land supply requirements for Clonakilty have been reviewed in order to achieve compact and sustainable growth of the settlement in accordance with national and regional policy guidance as set out in this plan. As outlined in **Chapter 3 Settlements and Placemaking**, there is a renewed focus in this plan on optimising the development potential of centrally located underutilised sites. A number of zoned sites within the built envelope of the town can contribute significantly to the delivery of compact growth including CK-R-03, CK-R-04 and CK-R-05.
- 2.5.10 The development boundary of the town has been consolidated to encourage sequential development from the town centre. A number of zoned sites have been brought forward from the current plan. All of the residential zonings provide for Medium A and Medium B density residential development and can ensure the sequential development and consolidation of the built envelope of the town. These sites also have access to infrastructure and services. In accordance with the ten-minute towns concepts and the Avoid-Shift-Improve approach to transport policy, set out in **Chapter 12 Transport and Mobility of Volume One** of this Plan, many of the sites are located within 800 metres walking distance of the town centre. The overall approach will secure the delivery of new homes in a choice of localities in the town, creating liveable communities and reducing carbon footprint. It is imperative that all new residential development demonstrates proper walking and cycling connectivity to the town centre and public transport, employment areas, recreation, community facilities, and schools.
- 2.5.11 There are presently significant issues with the supply of drinking water in Clonakilty. Cork County Council are currently engaging with Irish Water with a view to developing solutions to resolve the current water supply issues. These discussions are ongoing, and it is hoped that a resolution to the current restrictions will be delivered in the short / medium term and during the lifetime of the plan.

## Placemaking

### Urban Design and Public Realm


- 2.5.12 This Plan does not seek to prescribe the form and appearance of every parcel of identified development land within Clonakilty, but instead sets out guiding principles that the Council wish to see embodied in new development. A fundamental requirement will be the need to integrate all forms of development into the landscape setting, thereby reducing its impact on the local environment and reinforcing local distinctiveness. This can be achieved by retaining existing site features (such as trees, hedgerows, ponds, outcrops, etc.) and by using strong structure planting that complements and reinforces the existing vegetation pattern. The scale, massing and height of proposed development needs to be considered in relation to that of adjoining buildings, the local topography, the general pattern of heights in the area, the view, and landmarks. In the majority of cases, successful development is achieved by defining and enclosing space by buildings, structure, and landscape. Buildings that follow a continuous building line around a street block and contain the private space within rear garden or courtyards are usually more successful than individual builds that stand in the middle of a plot.
- 2.5.13 The growth strategy for Clonakilty pursues a consolidation of centrally located lands within the built envelope of the town. In recognition of its architectural character and heritage interest, most of the town centre is incorporated within an Architectural Conservation Area. The priority for development in this area should therefore be on refurbishment and sensitive redevelopment where appropriate. Protected structures will be subject to statutory protection, and the emphasis will be on preserving the physical integrity and setting of these buildings. The provision of shopfronts / signage, utilities, and the use of materials within the town centre Architectural Conservation Area should deliver a higher quality streetscape and town centre retail environment.
- 2.5.14 The award-winning Clonakilty 400, Urban Design Masterplan commissioned as part of the town's 400th anniversary

celebrations has seen Cork County Council implement a major reworking of Astna Square into a pedestrian friendly space and the refurbishment of Emmet Square including the installation of a striking new water feature.

2.5.15 The aim of the urban design strategy for Clonakilty is to:

- Establish a strong positive identity for the town;
- Ensure that any new buildings or development respects the local setting and context;
- Create an attractive urban environment that will enhance the liveability of the area and attract inward investment;
- Increase and enhance the overall permeability (establishing connections between places) and legibility (understanding an area - this is enhanced by landmarks, focal buildings, and key features in the landscape) of the built environment;
- Promote places that are safe and secure; and
- Promote sustainable development.

Table 5.2.5: Regeneration Sites in Clonakilty

Map of Regeneration Area	Number and Description
	<p><b>CK-RA-01: Convent of Mercy</b>            This site consists of the Convent of Mercy Buildings and associated lands to the East of the Convent Buildings. This is part of a larger complex of buildings, with existing schools to the west. The convent buildings are of historical and architectural merit and are currently listed on the Record of Protected Structures. Opportunity exists for the refurbishment and conversion of the former Convent Buildings currently in a state of disrepair for a mixture of office use, community use / residential use or tourism related uses to utilise the potential of the existing buildings and their attractive setting.</p>

## Social and Community Facilities

- 2.5.16 The scale of growth predicted for Clonakilty in this plan will place significant new demands on social and community infrastructure (schools, recreational facilities, healthcare etc.) It is important that new community infrastructure is delivered in a timely fashion as the town grows so that it continues to perform as an attractive convenient town offering a good quality of life. In this context, significant investment will be required in community infrastructure to meet the needs of the growing population. This plan aims to further enhance the level of recreational and amenity facilities in the town.
- 2.5.17 The town is well served by a broad range of community and recreational facilities including healthcare facilities (including Community Hospital), town library, garda station, numerous places of worship, GAA, soccer, rugby, modern playground, parks/amenity areas, greenway and swimming pool/leisure and fitness facilities (which are part of the Quality hotel).
- 2.5.18 Clonakilty Community Sports Complex which is a dual-use facility located at the heart of the town, provides a range of sports and fitness facilities including an all-weather flood-lit soccer pitch, several tennis courts, and indoor facilities. The town has a limited supply of active and passive open spaces. The new GAA complex (which comprises of a covered stand, 4 grass playing pitches, an all-weather playing pitch and a fitness centre and injury clinic) is located to the west of Clonakilty in an out-of-town location with limited pedestrian and cycle connectivity. There is an attractive green area around Emmet Square with a children's playground on Park Road.
- 2.5.19 There is a strong representation of primary, secondary and further educational facilities within the town at present. There are four primary schools in Clonakilty: Kilgarriffe National School, Gaelscoil Mhichil Uí Choileáin, St. Joseph's Primary School for Girls and Scoil na mBuachaillí. Clonakilty Community College and the Sacred Heart Secondary School which are located to the eastern side of the town provide second-level education to more than 1,100 students. The Department of Education and Skills have included both of these post-primary schools in the 6-year capital investment projects programme from 2016-2021. The Council will continue to work closely with the Department of Education and Skills to identify where in the town educational requirements will be required in the future in order to meet projected population growth. The Planning Authority supports the concept of multi-campus school arrangements and also new schools should be located in close proximity to existing or planned residential developments and community facilities so that these can be shared between the school and the wider community. An existing institutional and education zoning from the previous plan have been carried forward to this plan to provide the educational requirements of existing school campuses on the northern side of the town.
- 2.5.20 Clonakilty Agricultural College which is located approximately 3km to the east of Clonakilty Town provides a wide range of Teagasc agricultural training programmes. The College farm which comprises of 114 hectares of rolling lowland currently provides training for 240 students over a number of courses. There are also opportunities in the town for adult education and further training.
- 2.5.21 There are several childcare providers in the town which provide a variety of care including sessional, part-time, full-time, pre-school and after school care for children.

## Green Infrastructure

- 2.5.22 A key concept of this plan is to recognise the benefits of green infrastructure planning to communities in our County towns. The RSES identifies common examples of green infrastructure include habitat provision, amenity space, walking and cycling infrastructure, recreation areas, tourism attractions, greenways, and blues. This plan supports the creation, maintenance, and enhancement of existing and new green infrastructure assets in Clonakilty. It is important to consider the interrelationship between these assets and to recognise the benefits of maintaining and enhancing linkages between green networks through enhanced wildlife corridors, pollinator friendly areas, protecting hedgerows and tree lined boundaries.
- 2.5.23 The Green Infrastructure map (Figure 5.2.2) provides a visual representation of some of the key green assets in the town. There are further opportunities in the development of new residential and other zoned lands in Clonakilty to incorporate the principles of Placemaking as outlined in **Chapter 3 Settlements and Placemaking** of Volume One of this Plan, into new developments with appropriate green spaces and hard and soft landscaping, creating, and enhancing natural habitats and a high-quality urban living environment.



Figure 5.2.2 – Clonakilty Green Infrastructure

- 2.5.24 A number of play and recreational facilities serving Clonakilty are located outside the town boundaries. The town itself is served by a number of smaller pockets of open spaces within the town, with public realm improvements such as outdoor seating areas and other street furniture, the value of these spaces can be enhanced. The lack of open spaces is somewhat offset by its coastal location and the close proximity of Inchydoney beach. The Council recognises the importance of an adequate provision of attractive and conveniently located open space throughout the plan area.
- 2.5.25 This plan has identified three substantial areas of open space to the north-west, north-east, and south-east of the town, located in particularly elevated and visually sensitive areas. The N71 woodland has also been included in this plan as a key green infrastructure asset on an important approach to the town. Open spaces can provide a variety of functions, including active recreation, passive recreation, visual amenity (important landscape views), protection of biodiversity resources, drainage management (particularly stormwater control) and socio-economic needs (such as meeting places, and allotments). The existing open space within Clonakilty is made up of these elements, which are important in the consideration of the overall open space strategy for the area. There are opportunities to establish linkages and connections between open spaces in the town so as to provide a comprehensive amenity network with also opportunities to further extend some walking routes and also improve signage to recreational areas.

### ***Economy and Employment***

- 2.5.26 Clonakilty is a significant employment centre within West Cork and serves as an important employment, tourism, commercial, retail, health, educational and administrative centre for the surrounding rural hinterland and wider West Cork region. This plan recognises the importance of the role to be played by Clonakilty as a Key Town in the employment hierarchy. It is grouped with other settlement to form the West Cork Marine Network highlighting opportunities for sharing assets and driving rural economic growth. This network is based on the N71 West Cork to South Kerry Corridor leveraging significant marine, economic, tourism, food and beverage, digital and other assets with strategic transport connections to the Cork Metropolitan area.
- 2.5.27 This plan promotes the development of Clonakilty as a major centre of employment and population, with good access to educational and cultural facilities and seeks to ensure the provision of the necessary infrastructure to ensure that this can be achieved while protecting the wider environmental quality of the area.
- 2.5.28 Clonakilty has a vibrant food industry with employers including Shannonvale Foods, Irish Yogurts, Clóna Dairy Products and Clonakilty Blackpudding based in the town. The Department of Agriculture, Food and the Marine are based in the National Seafood Centre at Clogheen, Clonakilty. This plan recognises the importance of the food industry to the town, which is a major contributor to employment in Clonakilty and wider West Cork region.
- 2.5.29 The results from the 2016 Census show that employment in Clonakilty has remained relatively unchanged since 2011. The results also show a 25% reduction in unemployment. The CSO recorded 2,376 jobs in Clonakilty with a population



of 1,840 resident workers. The ratio of jobs to resident workers is 1.291, one of the highest in the County. The most significant change in industries is the growth of Professional services, with commerce and trade being the largest industry.

- 2.5.30 In addition to the established employment uses within the town, the West Cork Business and Technology Park located in Shannonvale approximately 3 km to the north west of the town is a major source of employment and economic activity for the wider Clonakilty area. This modern business park development which employs approximately 1,000 people, benefits from excellent telecommunications infrastructure designed to meet the specific needs of a diverse range of businesses including software development, e-commerce, financial, internet and application service providers, shared services, research and development and training and customer support.
- 2.5.31 Already a centre for public administration and services, Clonakilty is an attractive location for investment because it is situated on the national road network, has an international airport within 40minutes drive and has excellent broadband facilities. Clonakilty provides access to good health recreation, leisure and cultural facilities which are important considerations to potential new employers in the town. Given the seasonality of the Tourism Industry, this plan aims to create an environment of well-planned employment land uses, which in turn creates a favourable climate for investment in business and industry activities. The town with its recent and proposed infrastructural improvements will be in a good position to cater for all future employment growth during the lifetime of this plan.
- 2.5.32 The 2017 MDLAP zoned two sites in Clonakilty Environs totalling almost 19 hectares for business and industrial use. The Clonakilty Town Development Plan 2009 also identified significant portions of Enterprise/Industry and Commercial/Tourist related land for employment purposes. This plan has reviewed the availability and suitability of the current employment land supply in Clonakilty and some adjustments have been made to reflect areas which have been developed and areas identified as being at risk of flooding. The lands identified will make for a greater range and choice of sites for employment uses and could also facilitate the relocation of existing town centre industrial uses which would in turn provide opportunity sites within the town centre for mixed use development. The provision of the western relief road in conjunction with the future development of the employment lands to the south-west is of critical importance. There is also land available (11.5ha) within the West Cork Business and Technology Park at Shannonvale for High Technology Campus Development use to accommodate the future expansion of the park (See **Chapter 18 Zoning and Land Use** in Volume One of this plan, for further details).

## **Tourism**

- 2.5.33 Tourism is a significant industry in Clonakilty. The town is a very popular tourist destination and has experienced steady growth in visitor numbers. Clonakilty has a heritage town status, reflected in its fine buildings, facades, shop fronts and vistas. The town also benefits from its seaside location and proximity to various West Cork beaches including the blue flag Inchydoney beach, allowing visitors to pursue various recreational and sporting activities. The area is rich in heritage and history with tourism attractions in the town including the Model Railway Village, Lios na gCon Ringfort, Michael Collins Centre in addition to the Historical Walking Trail of the town. The Council has also progressed the 'War of Independence West Cork Trail'. This trail features some of the historically important event and sites in the revolutionary heritage of West Cork in Bandon, Clonakilty, Skibbereen, Schull, Castletownbere and Dunmanway.
- 2.5.34 The town which has a strong folk music and culinary tradition contains a wide variety of bars, restaurants, nightclubs, a cinema, and other entertainment facilities. The town is also host to a number of festivals, including festivals relating to food, music, and agriculture. There is also a wide range of retail outlets in the town centre, including local galleries and craft shops, most of them independent and indigenous to the town. Clonakilty has benefited from Fáilte Ireland's cycling strategy and there is potential to further develop cycle tourism in the town given the availability of bicycle rental schemes and guest accommodation in the town. The Council also supports the development of a Greenway link for pedestrians and cyclists from Shannonvale to Clonakilty. The Plan recognises that there is potential to further enhance the tourism product of the town.
- 2.5.35 The Council will support the development of greenway trails/cycling and pedestrian access from:
- Clonakilty Community Hospital to the Clonakilty Technology Park,
  - The West Cork Model Railway Village to Inchydoney Beach,
  - The "Supervalu Roundabout" to Ring Village.

## **Town Centre and Retail**

- 2.5.36 Clonakilty has a strong regional retail function in the West Cork Strategic Planning Area with a strong convenience retail base and a good range of comparison services, especially in the independent sector. The town has a good supply of convenience and comparison floorspace and there is continued interest in expanding its retail supply. In addition to providing for the needs of the local population and hinterland Clonakilty also performs a significant tourism function. It is an objective of the plan to ensure that the vitality and vibrancy of the town centre is retained and enhanced.
- 2.5.37 The main convenience anchor stores (Dunnes, Supervalu and Lidl) are located at the edge of the core area. In order to avoid fragmenting the core area and weakening footfall levels, it is essential that future retail development consolidates the core, strengthens the links between the anchor stores and improves pedestrian connectivity. In order to enhance

the vitality of the town centre, more high quality / destination retailers which generate additional footfall, need to be attracted into the heart of the town centre. Such uses generally seek more modern premises with larger floor plates and a high-quality public realm. There are opportunities available within the core of the town and within other town centre zonings where new modern facilities can be provided, either through utilising existing vacant units or through the sympathetic refurbishment or redevelopment of existing premises.

- 2.5.38 This Plan has rationalised the town centre zonings, to strengthen the principal retail core and help focus future retail growth in appropriate locations. The retail core shopping area is that part of the town centre where pedestrian flows are the greatest, competition for representation is high and rents are noticeably higher than elsewhere. The core shopping area is the primary location for new retail and office development where services are provided to visiting members of the public. In the case of Clonakilty, this core area extends along Pearse Street along Ashe Street as far as College Road. It also includes Astna Street and parts of Rossa Street. This plan supports the sequential development of the town centre by ensuring that the main focus for further retail development should be in Clonakilty town centre. The extensive catchment of Clonakilty requires that adequate provision should be made for retail warehousing. The Retail Planning Guidelines identify town centre or edge of centre sites as the preferred location for retail warehousing.
- 2.5.39 Cork County Council has undertaken significant improvement works in Clonakilty. The new public square at the junction of Ashe Street and Astna Street has resulted in the creation of a vibrant public space that places the pedestrian at its core. Further improvements could be made, particularly within the retail core to enhance the public space for pedestrians. Public realm improvements will need to be targeted towards Astna Street, Seymour Street, Clarke Street, College Road and Long Quay should the town centre expand to the south-east of the town.
- 2.5.40 The Town Centre strategy in this plan aims to:
- Consolidate and strengthen the core area and prioritise retail and employment development in appropriate locations.
  - Ensure the town centre is an attractive location to live, recreate and carry-on business. Potentially this could include substantial environmental improvements such as pedestrianisation, streetscape improvements and mechanisms to prioritise the movement of pedestrians/cyclists over traffic, subject to the provision of off-street parking at appropriate locations in and around the edge of the town centre with pedestrian linkages to the town centre;
  - Seek to maintain the vitality of the town centre by managing the mix of non-retail uses in the area.
  - Protect existing housing adjacent to the retail core and encourage a greater proportion of residential use within the town centre to strengthen the vitality of the town centre, beyond business hours.
  - Promote the heritage and tourism assets of the town. The western end of the town has a distinct character that needs to be protected. The Church of Immaculate Conception is recognised as a building of national importance on the National Inventory of Architectural Heritage. The area around Emmet Square is designated as an Architectural Conservation Area. The area is also of historical significance given the associations with Michael Collins.
  - Ensure new development contributes to the delivery of a higher quality streetscape and town centre retail environment.

## **Movement**

- 2.5.41 The N71 provides a strategic link between the town, Skibbereen, Bandon, Cork City and Cork Airport with further linkages to the rural hinterland of West Cork. **Chapter 12 Transport and Mobility of Volume One** of this Plan identifies improvements to the N71 as a key regional priority project and recognises the importance of the Strategic Transport Improvement Corridor to the development of the town. The RSES identifies the Northern Relief Road and Western Relief Road as key routes for the town.
- 2.5.42 The Clonakilty Traffic and Transportation Study was finalised in 2011 with the aim to review the transportation network in and around Clonakilty, and the associated travel demands, with particular attention to the town centre area, and with the objective of determining the transportation management improvements needed to cope with the continued future expansion of the town that will result in growth in vehicular, pedestrian and cyclist volumes.
- 2.5.43 This Plan will support the implementation of key recommendations in the Clonakilty Traffic and Transportation Study, where appropriate, including:
- Protection of indicative route corridors for the proposed Northern Inner Relief Road, 'Short Southern Route' and N71 Western Relief Road scheme
  - Implement a series of pedestrian and vehicular traffic improvement measures in the town for residents and visitors alike, to include improvements to road, streetscapes, signage, footpaths, provision of pedestrian crossings, signalisation of junctions, reduction in traffic speed limits where appropriate and the provision of pedestrian linkages to the town centre.
  - Provision of car-parking facilities with pedestrian links to the town centre.

- Provision of a long-distance cycleway and a pedestrian link from the Town Centre to the Technology Park in Shannonvale, Inchydoney and Lady's Cross via Crowley's Roundabout.
- Pursue a high-quality walking route between the old GAA site to the east of the town centre and Dunnes Stores to the west.
- Designate a network of "pedestrian-friendly streets" in the town centre.
- Implement a strategy to improve traffic circulation in the town.
- Ensure new residential development in the town provides pedestrian access to the town centre.
- Provision of facilities for cyclists in the town centre.

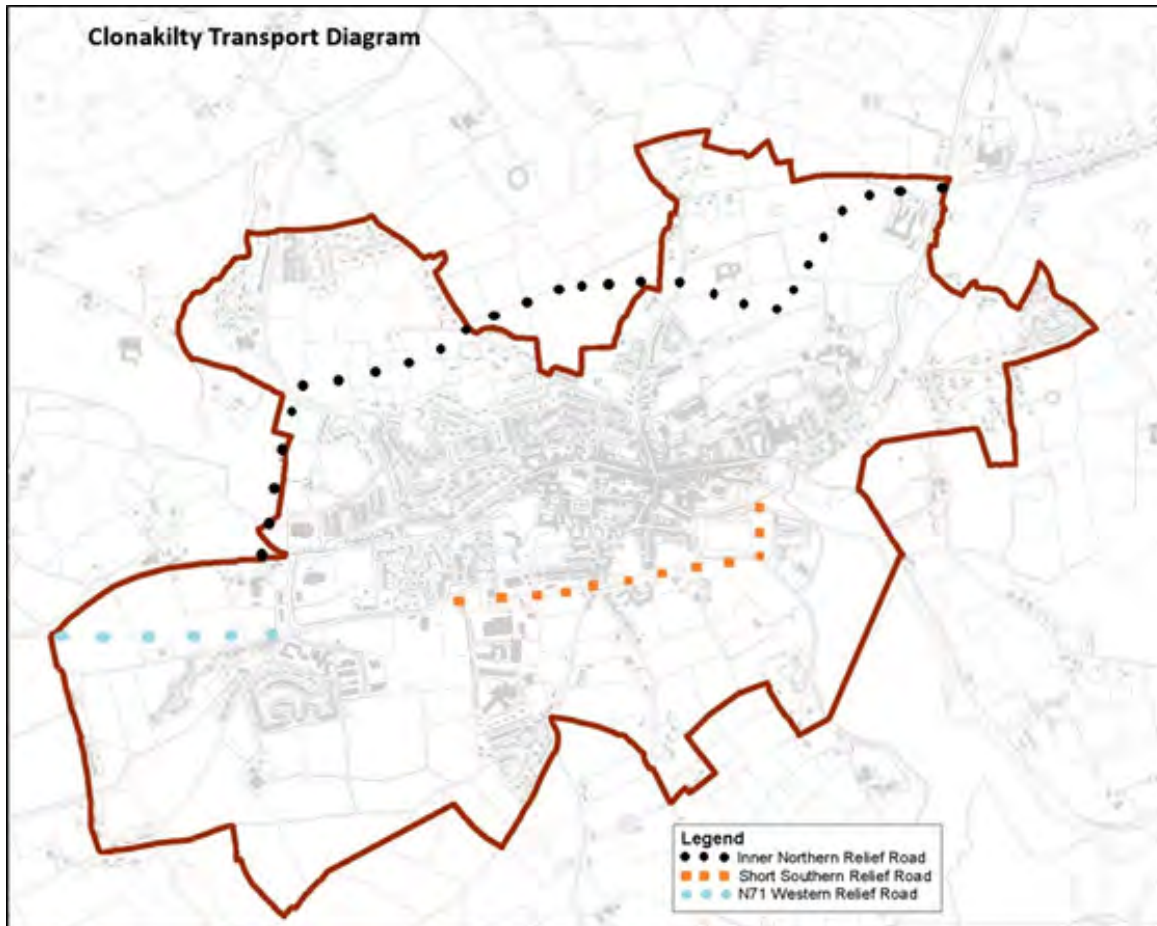


Figure 5.2.3– Clonakilty Transport Diagram

- 2.5.44 The town benefits from a daily bus service which connects Clonakilty with Skibbereen in one direction and Bandon and Cork City in the other. This plan supports the provision of enhanced facilities for all public transport users in the town and will promote mobility management planning by business and institutions that have high numbers of employees. One of the key aims of this plan will be to deliver a high-quality town centre network of footpaths, pavements, and pedestrian crossings, which links the key generators/attractors of short-distance walking trips; schools, main shopping streets, churches, car parks, to each other and to nearby residential areas.
- 2.5.45 This plan also supports the possibility of further pedestrianisation schemes within the town centre. Significant work has already been undertaken particularly at the junction of Ashe and Astna Street. Building on this, the partial pedestrianisation of Pearse Street, Rossa Street, Bridge Street, and parts of Astna Street could be explored which would provide pedestrianised streets connecting to the most centrally located short-term car parks.
- 2.5.46 Cork County Council has received funding for a number of Active Travel Schemes throughout the town, these measures will range from cycle lane construction and design, footpaths, and improved pedestrian crossings. Measures include upgrade of the Western Road which forms part of the Sli na Slainte walking route, providing raised table crossings to facilitate pedestrian and disabled users. Other measures include the installation of a new footpath on a section of the Inchydoney road leading to Model Railway Village which is also a popular sea -walk. Other planned projects include the upgrade of the existing bus stops and the provision of bus shelters serving the town.
- 2.5.47 Cycling, as a sustainable mode of travel to and from the town centre, should be encouraged by provision of cycle lanes

on appropriate streets and bicycle stands at convenient locations. Suggested locations are:

- In the vicinity of Astna Square,
- In the Church car park, near the Bridge St entrance,
- In the Kent St car park.

2.5.48 In terms of longer distance routes, a number have been identified in the Clonakilty Traffic and Transportation Study 2011 including;

- The town centre to the Technology park,
- The town centre to Inchydoney and
- The town centre to new residential development to the south west of the town.

2.5.49 In 2019, Phase One of the Greenway / walkway at Gullane Lake opened in the town. This is a two-kilometre trail linking Clonakilty to the Technology Park. Phase 2 of the cycle and pedestrian route is currently being progressed. Furthermore, Cork County Council recognises the role and contribution that local cycling groups in towns such as Clonakilty play in promoting and encouraging cycling as a sustainable travel mode in the town.

2.5.50 In relation to road improvements, **Chapter 12 Transport and Mobility of Volume One** of this Plan has identified improvements to the N71 as a key regional priority.

2.5.51 A key improvement in Clonakilty would be the removal of through traffic, particularly HGV's, from the town. The Traffic and Transportation Study assessed a number of options that would take through traffic out of part or the entire town road network. The preferred option of a northern relief road was identified, the possible corridor for which is shown in Figure 5.2.2. The exact route for this road has not yet been decided. The provision of this route, while improving journey times and reducing traffic volumes in the town, would allow for the possibility of further pedestrianisation in the town centre.

## **Water Management**

### **Water Services Infrastructure**

2.5.52 The source of the drinking water for the town is the Argideen River. The Clonakilty Water Supply is at its limit and the watermain network is poor. The provision of new source is required, and Irish Water are currently considering a number of options in this regard. Upgrading of watermains is also required prior to any further significant development in Clonakilty.

2.5.53 Clonakilty Wastewater Treatment Plant has been completed with a design capacity of 20,500 p.e. New sewers and storm sewers are being provided.

### **Flood Defences**

2.5.54 Parts of Clonakilty have been identified as being at risk of flooding. The areas at risk follow the path of the River Feagle through the town to Clonakilty Bay.

2.5.55 The Clonakilty Flood Relief Scheme is designed to protect the town of Clonakilty from fluvial flooding from the Ballyhalwick River, the River Feagle, the Cappeen Stream and the Garage Stream along with tidal flooding from Clonakilty Bay. The works are comprised of two main elements which include a flood storage area upstream of the town to protect against fluvial flooding and new flood defence walls from Emmet Square to the Croppy Road to protect against tidal flooding. This scheme is now largely complete and is operational.

### **Built Heritage**

2.5.56 Clonakilty town possesses a wealth of historical buildings and archaeological remains. Such features are a finite, non-renewable resource particularly vulnerable to partial or total destruction and in certain instances contain irreplaceable information about the past. Most of the town centre of Clonakilty has been identified as an Architectural Conservation Area representing the main commercial centre of the town. Throughout the town as a whole, there are over 200 buildings or other structures entered in the Record of Protected Structures. The town is rich in architectural character with numerous historical and protected buildings around the town of significance, including those located on Ashe Street, Astna Square, the Georgian buildings which form part of the Emmet square, the various building and shopfronts located on Pearse Street, buildings on Oliver Plunkett Street including the Church of the Immaculate Conception.

2.5.57 The historic flair of the town rests largely upon the survival of its original townscape features, architectural heritage, and its stock of traditional buildings. There are many fine shopfronts from a variety of periods and styles in the town centre that create a sense of vibrancy and interest. Whilst many have retained, or sympathetically restored shopfronts future developments must recognise the value that such items have on the overall character of the area. It is not only the lower

floors of these buildings that define this character, but the upper levels also contribute to the sense of place created. The sense of enclosure and space that is most attractive and interesting has been determined by the historic layout of the street and the form and scale of the buildings. The challenge in the future for Clonakilty is to retain and enhance the visual appeal of its townscape, while permitting the modern uses necessary to ensure its vibrancy. There is a need for a comprehensive approach to managing Clonakilty's Townscape to ensure that the special character of the historic core of the town is maintained. The key aims should be to:

- Maintain existing uses and attract new ones to the town centre.
- Respect the historical and traditional context that contributes to Clonakilty's character.
- Promote the right balance between conservation and redevelopment.
- Enhance the townscape through provision of pedestrian priority areas and other environmental improvements (such as the placement of electricity cables underground, improvements in street lighting, paving and public art).
- Protecting key buildings of the town's architectural heritage (through the Record of Protected Structures and National Inventory of Architectural Heritage).
- Protecting and enhancing key streetscapes and elements of townscape (primarily through Architectural Conservation Areas).

### Archaeological Heritage

2.5.58 The centre of Clonakilty is located within a Zone of Archaeological Potential (ZAP). Clonakilty is also designated as a historic town in the Record of Monuments and Places of County Cork. The Council recognises the value and significance of its built and archaeological heritage and therefore seeks to ensure the effective protection, conservation and enhancement of historical and archaeological sites, monuments, and their settings.

### Biodiversity

#### Natural Heritage and Landscape

2.5.59 In 2018, the Council commissioned the preparation of Habitat Mapping for the towns of the county where such work had not previously been undertaken with a view to identifying what habitats were present in the areas and identify those of importance in protecting the biodiversity of the area. The survey work has identified a number of habitats and a number of areas within the town across which are of local bio-diversity value and which may form part of an ecological corridor.

2.5.60 In Clonakilty, habitats of conservation value which have been identified include: - rivers, semi-natural grasslands, woodlands, and habitats associated with the intertidal estuarine zone. In addition, there are several linear woodland habitats and watercourses within the town which form ecological corridors with its environs. Four areas of local biodiversity value have been identified and the retention of these areas is considered important to ensure the conservation of biodiversity within the urban fabric of the town. The areas are:

2.6.61 These habitats should be retained/integrated into developments where possible.

**Table 5.2.6 Areas of Local biodiversity value in Clonakilty**

1.	Templebyran Wooded River Corridor (Outside the development boundary but forms an important linear woodland corridor with the town environs).
2.	N71 Woodland (located within the CK-GC-02 zoning on both sides of the N71)
3.	Clonakilty Estuary
4.	Clonakilty Stream (through the town providing ecological connectivity with Clonakilty Harbour which forms part of Clonakilty Bay SAC, SPA and pNHA)

2.5.62 Clonakilty is located in an area designated as a High Value Landscape in this plan. Within these High Value Landscapes considerable care will be needed to successfully locate large scale developments without them becoming unduly obtrusive. There are also three designated scenic routes, the S74 coastal road to Ardfield, via Inchydoney Island, the S73 which extends to Timoleague from Clonakilty and the S72 coastal road which extends from the town to Dunworly. In addition, Clonakilty Bay is designated as a Special Area of Conservation (SAC) – site code 0091, proposed Natural Heritage Area (pNHA) – site code 0091 and Special Protection Area (SPA) – site code 004081. Gallanes Lough to the north-east of the town is designated as a proposed Natural Heritage Area (pNHA) – site code 001052. The Council recognises the value of the natural heritage resources of the town. It is a priority to ensure that these resources will be protected and where possible enhanced.

## General Objectives

2.5.63 The following general objectives shall apply to all development within the development boundary of Clonakilty.

General Objectives for Clonakilty	
Objective No.	
CK-GO-01	Plan for development to enable Clonakilty to achieve its target population of 6,385.
CK-GO-02	In order to secure the sustainable population growth and supporting development proposed in CK-GO-01, appropriate and sustainable water and wastewater infrastructure that will secure the objectives of the relevant River Basin Management Plan and the Clonakilty Bay Special Area of Conservation and the Clonakilty Bay Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving harbour does not fall below legally required levels.
CK-GO-03	Support the implementation of the flood relief works within the town in accordance with the Clonakilty Flood Relief Scheme. This scheme has been subject to EIA and AA processes.
CK-GO-04	The green infrastructure, biodiversity and landscape assets of Clonakilty include the bay and associated estuarine and coastal habitats which are designated as an SAC and SPA, the river and stream corridors, mature trees, wetlands, woodlands, and other open spaces. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> .
CK-GO-05	Preserve and enhance the character of the town by protecting historic/architectural buildings, groups of buildings, the existing street pattern, plot size and scale while encouraging appropriate development in the town and further develop the tourist potential of the built and archaeological heritage including the promotion of heritage trails.
CK-GO-06	Support and promote Clonakilty town centre as the primary and most appropriate location for the expansion of retail development.
CK-GO-07	Encourage the development of suitable sites for additional sports, recreation, and open space provision, to ensure that that provision is properly coordinated with other forms of development and other land-use policies, and to protect open space and other land with recreational or amenity value.
CK-GO-08	Promote improved pedestrian access and linkages, movement, and safety throughout the town. Investigate the feasibility of providing a footpath to serve the existing Templebyran residential area on the L4031.
CK-GO-09	Implement the Clonakilty Traffic and Transportation Study, and any updated proposals regarding same or updated guidance on road measures set out in this plan.

## Specific Objectives

2.5.64 The following specific objectives shall apply within the development boundary of Clonakilty.

Specific Development Objectives for Clonakilty		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
Residential		
CK R-01	Medium B Density Residential Development. The site should be subject to a detailed landscape plan. Provision should be made for retention and protection of existing boundary hedgerows and mature trees and for the protection of the small stream on the southern boundary which supports biodiversity networks. *	4.8

### Specific Development Objectives for Clonakilty

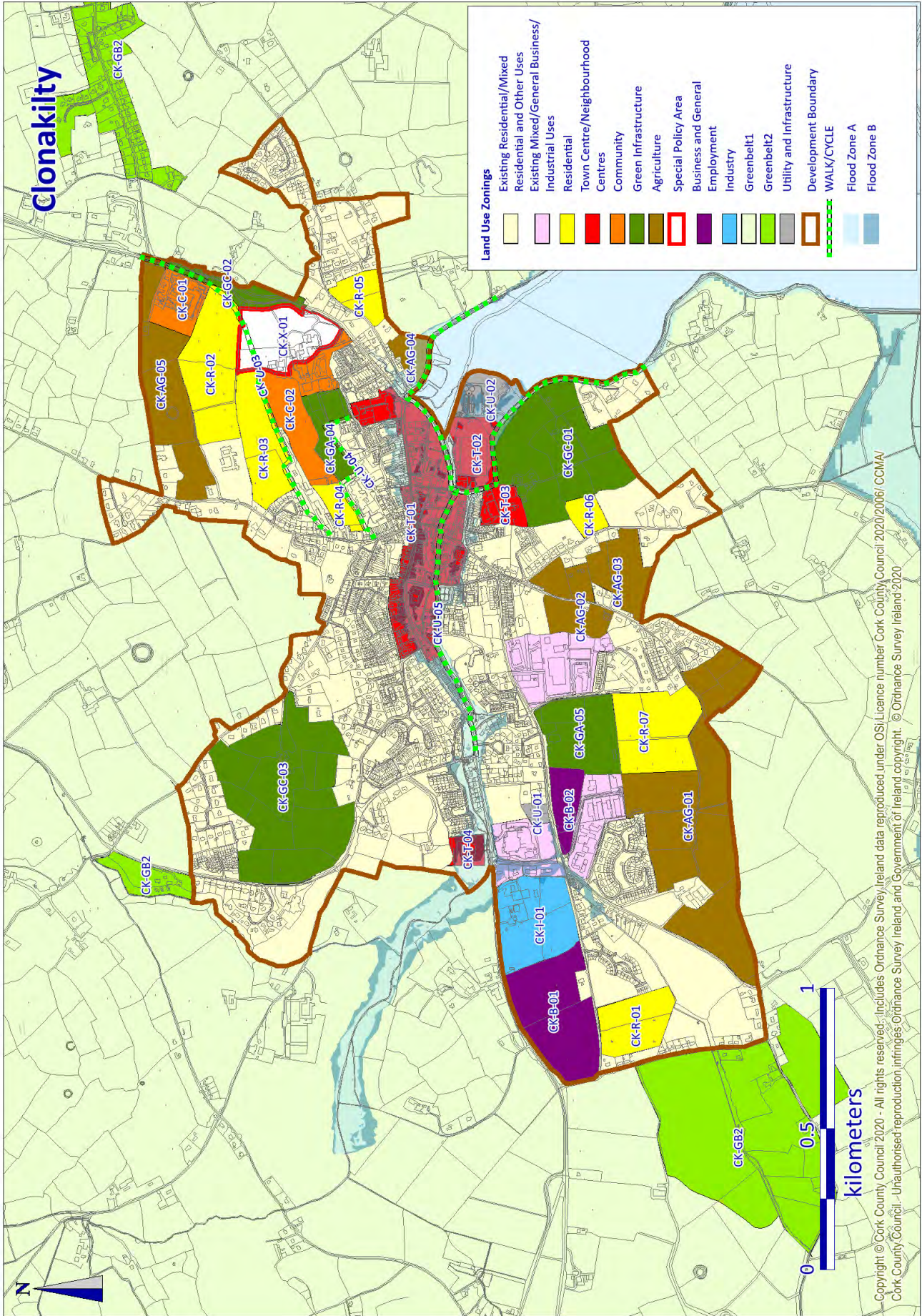
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.	
Objective No.		Net Site Area (Ha)	
CK R-02	<p>Medium B Density Residential Development subject to the following: A Traffic Impact Assessment and Road Safety Audit, and associated proposals for road upgrades / improvements to accommodate the increased traffic volumes on the road network, locally and in the wider context. The development of this site should be co-ordinated with the future Northern Inner Relief Road.</p> <p>Proposals shall include provision for pedestrian and cyclist connectivity with adjoining developments.</p> <p>The availability of water services.</p> <p>The design, layout and finishes of the scheme shall seek to minimise visual impact given the elevated nature of the site.</p> <p>Comprehensive landscaping proposals will be required, and these should seek to link with other green infrastructure assets in the area and with SuDs proposals for the site. Consideration should also be given to the area of local biodiversity value N71 Woodland Corridor. ^</p>	7.5	
CK R-03	<p>Medium A Density Residential Development, incorporating a high-quality design approach having regard to the sensitivity of this visually prominent site. Comprehensive landscaping proposals will also be required. The development of this site should be co-ordinated with the future Northern Inner Relief Road.</p>	4.5	
CK R-04	<p>Medium A Density Residential Development. The overall approach to the development of this site (including road access proposals and the provision of pedestrian and cycleway links) should be co-ordinated with the development of adjoining lands to the east. Development should give adequate consideration to the protected structure - Railway Station and its setting to the north of the site.</p>	1.58	
CK R-05	<p>Medium B Density Residential Development. Comprehensive landscaping proposals will be required to integrate development in this visually sensitive site.</p>	2.62	
CK R-06	<p>Medium B Density Residential Development. Comprehensive landscaping proposals will be required, particularly along the eastern boundary.</p>	1.4	
CK R-07	<p>Medium A Density Residential Development. The overall approach to the development of this site (including road access proposals, layout, pedestrian and cycleway links, open space etc.) should ensure appropriate provision is made for the possible future development of lands to the south and west. ^</p>	8	
Industrial Areas			
CK I-01	<p>Industrial Development subject to the provision of comprehensive landscaping proposals including mounding on the site boundaries. Any proposal for development on this site should be subject to an agreed access strategy in accordance with the provisions of the Spatial Planning and National Roads Guidelines for Planning Authorities to include provision for the western relief road (U-01). ^ *</p>	8.0	

Specific Development Objectives for Clonakilty		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Business and General Employment</b>		
CK B-01	Business Development incorporating high quality building design, subject to the provision of comprehensive landscaping proposals including mounding on the site boundaries, appropriate access and phasing arrangements and satisfactory disposal of surface water and effluent. Development to be carefully phased in accordance with a detailed overall scheme which should be subject to an agreed access strategy in accordance with the provisions of the Spatial Planning and National Roads Guidelines for Planning Authorities to include provision for the western relief road (U-01) and provision for a safe off-road pedestrian access to the town centre. ^	10.4
CK B-02	Business Development incorporating high quality building design.	2.5
<b>Town Centre</b>		
CK T-01	Promote the town centre as the primary area for retail and mixed-use development, encourage sensitive refurbishment/redevelopment of existing sites while respecting the heritage character of the built fabric and promote public realm improvements. *	16.83
CK T-02	Provide for Town Centre expansion, to include a mix of town centre uses such as retail, civic, service and publicly accessible uses at ground floor level. Provision on the northern site boundary for an amenity walk and pedestrian linkages to the town centre. Provide for buildings of a high architectural standard which have regard to the setting of the town and the sites location overlooking Clonakilty Bay. *	3.88
CK T-03	Provide for Town Centre expansion, to include a mix of town centre uses such as retail, civic, service and publicly accessible uses at ground floor level. Provide for buildings of a high architectural standard which have regard to the setting of the town and the sites location overlooking Clonakilty Bay.	2.1
CK-T-04	Neighbourhood Centre	5.66
<b>Green Infrastructure</b>		
CK- GC-01	Open Space, prominent slope, elevated ridge, and landscape features which make a significant contribution to the visual amenity, green infrastructure assets, biodiversity, and character of Clonakilty. *	15.65
CK- GC-02	N71 Woodland Landscape conservation. Landscape features which make a significant contribution to the visual amenity, green infrastructure, and character of the town. This area of open space supports woodland habitat, riparian corridors which provides significant contribution to the visual amenity and character of the town and which should be retained.	
CK- GC-03	Open Space, prominent slope, elevated ridge, and landscape features which make a significant contribution to the visual amenity and character of the town.	13.65
CK-GR- 04	Existing Sports facilities	3.04
CK-GA-05	Existing Open Space - Town Park	6.89
<b>Community</b>		
CK C-01	Community Healthcare Use	3.72



Specific Development Objectives for Clonakilty		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
CK C-02	Lands reserved for Educational Use	6.74
Agriculture		
CK-AG-01	Agricultural Use	22.29
CK-AG-02	Agricultural Use	2.48
CK-AG-03	Agricultural Use	6.75
CK-AG-04	Agricultural Use	1.64
CK-AG-05	Agricultural Use	
Utilities and Infrastructure		
CK-U-01	Promote the provision of development to meet the operational requirements of utilities and infrastructure operators, including provision of public utilities such as fire stations.	0.55
CK-U-02	Existing Utilities	3.14
CK-U-03	Pedestrian Walkway Route	-
CK-U-04	Pedestrian Walkway Route	-
CK-U-05	Pedestrian Walkway Route. Any proposal to extend or upgrade this walk will be required to be designed having regard to best practise guidelines, providing for appropriate setbacks from the riverbank and the estuary to avoid impacts on freshwater and estuarine habitats and species.	-
Special Policy Area		
CK-X-01	<p>Support the redevelopment of this site for residential, community, tourism, or employment related uses.</p> <p>Any development on this site should have regard the importance of the existing buildings, protected structures, and their setting.</p> <p>The form and layout of any development should be of a high-quality design, materials and finishes should make a positive contribution to the townscape and visual amenities of the town.</p> <p>Pedestrian and Cycle connections should be incorporated linking the site to adjoining developments and the town centre.</p> <p>A comprehensive landscaping proposal incorporating the retention of and enhancement of significant landscape features.</p> <p>Preparation of detailed proposals to address the surface water drainage of the site and adjoining lands.</p> <p>The implementation of phasing proposals within the overall site to ensure the co-ordinated development of the site.</p> <p>Preparation of a Traffic Management Plan which includes provision of sustainable transport options.</p> <p>Any proposal for development on this site should be subject to an agreed access strategy in accordance with the provisions of the Spatial Planning and National Roads Guidelines for Planning Authorities to include provision of connection to the future Northern Relief Road.</p> <p>Consideration should also be given to the area of local biodiversity value N71 Woodland Corridor. ^</p>	6.96

# Clonakilty



## 2.6 Bantry

### Vision and Strategic Context

- 2.6.1 Bantry, which is the second largest town in the West Cork Municipal District area, provides commercial, retail and tourism/leisure facilities for an extensive coastal and inland catchment area. The overall strategy aims to develop Bantry as the primary urban centre and gateway for the western part of Cork. The plan provides for a significant expansion of the population based on an important marine related role, including aquaculture, and key employment functions in the service and tourism industries. The Plan also makes provision for the development of the town centre to facilitate retail and other services, while protecting the unique setting of the town on which its attractiveness to tourists depends.
- 2.6.2 An enhanced role for Bantry is recognised in this plan in accordance with the growth strategy outlined in Volume One and as highlighted in the RSES RPO 23 reflecting its role as a Service Centre in West Cork. Bantry has a unique settlement offering in Cork County, with significant potential to benefit from its maritime and urban functions and locational advantages and extensive rural hinterland. Building on these strengths, this plan endeavours to support the sustainable growth of the town, to recognise the maritime opportunities that it presents, while optimising the urban development potential of the town.

### Local Context

- 2.6.3 Bantry is located on the 'Wild Atlantic Way' about 80km west of Cork City, 64km west of Clonakilty and 32km from Skibbereen. It is an important holiday and tourist centre for the scenic and coastal area that surrounds it, conveniently situated to give easy access to Bantry Bay, the Beara and Sheep's Head Peninsulas. The N71 National Route passes through the settlement taking traffic from Cork City to Killarney. In past centuries Bantry was a base for major pilchard fisheries, and was visited by fishing fleets from Spain, France, and the Netherlands. Wolfe Tone Square in the town commemorates Theobald Wolfe Tones ill-fated attempted French landing in Bantry Bay of 1796.
- 2.6.4 The town of Bantry is located at the head of a narrow inlet on the eastern shore of Bantry Bay. This inlet is enclosed by steep slopes that provide natural shelter and a dramatic and attractive landscape setting for the town centre. Much of the sloping open land around the town that overlooks Bantry Bay has been designated for its high landscape value. Because of this unique topography and landscape setting, much of the sloping and elevated land around the town centre is unsuitable for development either because of servicing difficulties or because of the contribution that the land makes in its open state to the setting of the town. Bantry House and its gardens are of particular importance and contribute significantly to the setting of the town.

### Population and Housing

- 2.6.5 Census 2016 recorded a population of 2,657 for Bantry. For the period of this Plan, Bantry has a population target of 4,133 representing growth of 1,476 persons. In order to accommodate this growth an additional 554 net new dwelling units will be required. Of the 554 new housing units to be provided over the plan period, 467 housing units can be delivered on residentially zoned land and the balance of 87 units can be delivered within the built footprint of the town. This Plan has made provision for a residential net land supply of approximately 31 ha. In terms of delivering units within the existing footprint of the town, a number of options are available including regeneration and infill sites as identified in the Urban Capacity Study 2018, reuse of vacant properties and 'living over the shop' opportunities and smaller infill sites.

**Table 5.2.7: Bantry Population, Housing and Residential Land Supply**

	Housing Requirement			Housing Supply		
	Census 2016	Target (to 2028)	New Units Required (to 2028)	Estimated Units Yield from the Built Footprint	Estimated Units Yield from Zoned sites	Est. Net Residential area zoned (ha)
Bantry	2,657	4,133	554	87	467	31

Table 5.2.8: Bantry Population 2020-2028

	Census 2006	Census 2011	Census 2016	Increase to 2028
Population	3,309	3,348	2,657	1,476

The 2016 population was less than that recorded in Census 2011, but this was due to a change in the census boundary for the town.

- 2.6.6 In previous plans for Bantry, significant areas of greenfield land were zoned at the outer edges of the town. The residential land supply requirements for Bantry have been reviewed in order to achieve compact and sustainable growth in accordance with national and regional policy guidance as set out in this plan. In light of the population and housing targets set out above, less greenfield land is required over the period of this plan. The overall development boundary of the town has been reduced in order to consolidate the existing built envelope, encourage sequential development from the town centre and to achieve walkable residential neighbourhoods.
- 2.6.7 In order to accommodate the level of growth required to meet the growth targets for Bantry, approximately 31 ha of residential zoned land has been zoned in this plan. A number of these sites such as BT-R-05, BT-R-06 and BT-R-07 are located within the built envelope of the town, and subject to high quality design and layout can help deliver compact growth and regeneration of under-utilised lands in the town.
- 2.6.8 While many of the sites are within 800 metres of the town centre, some of the residential development areas are to be concentrated towards the east of the town away from the more sensitive coastal and upland areas where development could be visually intrusive and potentially conflict with the natural character of the area. The planned expansion of residential development in this area will also necessitate the provision of localised neighbourhood and community facilities and an area has been identified at Newtown (BT R-03) to cater for this requirement.
- 2.6.9 It should be noted that the level of development proposed for Bantry is based on the assumption that the required wastewater infrastructure and water supply improvements identified by the Council will be delivered. In particular, the upgrading of Bantry Water Supply including new source, watermains and new high-level reservoir is required to cater for some new development.
- 2.6.10 In many cases the development of the land identified for new residential development is dependent on the delivery of new roads and water services infrastructure and the timeline around the delivery of this infrastructure is uncertain and may be beyond the direct control of the County Council. The development of sites to the north of the town require the upgrade of existing roads as identified on the zoning map. New development should promote pedestrian and cyclist permeability and connectivity through all new and existing developments to connect to new housing developments, town centre proposals and community facilities. The development of the Bantry Bypass will enable the further progression of new residential development to the south of the town. Improved cycle and pedestrian facilities will benefit the development of lands to the east of the town.

### Placemaking/Urban Design/Public Realm


- 2.6.11 Bantry has a beautiful natural setting, fine urban structure and townscape which contains architectural and urban design features of considerable importance. Wolfe Tone Square is the dominant public space and the most important townscape feature. The contrast between this expanse of open space, its setting and the close-knit Georgian and Victorian shopping streets to the east give the town a special character and charm.
- 2.6.12 Outside of the town centre area of Bantry more recent development has tended to concentrate along the main access routes out of town. This is primarily due to the challenging topography of the area and the relative ease of access from these roads into Bantry town centre. This trend has persisted with linear development in some cases stretching out as far as 2.5km from the town centre which compromises the potential to maintain a compact form and risks damaging the unique setting of the town through unnecessary sprawl. In parallel to this the more gently sloping hills to the south and south west have been increasingly witness to continual pressure for upland development availing of vistas over Bantry Bay.
- 2.6.13 The development of the town therefore presents a number of challenges, but there are also many opportunities. There is a renewed focus on the potential of more centrally located sites and opportunities presented through regeneration of under-utilised sites. Much of the peripheral land zoned in previous plans is not required to meet the core strategy growth targets laid out in this plan. The Urban Capacity Study 2018 notes that over 36% of the building stock in the town is in residential use, largely located in clusters on the fringes of the town. Existing residential areas should be protected and enhanced to reflect this historical function. Residential zoned lands are located in areas where there is potential to integrate with the existing built fabric of the town.

- 2.6.14 In 2018, Bantry Bay Port Company together with the RIAI, engaged with various stakeholders in a Design Review process to examine ways in which the marine and urban environment could be improved and better integrated in Bantry. Building on the schemes already delivered, there are opportunities for further enhancement of the urban environment, and development of further marine leisure and recreational opportunities. The outcome of this initiative was the publication of a report titled A Vision for Bantry Bay and Harbour 2019. This project and related report will be considered when planning further public realm projects in the future.
- 2.6.15 There are opportunities to improve the urban environment and better integrate with the existing marine environment. The delivery of flood protection and culvert upgrades could provide opportunities for further public realm projects in the town. These projects will affect the existing public realm; therefore, restoration works will provide an opportunity to restore and update key public spaces in accordance with a public realm plan.
- 2.6.16 The Council are currently progressing a no. of public realm improvements through the Destinations Towns Project. This will achieve the enhancement of public seating, street furniture, paving, signage, and other measures.

### Regeneration Area

- 2.6.17 This Plan identifies a regeneration site on the southern quay of the Inner Harbour, opposite the existing hotel, as detailed below.

Table 5.2.9: Regeneration Site in Bantry

Map of Regeneration Area	Number and Description
	<p>BY-RA-01: Southern Inner Harbour Site overlooking Bantry Bay.</p> <p>This site on the southern quay opposite the existing hotel impacts adversely on the visual amenities on the main approach road into the town and therefore has been identified as an area requiring regeneration. Any development on this site should be of a very high standard contemporary architectural design, given the visual sensitivity of the site, having regard to its prominent location, and setting in the town overlooking the harbour. The Council will encourage proposals for the provision of services for members of the public such as recreational, amenity, tourist, retail, marine related, residential and restaurant uses that will complement and enhance the site's attractive setting and contribute both to the architectural character and public realm offering in the town.</p>

### Social and Community Facilities

- 2.6.18 Bantry has a range of community facilities including a General Hospital, Nursing Home, Garda, and Fire stations. The town also has a public library, modern cinema, art gallery, community centre and churches. There are four primary schools and a newly built co-educational and multi-denominational Community College in the town. The Social and Communities chapter in this plan notes that the further expansion of primary school sites will be based on the population growth. A site has been identified on BT R-03 lands to provide an additional 16 classroom primary school, on the basis of population and household growth envisaged over the plan period.
- 2.6.19 Over the lifetime of the plan it is proposed that the range of educational, sporting and community facilities be expanded. New schools are to be provided while the development of further active recreation is supported. In principle there is no objection to the provision of community facilities within residential areas and a location in the BT R-03 zoning has been identified where a neighbourhood centre and community facilities can be provided in conjunction with residential uses.
- 2.6.20 There are a number of sporting facilities and clubs in Bantry including the GAA, rugby, soccer, sailing and golf. The town is popular for marine leisure activities and is also well catered for in terms of passive recreation with coastal walking

routes. This Plan has designated substantial areas of open space for active and informal public recreation. This Plan will seek to place greater emphasis on the development of recreational amenities, particularly the development of new pedestrian walks, cycle ways and connections with open space areas and the town centre in order to further optimise the benefits of the town's natural amenities for the people of Bantry. Consideration needs to be given to the provision of further active recreational areas and the upgrading and provision of modern sporting facilities is necessary in the future to allow for field sports, athletics, and basketball.

- 2.6.21 Bantry is designated as a Category One cycling hub under Fáilte Ireland's Irish Cycle Tourism Strategy which has resulted in work commencing on the development of looped cycling routes. It is also important that complementary facilities are provided in the town.

### Green Infrastructure

- 2.6.22 A key concept of this Plan is to recognise the benefits of green infrastructure planning to communities in towns such as Bantry. The common examples of green infrastructure include habitat provision, amenity space, walking and cycling infrastructure, recreation areas, tourism attractions, greenways, and blue ways. This plan supports the creation, maintenance, and enhancement of existing and new green infrastructure assets in Bantry. The town's attractive coastal setting flanked by steep sloping hillsides in a high value landscape and the location of Bantry House historical demesne within walking distance of the town centre provide for a rich variety of these assets. There are further opportunities to enhance these assets by improved linkages such as walkways and other public realm improvements. New development should incorporate and implement placemaking principles to enhance existing and new green spaces and maintain existing green corridors.
- 2.6.23 Generally, Bantry is well catered for in terms of passive recreation with coastal walking routes and small urban spaces; however, consideration needs to be given to the provision of further active recreational areas. The town and its rural hinterland could benefit from the addition of a modern sports complex including leisure facilities and running track. The dramatic location, setting and topography of Bantry provide a range of different landscape experiences for both visitor and tourist alike. This plan seeks to link areas of current and future passive and active recreation within a dedicated network of open space creating a pedestrian and cyclist friendly environment and maintaining the key landscape features which contribute to the identity and sense of place of Bantry.



Figure 5.2.4: Bantry Green Infrastructure

- 2.6.24 Bantry has two heritage trails which take in a varied range of stop-offs, ranging from St. Brendan's Church to the Mill Wheel, the Presbytery Pillar to Garryvurcha Church and Graveyard. The Bantry Blueway Trail offers a variety of looped water trails around Bantry Harbour. The network includes launch points, seven stop-offs, camping locations, and several points of interest starting at Abbey Slipway, and taking in Whiddy Island before moving across to Reenbeg Point and back via Railway Pier.

### Economy and Employment

- 2.6.25 This plan recognises the enhanced role to be played by Bantry in the provision of employment. It is grouped with other settlements to form the West Cork Marine Network highlighting opportunities for sharing assets and driving rural economic growth. This network is based on the N71 West Cork to South Kerry Corridor leveraging significant marine, economy, tourism, food and beverage, digital and other assets with strategic transport connections to the Cork Metropolitan area.

- 2.6.26 The overall employment strategy for Bantry as set out in this plan, is to focus on local catchment employment and an infrastructure programme to service land supply identified for future employment development focused on medium to small business/industry. Bantry has developed as a key location for a variety of employment uses. Services and retailing provide a considerable proportion of existing employment while established industries continue to play an important role.
- 2.6.27 The results from the 2016 Census show a 38.35% reduction in unemployment in Bantry. The CSO recorded 1,748 jobs in Bantry and 1,005 resident works. The ratio of jobs to resident workers is 1.739. The most significant change in industries is the growth of Professional services, with commerce and trade being the largest industry.
- 2.6.28 Under the 'Marine Leisure Infrastructure Strategy for the Western Division of Cork County 2007' Bantry is designated as a Primary Hub. The need for the provision of facilities to cater for all year-round marine leisure operations is highlighted. The strategy requires that adequate and appropriate infrastructure, complementary ancillary services be developed for Bantry Town.
- 2.6.29 The development of a marina and the future use of the railway pier site will play an important role in the provision of marine and mixed-use developments around the harbour which will in turn improve the tourism and employment potential of the town. Work has commenced on the Inner Harbour Regeneration Project, which will provide a more sheltered harbour environment with increased water depth, the improvement of pier facilities and the provision of a new quayside area which will support and promote marine and tourism activities in the Bantry area. An access slipway to the west of the town serving Whiddy Island and a complementary slipway on the island has been developed.
- 2.6.30 In Bantry it may be feasible to extend a walking route creating access to Black Strand while the area around the Abbey slip may have potential to provide for winter storage and repairs for boats. The Plan also supports proposals to develop Cove Strand for amenity purposes. Bantry continues to play a strong role as the primary service centre for the area and the planned population targets determine that this role is likely to continue. Tourism remains a very important component of the local economy.
- 2.6.31 There are five sites zoned for Business use and one site for Industrial use representing an overall employment land supply of over 65ha. The majority of this land remains available for development and these zonings have been carried forward in this plan. There are relatively few areas suitable for industrial and business development within the existing built-up area or close to the town centre given the topographical challenges. Indeed, in the past it was necessary to develop the successful Bantry Enterprise Centre and the Bantry Business Park in locations somewhat remote from the town centre. Therefore, although the main areas identified are in locations that are removed from the existing built-up area these are considered appropriate areas for new industrial and business development. Areas specifically earmarked for business related development seek the consolidation of uses around existing employment clusters and involve the further provision of lands for business related uses at Seafield and the existing Bantry Business Park at Dunbittern.
- 2.6.32 In general, the primary location for office-based development should be within the town centre or on suitable edge of town centre sites. Non-retail office-based development where the services provided do not principally require visiting members of the public may be given consideration on lands zoned for Business Uses (where identified). Similarly, some of the business lands identified (BT B-02 and BT B-03) may be considered suitable for retail warehousing.
- 2.6.33 Remote working hubs have the potential to provide employment opportunities in rural towns close to where people live. There are two co-working hubs in Bantry located at Bantry Bayworks in the town and E Bantry Enterprise Centre in Seafield.
- 2.6.34 The potential contribution of the private airstrip close to the town as an economic asset for the region needs to be given consideration during the lifetime of the plan.

### **Town Centre**

- 2.6.35 The vision for the town centre is to make it a more attractive location to live, recreate and carry-on business. Potentially this could include substantial environmental improvements such as pedestrianisation, streetscape improvements and mechanisms to prioritise the movement of pedestrians/cyclists over traffic. Delivery of this is dependent on the delivery of the relief road and off-street parking in and around the edge of the town centre.
- 2.6.36 Expanding the amount of pedestrian orientated urban space within the town could have substantial economic benefits for the town and the wider economy of the area, in addition to benefitting the local population and visitors. Other suggestions for improving the town centre in Bantry which came from submissions received from the public at the issues stage of the review process, include the provision of a new street/indoor market, redevelopment of the historic laneways of the town and old cinema site. The current redevelopment of the harbour area, in particular will be an important catalyst for the regeneration of the town.

### **Retail**

- 2.6.37 Bantry functions as an important market town providing retail services to an extensive coastal and inland catchment. This plan identifies Bantry as a 'Large County Town' in recognition of its important sub county retailing function and the availability of some of the main retail chains, particularly in the convenience sector. The Plan seeks to ensure that Bantry can continue to provide an appropriate range of retail and non-retail functions to serve the needs of the community and surrounding catchment area.

- 2.6.38 Bantry functions as an important market town providing retail services to an extensive coastal and inland catchment. The new Supervalu located in Reenrou, and the new Lidl located on the N71 Bantry-Glengarriff Road are currently the primary convenience supermarkets in the town. The other convenience stores in the town centre are Centra and Mace. In addition, permission was also granted in the town centre for a discount food store just off Bridge Street (next to the town library). The variety of smaller retail units within the existing town contributes significantly to the comparison floorspace level and this contributes to the vitality and viability of the existing town centre.
- 2.6.39 Bantry town has a significant convenience floorspace shortfall which has led to substantial retail leakage to other centres.
- 2.6.40 Over the years, through the granting of planning permission the Council has demonstrated its commitment to expanding retail within the town, but decisions show that there is a challenge to plan more comprehensively to incorporate this form of development within the urban fabric of the town. The plan acknowledges lessons learned in recent decisions regarding the possible impact of retail development at the edge of the town on the future viability of its centre.
- 2.6.41 Realising the potential of the town centre, previous local area plans identified an expanded town centre area within or adjoining which there are reasonable opportunities for new convenience and comparison retail development. The grants of permission for retail development in the town centre is a useful first step towards this and demonstrates that difficulties can be overcome, and that the town centre remains an appropriate location for modern forms of new convenience and comparison retailing.
- 2.6.42 The town centre and adjoining areas continue to remain the most appropriate location for future retail development, and it is important that its vitality and viability is maintained. The expanded town centre area will support this role and continue to provide opportunities to meet some of the future convenience retail needs of the town. The rationale in the expansion of the town centre zoning was that it included a choice of brownfield sites with the potential to accommodate new retail development. The design and scale of proposed retail developments should have regard to the size of existing town centre and edge of centre sites.
- 2.6.43 The town centre has historically focussed on the area around the town square, the heart of Bantry, where much of the existing retailing still occurs. In looking for new directions to expand the town centre, constraints in relation to topography dictated that further expansion was inappropriate to the north and south of the square. However lands to the west (fronting onto the harbour) zoned T-02 provide a potential opportunity site with the advantage of direct proximity to the Wolfe Tone Square, and as the only generally level area of land within or adjoining the town centre it would be a logical place to facilitate the natural extension of the town centre. The Council will encourage the development of these lands with a mix of town centre uses on the overall site including convenience retail, offices, and marine related uses to include an iconic building located at the seaward end of the overall site. The Council would also support the provision of a civic building such as a theatre on part of the BT T-02 site.
- 2.6.44 It is important to note that the existing surface car park at this location continues to play a role serving the town centre. The adjoining Council Depot is the site of the main foul sewerage pumping station serving Bantry Town. This significant piece of public infrastructure would be difficult to relocate without incurring significant costs. There have been preliminary discussions regarding the relocation of the oil depot, and it is acknowledged by the stakeholders that the development of higher value uses within the BT T-02 site could expedite the relocation of this inappropriate use.
- 2.6.45 The other logical area to expand the town centre is along the Glengarriff road, to include brownfield lands around the Boys Club. It is acknowledged however that while these lands are closer to the core retail area of the town, it is currently in civic / institutional use and could have topographical, access and ownership issues which would firstly need to be resolved.
- 2.6.46 If additional convenience retail development does not take place within the lifetime of this plan retail leakage to other centres is likely to continue. If convenience retail development cannot be easily accommodated within the expanded town centre and it can be demonstrated that no town centre or edge of town centre sites are suitable, viable or available then consideration should be given to alternative out of centre sites. There are a number of out of centre sites which could realistically facilitate such retail development. These sites include the Wolfe Tone Park and adjoining lands to the east.

### **Retail Warehousing**

- 2.6.47 The wide catchment of Bantry requires that adequate provision should be made for retail warehousing. While the Retail Planning Guidelines identify town centre or edge of centre sites as the preferred location for retail warehousing there are immediate difficulties in identifying suitable edge of centre sites in the town of Bantry. The town centre itself is already relatively compact while much of the lands outside of the town centre are topographically challenging or have restricted accessibility. Visual and amenity considerations rule out the potential of other sites.
- 2.6.48 In terms of retail warehousing, a number of comparison retailers presently located in the town centre have expressed interest in relocating to larger premises. Such retail warehouses often require extensive areas of showroom space grouped around a common car park. By their nature, retail warehouses necessitate usage of the car and often town centre locations are unsuitable. The challenge for this plan is to identify areas where such uses can be appropriately located.
- 2.6.49 The present difficulties with congestion around the town centre imply that bringing further HGV traffic associated with retail warehousing through the town centre in the medium to long term would not be the best strategy. To this end



and considering the lack of suitable sites to the east it is suggested that the west or south west of the town present themselves as the most logical locations for retail warehousing type development in the town.

- 2.6.50 Looking towards the west of the town, it is evident that there are two immediate choices which present themselves as suitable lands for retail warehousing options. Lands at Seafield (BT B-02 zoning) are the closest in terms of proximity to the town centre however there are accessibility issues from the east which are likely to remain until such time as a relief road for the town is realised. In the interim lands at Dunbittern (Bantry Business Park, BT B-03 zoning) present themselves as an option for retail warehousing development. The advantage of the BT B-03 site is that it is less constrained in terms of access although BT B-02 may be the most appropriate site for such uses in the medium to longer term.

### **Neighbourhood Centre**

- 2.6.51 The Council have also identified a site for a Neighbourhood centre to the north east of the town centre within the BT R-03 site. This site is centrally located to serve the existing surrounding residential areas and also the residential areas proposed for this part of the town. This Neighbourhood centre could consist of a small group of shops, comprising a newsagent, small supermarket/general grocery store, sub post office and other small shops of a local nature serving a small, localised catchment population along with appropriate community facilities.

### **Movement**

#### **Road Infrastructure and Public Transport**

- 2.6.52 Bantry town suffers from traffic congestion caused by movement and various turning manoeuvres of vehicles through the compact town centre, including HGV traffic on the N71 which passes through the town.
- 2.6.53 It has been a long-standing objective in previous plans to remove through traffic from the town via the provision of a relief road and the new plan will continue to pursue this objective. The Council have progressed plans for Phase 1 of the Bantry Relief road. Subject to funding it is envisaged that construction could commence on this vital piece of infrastructure in 2022. The Council are currently progressing proposals for Phase 2 of this road scheme.
- 2.6.54 There are also opportunities to rationalise parking at key town centre locations, de-cluttering the street of multiple signage/street furniture, improving pedestrian links between key destinations and introducing soft landscaping to enhance the streetscape.
- 2.6.55 This Plan will seek to promote cycling and walking as the primary transport modes within the town centre, to further improve footpath provision within the town centre and support the provision of cycle routes and cycle parking facilities where appropriate. This plan aims to deliver a high quality, attractive and safe pedestrian environment reflective of its status as a significant tourism destination within the region.
- 2.6.56 Bantry has an expressway bus service which regularly serves Cork City to Castletownbere. Whiddy Island, in the bay, is served by a regular car ferry service. It is particularly important that overnight commuter and tourist bus parking areas should be provided to cater for potential cruise liner and other tourist related traffic. During the lifetime of the plan the Council will seek to identify appropriate sites for this purpose in conjunction with relevant authorities.

### **Water Management**

#### **Water Supply**

- 2.6.57 Bantry receives its drinking water from the Bantry Water Supply which is presently reaching its limit. The existing Bantry Water Supply does not have the capacity and infrastructure to provide an adequate water supply to accommodate proposed development in Bantry and, also to provide a supply to the higher areas. The upgrading of Bantry Water Supply including new source, watermains and new high-level reservoir is required. The "Bantry Water Supply Scheme – Impoundment, Reservoirs and Network" is presently being reviewed by Irish Water. Currently it is envisaged that there is capacity available to cater for proposed population targets.

#### **Waste-Water**

- 2.6.58 The wastewater in Bantry is conveyed via a largely combined sewer system to the Bantry Waste-Water Treatment Plant (WWTP) (capacity 6000 p.e.). There are issues in relation to the sewer network and existing culverts and upgrading of the sewer network is required. Some extensions to the network may also be required. Currently it is envisaged that there is capacity available to cater for proposed population targets. The "Bantry Sewerage Scheme" which deals with sewer/culvert issues is presently being reviewed by Irish Water. There is presently no scheme relating to the upgrading of the Bantry WWTP.

## Surface Water

- 2.6.59 There are existing surface water capacity issues with the Mill River and the existing surface water culverts in the town centre need to be upgraded. The Council is working with Irish Water, the Office of Public Works, and Transport Infrastructure Ireland to expediate the Council's proposed upgrade of the New Street Culvert. Surveys have been completed and various options are currently being prepared. The project currently being advanced will make provision for the replacement of the culvert from the centre of the Plaza up as far as Vickers on New Street.

## Flood Defences

- 2.6.60 Parts of Bantry have been identified as being at risk of flooding. The areas at risk in particular follow the path of the Mealagh River through the town and include other smaller watercourses and tributaries. Bantry also has a tidal flooding problem with coastal areas identified as at risk. There are also problems with the poor structural condition and flow capacity of culverts in the town.
- 2.6.61 Cork County Council, in partnership with the OPW, are progressing plans for a Flood Relief Scheme for Bantry. It is envisaged that the Scheme will progress to Stage 1 - Scheme Development and Design following the appointment of Consultants.
- 2.6.62 More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in **Chapter 11 Water Management of Volume One** of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

## Seveso Sites

- 2.6.63 Whiddy Island contains a Seveso site (Phillips 66 Bantry Terminals Ltd) which is the location for the national strategic oil reserve. The terminal is working to full capacity and sees up to forty ships berth every year.

## Built Heritage

- 2.6.64 There are three designated Architectural Conservation Area's (Chapel Conservation Area, Barrack Street Conservation Area, Public and Commercial Centre Conservation Area) in the town which cover much of town centre, including Wolfe Tone Square. Details of this can be found in **Volume 2 Heritage and Amenity** of this plan. Throughout the town as a whole, there are over 40 buildings or other structures entered in the Record of Protected Structures. Bantry House and gardens represent the most impressive of these and are a particularly important visitor attraction for the town.

## Bantry House

- 2.6.65 The association of Bantry House with the town is extremely important. The house and gardens are of national and international importance and has been open to the public since 1946. The house attracts significant numbers of visitors per year and for many of these visitors Bantry House is the primary reason for their visit to Bantry and to West Cork. The house is also an important recreational amenity for locals and visitors. The synergistic role of the town and house may need to be strengthened to ensure its viability is maintained into the future, however, this must be done in the most sensitive and appropriate manner possible.
- 2.6.66 The house and gardens are open to the public to enjoy with self-guided tours of the house, accommodation is available on a B&B basis within the house or self-catering in the gate lodge, civil weddings and functions are catered for, there is a tearoom, musical events/festivals take place throughout the year, country courses on basketry, bee keeping, vegetable growing, poultry, working horses, seed saving, and orchards are run, and other special events are also held.
- 2.6.67 The house is still owned and lived in by the direct descendants of Richard White (1st Earl of Bantry). The house and gardens present opportunities for reuse/refurbishment of existing buildings, tourist retail, sign posted garden walks, sculpture trail, events centre, themed events, children's playground/activity centre and vegetable gardens. The preference will be for the reuse and refurbishment of existing structures and buildings rather than new buildings.

## Biodiversity

### Natural Heritage and Landscape

- 2.6.68 In 2018, the Council commissioned the preparation of habitat mapping for the towns of the county where such work had not previously been undertaken with a view to identifying what habitats were present in the areas and identify those of importance in protecting the biodiversity of the area. The survey work has identified a number of habitats areas within the town which are of biodiversity value and which may form part of an ecological corridor.
- 2.6.69 In Bantry, habitats of conservation value which have been identified include; habitats associated with the marine and coastal zone including intertidal mudflats; river and stream corridors; wetland habitats; and woodland and scrub habitats;

- 2.6.70 In relation to the Mealagh River Corridor, it is recommended that riparian margins are protected to stabilize them and to avoid erosion, and development should be set back from rivers and not provide for outflows or runoff into the watercourse.

**Table 5.2.10 Areas of Local biodiversity value in Bantry**

1.	Bantry House (located within zoned area BT-GC-06 and BT-GC-07)
2.	Seafield Marsh (located within BT-B-02)
3.	Newtown Woodlands (partially located within BT-GC-01)
4.	Bantry River and Tributaries Corridor
5.	Mealagh River Corridor (bounding an existing developed area to the north of town)

- 2.6.71 There are no Natura conservation sites either within or directly adjoining the current development boundary of the town. The attractive setting of the town in Bantry Bay is a key draw for visitors to the area and protection of this is paramount to the future of the local tourism industry. Bantry is located in an area of the county which is designated as a High Value Landscape in this plan. Within these High Value Landscapes considerable care will be needed to successfully locate large scale developments without them becoming unduly obtrusive. There are a number of designated scenic routes in or close to Bantry. These include the S30, S92, S93, S108, S110 and S111. Of particular concern has been the haphazard sprawl of the town upwards to the south west in particularly elevated locations. The plan has been prepared to generally avoid further extensive upland development particularly where it occurs beyond the limit of the 80-metre contour line.

- 2.6.72 The following general objectives shall apply to all development within the development boundary of Bantry.

### General Objectives

- 2.6.73 The following general objectives shall apply to all development within the development boundary of Bantry.

**General Objectives for Bantry**

Objective No.	
BT-GO-01	Plan for development to enable Bantry to achieve its target population of 4,133.
BT-GO-02	Provision of adequate water and wastewater infrastructure to service lands and ensure the town achieves its growth targets over the lifetime of this Plan.
BT-GO-03	Prioritise the development of a relief road for the town as a priority in promoting town centre improvements (including increased emphasis on pedestrian priority).
BT-GO-04	Support the implementation of the Inner Harbour Regeneration Project.
BT-GO-05	Support the preparation and implementation of a Harbour Management Plan for the harbour area. Support the sustainable development of marine leisure proposals generally in Bantry which are in line with securing the objectives of the Marine Leisure Strategy which designates Bantry as a primary hub.
BT-GO-06	Recognise the strategic importance of Bantry House as a key tourist attraction for West Cork and the Region. Work with the owners to increase the attractiveness of the house and its setting, to protect and conserve the house and work with local and national stakeholders to achieve the desired outcomes. Bantry House is a protected structure and located within an area of biodiversity value in the town.
BT-GO-07	Encourage the provision of further community facilities within the town.
BT-GO-08	Support and encourage the reuse and redevelopment of the former school sites having regard to the importance of the buildings and their visual setting.
BT-GO-09	Support and promote: <ul style="list-style-type: none"> <li>• General improvements to the public realm including pedestrianisation,</li> <li>• The refurbishment/upgrading of historic laneways,</li> <li>• The provision of an indoor market,</li> <li>• Redevelopment of brownfield sites including the harbour and old cinema site.</li> </ul>

General Objectives for Bantry	
Objective No.	
BT- GO-10	The green infrastructure, biodiversity, and landscape assets of Bantry include its river corridors, mature trees, wetlands, woodlands, and coastal habitats. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> . It is particularly important to maintain and enhance the attractive coastal setting and landscape character of Bantry and further extensive upland development will be discouraged. A visual impact assessment may be required for development in areas of significant and sensitive landscape character.

### Specific Objectives

2.6.74 The specific zoning objectives for Bantry are set out in the following table:

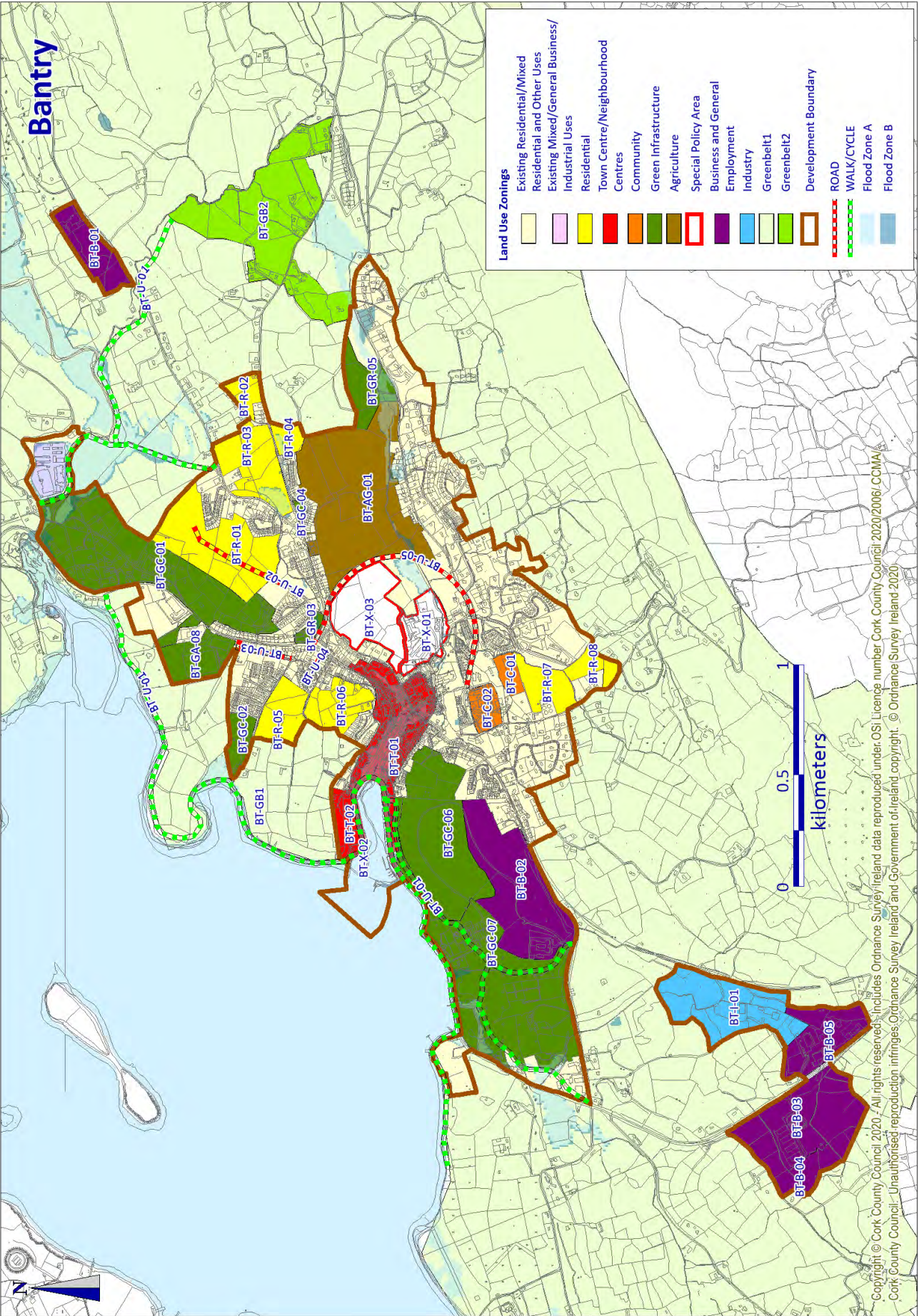
Specific Development Objectives for Bantry		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Approx. Area (Ha)
<b>Residential</b>		
BT R-01	Medium C Density Residential Development including serviced sites to include the provision of a local access road. Development should be set back, and ridge heights should generally not break the skyline to the west, in order to protect the visual setting of the town. Retention of hedgerows where possible and extensive landscaping will be a prerequisite to any development proposals. Provision should be made for linkages to the nearby Mealagh river valley walkway. Mature trees and woodland should be retained and protected where possible. New development should be set back from watercourses on the boundary of this zone.	10
BT R-02	Medium B Residential Development, provision of open/amenity area, pedestrian/cycling linkages to adjoining residential sites. *	1.8
BT-R-03	Medium B Residential Development with provision for a neighbourhood centre and community facilities, including 16 classroom primary school, on the western part of the lands and fronting onto existing public roads. Provision of pedestrian/cycling links to surrounding existing and planned residential areas and the Mealagh River Valley. New development should be set back from watercourses on the boundary of this zone. *	4
BT-R-04	Medium B Residential Development including serviced sites. Provision of pedestrian/cycling linkages to adjoining residential sites. New development should be set back from watercourses on the boundary of this zone.	1.68
BT-R-05	Medium B Density Residential Development with provision for link road connecting the site with the R-06 to the south. Provision for pedestrian/cycling linkages to the town centre to be included in any proposal. In general no buildings should be visible on the skyline and in-depth planting should be provided along the entire southern and western boundaries. All existing hedgerows/trees retained and augmented. Any proposals for development of the site to be accompanied by a detailed visual analysis and landscaping plan for the entire site in order to protect the visual setting of the town.	4.05

Specific Development Objectives for Bantry		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Approx. Area (Ha)
BT R-06	Medium B Density Residential Development with provision for link road connecting site with R-05 to north. Provision for pedestrian/cycling linkages to the town centre included in any proposal. Housing set back from the western boundary should be predominantly single storey in nature where it is close to the existing development boundary. Hedgerow and tree line to west retained and augmented in order to protect the visual setting of the town and bay area. Any proposals for development of the site accompanied by a detailed visual analysis and landscaping plan for the entire site in order to protect the visual setting of the town.	3
BT R-07	Medium B Density Residential Development including community housing. Consideration should also be given to the site's proximity to the Bantry river and tributaries corridor local biodiversity area. ^	4.0
BT R-08	Medium B Density Residential Development with appropriate access. New development should be set back from watercourses on the boundary of this zone. ^	2.3
Industrial Areas		
BT I-01	Industry and/or warehousing and distribution subject to acceptable layout. ^*	13.6
Business and General Employment		
BT B-01	Business Development. Comprehensive landscape screening should be retained and provided to the northern boundary of the site to protect the visual sensitivity of the Mealagh valley. *	5.8
BT B-02	Business Development, community and recreational facilities and small-scale residential development (Medium B Density Residential Development) adjoining existing residential area to the east. High quality retail warehousing will be considered within business park environment. Provision should be made for the retention and protection of wetland habitats and other habitats of high ecological value on this site. ^ *	18.3
BT B-03	Business Development. Retail warehousing and petrol filling station may be acceptable uses in this location. ^	7.1
BT B-04	Business Development. ^	12.7
BT B-05	Business Development. ^	7.9
Town centre		
BT T-01	Town Centre. Promote the Town Centre as the primary area for retail and mixed-use development, encourage sensitive refurbishment/redevelopment of existing sites and promote public realm improvements whilst protecting the marine environment and built heritage. *	13.7
BT T-02	Town Centre. Provide for the natural extension of Bantry town centre on this opportunity site including a mix of uses for the overall site such as convenience retail, sustainable specialist marine and marine related activities, leisure tourism uses, community uses, restaurants, offices, and residential development. The Council will encourage the incremental and sensitive development of the site over time. Any development proposal should have regard to the existing and proposed marine related activities and protection of the marine environment. The development of the lands should provide for buildings of a high architectural standard which have regard to the setting of the town and the sites location overlooking Bantry Bay. *	3.4

Specific Development Objectives for Bantry		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Approx. Area (Ha)
<b>Community</b>		
BT C-01	Community with specific objective for healthcare and community facilities. New development should be set back from watercourses on the boundary of this zone.	1.6
BT C-02	Community lands reserved for hospital.	2.5
<b>Utilities and Infrastructure</b>		
BT U-01	Proposed pedestrian walking route. Development proposed to upgrade or extend this walk will be required to be designed having regard to best practise guidelines, providing for appropriate setbacks from the riverbank and the estuary to avoid impacts on fresh-water and estuarine habitats and species.	-
BT U-02	Proposed local access road to link through existing estate	-
BT U-03	Proposed Relief Road	-
BT U-04	Road Improvements	-
BT U-05	Proposed Relief Road	-
BT U-06	Identify Route for Bantry Relief Road Phase 2 including pedestrian and cyclist links during the lifetime of the plan to connect from the U-05 relief road to the N71.	-
BT U-07	Seek the Upgrading of Existing Surface Water Culverts along the existing Mill River to deal with present surface water capacity issues.	-
BT U-08	Establish and develop a network of pedestrian/cycling routes through the town of Bantry linking the key current recreational and tourist amenities to those areas in which future development is planned.	-
<b>Green Infrastructure</b>		
BT GC-01	Open Space. Ridge protection of lands which contribute to the green infrastructure assets, biodiversity and setting of the town. Lands to remain predominantly open in character. *	28
BT GC-02	Open Space. Prominent slope to be protected for its significant contribution to the landscape setting of the town and its value for local visual and recreational amenity.	2.6
BT GR-03	Open Space, including the Peace Park, providing visual amenity and informal public recreation, green infrastructure asset and biodiversity area. Retain and promote openness, seating, trees, and shrubs.	0.9
BT GR-04	Open Space in residential area to be protected because of the contribution it makes to the setting. *	0.4
BT GR-05	Open Space to remain predominantly open in character with potential for pocket park/recreational area/viewing point for the town. Consideration should also be given to the protection of the Bantry River corridor and its associated habitats of biodiversity value. *	5
BT GC-06	Open Space to be protected from built development for its important contribution to the landscape, setting and visual amenity of the town. This site also contains woodland and other habitats of biodiversity value. Opportunities for enhancement of the biodiversity value of these habitats will be supported.	20

Specific Development Objectives for Bantry		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Approx. Area (Ha)
BT GC-07	<p>Open Space-Bantry House.</p> <p>a) To protect the open space, which is of great landscape importance, while providing private and semi-public recreational space around Bantry House. Retain and enhance the general openness, dominance of trees, and parkland quality of the gardens which are integral to the setting of Bantry House.</p> <p>b) Support and encourage the conservation and maintenance of Bantry House and gardens through provision of expert advice and guidance.</p> <p>c) Any new development proposals should be compatible with the existing uses of the house and gardens and contribute to the achievement of objective (a) above. Consideration should also be given to the site's local biodiversity area Bantry House giving particular consideration to its local importance and amenity value. *</p>	32
BT GA-08	Existing GAA grounds.	5.29
BT GR-09	Support and facilitate the development of allotments within or close to the development boundary of Bantry.	
Agriculture		
BT-AG-01	Agricultural Use. Consideration should also be given to the site's proximity to a local biodiversity area Bantry river and tributaries corridor giving particular consideration to its local importance and value.	28.5
Special Policy Area		
BT X-01	Special Policy Area. Support the sustainable redevelopment of this site for residential, community or tourism related uses. Any development on this site should have regard in particular to the distinctive topography of this prominent site which contributes to the visual amenity of the town and the importance of the existing buildings and their setting. The form and layout of any development should make a positive contribution to the townscape and visual amenities of the town.	5.66
BT X-02	<p>Special Policy Area. Support the redevelopment of the Inner Harbour for recreational, amenity, tourist related uses, retail, office, residential, marine related and restaurant use, having due regard to the protection of natural resources and amenities of the area. A very high standard of design is required, both in terms of appearance and relationship to adjoining activities.</p> <p>The visual and heritage sensitivities of the area will need careful consideration having regard to the setting of the town and the sites location overlooking Bantry Bay.</p> <p>Any development should avoid prejudicing existing and future marine related activities. *</p>	11.52
BT X-03	<p>Special Policy Area. Predominantly open space / amenity with provision for Objective U-05 proposed relief road and some residential development on the lower more gently sloping parts of the site, in particular the western and north-western parts of the site adjoining established residential dwellings and an area to the south-east.</p> <p>The site which lies to the east of Bantry Town Centre forms an important visual backdrop to the town. Any development on this site should have regard to the topography of this prominent steeply sloping and elevated site which contributes to the visual setting of the town. Development should avoid the more elevated steeply sloping visually prominent parts of the site. The form and layout of any development on this site should make a positive contribution to the townscape and visual amenities of the town.</p>	10.40

# Bantry





## 2.7 Skibbereen

### Vision and Strategic Context

- 2.7.1 Skibbereen is an important service county town in the West Cork Municipal District. As a growth/development centre, it performs an important employment, service, and social function for an extensive rural hinterland. The Plan recognises the need to provide a better balance of development in Skibbereen and its hinterland so that the town can maximize its potential to attract new investment in employment, services, and public transport.
- 2.7.2 The Regional Spatial and Economic Strategy outlines that smaller-scale settlements have a significant role in employment provision to their surrounding communities, often in highly skilled, world-leading innovative sectors. Networks of towns often share economic strengths providing strategic opportunities to drive regional development and support for larger urban centres. The RSES also recognises the importance of intra-regional connectivity between these networks to support these roles.
- 2.7.3 The RSES cites the West Cork Marine Network based on the N71 West Cork to South Kerry Corridor strategically driving economic growth, leveraging significant marine economy, tourism, food and beverage, digital and other assets with strategic transport connections to the Cork Metropolitan Area. This plan will support the role of Skibbereen in the development of this network and as a key service centre in the surrounding rural area.

### Local Context

- 2.7.4 Skibbereen is located on the N71 approximately 30km west of Clonakilty and approximately 30km south-west of Dunmanway. The town is an important service, employment; retail and tourism centre and also acts as an important access point to a number of the West Cork Islands. Skibbereen which has 'Heritage Town' status enjoys a fine townscape and an attractive landscape setting. The River Ilen and its floodplain are located to the north.
- 2.7.5 In 1601, Skibbereen was only a little hamlet and far less important than the town of Baltimore. However, in the seventeenth and in particular the eighteenth century the town grew in importance. This nineteenth century layout is still evident today and provides a distinctive urban structure to the town. The settlement extends along the arterial route network and is physically defined by the Ilen River to the north, the elevated land surrounding Mardyke House to the west and the elevated area known as The Rock and identified as a Fair Green to the east. The traditional street pattern remains centred on North Street and Main Street, extending along Bridge Street as far as Kennedy Bridge. The importance of the Ilen River and quays is immediately obvious as the built form extended along the southern bank of the river before moving southwards. The courthouse and national school were located at the northern end of North Street and this pattern continues today where most of the civic buildings remain and operate. The Square still remains a focal point and information hub in the town today and accommodates the Town Hall. Perhaps the most significant change in the traditional street pattern has been the movement of the town in a southern direction along Townshend Street and Market Street, away from the river which was once the mainstay of life in the town.

### Population and Housing

- 2.7.6 The 2016 Census of population recorded a total population of 2,778 for Skibbereen (a 4% increase on 2011). This plan sets an overall population target of 3,856 for Skibbereen which represents a projected population increase of 1,078 persons.

**Table 5.2.11 Skibbereen Population, Housing and Residential Land Area**

	Housing Requirement			Housing Supply		
	Census 2016	Target (to 2028)	New Units Required (to 2028)	Estimated Units Yield from the Built Footprint	Estimated Units Yield from Zoned sites	Est. Net Residential area zoned (ha)
Skibbereen	2,778	3,856	309	61	248	16

Table 5.2.12: Skibbereen Population 2016-2028

	Census 2006	Census 2011	Census 2016	Increase to 2028
Population	2,338	2,670	2,778	1,078

- 2.7.7 In order to accommodate the population target proposed for Skibbereen, an additional 309 new housing units will be required with 248 housing units delivered on residentially zoned land and the balance of 61 delivered within the built footprint of the town. This plan makes provision for a total residential land supply of approximately 15.85 ha. In terms of delivering units within the existing footprint of the town, a number of options are available including regeneration and other potential infill sites as identified in the Urban Capacity Study 2018, re use of vacant properties and 'living over the shop' opportunities.
- 2.7.8 The land supply requirements for Skibbereen have been reviewed in order to achieve compact and sustainable growth of the settlement in accordance with national and regional policy guidance as set out in this plan. A number of residentially zoned sites remain undeveloped from previous plans, and some of these have been carried forward in this plan. These sites can ensure the sequential development and consolidation of the built envelope of the town. A number of zoned sites within the built envelope of the town can contribute significantly to the delivery of compact growth including SK-R-02, SK-R-03, SK-R-04 and SK-R-05. All of the residential zonings provide for Medium B and Medium C density residential development and have access to infrastructure and services.
- 2.7.9 In accordance with the ten-minute towns concept and transport policy, set out in **Chapter 12 Transport and Mobility of Volume One** of this Plan, a number of these sites are located within 800 metres walking distance of the town centre. The overall approach will secure the delivery of new homes, creating liveable communities and reducing carbon footprint. It is imperative that all new residential development demonstrates proper walking and cycling connectivity to the town centre and public transport, employment areas, recreation, community facilities, and schools.
- 2.7.10 Many of the zoned residential sites can avail of connections to roads and other water services infrastructure. Some sites will require upgrades to roads and other infrastructure to ensure proper connectivity to the town centre. The completion of the Gortnaclohy Relief road is a key piece of infrastructure to support the delivery of residential sites and improve accessibility, particularly to the north-eastern side of the town. It is an objective of this plan to support the delivery of this route.

## Urban Design

- 2.7.11 All new development should adhere to the principles of good urban design should be applied to the critical future development of the town centre and to the most extensive land use in the plan area that is residential use. This Plan does not seek to prescribe the form and appearance of every parcel of identified development land within Skibbereen, but instead sets out guiding principles that the Council wish to see embodied in new development. A fundamental requirement will be the need to integrate all forms of development into the landscape setting, thereby reducing its impact on the local environment and reinforcing local distinctiveness. This can be achieved by retaining existing site features (such as trees, hedgerows, ponds, outcrops, etc) and by using strong structure planting that complements and reinforces the existing vegetation pattern. The scale, massing and height of proposed development needs to be considered in relation to that of adjoining buildings, the local topography, the general pattern of heights in the area, the view, and landmarks. In the majority of cases, successful development is achieved by defining and enclosing space by buildings, structure, and landscape. Buildings that follow a continuous building line around a street block and contain the private space within rear garden or courtyards are usually more successful than individual builds that stand in the middle of a plot.
- 2.7.12 The planned expansion of the town will require a new structure of streets and spaces to open up further land for development. Given the generally good condition of buildings in the town centre, there are few derelict sites or locations requiring special development consideration whose redevelopment would be of significant importance to the town. In recognition of its architectural character and heritage interest, most of the town centre is incorporated within an Architectural Conservation Area. The priority for development in this area should therefore be on refurbishment and sensitive redevelopment where appropriate. Protected structures are subject to statutory protection, and the emphasis will be on preserving the physical integrity and setting of these buildings where practical.
- 2.7.13 It is generally acknowledged that cars have come to dominate most streets in urban areas. This has only occurred in the last few decades and the imbalance needs to be reversed if urban communities are to renew and prosper. Streets should be as much living places as they are routes for cars, an integral part of the community and the focus of many activities that link together people's lives. While certain levels of traffic for access and serviceability should be accommodated, increasing pressures for parking and the movement of large vehicles at the expense of other (usually more vulnerable) road users has reduced the vitality and attractiveness of many areas.
- 2.7.14 This is demonstrated in Skibbereen by the dominance of through traffic in Main Street and the lack of attractive, useable streets in the residential areas. This Plan supports measures that help to manage traffic levels and reduce vehicle

speeds within the town, by ensuring that the road infrastructure meets the needs of residents by providing a safe and high-quality pedestrian and cycle environment. New residential developments should seek to recreate high quality areas where the design and layout of roads are integrated in a way that is sensitive to the local environment, rather than to dominate it.

- 2.7.15 A number of Public realm works have been completed throughout 2019 and 2020, including improvement works to Main Street and North Street. Further works will be undertaken to include a pedestrian crossing at the Town Hall Theatre and completion of the square works.

### Riverside Development

- 2.7.16 There are backland development opportunities on the southern bank of the Ilen River. The aim is to provide a strong and continuous building edge to the waterway whilst facilitating a 3m wide walkway between the river and the proposed buildings. The scale of development will be consistent with existing development and should normally be no more than three storeys' in height unless adjoining an old mill building which would give greater latitude for heights of up to four storeys. Pedestrian and vehicular access to the area will be promoted via the archway system evident on North Street and Main Street and mixed-use developments will be encouraged.

### Key Landmark Sites


- 2.7.17 There are a number of high-profile sites at strategic locations in the town. Some of these will be more apparent following the completion of the North Eastern Distributor Road. Many of the sites are situated at critical road junctions and intersections. The sites are highly visible and as such, it is essential that they are designed to the highest standards, as their development will set the tone for the town and influence the public perception of it. Many of the identified landmark sites are situated on the approach roads into the town. Development on these lands will therefore provide a clear distinction between the urban and rural environment. These landmark sites are as follows:

- Lands surrounding the junction of the N71 with the proposed new north eastern distributor road.
- Lands and existing development centred on the Baltimore Road roundabout.
- Lands surrounding the roundabout linking the N71, Marsh Road and Ilen Street, John F. Kennedy Bridge

### Regeneration Area

- 2.7.18 The X-01 (former Convent of Mercy site) has been identified as a significant strategic opportunity for the future development of the town to the north-east of the town centre.

Table 5.2.13: Skibbereen Regeneration Area

Map of Regeneration Area	Number and Description
 <p>The map shows a street layout with a specific area outlined in red. This area is labeled 'SK-RA-01' in the bottom right corner of the map frame.</p>	<p><b>SN RA-01: Former Convent of Mercy</b>            This prominent site located along one of the main entrances to the town is occupied by substantial former convent and school buildings. The buildings which are of some architectural merit and are listed on the Record of Protected Structures are currently in a state of disrepair and some have suffered fire damage. In order to highlight the importance of the site it has been given Special Policy Area zoning status in this Plan. The Council will work with owners/developers to consider a wide range of potential uses including, residential, office, community, tourist, and accommodation on the site as part of an integrated mixed-use development. Any development should have regard to the architectural character of the existing buildings, its attractive setting, and the need to protect the residential amenities of adjoining property.</p>

## **Social and Community Facilities**

- 2.7.19 Skibbereen has a range of community and recreational facilities, such as community centres, schools, healthcare centres, crèches, playing fields and recreational facilities. In relation to indoor recreational facilities, Skibbereen is served by a Sports Centre and has a number of local sports clubs, which have access to a limited number of indoor halls. The town also has a strong cultural background, supporting a Heritage Centre and Arts centre. Skibbereen acts as a local centre of importance in the provision of community services and facilities. Sports and recreation facilities in the town include tennis courts, rugby, soccer and GAA pitches (although the provision of facilities for these clubs are very limited), badminton, basketball, rowing, indoor football, karate, cycling and gymnastics. However, the provision of outdoor and indoor facilities is generally lacking, with a lot of clubs having to rent land and/or indoor facilities. There is scope to further enhance the level of recreational and amenity facilities in the town. In this regard, the provision of outdoor shared use basketball courts would be a valuable resource in the town.
- 2.7.20 Skibbereen provides a wide range of educational facilities from primary to post primary level. There are four primary schools in the town; SN Padraig Naofa, Scoil Naomh Seosamh (all girls), Abbeystreery NS and the mixed Gaelscoil Dhochtúir Uí Shúilleabháin. The three post primary schools; Mercy Heights Secondary School, Rossa College and St Fachtna's De la Salle, amalgamated in 2016 to form a new community school at a 7.7-hectare site in Gortnaclohy. The new school accommodates 900 pupils.

## **Playgrounds**

- 2.7.21 There is currently only one children's playground within Skibbereen located on Cork Road. The Council is committed to developing a second playground in the town. Where possible additional smaller play areas associated with housing estates will be facilitated as a second tier of local play areas and developers will be expected to provide useful informal open spaces, such as pocket parks, within residential areas.

## **Public Walkways**

- 2.7.22 The natural environment, biodiversity, and waterway of Skibbereen is recognised and consideration will be given to the provision of amenity walks along the Ilen River including; (a) an amenity walk on the southern bank of the river; (b) a combined cycleway and walkway on the northern bank of the Ilen River, extending from the upstream bridge as far as the John F Kennedy Bridge and beyond to link in with the existing walkway on that area of open space between the Ilen River and the Schull Road, and (c) a walkway extending from the Gortnaclohy Link Road south eastwards, extending beyond the town boundary to Russagh Mill. These walks shall be designed having regard to best practise guidelines, providing for appropriate setbacks from riverbanks to avoid impacts on freshwater habitats and species.

## **Green Infrastructure**

- 2.7.23 The Council recognises the importance of an adequate provision of attractive and conveniently located open space throughout the plan area. Open spaces can provide a variety of functions, including active recreation, passive recreation, visual amenity (important landscape views), ecology (bird and wildlife habitat; biodiversity of plant species), drainage management (particularly stormwater control) and Socio-economic needs (such as meeting places, and allotments). Existing open space within Skibbereen is made up of these elements, which are important in the consideration of the overall open space strategy for the area.
- 2.7.24 All the active open space within the town is located north of the Ilen River and north of the N71. The active open space is primarily operated and provided by sports clubs including the GAA grounds, Glencurragh pitch and the rugby pitch. A visual representation of the town's green assets is provided below.

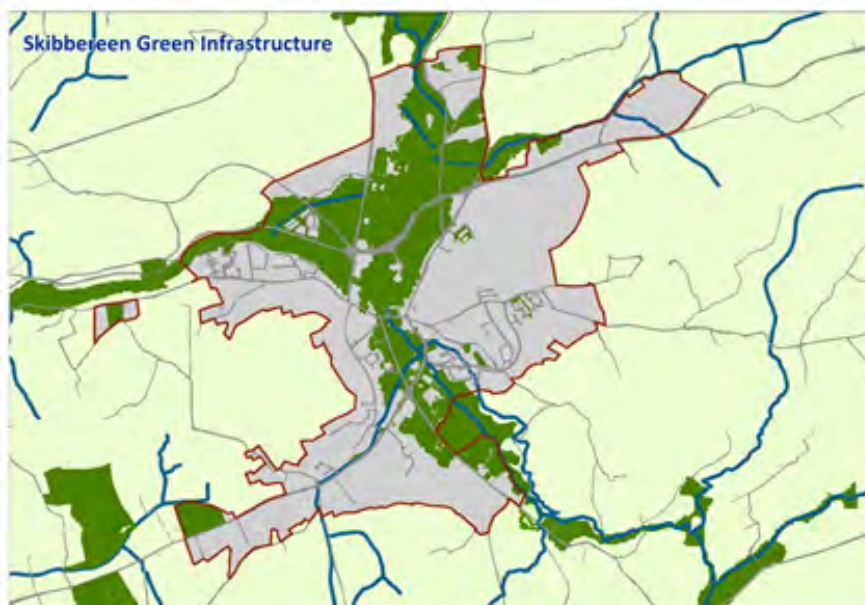


Figure 5.2.5: Skibbereen Green Infrastructure.

- 2.7.25 On the northern side of the town, to the north of the Ilen River, there are several passive areas of open space, including an attractive park located between Marsh Road and Mill Road, and a park with a playground located on Cork Road. The remaining open space areas in this part of town primarily comprise areas subject to flood risk. The most significant of these areas is that land situated on the northern bank of the Ilen River and known locally as the Marsh. This undeveloped land in the heart of Skibbereen town and presents a significant opportunity to accommodate recreation and social/community uses. Further to the west of this land and just west of John F. Kennedy Bridge is an area of open space which is also subject to flooding and which has been developed with seating and pathways.
- 2.7.26 The only area of open space located south of the Ilen River is that elevated area known as The Rock. Although accessed via pathways from North Street and developed with a viewing platform, this area has suffered from a lack of maintenance and supervision and would benefit from careful peripheral development thereby affording natural surveillance to the area. The Council have undertaken clearing in this area and seek to re-establish existing footpaths. There are opportunities to extend some walking routes and improve signage to recreational areas and linkages to existing schools.
- 2.7.27 Most of the existing passive open space is incidental to housing developments, with these spaces generally lacking in overall quality, particularly in relation to their layout and integration in the overall development, design, landscaping, existing facilities, and the degree of overlooking. Few links are developed between adjoining housing areas, or between open spaces within large housing developments. Greater emphasis needs to be placed on the improvement and enhancement of these areas in the future, to create attractive, safe, and meaningful public amenities.
- 2.7.28 It is very clear from the assessment of open space provision that most of the open space is provided for north of the Ilen River and that the only open space provided south of the river is in that area known locally as The Rock. Therefore, there is an unbalanced provision of open space in the town and that there is a clear need for additional open space provision on the southern side of the town. A balanced mix of open space types within each area of the town needs to be developed to ensure ease of access for all to open spaces and playing fields and therefore it is proposed to consider the town in four separate quarters. Breaking the plan area into four distinct areas ensures that all existing and future areas of the town are adequately served by a variety of open space types. It is a key objective to try and establish linkages and connections between these open spaces so as to provide a comprehensive network see Table 5.2.14.

Table 5.2.14: Open Space Strategy for Skibbereen

Objective No'	
Northern	This area is well supplied with both open space and playing fields. The key strategic site comprising the Marsh lands has significant recreational potential.

**Table 5.2.14: Open Space Strategy for Skibbereen**

Objective No'	
Eastern	This area of the town is served by The Rock open space area. With two access points located north and south of North Street, this land can be easily accessed from the town centre and can also be accessed via High Street. Defined with pathways and a viewing area, this open space has suffered from a lack of maintenance, lack of surveillance, an isolated location, and a lack of directional signage. It is considered that development of lands surrounding the open space should be encouraged and promoted thereby ensuring natural surveillance of the area with four defined open space linkages providing access to the open space from High Street and North Street. The open space requires regular maintenance and landscaping and should be promoted with directional signage. It is recommended that the area is promoted in the tourist guide for the town, as it offers impressive views of the town to the north and west.
Southern	It is proposed to develop a park and provide a playground facility south of the town centre on land located between the Gortnaclohy Link Road and the Castletownshend Road as the area is currently suffering from a lack of formal open space provision. This land should be developed using funding from the development contributions scheme.
Western	Skibbereen Heights provides a long-term opportunity for the town, to develop a significant recreational area within the town boundary and to facilitate the development of walkways, tourist trails and natural amenity features. Due to the elevated nature of this land, access from the town side is restricted although there are several access points from the unclassified county road bounding the land to the west. These lands are located within the Town Greenbelt and a comprehensive and detailed study of this area would be required prior to consideration of any significant recreational development.

## Landscape

- 2.7.29 The landscape setting of Skibbereen is one of the towns' greatest assets, which in addition to the river also comprises an undulating landscape, giving scenic views of the town and of distant views of the surrounding hills and countryside. As well as conserving and protecting the landscape setting of Skibbereen, it is necessary to provide for both active and passive open space/recreational areas thereby enhancing the overall living environment and ensuring quality of life for all residents. Protecting the natural environment, facilitating public amenity, and providing open space is a balancing act requiring an understanding of the function and needs of residents and visitors to the town.
- 2.7.30 Located between two elevated areas, namely Skibbereen Heights to the west of the town and The Rock to the east, the town has been forced to expand primarily to the north and south. Skibbereen Heights comprises a substantial area of very elevated land dominated by sheer rock on the eastern boundary adjoining Ilen Street and Mardyke Street. The Rock describes the elevated area to the east of the town to the rear of buildings on North Street and extending eastwards up High Street. In contrast to Skibbereen Heights this area is quite accessible, with a pathway off North Street via Windmill Lane and via an un-named laneway located opposite the Council offices and adjoining the West Cork Arts Centre to the south. These areas have potential to contribute more positively to the general amenity of the town and any development and use in these areas that would impair its visual amenities should be resisted.

## Economy and Employment

- 2.7.31 Skibbereen is grouped with other settlements to form the West Cork Marine Network highlighting opportunities for sharing assets and driving rural economic growth. This network is based on the N71 West Cork to South Kerry Corridor leveraging significant marine, economy, tourism, food and beverage, digital and other assets with strategic transport connections to the Cork Metropolitan area.
- 2.7.32 The overall employment strategy for Skibbereen as set out in this plan is to focus on local catchment employment and an infrastructure programme to service land supply identified for future employment development focused on medium to small business/industry.
- 2.7.33 This plan aims to enhance, encourage, and facilitate additional employment opportunities over the plan period and supports the development of Skibbereen as a:
- Main Settlement and key economic and service provider to a large rural hinterland.
  - Centre of electronic and digital commerce with the appropriate telecommunications and broadband infrastructure.
  - An attractive tourism centre, particularly regarding untapped tourism potential.
  - Centre capable of attracting and accommodating new service industry to the town.
- 2.7.34 There are three Industrial / Business clusters located to the north (Marsh Road), west (Upper Bridge Street) and south-east (Castletownshend Road) of the town. Manufacturing industry in Skibbereen consists of light engineering, food/dairy products, and furniture manufacturing. The manufacturing sector grew by 2.4% between 2011-2016.

- 2.7.35 The CSO results show that there has been a 10.13% increase in employment in Skibbereen since 2011. Furthermore, the results also show a 23% reduction in unemployment 2011. The CSO recorded 1,580 jobs in Skibbereen and 1,058 resident workers. The ratio of jobs to resident workers is 1.493. The highest percentage of persons at work in Skibbereen are employed in Skilled Trade Occupations which accounts for almost 20% of the workforce.
- 2.7.36 The town with its recent improvements to water and sanitary infrastructure and developing digital economy will be in a key position to take advantage of future opportunities. The development of an economic growth centre to the north east of the town, serviced by the proposed new distributor road linking High Street with the N71 is key element in the proposed employment land use strategy in this Plan. The purpose of this economic growth centre is to establish high profile sites within easy reach of the town centre, significant residential areas, and amenities. It also provides an opportunity to integrate land use with transportation, ensuring enhanced transport options for employees.
- 2.7.37 The town has a prominent role within the region as a county town and key economic and service provider. Already a centre for public administration and services, Skibbereen is an attractive location for investment because it is situated on a good regional road network, has an airport within one hour's drive (Cork Airport), has excellent broadband facilities as well as adult and further educational training facilities. Skibbereen is situated in a particularly attractive area with excellent scenery, heritage and attractions and offers good quality of life which is an important issue to companies and their employees. Skibbereen also provides access to good health, recreation, leisure, and cultural facilities which are important considerations to potential new employers in the town.
- 2.7.38 The previous Local Area Plan zoned 5 sites totalling almost 50 hectares for business and industrial use. The Skibbereen Town Development Plan 2009 also identified significant portions of Enterprise / Industry and Commercial Land for employment purposes. This plan has reviewed the availability and suitability of the current employment land supply in Skibbereen and some adjustments have been made to reflect areas which have been developed, and areas identified as being at risk of flooding. This Plan has identified additional business land to the north east of the town to facilitate the development of an economic growth centre, which is a key element in the proposed employment land use strategy for this Plan.

### **Digital Economy**

- 2.7.39 Skibbereen is embracing the digital age as illustrated by the establishment of the Ludgate Digital Hub in the town. Ludgate aims to facilitate up to 75 people in a creative co-working environment with a long-term objective to create 500 direct jobs and 1000 indirect jobs via a sustainable digital economy for Skibbereen and the wider West Cork area. The Ludgate Hub is located in the refurbished Old Bakery building and will provide approximately 10,000 sq. foot of space, providing 1000MB of uncontested internet connection suitable for any digital enabled business. The Council will continue to support the Ludgate Digital Hub, which will provide resources to local entrepreneurs and innovators, facilitate the development of digital jobs in the town and promote economic development in the wider region.

### **Tourism**

- 2.7.40 The town of Skibbereen is promoted as the 'Hub' of West Cork and centre for tourist activities of a wide region. The town is promoted as an ideal base from which to discover the choice of beautiful fishing villages, to experience Ireland's first Marine Nature Reserve on Lough Hyne and to enjoy various recreational and sporting activities and as a gateway to the West Cork Islands. Whilst Skibbereen town itself is promoted having regard to its historical context and the Irish Famine, the Heritage Centre and the West Cork Arts Centre, this plan recognises that there is potential to further enhance the tourism product of the town.
- 2.7.41 The development of a number of attractions in the area of arts and culture have reinforced Skibbereen's role in the area of tourism over recent years. The Heritage Centre on the old gasworks site is a significant attraction in Skibbereen and many visitors come to research the genealogy information available. The Great Famine Commemoration Exhibition in the centre is a popular tourist attraction. In addition, the Lough Hyne Visitor Centre explores the unique nature of this salt water marine lake, Ireland's first Marine Nature Reserve.
- 2.7.42 The West Cork Arts Centre is a unique concept to the town of Skibbereen and one that needs to be further promoted. The centre was established in 1985 and is a publicly funded arts facility that creates opportunities for the people of West Cork and its visitors to have access to, and engagement with, local and global arts practice of excellence. It is a resource and development agency, providing expertise and physical and human resources to assist artists, other arts organisations, groups, and individuals to realise arts projects and has education at its core. The opening of the new facility in 2014 with an expanded capacity for holding visual art exhibitions is a significant addition to the cultural landscape of the region.
- 2.7.43 There are a number of historical and protected buildings around the town that are of significance including St. Patrick's Cathedral, and the Court House. Skibbereen is host to a number of festivals including the Arts Festival held in July, A Taste of West Cork Food Festival and various other festivals including for children and music. Skibbereen has also benefited from Fáilte Ireland's cycling strategy which designated a number of cycling hub towns developing day and half day signed looped cycling routes in a number of centres around the country including Skibbereen. There are further opportunities to develop the Civic/Cultural Quarter and to promote it as a significant tourist attraction. There are also opportunities within the town centre to further improve the tourism product in relation to the provision of restaurants and cafés. The Council acknowledges the contribution of public art to the urban landscape and will encourage the provision and installation of public art in various forms and media throughout the town.

- 2.7.44 Cork County Council has recently developed the 'Ilen River Blue Way' which is a water activity trail from Skibbereen to Baltimore. This trail is the first Blueway developed by Cork County Council and is a relatively new concept in Ireland regarded by Fáilte Ireland as being a significant added attraction for tourists to experience the area from the water and also to extend their stay. A Blueway is a recreational water activity developed for use by non-motorised water activity enthusiasts and is defined by trail heads, with dedicated parking, craft loading and unloading areas, access and egress points and readily available trail information. The 'Ilen River Blue Way' is divided into three sections; the beginners trail of 2.7km from Skibbereen to Deelish Pier, the intermediate trail of 6km from Deelish Pier to Glebe Graveyard and the advanced trail of 8.6km to Glebe Graveyard.
- 2.7.45 A need has been identified for an additional hotel in Skibbereen that would offer a full range of facilities including a leisure centre, conference facilities and high-quality tourism accommodation. The preferred location would be close to the town centre where the widest commercial, economic, and social benefits would be derived. However, it might not be appropriate to restrict the options of a potential developer to a single location. Therefore, in order to allow flexibility for potential investors, a site-specific zoning has not been made for a new hotel in this Plan. However, to add to the range of options, the zoning maps indicate a potential location on the Baltimore Road (zoned Business use) at the edge of the development boundary, which is just about at walking distance from the town centre. The established Liss Ard Estate (including Liss Ard House and Lake Lodge) on the Castlehaven Road with its particularly attractive setting also offers scope for development of this kind.

### **Liss Ard Estate**

- 2.7.46 The Liss Ard Estate is located 1.5km to the south east of Skibbereen within the Town Green Belt. The estate and its country manor house date back to the 19th century to when the O'Donovan's first acquired the estate. The estate is set within 200 acres of woodland and exquisite gardens with its own 70-acre lake, which add to the uniqueness of the estate. The main buildings consist of Liss Ard House with its adjacent Walled Garden House and Liss Ard Lake Lodge. The houses and gardens are currently used to provide guest accommodation on a group rental basis and as a wedding and conference venue. The gardens and walks are open to the public on a seasonal basis.
- 2.7.47 The estate has an established tourism profile and with its unique setting and proximity to the town of Skibbereen has immense potential to advance the tourism diversification needs of the area, strengthening the local economy by providing an innovative and high-quality tourism product and by providing a recreational destination which will attract national and international tourists. The provision of a high quality, innovative, integrated, and sustainable tourism development on this estate is a key element in helping to develop and strengthen tourism provision in the Skibbereen area. The synergistic role of the town and the estate needs to be strengthened to ensure its viability is maintained into the future and this must be done in the most sensitive and appropriate manner possible. Maintaining the future of Liss Ard Estate and enhancing its role is a critical component in the success of the town.
- 2.7.48 The future development of the Estate needs to be carried out in a sensitive and sustainable manner which would allow for future tourism growth, but which would simultaneously not compromise the overall scenic and amenity character of the grounds, lakeside setting or the setting and architectural character of the existing buildings. In this regard, the reuse, refurbishment, and extension of the existing premises should form an integral part of a high quality innovative integrated and sustainable tourism development at Liss Ard, which may include a number of managed holiday units for short-term letting in clustered arrangements at visually appropriate locations on site. The future expansion of facilities on the estate should also be considered which would help strengthen and support the overall development and should be of a reasonable and appropriate scale and sensitively sited within the estate grounds. Any significant new development will be assessed in accordance with Cork County Council's "Guidance Notes for the Appraisal of Historic Gardens, Demesnes, Estates and their settings".
- 2.7.49 This plan recognises the strategic importance of the Liss Ard Estate as a key tourist attraction for West Cork and the Region. Cork County Council are anxious to work with the owners to increase the attractiveness of the estate and its setting, to protect and conserve the existing buildings and work to deliver a high quality, innovative, integrated, and sustainable tourism product on this estate.

### **Town Centre and Retail**

- 2.7.50 Skibbereen is a Large County Town which generally performs important sub county retailing functions and includes some of the main retail chains, particularly convenience. Development Plan policy advocates a cautious approach to out of centre retail warehousing. The Plan supports the vitality and viability of such larger towns to ensure that such centres provide an appropriate range of retail and non-retail functions to serve the needs of the community and surrounding catchment area.
- 2.7.51 A Town Centre study undertaken in 2012, concluded that the town has a high percentage of independent units, dereliction in some central areas and a higher-than-normal level of overall vacancy in the retail core. There is an ageing building stock in the town centre and brownfield and other opportunity sites need to be targeted and prioritised to promote renewal and consolidate development. The study also notes that out of centre retailing has the potential to threaten the viability of the town further and connectivity from the town centre retail core and edge of centre retail (south of town) needs to be enhanced. Improvements to the public realm including increasing pedestrian space, widening, and upgrading of footpaths, connectivity and pedestrian permeability also need to be promoted. This plan aims to continue to develop and improve the focus of the town towards the River Ilen.



- 2.7.52 The vision for the town centre is to make it a more attractive location to live, recreate and carry-on business. Potentially this could include substantial environmental improvements such as pedestrianisation, streetscape improvements and mechanisms to prioritise the movement of pedestrians/cyclists over traffic. Delivery of this is dependent on the delivery of the Gortnaclohy Relief Road and off-street parking in and around the edge of the town centre.
- 2.7.53 The area zoned for town centre uses in the Skibbereen Town Plan 2009-2015 was extensive. This Plan has rationalised the town centre zonings, to identify the principal retail core and additional town centre zonings that will help focus future retail growth in appropriate locations. The retail core shopping area is that part of the town centre where pedestrian flows are the greatest, competition for representation is greatest and rents are noticeably higher than elsewhere. The core shopping area is the primary location for new retail and office development where services are provided to visiting members of the public. In the case of Skibbereen, this core area extends along Bridge Street, Main Street, the southern part of North Street and the northern part of Townsend Street.
- 2.7.54 This Plan recognises a major town centre expansion area located south of Bridge Street and North West of Mardyke Street. Part of this area is currently used as a public car park. The remainder of the site represents a significant development opportunity in the heart of the town which would have the benefit of drawing footfall back towards the main streets and town centre. Presently this site has access onto Bridge Street and Mardyke Street and has capacity to accommodate significant town centre uses including extensive retail development. There are opportunities for the redevelopment of a number of under-utilised and derelict sites within the town centre area. The wide catchment of Skibbereen requires that adequate provision should be made for retail warehousing. The Retail Planning Guidelines identify town centre or edge of centre sites as the preferred location for retail warehousing.

## **Movement**

### **Road Infrastructure, Public Transport and Connectivity**

- 2.7.55 This plan aims to reduce traffic congestion in the town centre and create an integrated and environmentally sound transport system that provides:
- Ease of access to the town;
  - A choice of transport access for all;
  - Strong integration between transportation planning and land use planning;
  - General reduction of the need to travel (especially by car) by land use planning which promotes a sustainable mix of uses;
  - Optimum use of existing transportation infrastructure by traffic management and reduced travel times and congestion; and
  - A shift from car use to more environmentally friendly modes of transport including walking and cycling.
- 2.7.56 The N71 provides a strategic link between the town, Clonakilty and Cork City and provides linkages to the rural hinterland further west along the coast. Other regional and local routes connect Skibbereen with the local towns of Baltimore, Schull, and Union Hall and carry significant tourist traffic during summer months. Skibbereen functions as a major bus distributor centre for the West Cork region with daily bus services linking Skibbereen and Cork City. Although there is no rail connection in the town, the road network and bus services provide a solid transport infrastructural base. Enhanced transportation infrastructure, in particular improvements to the N71 transport corridor, is seen as a critical component to the future growth and stability of the town as it provides linkages and facilitates commercial synergy with other centres of growth, including Clonakilty.
- 2.7.57 Fáilte Ireland has identified Skibbereen as a Category One cycle destination in its strategy for the development of Irish Cycle tourism. According to Fáilte Ireland, these cycling hub towns, should be accessible by public transport, have an adequate supply of visitor accommodation and be welcoming to cyclists with cycle friendly roads and business. In order to develop Skibbereen as a cycle hub, this Plan aims to promote greater cycle and pedestrian activity not just throughout the town centre but also on the wider road network. Enhancement of the cycle environment would improve the enjoyment of Skibbereen for residents and visitors alike and is crucial for any successful town centre regeneration initiative. Skibbereen is well provided with footpaths throughout the town centre but their condition varies, and their provision diminishes with distance from the town centre. Although footpaths are provided within the town centre, there remains a conflict between pedestrians/cyclists and vehicles arising from parking obstructions, limited footpath widths and erratic pedestrian movements outside of uncontrolled crossing points.
- 2.7.58 The Council are exploring a new pedestrian link Bridge over the Ilen River Ilen to improve connectivity between existing amenities, town facilities including River Walk at The Marsh.
- 2.7.59 The Skibbereen Traffic and Transportation Study was finalised in 2011 with the aim of developing a transport network capable of supporting the future economic growth of the town whilst creating a vibrant and pedestrian/cycle friendly town centre zone. This Plan will support the implementation of this traffic study in order to cater for existing and future traffic flows within the study area, enhance the town centre environment and provide a template to encourage the use of sustainable transport solutions.

- 2.7.60 Notwithstanding significant enhancement to the local road network, including the N71 relief road constructed through the Marsh which diverts all passing traffic heading west away from the town centre, there still remains heavy traffic flows and congestion through the town at peak periods. The Skibbereen Town Development Plan, 2009 - 2015 identified an indicative route for the Gortnaclohy Relief Road, which would redistribute traffic from the town centre directly onto the R595 Baltimore Road and ease traffic congestion within the town. This north eastern distributor road has been partially completed to the new Community School and it is considered of key importance for Skibbereen that this relief road is completed to the N71. This Plan has identified an employment growth centre to the north-east of the town to include part of the proposed relief road which will encourage higher business value uses and facilitate the completion of the relief road to the N71.
- 2.7.61 The proposed strategy in the Skibbereen Traffic and Transportation Study combines both, the urban renewal of individual streets with the provision of off-street parking and an enhancement of pedestrian facilities throughout the town of Skibbereen. The Skibbereen Traffic and Transportation Study recommended the following interventions.
- The provision of secure bicycle parking facilities adjacent to the town centre,
  - Improved signing and road markings,
  - Promotion of cycling in schools through the provision of appropriate cycle infrastructure linking areas of population growth with existing and proposed schools,
  - In the longer term, provision should be made for the development of a cycle lane network.
- 2.7.62 According to the Traffic and Transportation Study, traffic congestion in Skibbereen is a concern in the town particularly at the following locations,
- North Street during school peak times,
  - Main Street and Bridge Street due to on street parking,
  - Bridge Street due to on-street parking and on street bus stops,
  - Ilen Street and Bridge Street junction due to poor visibility.
- 2.7.63 In order to address the issue of congestion in the town, promote a more pedestrian orientated town centre and develop the town as a cycling hub, this Plan recognises the importance of implementing the following Transport Improvement Measures identified in the Traffic and Transportation Study, see Table 5.2.15.

**Table 5.2.15: Transport Improvement Measures**

1	Provision of school bus set down area off North Street.
2	Signalisation of Bridge St/Ilen Street.
3	Public Realm improvements on Main Street including the provision of loading bays for the town centre.
4	Alignment improvements on Bridge Street.
5	Make Lower Market Street two way.
6	Provide link road from Four Crosses roundabout to Rossa Road to reduce traffic flow on Main Street and Townshend Street.
7	Traffic calming on Townshend Street.
8	Completion of Gortnaclohy Relief Road.
9	Upgrading of "the Cutting" to a two-way crossroads signalised junction, which would significantly reduce unnecessary traffic through town centre.
10	Provision of a contra flow cycle lane on Market Street and North Street.

## **Water Management**

### **Water Supply**

- 2.7.64 The source of the water for the town of Skibbereen is the Ilen River and the treatment plant is located at Ballyhilty, upstream of Skibbereen Town. The upgrading of the water supply including network extensions may be required to service certain parcels of zoned land. Skibbereen Regional Water Supply Scheme (Phase 4) - Treatment, Storage and Network is currently under construction and is expected to be completed in 2021.

### **Waste-Water**

- 2.7.65 There is capacity available in the wastewater treatment plant, but some network extensions may be required to service specific sites. The OPW flood scheme will assist hydraulic capacity.

### **Waste Management**

- 2.7.66 There is a bring site provided in Skibbereen and a Civic Amenity Site located at Derryconnell, Schull which accepts a wide range of goods to be recycled. It is the intention to provide a civic amenity site in the Skibbereen area subject to funding.

### **Flood Risk Management**

- 2.7.67 In extreme weather conditions the town is at risk of flooding from the tide, the Ilen River, and the Caol Stream. The areas at risk of flooding are illustrated on the land-use zoning map. The suitability of the current zoned land supply in the town has been reviewed in this plan and amendments to the zoning designations have been made having regard to the potential flood risk of these lands.
- 2.7.68 This Skibbereen Flood Relief Scheme was constructed by the powers of the OPW under the Arterial Drainage Act 1945 and amended in 1995. The main works contract is substantially complete since 2019 and the scheme is now in the Operation and Maintenance phase. To mitigate flood risk this scheme utilises flood defences together with pumping and the use of a flood storage area adjacent to the Caol Stream on the Castletownshend Road. Remedial works in the form of river realignment works downstream of Kennedy Bridge have significantly improved the situation by reducing the frequency of flooding.

### **Seveso Sites**

- 2.7.69 West Cork Distillers Ltd. operate a distillery at a site in Marsh Road to the north of Skibbereen town. This is a new establishment under which the Seveso Directive (2012/18/EU) applies. Accordingly, the Health and Safety Authority have applied a consultation distance of 300m in relation to this establishment in accordance with the Chemical Act (Control of Major Accidents Hazards involving Dangerous Substances) Regulations 2015-S.I No. 209 of 2015.

### **Built Heritage**

- 2.7.70 The historic flair of Skibbereen rests largely upon the survival of its original townscape features and the remaining stock of traditional buildings. It will be the town's future challenge to retain and enhance the visual appeal of its townscape, while permitting the modern uses necessary to ensure its vibrancy. A significant proportion of the historic buildings have been altered in recent years and not always in the most sympathetic manner. Window openings and fenestration patterns have changed, PVC and aluminium windows were inserted, and modern shop fronts replaced traditional ones. A general lack of maintenance is evident on some town centre buildings, particularly above ground floor level. One of the most critical conservation issues is the level of vacancy in the town centre. In order to address these issues there is a need for comprehensive townscape management, the key aims of should be to:
- Maintain existing uses and attracting new ones to the town centre.
  - Respect the historical and traditional context that contributes to Skibbereen's character.
  - Promote the right balance between conservation and redevelopment.
  - Enhance the townscape through provision of pedestrian priority areas and other environmental improvements (such as the placement of electricity cables underground, improvements in street lighting, paving and public art).
  - Protecting key buildings of the town's architectural heritage (through the Record of Protected Structures).
  - Protecting and enhancing key streetscapes and elements of townscape (primarily through Architectural Conservation Areas).
- 2.7.71 Skibbereen possesses a wealth of architectural heritage with 163 buildings or other structures entered in the Record of Protected Structures. Therefore, the town possesses a wealth of historical buildings and archaeological remains.

Such features are a finite, non-renewable resource particularly vulnerable to partial or total destruction and in certain instances contain irreplaceable information about the past. The Council recognises the value and significance of its built and archaeological heritage and therefore seeks to ensure the effective protection, conservation and enhancement of historical and archaeological sites, monuments, and their settings.

- 2.7.72 The entire town centre of Skibbereen has been identified as an Architectural Conservation Area. It represents the main commercial centre and the consequent character of the town. There are many fine shopfronts from a variety of periods and styles that create a sense of vibrancy and interest. Whilst many have retained, or sympathetically restored shopfronts future developments must recognise the value that such items have on the overall character of the area. It is not only the lower floors of these buildings that define this character, but the upper levels also contribute to the sense of place created. The sense of enclosure and space that is most attractive and interesting has been determined by the historic layout of the street and the form and scale of the buildings.

### Historic Quays

- 2.7.73 A total of five historic quays, see Figure 5.2.5, have been identified in Skibbereen. Comprising of old disused stone quays along the town side of the River Ilen between the two road bridges, these quays were once the primary means to transport goods and people in and out of Skibbereen. Some of the quays are in private ownership, others are unrecognisable, and some have been blocked with stone and deposits. However, what is unquestioned is the historic significance and value of the quays and therefore their protection should be considered as part of this plan. In the past, communities and public bodies turned their back on water bodies but now the tide is turning in this regard. Therefore, an opportunity presents itself to afford protection to the quays by way of identification in this plan and by ensuring that the quays are redeveloped as part of any development proposal on adjoining land.



Figure 5.2.6 Historic Quays

### Archaeological Heritage

- 2.7.74 The centre of Skibbereen is also located within a Zone of Archaeological Potential (ZAP). Skibbereen is designated as a historic town in the County Cork Record of Monuments and Places. Given the historic significance of the River Ilen and associated river traffic in the 17th and 18th centuries, underwater archaeology may be another important aspect of Skibbereen's archaeological heritage as there is generally a high archaeological potential within maritime environments. Therefore, the possible impacts on riverine environments by developments adjoining the River Ilen will need to be considered.

### Biodiversity

#### Natural Heritage and Landscape

- 2.7.75 In 2018, the Council commissioned the preparation of habitat mapping for the towns of the county where such work had not previously been undertaken with a view to identifying what habitats were present in the areas and identify those of importance in protecting the biodiversity of the area. The survey work has identified a number of habitats and areas within the town which are of biodiversity value and which may form part of an ecological corridor.

- 2.7.76 Areas of biodiversity value are primarily associated with the river corridors and include freshwater habitats as well as wetlands and grassland habitats. There are also small pockets of woodland and woodland scrub in the town.
- 2.7.77 The areas identified include Lurriga Woods which provides an important ecological linkage to the River Ilen and wider area, Carrigfadda Wetlands and Chapel Lane swamp, Glencurragh Wetlands and the Ilen river and other watercourses itself. These areas are;

**Table 5.2.16 Areas of Local biodiversity value in Skibbereen**

1.	Lurriga Woods (located within SK-GA-12)
2.	Chapel Lane Swamp (located within SK-GC-13)
3.	Carrigfadda Wetlands (located within SK-GC-14)
4.	River Ilen Corridor
5.	Glencurragh Wetland (located within SK-GR-05)

- 2.7.78 The Ilen River has had a strong influence on the historical development of the town. The Ilen River is the main natural amenity feature and has had a strong influence on the historic development of the town. The river, which is up to 40m in width, carves a large meander through the town forming a floodplain known as the Marsh along the western bank. The Caol Stream running in a southern direction is a tributary of the Ilen. The river and stream do not have any environmental designations although they are recognised as a significant riverine habitat and amenity resource. The Ilen River discharges to the Roaringwater Bay and Islands Special Area of Conservation.
- 2.7.79 There are three designated scenic routes – the N71 national road between Skibbereen and Leap (scenic route - S82), the regional route R595 between Skibbereen and Baltimore (scenic route - S88) and the N71 national road to the west between Skibbereen and Ballydehob (scenic route - S90) identified in Volume Two of this Plan.
- 2.7.80 The area to the west of the town is designated as a High Value Landscape (HVL). Within these High Value Landscapes considerable care will be needed to successfully locate large scale developments without them becoming unduly obtrusive.

### General Objectives

- 2.7.81 The following general objectives shall apply to all development within the development boundary of Skibbereen.

**General Objectives for Skibbereen**

Objective No'	
SK-GO-01	Plan for development to enable Skibbereen to achieve its target population of 3, 856.
SK-GO-02	In order to secure the sustainable population growth and supporting development proposed in SK-GO-01, appropriate and sustainable water and wastewater infrastructure that will help secure the objectives of the relevant River Basin Management Plan and which ensures protection of the downstream Roaringwater Bay and Islands SAC, needs to be provided in tandem with the development. Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels.
SK-GO-03	The green infrastructure, biodiversity, and landscape assets of Skibbereen include its river corridors, wetlands, trees, woodland areas, mature trees, and other open spaces. Skibbereen is upstream of the Roaringwater Bay and Islands SAC. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b><u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u></b>
SK-GO-04	Support the implementation of the Traffic and Transportation Strategy for Skibbereen and any updated proposals regarding same or updated guidance on road measures set out in this plan.
SK-GO-05	Encourage the development of suitable sites for additional sports, recreation, and open space provision, to ensure that provision is properly coordinated with other forms of development and other land-use policies, and to protect open space and other land with recreational or amenity value.

General Objectives for Skibbereen	
Objective No'	
SK-GO-06	Preserve and enhance the character of the town by protecting historic/architectural buildings, groups of buildings, the existing street pattern, plot size and scale while encouraging appropriate development in the town.
SK-GO-07	Facilitate enhancement of the quay walls and slipways on the River Ilen and develop as a tourist product as far as possible.
SK-GO-08	Protect and further develop the tourist potential of built and archaeological heritage in the town and promote heritage trail in the town.
SK-GO-09	Prepare a Town Centre Improvement and Public Realm Study over the lifetime of this plan.
SK-GO-10	Ensure the high-quality design and architectural treatment of key Landmark Sites and regenerations sites as identified in this plan. The submission of a design statement will be required for the development for all major development proposals on these sites.
SK-GO-11	Facilitate the implementation of the Open Space Strategy set out in this Plan

### Specific Objectives

2.7.82 The specific zoning objectives for Skibbereen are set out in the following tables:

Specific Development Objectives for Skibbereen		
*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Residential</b>		
SK R-01	Medium B Density Residential Development. The overall approach to the development of this site (including road access proposals, pedestrian, and cycleway links) should be co-ordinated to ensure appropriate provision is made for access to the Gortnaclohy Relief road (U-02).	4.5
SK R-02	Medium B Density Residential Development. Provide pedestrian and cycle linkages to the X-01 Special Policy Area site.	1.74
SK R-03	Medium B Density Residential Development Provide pedestrian and cycle linkages to the SK-R-04 site.	1.8
SK R-04	Medium B Density Residential Development. Provide pedestrian and cycle linkages to the SK-R-03 site.	1
SK R-05	Medium B Density Residential Development. Provide pedestrian and cycle linkages to adjoining sites.	2.2
SK R-06	Medium C Density Residential Development. The site needs a detailed landscape plan, which should include retention of existing hedgerows and mature trees. Existing habitats on site including mixed broadleaved woodlands should also be protected/enhanced and incorporated into a new development.	4.6
<b>Industrial Areas</b>		
SK I-01	Industrial Estate Type Development for small and medium light industrial units with a single access from the R637. Development should be set back from the stream which bounds the zone. *	5.4
SK I-02	Industrial Estate Type Development, suitable for small to medium industrial units, warehousing and distribution and civic amenity / waste transfer facilities site, subject to the provision of comprehensive landscaping proposals including mounding on the southern, northern, and eastern site boundaries, appropriate single access and satisfactory disposal of surface water and effluent. ^ *	3.9

Specific Development Objectives for Skibbereen		
*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Business and General Employment</b>		
SK B-01	Business Development including where appropriate consideration of renewable energy projects. Incorporating high quality building design, subject to the provision of comprehensive landscaping proposals including mounding on the site boundaries, appropriate single access from the R637 and satisfactory disposal of surface water and effluent. Development will be carried out in accordance with a detailed overall layout and provision for safe pedestrian access to the town centre. Existing watercourses on the site should remain open. Existing watercourses on the site should be retained and protected. Development should be set back from the stream which bounds the zone. *	15.9
SK B-02	Business Development.	9.3
SK B-03	Business Development incorporating high quality building design, with option for a hotel including leisure centre and conference facilities to serve the town and its hinterland. Any development would be subject to a comprehensive landscape-based design scheme incorporating safe, off-road pedestrian access to the town centre and satisfactory disposal of surface water and effluent.	3.5
SK B-04	Business Development incorporating high quality building design, subject to the provision of comprehensive landscaping proposals and satisfactory disposal of surface water and effluent. Development should be carried out in accordance with a detailed overall layout and provision for safe pedestrian access to the town centre. Any proposal for development on this site should be subject to an agreed access strategy in accordance with the provisions of the Spatial Planning and National Roads Guidelines for Planning Authorities to include provision for the Gortnaclohy Relief Road (U-02). ^	6.3
SK B-05	Business development incorporating high quality building design, subject to the provision of comprehensive landscaping proposals and satisfactory disposal of surface water and effluent. Development should be carried out in accordance with a detailed overall layout and provision for safe pedestrian access to the town centre. Any proposal for development on this site should be subject to an agreed access strategy in accordance with the provisions of the Spatial Planning and National Roads Guidelines for Planning Authorities to include provision for the Gortnaclohy Relief Road (U-02). ^	10.22
<b>Town Centre</b>		
SK T-01	Town Centre. Promote the town centre as the primary area for retail and mixed-use development, encourage sensitive refurbishment/redevelopment of existing sites and promote public realm improvements. and opportunities for biodiversity enhancement within this area *	18.85
<b>Utilities and Infrastructure</b>		
SK U-01	Proposed sewage treatment plant.	-
SK U-02	Indicative line of proposed Gortnaclohy Relief Road.	-
<b>Green Infrastructure</b>		
SK GR-01	Open Space. The southern part of this site adjoining the showground is suitable for sports, recreation, and amenity purposes. There may be opportunities for biodiversity enhancement within this area. These shall be encouraged. *	7.28
SK GA-02	Open Space for sports and recreation purposes. There may be opportunities for biodiversity enhancement within this area. These will be encouraged.	3.38
SK GR-03	Open Space. Develop site for community/recreational purposes including the provision of pedestrian and cycleway links to the town centre and adjoining proposed residential sites.	2

### Specific Development Objectives for Skibbereen

*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
SK GR- 04	Open Space. Part of this site may be suitable recreation and amenity purposes. There may be opportunities for biodiversity enhancement within this area. These will be encouraged. *	9.7
SK GR-05	Open Space for sports and recreation purposes. There may be opportunities for biodiversity enhancement within this area. These will be encouraged.	4.4
SK GR-06	Open Space for sports and recreation purposes.	4.8
SK GC-07	Open Space as part of the River valley.	5.8
SK GC-08	Open space as part of the River valley. There may be opportunities for biodiversity enhancement within this area. These will be encouraged.	1.6
SK GA-09	Open Space. Protect the use of existing playing fields within the town and maintain such land for recreational purposes. There may be opportunities for biodiversity enhancement within this area. These will be encouraged.	3.2
SK GR-10	Open Space as part of River Valley. There may be opportunities for biodiversity enhancement within this area. These will be encouraged.	7.34
SK GA-11	Open space for Sports and recreation purposes.	4.29
SK GC-12	Protection and enhancement of existing woodlands providing an important ecological linkage to the River Ilen and wider area.	1.13
SK-GC-13	Open space. Provision should be made for the retention and protection of wetland habitats and other habitats of high ecological value.	
Sk-GC-14	Open space. Provision should be made for the retention and protection of wetland habitats and other habitats of high ecological value.	
SK GR-15	Open Space. Facilitate the development of open space in the southern sector along with the development of a playground.	-
SK GR-16	Open Space. Maintain and enhance 'The Rock' open space area including the provision of directional signage and the enhancement and development of multiple access points, (including two existing access points from North Street, one existing and one proposed access point from High Street). The area supports scrub and dry grassland habitats which are of ecological value and should be retained where possible. Opportunities for biodiversity enhancement of the area will be encouraged.	-
Agriculture		
SK-AG-01	Agricultural Use	21.74
SK-AG-02	Agricultural Use	5.12
Sk-AG-03	Agricultural Use	6.29
Community		
SK C-01	Extension to Cemetery.	1.5



**Specific Development Objectives for Skibbereen**

**\*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management**

**^ TIA and RSA Required.**

**Objective No.**

**Net Site Area (Ha)**

**Special Policy Area**

SK X-01	<p>Support the redevelopment of this site for a variety of mixed uses (which could include community, residential, appropriately scaled employment, or tourism related uses) involving the re-use of the existing buildings and preservation of the prominent setting of this site. The form and layout of any development should make a positive contribution to the townscape and visual amenities of the town.</p> <p>Seek the coordinated development of this site and adjoining lands for a variety of uses as part of an overall plan which should have specific regard to the following: Development of this site should be coordinated with the development of adjoining lands. The site is suitable for a variety of uses including mixed uses involving the re-use of the existing buildings, having regard to the architectural character, and setting of protected structures and other buildings.</p> <p>Any development on this site should have regard to the topography and sensitivity of this prominent steeply sloping and elevated site which contributes to the visual setting of the town. Development should avoid the more elevated steeply sloping visually prominent parts of the site. The form and layout of any development on this site should make a positive contribution to the townscape and visual amenities of the town.</p> <p>Provision of a detailed landscaping and open space scheme for the entire site; Proposals for the construction of the Gortnaclohy proposed relief road (objective SK U-02) to the north of the site and for adequate access arrangements to this road. A comprehensive study of the existing surface water drainage within the site and adjoining lands. Preparation of detailed proposals to address the surface water drainage of the site and adjoining lands. The implementation of phasing proposals within the overall site to ensure the coordinated development of the site. Preparation of a Traffic Management Plan which includes provision of sustainable transport options. Any proposal for development on this site should be subject to an agreed access strategy to include provision for the Gortnaclohy Relief Road (U-02). ^</p>	11.34
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## 2.8 Dunmanway

### Vision and Strategic Context

- 2.8.1 Dunmanway is the principal inland service centre within the West Cork Municipal District area. The town, which is identified as a main town, functions as a market centre given its central geographical position within West Cork and has benefited from recent infrastructure improvements and has further potential to strengthen its tourism function.
- 2.8.2 This plan aims to strengthen the role of Dunmanway as an important centre of population, employment, recreation, amenity, and services so that it can better serve its wider rural hinterland. There is also potential to strengthen the town's tourism industry due to its location close to the main tourism centres in West Cork.
- 2.8.3 An Integrated Strategy for the Physical, Social and Economic Development of Dunmanway Town was completed in 2007 which aimed to address the key issues surrounding the town and hinterland and to provide objectives and actions to direct positive change in Dunmanway. The Plan will continue to support the implementation of the objectives of the Integrated Strategy for Dunmanway, where appropriate.

### Local Context

- 2.8.4 Dunmanway is centrally located in West Cork approximately 25km east of Bantry, approximately 30km north-east of Skibbereen and approximately 20km north of Clonakilty. Dunmanway is located at the confluence of the Brewery and the Dirty River's with the Bandon River and is sheltered by elevated land on three sides. To the north and west lie the foothills of the Shehy Mountains and to the south lie smaller hills. The town performs an important service function as a market centre to a wide hinterland as well as being a key gateway to West Cork.

### Population and Housing

- 2.8.5 The 2016 Census of population recorded a total population increase of 70 to 1,655 (4% increase). This plan sets an overall population target of 2,127 for Dunmanway over the plan period to 2028, which represents a projected population increase of 472 persons. In order to accommodate this level of population growth, an additional 168 net new housing units will be required.

**Table 5.2.17: Dunmanway Population, Housing and Residential Land Supply**

	Housing Requirement			Housing Supply		
	Census 2016	Target (to 2028)	New Units Required (to 2028)	Estimated Units Yield from the Built Footprint	Estimated Units Yield from Zoned sites	Est. Net Residential area zoned (ha)
Dunmanway	1,655	2,127	168	12	156	12

**Table 5.2.18: Dunmanway Population 2016-2028**

	Census 2006	Census 2011	Census 2016	Increase to 2028
Population	1,522	1,585	1,655	472

- 2.8.6 Of the 168 new housing units to be provided over the plan period, 156 housing units can be delivered on residentially zoned land and the balance of 12 units can be delivered within the built footprint of the town. This Plan has made provision for a residential net land supply of approximately 12 ha. In terms of delivering units within the existing footprint of the town, regeneration opportunities exist through town centre vacancy/infill and the re-development of the former Daughters of Charity Convent site, DY-X-01.

- 2.8.7 The residential land supply requirements for Dunmanway have been reviewed in order to achieve compact and sustainable growth of the settlement in accordance with national and regional policy guidance as set out in this plan. As outlined in **Chapter 3 Settlements and Placemaking**, there is a renewed focus in this Plan on optimising the development potential of centrally located underutilised sites. A number of zoned sites within the built envelope of the town adjacent to the town centre, can contribute significantly to the delivery of compact growth including DY-R-01, DY-R-04 and DY-X-01.
- 2.8.8 A number of existing residential zoned sites are available from previous plans, these have been carried forward in this plan. These are located in existing residential areas and can ensure the sequential development and consolidation of the town. All of the residential zonings provide for Medium B and Medium C density residential development and have access to infrastructure and services.
- 2.8.9 Given the constraints with water supply in Dunmanway, it is not envisaged that significant development can be accommodated within the short term, with a medium-term time frame being a more realistic target. There are also issues with the outfall from the wastewater treatment unit that need to be resolved before any significant development can take place.

## **Placemaking**


### **Urban Design**

- 2.8.10 There are a number of important landscape features and streetscape elements within Dunmanway, which makes the town distinctive. In this regard, there may be merit in the development of a town wide strategy which would build on the attractiveness of these features, highlight improvements to public accessibility and increase awareness to realise the tourism potential of the town.
- 2.8.11 There are opportunities to improve the public realm within the town which has suffered from the traffic volumes through the town centre and the lack of a significant relief road. The creation of outdoor spaces where people can meet will contribute to the vitality of the town. There are a number of vacant and under-utilised sites within the town centre that provide an opportunity for retail development within the core area. This Plan has identified the importance of encouraging the re-development of these sites, which will improve the vitality of the town centre and address the problem of dereliction and the loss of ground floor active uses within this area.
- 2.8.12 Dunmanway town centre is constrained by the river to the east, by steeply rising ground to the north, by the wetlands and parklands to the south, and by an elevated scenic area on the west flank of the town centre. There is some capacity to expand to the west. The town has been subject to flooding in the past and this plan has included lands within the town which have been identified as being potentially at risk from flooding.
- 2.8.13 Opportunities exist within the town for the renewal of derelict sites, backland areas, street infill and the re-introduction of active ground floor uses within the town centre. Recent infill schemes have enhanced the quality of the public realm in the town; however, there are further opportunities for public realm improvements in the town.
- 2.8.14 The layout of the town means that Dunmanway effectively turns its back on the river. Therefore, it is important that the town realises the potential of the river as an amenity area with the opportunities for pedestrian and cycle routes. There is also an opportunity for the provision of a footbridge linking the proposed car park to the town square which would ensure that the town is permeable and develops to its full potential.

### **Opportunity Sites**

- 2.8.15 There are opportunities to increase the provision of tourist accommodation within the town which will strengthen Dunmanway's role as an inland tourism location within West Cork. The DY X-01 (former Daughters of Charity Convent site) has been identified as a significant strategic opportunity site for the future development of the town to the north of the town centre.

Table 5.2.19: Dunmanway Regeneration Area

Map of Regeneration Area	Number and Description
	<p><b>DY-RA-01: Former Daughters of Charity Convent site</b>                      The substantial buildings and landscaped grounds that comprised the former convent occupy a prominent position in the town and this plan has identified the former convent site as a regeneration area. The convent is currently in disrepair and the Council will encourage the emergence of proposals for an integrated mixed-use development that will utilise the potential of the existing buildings and their attractive setting. Existing groups of trees should be retained where possible. The development of the site should make provision for the delivery of the northern relief road.</p>

### Social and Community Facilities

2.8.16 There are 3 Primary schools; St Mary's National School (Junior and Senior) located on High Street, St Patrick's Boys National School located on Sackville Street and the Model School located on Bantry Road and a modern secondary school; Maria Immaculata Community College in the town. The town is well catered for in terms of education provision and presently does not require further school sites.

### Community, Sports and Recreation

2.8.17 The town is well served by community, recreational and sporting facilities. There is a library, garda station and numerous places of worship. Healthcare facilities in the town include Dunmanway Community Hospital residential care facility (located 2.3km to the north east of the town) and the Primary Care Centre on Sackville Street. There is a Children Services Centre located to the north of the town centre, which consists of a partnership between the HSE and Co-Action (West Cork) to provide a cohesive service to children with special needs in the West Cork area.

2.8.18 There are a number of sporting facilities and clubs in Dunmanway including a GAA club, Rugby Club, Soccer Club and Pitch and Putt facilities. The Town Park and Lake Areas represents a significant public amenity resource for Dunmanway.

2.8.19 The town swimming pool has been recently re-developed and other facilities include the newly re-located well equipped Children's Playground, Tennis Courts, 18-hole Pitch and Putt course and an Astro Turf 5 a-side Soccer Pitch.

2.8.20 This Plan aims to improve the overall environment of Dunmanway town by protecting and enhancing the local character of the town, its buildings, and streetscapes, protecting its main heritage buildings and features, protecting its landscape setting, open spaces, trees, and hedgerows, and ensuring that the development of the town does not have any adverse impacts on the River Bandon. This Plan also recognises that Dunmanway has several unique attributes that give the town its character and that improvements to the public realm of the town can greatly improve the overall attractiveness of the town centre, enhancing business confidence in the town and the overall public perception of Dunmanway as a town to visit and explore.

### Green Infrastructure

2.8.21 The attractive river valley setting of the town, which is rich in historical and cultural heritage, offers many opportunities for the development of new recreational and cultural amenities for the town which would enhance the overall quality of life for residents. The plan aims to place greater emphasis on the development of such amenities, particularly the development of new pedestrian walks, cycleways and connections with open space areas and the town centre in order to further optimise the benefits of the town's natural amenities for the people of Dunmanway. The areas of open space comprising of the Doheny's GAA pitch and the pitch and putt course, playgrounds, and tennis courts to the south-west of the town should all continue to be protected.

- 2.8.22 The previous local area plan designated substantial areas of open space for active and informal public recreation. The principal areas designated as proposed open space in this plan form part of the demesne of land around Brookpark House and Dunmanway Cottage. An analysis of the open space network within the town reveals that the majority of the zoned open space areas are not accessible to the public. The open space areas to the north and south of the riverbank are important in terms of the towns setting and their amenity value. The areas to the west of the town centre which comprise of the floodplain of the river are not, in themselves, suitable for development and can provide important facilities for informal recreation often in parallel with their existing agricultural use. Pedestrian walkways are proposed from the town centre along the river and in the town park area to the south-west of the town. The area of open space to the east of the old convent building has an important function in protecting the setting of St Patrick's Church.
- 2.8.23 Figure 5.2. 6 below provides a visual representation of the strong network of green infrastructure assets in the town. There are several areas of woodland distributed throughout the town, providing important ecological connectivity within the beyond the town's environs.



Figure 5.2.7: Dunmanway Green Infrastructure

### **Economy and Employment**

- 2.8.24 The overall employment strategy for Dunmanway as set out in this plan, is to focus on local catchment employment and an infrastructure programme to service land supply identified for future employment development focused on medium to small business/industry. Dunmanway is an important employment centre within West Cork. The results from the 2016 Census that employment in Dunmanway has increased by 11.7% since 2011. The results also show a 26% reduction in unemployment in Dunmanway. The CSO recorded 758 jobs with 622 resident workers. The ratio of jobs to resident workers is 1.219. Similar to 2011 results, Skilled Trade Occupations represents the principal economic sector with 16% of the workforce.
- 2.8.25 The main area of employment in the town is primarily concentrated around Underhill Commercial Park. There are further employment opportunities in the wider area including Grainger Sawmills in Enniskeane and Carbery's Milk Products between Dunmanway and Ballineen.
- 2.8.26 Remote working hubs have the potential to provide employment opportunities in rural towns close to where people live. There is a co-working hub located in Brookpark Business centre strengthening the employment base of the town.

- 2.8.27 There are three sites zoned for Business use and one site for Industrial use representing an overall employment land supply of 16.5ha. Part of the existing zoned business land has been developed while a portion of available business land identified as being at risk of flooding has now been excluded from the overall employment land supply. This plan has identified additional greenfield land for future business development to the south-east of the town, which will provide for a range of opportunities for suitable business uses in the town.
- 2.8.28 Important issues facing the town include the need for water and wastewater infrastructural improvements, enhancing the town's inherent natural and man-made amenities, strengthening the tourist industry in the town, encouraging the employment and enterprise sector, and consolidating the settlement around its existing land uses.

### **Town Centre and Retail**

- 2.8.29 Dunmanway is an important service centre for the wider hinterland. As a smaller County Town, the objective for retail is to support the vitality and viability of the town and to ensure that it provides an appropriate range of retail and non-retail functions to serve the needs of the community and respective catchment areas. **Chapter 9 Town Centres and Retail**, states that often these smaller county towns provide basic convenience shopping and often smaller scale comparison shopping. The Plan policy is to adopt a cautious approach to out-of-centre retail warehousing. Research carried out in preparation for the previous County Development Plan indicates that there is a population of approximately 50,000 within a 30min catchment of the town. Dunmanway has a significant number of smaller scale convenience and comparison independent retailers which contribute to the unique character of the town centre.
- 2.8.30 This Plan aims to consolidate, support, and strengthen the town centre of Dunmanway. The DY T-01 site denotes the established footprint of the town centre which should continue to be the primary focus of convenience retail provision in the town. The DY T-02 site denotes the expansion area to the west of the town centre to facilitate the expansion of the town's tourist/retail role. The core shopping area (retail core) is the primary location for new retail and office development where services are provided to visiting members of the public. The main convenience anchor stores (Supervalu, Eurospar and Aldi) are located within the centre and at the edge of the core town centre area, respectively. In order to enhance the vitality of the town centre more high quality/destination retailers which generate additional footfall, need to be attracted into the heart of the town centre. Such uses generally seek more modern premises with larger floor plates and a high-quality public realm.
- 2.8.31 There is an opportunity to improve the provision of convenience and comparison retailing in the town.

### **Movement**

#### **Road Infrastructure, Public Transport and Connectivity**

- 2.8.32 There are three regional roads which serve Dunmanway town, the R586 to Bandon, Drimoleague and Bantry, the R599 to Clonakilty and the R587 to Macroom. The town suffers from traffic congestion at peak times and improvements to the alignment of roads and junctions near the town centre could improve traffic circulation. The town also has issues with excessive parking around the town centre which causes traffic congestion and is not conducive to a pedestrian friendly environment. There is a vacant portion of land on Bridge Street, which may have scope for a formal carpark, which would significantly address parking problems in the town centre. Any development of this site should incorporate a pedestrian link at the eastern end across the Dirty River to the Town Square. The town would benefit from the preparation of a traffic study to determine the transport infrastructure improvements and policy measures required to accommodate anticipated future expansion and to address traffic management and circulation issues in the town centre.
- 2.8.33 In line with RPO 168 of the RSES, this plan recognises the need for investment in regional and local roads in the county. It is an objective to promote the improvement of strategic non-national roads throughout the county. RPO 168 of the RSES, identifies the upgrading of the R586 Regional Road from Bandon to Bantry via Dunmanway and support for its designation to National Road Status.
- 2.8.34 In order to improve access to development lands to the north of the town and to take traffic away from the town centre, there is a need to examine proposals for a relief road to the north of the town. This plan will encourage industrial and business development toward locations that will minimise the adverse impact of additional traffic on the town centre. There are also opportunities to promote cycling and walking as the primary transport modes within the town centre and opportunities to further improve footpath provision within Dunmanway. The town benefits from a daily public transport (bus service) to Cork City, Bantry, Glengarriff and Castletownbere.

### **Water Management**

#### **Water Supply**

- 2.8.35 Dunmanway receives its drinking water from the Dunmanway Water Supply which is sourced from Coolkellure Lake. The Dunmanway Water Supply is at its limit, with issues including poor water quality and poor water main network. The upgrading of the Dunmanway Water Supply including new source, upgrading of Dunmanway Water Treatment Plant, upgrading of water main network is required to accommodate proposed development in Dunmanway. The scheme "Dunmanway Regional Water Supply Scheme Phase 1 – Water Treatment Plant Upgrade and Raw Water Rising Main" is presently being assessed by Irish Water. There is spare capacity for 100 units in the town.

## Waste-Water Infrastructure

- 2.8.36 Wastewater in Dunmanway is conveyed via a largely combined sewer system to the Dunmanway Wastewater Treatment Plant (capacity 3,500 p.e.). There are sewer network issues including infiltration issues as well as issues relating to overflows from the pumping station and the location of the outfall pipe within the Bandon River Special Area of Conservation. Upgrading of wastewater infrastructure is required in order to accommodate growth in Dunmanway.
- 2.8.37 Cork County Council is committed to working with Irish Water and other stakeholders to identify and implement the most appropriate solutions for Dunmanway to address the outfall issue. Options to be explored include the relocation of the outfall of the effluent discharge pipe to a location downstream of the Freshwater Pearl Mussel population and/or the development of a polishing wetland. Proposed infrastructural improvements will be subject to Appropriate Assessment taking account of the proposed population increase for the town prior to implementation. New developments requiring a connection to the Dunmanway WWTP will not be permitted until infrastructural upgrades are in place.

## Flood Defences

- 2.8.38 Parts of Dunmanway have been identified as being at risk of flooding. The areas at risk follow the path of the River Bandon and other watercourses and are illustrated on the land-use zoning map. Major flood prevention works have been carried out by the OPW along the Bandon River. An additional major flood relief project is necessary for improved storm-water drainage throughout the town, in order to secure future development in the town. The suitability of the current zoned land supply in the town has been reviewed in this plan and amendments to the zoning designations have been made having regard to the potential flood risk of these lands.

## Built Heritage

- 2.8.39 There are 28 buildings or other structures entered in the Record of Protected Structures within the town, highlighting the architectural and historical significance of the town. There are also a number of recorded monuments in the Dunmanway area. Dunmanway is a 17th century planned town and the original two triangular squares, West Green and Market Place still remain. Market Place, which contains a fountain and monument of Sam Maguire, functions as the town centre with the majority of shops and services located here and on the Main Street to the northeast. The majority of buildings in the town centre are three storeys with active ground floor uses. The shopfronts are traditional with painted wooden panelling and any repair, restoration or replacement of shopfronts must be sympathetically carried out, having regard to the architectural character of the town centre.

## Biodiversity

- 2.8.40 In 2018, the Council commissioned the preparation of Habitat Mapping for the towns of the county where such work had not previously been undertaken with a view to identifying what habitats were present and identifying those of importance in protecting the biodiversity of the area. The survey work has identified a variety of habitats across the county including some that are protected under the Habitats Directive / are of Special Conservation Interest for County Cork / are of local bio-diversity value or form part of an ecological corridor.
- 2.8.41 In Dunmanway a number of local biodiversity areas have been identified. These are;

**Table 5.2.16 Areas of Local biodiversity value in Dunmanway**

1.	Dunmanway Lake (located within DY-GR-01)
2.	St. Mary's Convent (located within the Special Policy area DY-X-01 and DY-GR-02)
3.	Dirty (Diny) River Corridor (located within DY-GC-03)
4.	Brewery River Corridor (through the town centre)
5.	Brookpark Woodland (located within DY-GR-06)

- 2.8.42 Areas of local biodiversity value are primarily zoned as open space and will be retained and protected as such. The plan encourages the retention and protection of habitats of high ecological value. Where areas of local biodiversity value or habitats of ecological value overlap with lands zoned for development (e.g. DY-X-01), every effort should be made to retain and protect the key features of ecological value and to integrate those features sensitively into any new proposed development.
- 2.8.43 The town is built on three rivers: The Dirty River runs through the town centre; the Brewery River runs along the southern edge of town while the Bandon River runs along the eastern edge of town. The Bandon River which flows in a southerly direction, on the eastern boundary of the town, forms part of the Bandon River Special Area of Conservation (Site Code 2171). The river is also proposed to be designated as a Natural Heritage Area (Bandon Valley South of Dunmanway Site Code 1035). The Council recognises the importance of providing protection to this valuable biodiversity resources.



## Landscape

- 2.8.44 The road between Dunmanway and Coolkelure, Castledonovan and Bantry is designated a scenic route (S30). The regional route R586 between Ballineen, Ballynacarriga and to Dunmanway is also a scenic route (S31) – see Volume Two of this plan.

## General Objectives

- 2.8.45 The following general objectives shall apply to all development within the development boundary of Dunmanway.

General Objectives for Dunmanway	
Objective No'	
DY-GO-01	Plan for development to enable Dunmanway to achieve its target population of 2,127.
DY-GO-02	It will be necessary to make improvements to wastewater infrastructure in Dunmanway to resolve issues relating to capacity of the sewer network, overflows from the pump station at Long Bridge and the location of the discharge of treated effluent into the Bandon River SAC, to allow the additional population growth targeted for the town of Dunmanway as set out in DY-GO-01 to take place. This is to ensure compatibility with Water Framework Directive and Habitats Directive requirements. Cork County Council, with support from Irish Water and other stakeholders, is committed to identifying and implementing the most appropriate solutions for this issue as soon as possible. Options to be explored include the relocation of the outfall of the effluent discharge pipe to a location downstream of the Freshwater Pearl Mussel population and/or the development of a polishing wetland. Proposed infrastructural improvements will be subject to Appropriate Assessment taking account of the proposed 25% population increase for the town prior to implementation. New developments requiring a connection to the Dunmanway WWTP will not be permitted until the necessary infrastructural upgrades are in place.
DY-GO-03	The green infrastructure, biodiversity, and landscape assets of Dunmanway include its river corridors, mature trees, wetlands, woodlands and other open spaces and the River Bandon which is designated as a Special Area of Conservation. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> .
DY-GO-04	Preserve and enhance the character of the town centre by protecting historic/architectural buildings, groups of buildings, the existing street pattern, plot size and scale while encouraging appropriate development in the town. Promote the heritage, tourism, and recreational assets of Dunmanway.
DY-GO-05	Promote the heritage, tourism, and recreational assets of Dunmanway.

## Specific Objectives

- 2.8.46 The specific zoning objectives for Dunmanway are set out in the following table:

Specific Development Objectives for Dunmanway		
*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
Residential		
DY R-01	Medium B Density Residential Development to include provision for the expansion of adjoining social and community facilities. Development to include the provision of the Northern Relief Road (U-01), provision for a safe off-road pedestrian/cycleway access to the town centre. Comprehensive landscaping proposals will be required, and these should seek to link with other green infrastructure assets in the area, with SuDs proposals for the site and should seek to retain mature hedgerows as they form a link from the open countryside to mature woodland within the adjoining convent site.	2

Specific Development Objectives for Dunmanway		
*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
DY R-02	Medium B Density Residential Development. Development to include the provision of the Northern Relief Road (U-01), provision for safe pedestrian/cycleway access to the town centre. Comprehensive landscaping proposals will be required, and these should seek to link with other green infrastructure assets in the area, with SuDs proposals for the site, and should seek to retain mature hedgerows as they form a link from the open countryside to mature woodland within the adjoining convent site.	4.5
DY R-03	Medium C Density Residential Development to include comprehensive landscaping proposals on the site boundaries.	4.0
DY R-04	Medium C Density Residential Development to include pedestrian/cycleway linkages and comprehensive landscaping proposals.	1.3
Industrial Areas		
DY I-01	Industrial Development suitable for a mixture of units including small to medium industrial units, subject to the provision of comprehensive landscaping proposals including mounding on the site boundaries, appropriate single access and satisfactory disposal of surface water and effluent. Development to be carefully phased in accordance with a detailed overall scheme and provision for a safe off-road pedestrian access to the town centre. *	7.6
Business and General Employment		
DY B-01	Business Development. High quality retail warehousing/office development may be considered subject to the provisions of the Retail Planning Guidelines including a sequential test. Consideration should also be given to the site's proximity to Brookpark Woodland giving particular consideration to its local importance and amenity value. *	3.2
DY B-02	Business Development incorporating high quality building design, subject to the provision of comprehensive landscaping proposals including mounding on the site boundaries, appropriate single access and satisfactory disposal of surface water and effluent. Development to be carefully phased in accordance with a detailed overall scheme and provision for a safe off-road pedestrian/cycleway access to the town centre. *	1.5
DY B-03	Business Development incorporating high quality building design, subject to the provision of comprehensive landscaping proposals including mounding on the site boundaries, appropriate single access and satisfactory disposal of surface water and effluent.	4.2
Town Centre		
DY T-01	Town Centre. This area denotes the existing built footprint of the town centre and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas, with particular attention to be given to creating an attractive public realm. Consideration should also be given to the site's proximity to the Dirty River Corridor local biodiversity area and its local biodiversity importance and amenity value. *	4.72
DY T-02	Town Centre. To facilitate the expansion of the town centre with particular attention to be given to creating an attractive public realm. Consideration should also be given to the site's proximity to the Dirty River Corridor local biodiversity area and its local biodiversity importance and amenity value. *	2.41
Utilities and Infrastructure		
DY U-01	Indicative line of proposed Northern Relief Road.	
DY U-02	Local access road.	

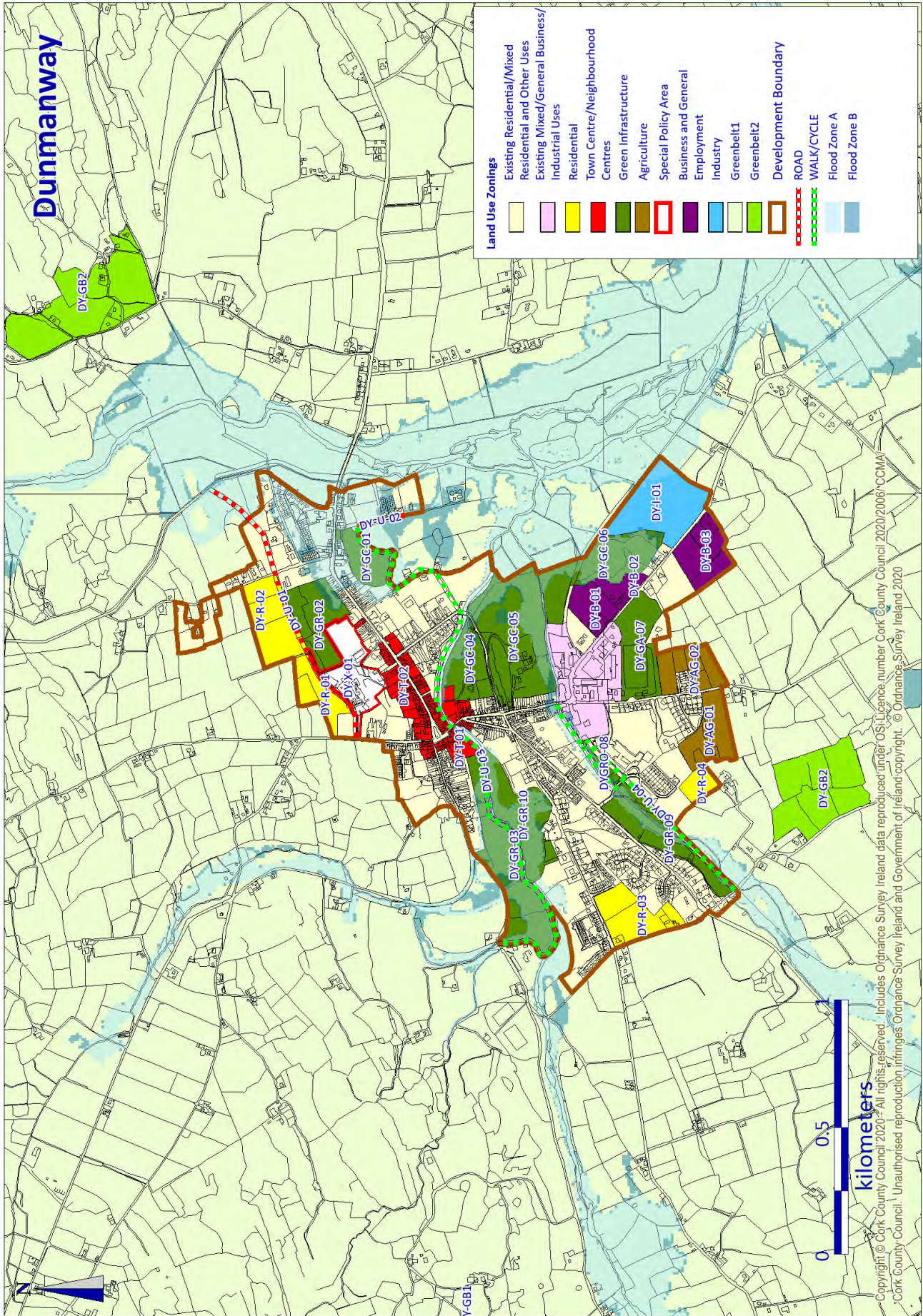
Specific Development Objectives for Dunmanway		
*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
DY U-03	Provide pedestrian walkways connecting Dunmanway Lake to the town centre.	
DY U-04	Pedestrian walk connecting edge of town to the town park.	
Green Infrastructure		
DY-GR-01	Open Space and Amenity area including Dunmanway Lake. *	X
DY-GC-02	Open Space. This prominent slope, ridge and landscape features including woodland to the northern boundary make a significant contribution to the rural character of the town and the setting of St Patrick's Church. *	5.1
DY-GR -03	Open Space with provision for amenity walks. The Dirty River Corridor is also a Local Biodiversity Area. Consideration should be given to its local biodiversity importance and value. This walk should be designed having regard to best practise guidelines, providing for appropriate setbacks from riverbanks to avoid impacts on freshwater habitats and species. *	9.1
DY-GC-04	Open Space. The Demesne land around Brookpark House and Dunmanway Cottage should be preserved primarily for agricultural use, landscaped gardens and as part of the floodplain and to protect the Dirty River riparian corridor. *	4.0
DY-GC-05	Open Space. The Demesne land around Brookpark House and Dunmanway Cottage should be preserved primarily for agricultural use and landscaped gardens and as part of the floodplain and to protect the Dirty River riparian corridor. *	12.2
DY-GC-06	Open Space and Brookpark Woodlands. The Demesne land around Brookpark House and Dunmanway Cottage should be preserved primarily for agricultural use and landscaped gardens and as part of the floodplain and to protect the Dirty River riparian corridor. *	X
DY-GA-07	Open Space for sports and recreation purposes.	5.54
DY-GR -08	Open Space for sports and recreation purposes, and biodiversity value. *	0.56
DY-GR -09	Open Space for sports, recreation, and amenity purposes. *	5.27
DY-GR -10	Open Space for sports, recreation and amenity purposes The Dirty River corridor is also a local biodiversity area. Consideration should be given to its local biodiversity importance and amenity value. *	6.16
Agriculture		
DY-AG-01	Agricultural Use	3.89
DY-AG-02	Agricultural Use	

**Specific Development Objectives for Dunmanway**

**\*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management**

**^ TIA and RSA Required.**

Objective No.		Net Site Area (Ha)
<b>Special Policy Area</b>		
DY X-01	<p>Special Policy Area. Secure the coordinated development of this site for a variety of uses as part of an overall plan which should have specific regard to the following:                      Development of this site should be coordinated with the development of adjoining lands. The site is suitable for a variety of uses including mixed uses involving the re-use of the existing buildings and preservation of the parkland setting of the site.                      Consultation with local residents / landowners.                      Comprehensive ecological, architectural, heritage and landscape assessment to include detailed tree survey to be carried out for the entire site. This site is also a local biodiversity area, consideration to its local importance and amenity value of the site.                      Provision of a detailed landscaping scheme for the entire site incorporating retention and augmentation of existing tree cover.                      Provision of appropriate social and community facilities, where required.                      Provision of water and wastewater services for the development, including where necessary, the upgrading of off-site infrastructure.                      Proposals for the construction of the proposed relief road (objective DY U-01) to the north of the site.                      A comprehensive study of the existing surface water drainage within the site and adjoining lands.                      Preparation of detailed proposals to address the surface water drainage of the site and adjoining lands.                      The implementation of phasing proposals within the overall site to ensure the coordinated development of the site.                      Preparation of a Traffic Management Plan which includes provision of sustainable transport options.</p>	5.68



## 2.9 Castletownbere

### Vision and Strategic Context

- 2.9.1 Castletownbere is the main population, employment and service centre for the Beara Peninsula providing key services to a wide rural hinterland remote from other urban centres. It is identified as a Main Town within the West Cork Strategic Planning Area. The town plays an important strategic role for the commercial fishing industry as the major white fish port in the state. The fishing industry underpins the economic life of the town and it is therefore important that it can achieve reasonable freedom to grow and expand.
- 2.9.2 The overall strategy aims to promote population expansion and consolidation of Castletownbere as a key fisheries harbour and an important local services centre and to promote its role for marine-based tourism and as an employment location. One of the key considerations for the future development of the town is the provision of waste water treatment facilities, proposals for which are currently being progressed.
- 2.9.3 It is also an objective of this plan, to "recognise the role played by Castletownbere and its deep-water port facilities in the future growth of the fishing and tourism industry and to promote its future development and potential for other port related activities. In line with the RSES, this plan supports Fishing Local Area Group (FLAG) Development Strategies, which provide a framework for community and economic development that support coastal and island communities. The FLAG Strategies identify National Fisheries Harbour Centres (NFHC) including Castletownbere.
- 2.9.4 The RSES recognises the West Cork Marine Network based on the N71 West Cork to South Kerry Corridor strategically driving economic growth. The settlements of Clonakilty as the Key Town with Skibbereen, Bantry, Schull and Castletownbere, leveraging significant marine economy, tourism, food and beverage, digital and other assets. This plan will support the role of Castletownbere in the development of this network and as a key service centre in the surrounding rural area.

### Local Context

- 2.9.5 The setting up of a British naval base on Bere Island after the Napoleonic Wars and the development of copper mining in Allihies from 1812 onwards led to the growth of the town. During this period houses were built along the north side of the road that linked the two clusters of fisherman's cottages on the north side and developed what is now known as Castletownbere Harbour. Fishing became well established in the area over this time. In the 1960's Castletownbere Harbour was developed as the major fishing port for Southwest Ireland. The historic centre of Castletownbere retains its original character and recent years have witnessed significant infrastructural and industrial investment primarily supporting fishing and port activities. Historically development in the town was focussed on the main street and adjoining the port. The town centre can be a lively location with a range of competing activities associated with its port side location. This type of activity makes the town an attractive place to visit in its own right.

### Population and Housing

- 2.9.6 The 2016 Census of population for Castletownbere recorded a population of 860 persons. This plan sets an overall population target of 1,114 for Castletownbere over the plan period to 2028, which represents a projected population increase of 254 persons. In order to accommodate this level of population growth, an additional 70 net new housing units will be required over the plan period.

**Table 5.2.21: Castletownbere Population, Housing and Residential Land Supply**

	Housing Requirement			Housing Supply		
	Census 2016	Target (to 2028)	New Units Required (to 2028)	Estimated Units Yield from the Built Footprint	Estimated Units Yield from Zoned sites	Est. Net Residential area zoned (ha)
Castle-town-bere	860	1,114	70	7	63	4.65

Table 5.2.22: Castletownbere Population 2016-2028

	Census 2006	Census 2011	Census 2016	Increase to 2028
Population	868	912	860	254

- 2.9.7 Of the 70 new housing units to be provided over the plan period, 63 housing units can be delivered on residentially zoned land and the balance of 7 units can be delivered within the built footprint of the town. This Plan has made provision for a residential net land supply of approximately 4.65 ha. In terms of delivering units within the existing footprint of the town, regeneration opportunities exist through vacancy and infill development.
- 2.9.8 Like many other settlements more recent development has radiated outwards along the approach roads particularly those from the west. This has manifested itself in an almost continuous linear development along the right-hand side of the road as one approaches the settlement from the Bantry direction. In comparison to other main towns there are relatively few housing estates within Castletownbere. Outside of the main town core development primarily consists of single site housing including infill development and a number of small local authority schemes. Vacancy is not particularly high within the new schemes. Most of the schemes which have been developed in Castletownbere have been in the order of 30 units or less while relatively few of these have been private developer led schemes. In contrast, this plan supports the development of a more compact form of development for Castletownbere including the development of residential areas close to the town centre.
- 2.9.9 The residential land supply requirements for Castletownbere have been reviewed in order to achieve compact and sustainable growth of the settlement in accordance with national and regional policy guidance as set out in this plan. As outlined in **Chapter 3 Settlements and Placemaking**, there is a renewed focus in this plan on optimising the development potential of centrally located underutilised sites. All of the residential zoned sites can contribute significantly to the delivery of compact growth and are within the built envelope adjacent to the town centre.
- 2.9.10 Sites can be considered Tier 2 until, water services infrastructure is in place, or unless Irish Water agree to a connection to the existing water services.
- 2.9.11 It should be noted however that the level of development proposed for Castletownbere is based on the assumption that the required wastewater infrastructure and water supply improvements identified by the Council will be delivered. Given the constraints with water services infrastructure in Castletownbere, it is not envisaged that significant development can be accommodated within the short term. The upgrading of Castletownbere water supply (including new source, reservoir and upgrading of watermains) and the provision of sewer collection network and wastewater treatment plant is required in order accommodate proposed development in Castletownbere.

### Placemaking

- 2.9.12 Whilst the built structure of the town figures around a long linear street that runs parallel to the coastline, the townscape is typical of an early 19th century. Rural vernacular style which is characterised by continuous blocks of terraces made up of narrow tall 2/3-storey buildings with slate roofs and plane render punctuated by many decorative traditional timber shop fronts and some buildings with archways providing access to rear yard areas. The historic centre of Castletownbere retains its original character and recent years have witnessed significant infrastructural and industrial investment primarily supporting fishing and port activities in the harbour area. Opportunities exist within the town for the renewal of underutilised sites, backland areas, street infill and the re-introduction of active ground floor uses within the town centre. There are further opportunities for public realm improvements and to re-vitalise the town centre in tandem with roads and other infrastructure upgrades.

### Social and Community Facilities

- 2.9.13 Castletownbere has a number of community facilities appropriate to a town of its size including a local hospital, community childcare facility and a day care centre for the elderly, public library, art gallery, hotel, garda station, fire and lifeboat stations, tourist office and church. There is one primary (Scoil an Chroi Ro Naofa) and one secondary school (Beara Community College) in Castletownbere. Beara Community College had an enrolment of 328 pupils while Scoil an Chroi Ro Naofa had an enrolment of 194 pupils. There is a modern playground located to the west of the town centre. The Regional Fisheries Centre in Castletownbere has become a major focus for third-level training and development activities in fisheries and aquaculture in the South West. Expansion of community facilities, healthcare and recreation are welcomed generally in Castletownbere and should occur in line with planned development. In general, the town centre and expanded town centre will be supported as the optimum location for such community and healthcare facilities.
- 2.9.14 This plan has identified lands for healthcare and community facilities to the west of the town zoned CR B-03. The previous plan has also identified an additional site to the east of the town on which healthcare and community facilities may be considered. This site is now zoned Agriculture, however, the proposed use for community and healthcare could

also be considered on this site. This site near the community hospital offers the potential to provide complementary healthcare facilities near an established healthcare facility.

- 2.9.15 Although outside the town boundary the importance of Traillaun beach as a local amenity area is recognised and upgrading of roads, parking and infrastructure are necessary improvements that should be given consideration over the plan period.

### **Green Infrastructure**

- 2.9.16 Castletownbere is relatively well catered for in terms of passive recreation with coastal walking routes, perhaps lacking the provision of a town park, although the topography dictates that options in this regard are limited. Much of the open space provided in the town is passive in nature and contributes to the setting of the town. The plan will seek to place greater emphasis on the development of recreational amenities, particularly the development of new pedestrian walks, cycleways and connections with open space areas and the town centre in order to further optimise the benefits of the town's natural amenities for the people of Castletownbere. There are some sporting facilities in the town including the GAA club which is located to the west of the town boundary.
- 2.9.17 Figure 5.2.7 below provides a visual representation of the strong network of green infrastructure assets in the town. There are several areas of woodland distributed throughout the town, providing important ecological connectivity within the beyond the town's environs.



Figure 5.2.8: Castletownbere Green Infrastructure

### **Economy and Employment**

- 2.9.18 Castletownbere is ranked as one of the top fishing ports by landings value in the Country, with an annual value of fish landed exceeding €106 million in 2019. There is in excess of €90 million in Salmon and approximately €2 million in mussels totalling an excess of €198 million euros of total value. The town has an important employment function because of its strategic role in the commercial fishing industry. Fish processing and onshore-based ancillary activities support both local and international fishing industries and are extremely important to the town.
- 2.9.19 The overall employment strategy for Castletownbere as set out in this plan, is to focus on local catchment employment and an infrastructure programme to service land supply identified for future employment development focused on medium to small business/industry. This plan also recognises the role to be played by Castletownbere and its deep-water port facilities in the future growth of the fishing and tourism industry.
- 2.9.20 Accordingly, to the CSO 2016, the number of persons unemployment in Castletownbere has reduced by 33% since 2011. The CSO recorded 508 jobs in Castletownbere. The ratio of jobs to resident workers is 1.4, one of the highest in the County. In terms of jobs distribution, Skilled Trade Occupations accounts for nearly 23% of total jobs. This is followed by Process Plant and Machine operative which represents approximately 16% of the workforce occupations.
- 2.9.21 The Council recognises the importance of the related socio-economic activity centred in Castletownbere. The



maintenance and continued growth of the critical mass in port related businesses is essential for future development. Consequently, the Council are committed to safeguarding the role of Castletownbere as a centre of fleet activity, processing, and ancillary services. The town is capable of positioning itself as a premier fishing port and commercial base to service the offshore renewable and exploration industry due to its strategic location, deep-water port, and unrivalled onshore infrastructure.

- 2.9.22 The available sites for business development are located to the north of Castletownbere and to the east and west of the town centre. Industrial land zoned for specialist marine related activities is located on Dinish Island. There is currently 18.7 ha zoned land available in Castletownbere for business uses and 21.3ha for specialist marine related industrial use to allow further expansion of its role as a specialist employment centre for the fishing industry and to provide opportunities for a variety of other future business uses.
- 2.9.23 Dinish Island is strategically important to the fisheries and marine industry. It is important that any developments on the island complement this key strategic use. Therefore, it is proposed to reserve all lands on the island for fisheries and marine related industrial activities and an objective to this effect is included in the plan. The available land on Dinish Island has been developed largely for uses relating to the fishing industry and other marine activities, however, there remains significant potential for development on brownfield sites on the island in the coming years.

### **Tourism/Marine**

- 2.9.24 There are two main areas of opportunity in terms of employment growth, namely marine and tourist-based industries. The council will continue to support the development of a marina, leisure and commercial facilities within the harbour provided these do not compromise the operations of the existing commercial fishing industry. The very specialised nature of marine related employment present in the town combined with the importance of the town strategically in a regional context for fish production, necessitate that its role be safeguarded and enhanced as the centre of fleet activity, processing, and ancillary services, supporting the development of added value food processing (particularly in the fisheries sector).
- 2.9.25 It also supports the creation of a positive employment-generating environment, which can attract inward investment, supported by a strong research and development base, the diversification of job creation and promotion of small-scale start up enterprises and incubator units. The Council are committed to safeguarding and enhancing the role of Castletownbere as a centre of fleet activity, processing, and ancillary services. The harbour area adjacent to the town centre is associated with the important marine industry and fisheries and in recognition of this has been given a special zoning objective to guide the future development of the area.
- 2.9.26 The potential of the town as a tourist centre for visitors to the Beara Peninsula, including provision of leisure activities, retail services, accommodation and access to Bere Island should be further encouraged. Under the 'Marine Leisure Infrastructure Strategy for the Western Division of Cork County 2007' Castletownbere is designated as a Primary Hub. This requires the provision of facilities to cater for all year-round marine leisure operations. The Marine Leisure Infrastructure Strategy requires that adequate and appropriate infrastructure, complementary ancillary services, and Harbour Management Plans be developed for Castletownbere.
- 2.9.27 The port of Castletownbere due to its strategic position has the potential to function as a base for offshore energy explorations, renewable energy projects and commercial freight. Furthermore, there may also be opportunities for the development of the cruise liner tourism product in the area and the Council will support the development of Castletownbere as a hub for this type of tourism.
- 2.9.28 Even though a four-star hotel has recently been developed in the town, Castletownbere is in need of additional high quality tourism accommodation due to its important role as a tourism hub for the Beara peninsula on the 'Wild Atlantic Way'. This would include hotel accommodation (with associated facilities e.g. leisure centre) as well as a range of self-catering enterprises, hostels etc. Such uses should be accommodated within the town at appropriate locations in such a way as to support the general economic vitality of the town and may be appropriate in varying locations. Tourism accommodation proposals (at an appropriate scale) could also be located on residential lands.
- 2.9.29 Dunboy Castle and grounds is a particularly important historic building located to the west of the town and was subject of a development proposal for a hotel, spa, and wellness centre which although still not completed has the potential to be a great economic asset in the area and its redevelopment is supported.
- 2.9.30 The ferry service to Bere Island is a key service for islanders and for visitors wishing to access the islands. It is important that this facility be retained and protected within the harbour where it has direct access to the local services and facilities provided in the town. A Harbour Management Plan should be prepared to address these issues.

### **Town Centre and Retail**

- 2.9.31 Castletownbere has an important function as the principal retail centre within the hinterland of the Beara Peninsula. As a smaller County Town the objective for retail in Castletownbere Town Centre as set out in this plan, is to support the vitality and viability of the town and to ensure that it provides an appropriate range of retail and non-retail functions to serve the needs of the community and respective catchment areas. The Plan states that often these smaller county towns provide basic convenience shopping and often smaller scale comparison shopping. The plan policy is to adopt a cautious approach to out-of-centre retail warehousing.

- 2.9.32 Parts of the town centre have been identified as being at risk of flooding. The CR T-01 site denotes the established footprint of the town centre which should continue to be the primary focus of convenience retail provision in the town. The CR T-02 site denotes the expansion area to the north of the town centre to facilitate an expansion of the town's tourist/retail role, should the need for additional retailing arise in the future. The core shopping area (retail core) is the primary location for new retail and office development where services are provided to visiting members of the public. New residential development that will enhance the vitality, attractiveness and safety of the town centre should be an important component of any development proposals.
- 2.9.33 The established town centre is considered to be the primary location in Castletownbere for retail and commercial activities and provision is made for its expansion to the north to link with any future relief road for the town which along with appropriate traffic management also has an important role to play in relieving present congestion from the town centre.
- 2.9.34 During the tourist season there is a persistent problem with traffic congestion on the main street of the town. Much of this is a traffic management or enforcement issue. Improvements to the public realm of the town could also greatly improve the overall attractiveness of the town centre, enhancing business confidence in the town and the overall public perception of Castletownbere as a place to visit. There is also scope for pedestrian linkages to increase permeability between the existing CR T-01 and CR T-02 town centre zoning during the lifetime of the plan. In terms of pedestrian linkages between the existing and expanded town centre, the laneway adjoining the church and the laneway currently used for car access to the west of the town provide existing options. It is intended that the Traffic and Transportation Strategy will provide further guidance to address these issues and this plan will support the implementation of this strategy.
- 2.9.35 The expansion of the town centre area will provide further opportunities for retail related development, community facilities and the provision of adequate access and parking and incorporate the development of a portion of the proposed northern relief road. There are a number of derelict sites and dilapidated buildings in the town. The council will encourage renovation or redevelopment in such areas, subject to maintaining existing building lines.
- 2.9.36 This plan will aim to deliver a high quality, attractive and safe pedestrian environment reflective of the town's tourism function within the region. The plan will aim to enhance walking routes and active and passive areas along the shoreline and also improve pedestrian connectivity in the town centre.

## **Movement**

### **Road Infrastructure and Transport**

- 2.9.37 There is only one principal regional road running east-west through Castletownbere. Traffic congestion and lack of parking continue to detract from the town centre. Much of this could be resolved by appropriate traffic management and the rationalisation of parking arrangements in the town centre and harbour area. The provision of a relief road could play a significant role in relieving this congestion and freeing up space for streetscape and public realm improvements. A preliminary indicative route for a future relief road to the north of the town centre has been identified which has been carried forward from the last plan. This plan has identified a town centre expansion area northward to include part of the proposed northern relief road which could encourage higher value uses and the construction of at least part of the relief road. This plan also supports the identification of an appropriate route for a southern relief road linking the CR X-01 with the R 572 West. There is also a need to identify a new car park location and to provide public lighting and footpaths in a number of locations.
- 2.9.38 Cork County Council has commissioned a traffic study to determine the transport infrastructure improvements and policy measures required to accommodate the anticipated expansion of the town that will result in a growth in vehicular, pedestrian and cyclist traffic volumes. This plan will support the implementation of this traffic study in order to develop a strategy to guide the coherent development of the town centre area in terms of land use and urban design, addressing issues such as the range of uses to be accommodated, priority areas for development, improved pedestrian facilities, traffic circulation and connectivity issues and improvements to the public realm. This plan will support opportunities to promote cycling and walking within the framework of an overall strategy for the town centre area. There are also opportunities to improve footpath provision and the road surface within the town.
- 2.9.39 Castletownbere is served by public transport (bus) which operates to Bantry and Cork City most days of the week.
- 2.9.40 The ferry which serves the local population and tourists alike is a critical transport mode particularly for those living on Bere Island. Regular ferry services serve the island.
- 2.9.41 It is particularly important that overnight commuter and tourist bus parking areas are provided to cater for potential Cruise Liner and other tourist related traffic. During the lifetime of the plan the council will seek to identify appropriate sites for this purpose in conjunction with relevant authorities.

## **Water Management**

### **Water and Wastewater**

- 2.9.1 The provision of water and wastewater infrastructure is fundamental to ensure the delivery of growth within the town. Castletownbere sources its drinking water from the Glenbeg Lake. The raw water is then transferred to the adjacent Castletownbere Water Treatment Plant for treatment and distribution. There are storage reservoirs at Foildarrig and Derymihin which provide drinking water to the town. The capacity available at the Glenbeg Lake (which forms part of the Glanmore Bog Special Area of Conservation) source is limited due to the lakes designated status; therefore, another source may be required. The capacity of the Castletownbere Water Treatment Works is also limited. There are issues including leakage concerning the rising mains and distribution water mains as they are in poor condition. Upgrading of Castletownbere water supply is required including new source; reservoir and upgrading of water mains, in order to accommodate proposed development in the town. The Castletownbere Regional Water Supply Scheme is presently under review by Irish Water.
- 2.9.2 The existing sewer network in the town is limited. It is a combined system which discharges directly to the sea at a number of locations. There is no wastewater treatment plant in Castletownbere. The provision of sewer collection network and Wastewater Treatment Plant is required to accommodate proposed growth in the town. The Castletownbere Sewerage Scheme Network Upgrade and Wastewater Treatment Plant has commenced construction, with a completion date expected in 2022.

### **Surface water**

- 2.9.3 Generally, surface water is disposed to a combined network. This causes problems at times of peak rainfall. Some surface water runs into stone culverts that serve parts of the town while others drain directly to the sea or streams. Separation of foul and storm sewers will be required for the new sewerage scheme.

### **Flood Defences**

- 2.9.4 Parts of Castletownbere have been identified as being at risk of flooding. The areas at risk follow the path of the Aghakista River, Creevoge Stream, and tributaries of these. Some coastal areas including parts of Dinish Island are also at risk. There is also evidence of occasional flood events relating to the existing stormwater drainage system. There is a requirement for improvement works to the network serving the back lands to the northwest of the town centre.

### **Built Heritage**

- 2.9.5 There are approximately 20 protected structures within the town indicating the relative architectural and heritage importance of the town. Many of these are shopfronts and other local historical buildings. The BIM Regional Fisheries Centre represents a good example of modern architecture and is also included in the Record of Protected Structures

### **Biodiversity and Landscape**

- 2.9.6 In 2018, the Council commissioned the preparation of habitat mapping for the towns of the county where such work had not previously been undertaken with a view to identifying what habitats were present in the areas and identify those of importance in protecting the biodiversity of the area. The survey work has identified a number of habitats and areas within the town which are of biodiversity value and which may form part of an ecological corridor.
- 2.9.7 Castletownbere habitats of ecological value within the town boundary include those associated with the marine and intertidal areas, upland grassland, heath, and scrub associated with the highlands and freshwater and wetland and woodland habitats associated with river and stream valleys. The Aghakista River Wooded River Valley has been identified as a local biodiversity area of high ecological value. It consists of a tidal river bounded by a broadleaved woodland, wet grassland, and scrub. The site is located within the area zoned for green infrastructure (CR-GR-01 and CR-GR-02) and existing residential uses.
- 2.9.8 There are no Natura conservation designations within the development boundary of Castletownbere. Beara Peninsula SPA (004155) is located approximately 1km to the north of the town. Castletownbere is located in an area of the county which is designated as a High Value Landscape (HVL) in this plan. Within these High Value Landscapes considerable care will be needed to successfully locate large scale developments without them becoming unduly obtrusive.
- 2.9.9 The scenic routes S113, S117 and S118 converge on Castletownbere and development proposals in the environs of these scenic routes and/or an area with important views and prospects will need to demonstrate that there will be no adverse obstruction or degradation of the views towards and from vulnerable landscape features.

## General Objectives

2.9.10 The following general objectives shall apply to all development within the development boundary of Castletownbere.

General Objectives for Castletownbere	
Objective No'	
CR-GO-01	Plan for development to enable Castletownbere to achieve its target population of 1,114.
CR-GO-02	In order to secure the sustainable population growth and supporting development proposed in CR-GO-01, appropriate and drinking water and waste-water infrastructure is required. A new drinking water source is required to be developed for Castletownbere. In the absence of same, new development will not be permitted where it requires a connection to the public water supply and would result in an increase in the volume of water required to be abstracted from Glenbeg Lough. An upgrade to the public waste-water treatment plant is also required. Waste-water infrastructure must be capable of treating discharges to ensure that water quality in the receiving coastal zone does not fall below legally required levels.
CR-GO-03	The green infrastructure, biodiversity, and landscape assets of Castletownbere include the coastal zone and associated habitats, the small river corridors and scrub, heath, and grassland areas to the north and west of the town. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> .
CR-GO-04	Promote the town centre as the primary and most appropriate location for the expansion of retail development in the town.
CR-GO-05	Implement the recommendations of the Traffic and Transportation Strategy for Castletownbere and any updated proposals regarding same or updated guidance on road measures set out in this plan.
CR-GO-06	Support the preparation and implementation of a Harbour Management Plan for the harbour area.

## Specific Objectives

2.9.11 The specific zoning objectives for Castletownbere are set out in the following table:

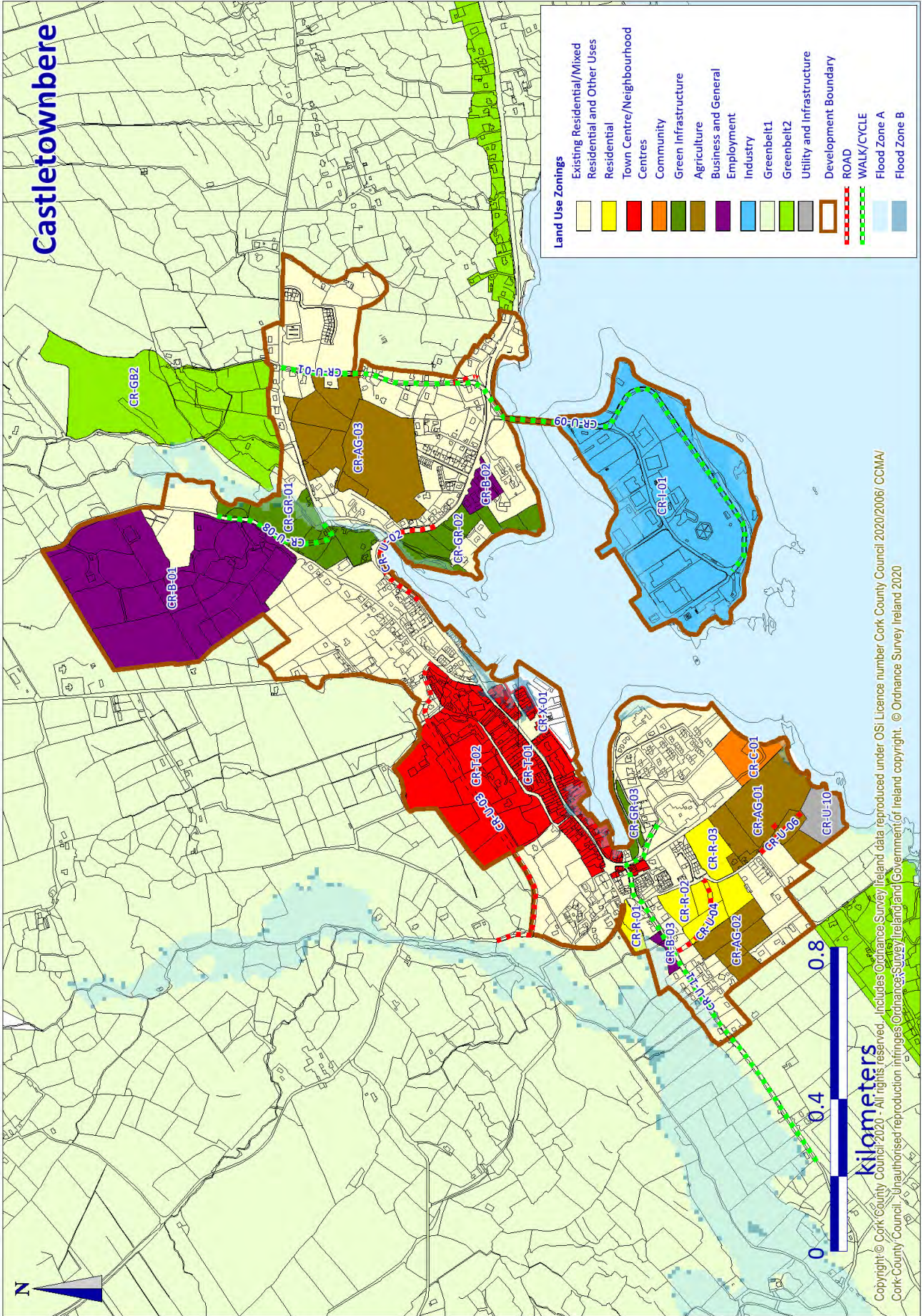
Specific Development Objectives for Castletownbere		
*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Residential</b>		
CR R-01	Medium B Density Residential Development.*	0.45
CR R-02	Medium C Density Residential Development including serviced sites and provision for access road.	2.0
CR R-03	Medium B Density Residential Development including provision for access road.*	2.2
<b>Industrial Areas</b>		
CR I-01	Industry. Small to medium sized industrial units for specialist marine and other offshore related activities.*	21.3

Specific Development Objectives for Castletownbere		
*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Business and General Employment</b>		
CR B-01	Business Development. Small to medium sized business units within an overall planned business park layout subject to provision of adequate water services and roads infrastructure and a detailed landscaping plan providing for the retention protection and integration of habitats of high ecological value within new development where possible.	17.6
CR B-02	Business Development.	0.8
CR B-03	Business Development to include healthcare and community facilities.	0.2
<b>Town Centre</b>		
CR T-01	Town Centre. To promote the town centre as the primary area for retail and mixed-use development, encourage sensitive refurbishment/redevelopment of existing sites and promote public realm improvements. *	5.7
CR T-02	Town Centre. Provide for expansion of the town centre to facilitate additional retail/mixed use development, provision of community facilities and construction of part of CR U-03 northern relief road. Any proposals should make provision for a new public car park (the exact location and size of which to be agreed with the Council), provide for new town centre streets with connectivity to the existing town centre and include proposals for public realm improvements.	10.3
<b>Community</b>		
CR C-01	Community. Lands reserved for community purposes and the provision of outdoor education facilities. *	1.4
<b>Utilities and Infrastructure</b>		
CR U-01	Improve local access road.	-
CR U-02	Proposed road realignment to improve entrance to town.	-
CR U-03	Proposed future northern relief road to the north of the town centre.	-
CR U-04	Local access road.	-
CR U-05	Local access road.	-
CR U-06	Local access road.	-
CR U-07	Identify an appropriate route for a southern relief road from the docks west of the X-01 and linking to the R572 road (west).	-
CR U-08	Provision of Pedestrian walking route.	-
CR U-09	Provision of coastal and inland walking route. This walk should be designed having regard to best practise guidelines, providing for appropriate setbacks from riverbanks and the coastal zone to avoid impacts on freshwater and marine habitats and species.	-
CR U-10	Reserve site for wastewater treatment plant. *	1.3
CR U-11	Proposed upgrading and provision of footpath from Community School to GAA field.	-

**Specific Development Objectives for Castletownbere**

<b>*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Net Site Area (Ha)</b>
<b>Green Infrastructure</b>		
CR- GR-01	Open Space. Provision for pedestrian and cycling link between the two roads and along the riverbank. This walk should be designed having regard to best practise guidelines, providing for appropriate setbacks from riverbanks to avoid impacts on freshwater habitats and species. *	3.8
CR- GR-02	Open Space: Retain openness, trees, and parkland quality. *	2.8
CR- GR-03	Open Space. Contribute to character and amenity of the town. Protect trees and view across the site and cove.	0.6
<b>Agriculture</b>		
CR-AG-01	Agricultural Use	4.98
CR-AG-02	Agricultural Use	2.18
CR-AG-03	Agricultural Use. Proposals can also be considered for healthcare and community facilities to include detailed landscaping plan and pedestrian and cycle way linkages. The site comprises a local area of biodiversity value Aghakista River Wooded River Valley which should be retained and protected. Opportunities for enhancement of the biodiversity value of the area will be supported.	8.44
<b>Special Policy Area</b>		
CR X-01	Special Policy Area. To protect this area for specialist marine related uses and other complementary harbour activities. *	1.7

# Castletownbere



## 2.10 Schull

### Vision and Strategic Context

- 2.10.1 Schull is an attractive coastal town overlooking a sheltered harbour in the West Cork Municipal District. The town is identified as a Main Town in this plan.
- 2.10.2 The overall strategy aims to develop Schull as the main service centre for both the permanent and tourist population of the Mizen Peninsula. The strategic aim is to promote the development of the town within its scenic coastal setting and to continue the promotion of its coastal tourism functions while protecting its established role as a fishing port and marine food employment centre.
- 2.10.3 Given its strategic location on the Mizen Peninsula and its attraction as a holiday centre it functions as the main service centre for both the permanent and tourist population of this area. The town acts as a multi-purpose centre for tourism on a seasonal basis. Schull accommodates a wide range of activities and in particular those associated with coastal recreation.

### Local Context

- 2.10.4 Schull is located at the head of Schull harbour on the southern shoreline of the Mizen Peninsula approximately 24km west of Skibbereen and approximately 25 km from Bantry. The landscape setting of the town is of a high quality and is within a high value landscape. The town is an important employment, service, social and cultural centre in this area of West Cork. The town developed historically from a small fishing village and has an attractive main street which opens onto an amenity area to the East and out to Schull harbour which is a haven for water sport activities.
- 2.10.5 The main street which is where much of the commerce of the town occurs is closely linked to the harbour. Development outside of this area is generally more dispersed and a mix of smaller schemes and single site housing predominant. A significant portion of the constructed dwellings have a holiday function, and the important role of tourism is clearly evident in the range of facilities available. The harbour today is an important and attractive focal point for waterside access and links with amenity areas, playgrounds, and coastal walking routes. These features are particularly attractive elements of the town and contribute to the attractive setting.

### Population and Housing

- 2.10.6 The 2016 Census of population showed that the population of Schull has increased by 42 persons (6%) since 2011. This plan sets an overall population target of 905 for the year 2028 which represents a projected population increase of 205 persons. Therefore, in order to meet this population target there is a need to make provision for approximately 84 additional dwelling units over the plan period to 2028.

**Table 5.2.23: Schull Population, Housing and Residential Land Supply**

	Housing Requirement			Housing Supply		
	Census 2016	Target (to 2028)	New Units Required (to 2028)	Estimated Units Yield from the Built Footprint	Estimated Units Yield from Zoned sites	Est. Net Residential area zoned (ha)
Schull	700	905	84	22	62	3

**Table 5.2.24: Schull Population 2016-2028**

	Census 2006	Census 2011	Census 2016	Increase to 2028
Population	576	658	700	205

- 2.10.7 Of the 84 new housing units to be provided over the plan period, 62 housing units can be delivered on residentially zoned land and the balance of 22 units can be delivered within the built footprint of the town. This Plan has made provision for a residential net land supply of approximately 3.1 ha. In terms of delivering units within the existing footprint of the town, opportunities exist through mainly through infill and some town centre potential.



- 2.10.8 The residential land supply requirements for Schull have been reviewed in order to achieve compact and sustainable growth of the settlement in accordance with national and regional policy guidance as set out in this plan. As outlined in **Chapter 3 Settlements and Placemaking**, there is a renewed focus in this plan on optimising the development potential of centrally located underutilised sites. SC-R-02 is located close to the town centre and can contribute to the delivery of compact growth and consolidation of the built envelope of the town. Residential zoned lands can avail of connections to roads and other water services infrastructure.
- 2.10.9 In recent years, Schull experienced some growth, mainly for residential development at relatively low densities often related to the tourist accommodation and second home market. A recurring issue for Schull has been the need to ensure that the demands for housing from permanent residents are not overwhelmed by that for tourist accommodation or second homes; however, it is difficult to regulate this through the planning system. The best approach may be to increase the provision of serviced sites for self-build options for permanent occupation as opposed to additional multiple housing developments.
- 2.10.10 The principal concern regarding residential development in Schull is to ensure a balance between permanent residents and holiday visitors avoiding an excess of often vacant holiday homes. Holiday home developments, if inappropriately located, can result in a serious loss of vitality in towns such as Schull during the winter months. A significant portion of the existing housing stock in Schull has a specific holiday function.
- 2.10.11 The plan proposes that more serviced sites be made available within the zoning options for those wishing to self-build for their own occupation. Managed holiday home development will be considered on any part of the residential zoned lands. It should be noted that the level of development proposed for Schull is based on the assumption that the required waste water infrastructure and water supply improvements identified by the Council will be delivered.

### **Social and Community Facilities**

- 2.10.12 There are community facilities located throughout the town including a parish hall, hospital, garda station, fire station, library, and church. Schull also has a post office, pharmacy, credit union and a mobile bank serving the town. The town has a good provision of services which reflects its role as a strong tourist centre serving a wide rural hinterland.
- 2.10.13 The town contains one secondary school (Schull Community College), a national school (Scoil Mhuire) and an English Language Training School. Schull Community College had an enrolment of 386 pupils for the 2019/2020 school year. Schull Planetarium is a science centre which forms part of the local Community School and provides a unique educational resource. The secondary school is unique in offering sailing related courses as part of the curriculum. Scoil Mhuire is a co-educational Primary School with a current enrolment of 145 pupils for the 2019/2020 school year. These pupils are drawn from a wide hinterland of Schull village ranging from Toormore in the west to Ballydehob in the east. Further expansion of primary school sites will be necessary based on the population growth targets. An area of land has been earmarked for educational community and marine purposes which is located to the south of the existing school.
- 2.10.14 The Mizen Primary Care Centre located on former business zoned lands close to the town centre, provides a very important community resource. The presence of the local Community hospital providing respite care is a particularly important community facility for the region and for local healthcare.
- 2.10.15 In general terms, Schull has a range of different smaller scale sporting and recreational facilities available to it owing particularly to its function as a tourist destination. It lacks any larger scale community sporting provision such as a GAA facility/sports hall. The Fastnet Marine and Outdoor Education Centre is located in Schull Harbour. The centre has dedicated facilities which offer a range of comprehensive sailing courses. Implementation of the objectives of the Marine Leisure Strategy for West Cork should be continued.

### **Green Infrastructure**

- 2.10.16 There is a centrally located area of open space in the town which also contains a playground, tennis court and other amenities. This important amenity area provides pedestrian connectivity to shoreline walks and contributes to the setting of the town.
- 2.10.17 There are opportunities to expand and develop on the range of amenity and recreational areas available within the town including linking walking routes and active and passive areas along the shoreline. Cadogan's Strand forms a particularly attractive entrance to the town and can be an important amenity area for tourists and residents alike.



Figure 5.2.9: Schull Green Infrastructure

### **Economy and Employment**

- 2.10.18 Schull is one of a number of settlements in West Cork which forms part of the West Cork Marine Network based on the N71 West Cork to South Kerry Corridor, leveraging significant marine economy, tourism, food and beverage, digital and other assets. The overall employment strategy for Schull will promote this network and focus on local catchment employment potential and an infrastructure programme to service land supply identified for future employment development focused on medium to small business/industry.
- 2.10.19 This Plan recognises the important role of Schull as the main service and tourism centre for the Mizen Peninsula. Most of the employment provision in the town is in the area of services particularly in the shops, pubs, and restaurants within the vibrant town centre. There is little in the way of manufacturing/industry in the settlement with the focus mainly on tourist related industry and other community facilities.
- 2.10.20 Accordingly, to the CSO 2016, the number of persons unemployed in Schull has reduced by nearly 33% since 2011. The CSO recorded 302 jobs in Schull. The ratio of jobs to resident workers is 1.2. In terms of jobs distribution, Skilled Trade Occupations accounts for nearly 25% of total jobs. This is followed by Professional occupations at 14%. The Senior Managerial Sector Leisure and other Leisure and service occupations each account for 11% of workforce.
- 2.10.21 The results from the 2016 Census show a daytime working population (resident and non-resident of Schull) of 800 persons. There is 6.9 ha zoned land available in Schull for business uses and 1 ha for port related industry. This plan intends to encourage more flexibility in the type of uses permissible to better meet the business land requirements of the town and its hinterland.
- 2.10.22 The well-established sailing school provides employment, attracts visitors and is important in sustaining the local economy of this coastal community. Schull was designated as a Primary Hub under the 'Marine Leisure Infrastructure Strategy for the Western Division of Cork County' prepared in 2007. This requires the provision of facilities to cater for all year-round marina leisure operations. Plans are in place to facilitate and encourage the implementation of the strategy in Schull and to develop associated employment prospects including the provision of a community marina.

- 2.10.23 The proposed hotel site (carried over from the former plan) needs to be retained in the long term because of its strategic economic importance in attracting high economic value tourism to the town. Greater flexibility in the usage of the site including community gain from any development proposals should be promoted.
- 2.10.24 It is also noted that while the town has a substantial complement of fixed holiday home tourist accommodation there is a clear absence of alternatives for touring and camper van visitors to the area, or for those wishing to use a camp site where they would have access to facilities and the village. The lands around the Cadogan's strand area may be suitable for a dedicated overnight camping ground. Fixed mobile homes are likely to be inappropriate due to the potentially negative impact on the visual setting of this attractive area.
- 2.10.25 While the tourism/leisure marine role is well established and continues to develop it is also important to make appropriate provision for the future development of the fishing industry in the town.
- 2.10.26 The Council considers that the reservation of the identified lands adjacent to the pier for port related industry is vital to the continued well-being of the town, because of its potential importance to marine employment and the character of the town. The Council is particularly concerned that no development should take place on the lands which would prejudice such provision, and that development on adjoining land should be compatible with port related uses and not lead to conflict with, or restraint upon, those uses.

### **Town Centre and Retail**

- 2.10.27 Schull is an attractive tourist destination on the 'Wild Atlantic Way' providing a range of retail services. As a smaller County Town the objective for retail in Schull Town Centre as set out in this plan, is to support the vitality and viability of the town and to ensure that it provides an appropriate range of retail and non-retail functions to serve the needs of the community and respective catchment areas. The plan states that often these smaller county towns provide basic convenience shopping and often smaller scale comparison shopping. The plan policy is to adopt a cautious approach to out-of-centre retail warehousing.
- 2.10.28 The level of retailing is considerably less than the main towns of Bantry and Castletownbere but reasonable considering that Schull is a local employment and service centre. There is very little vacancy in the town centre at present. Parts of the proposed town centre sites are at risk of flooding. Expansion of the town centre area will provide further opportunities for retail related development, community facilities and the provision of adequate access and parking and incorporate the development of a portion of the proposed northern relief road.
- 2.10.29 The SC T-01 site denotes the established footprint of the town centre which should continue to be the focus of convenience retail provision in the town. The SC T-02 site denotes the expansion area to the north of the town centre to facilitate an expansion of the town's tourist/retail role, should the need for additional retailing arise in the future. The core shopping area (retail core) is the primary location for new retail and office development where services are provided to visiting members of the public. New residential development that will enhance the vitality, attractiveness and safety of the town centre will be an important component of any development proposal.
- 2.10.30 The established town centre is considered to be the primary location in Schull for retail and commercial activities and provision is made for its expansion to the north to link with any future relief road for the town which along with appropriate traffic management also has an important role to play in relieving present congestion from the town centre.
- 2.10.31 During the tourist season there is a persistent problem with traffic congestion on the main street of the town. Much of this is a traffic management or enforcement problem. While a car parking area has been provided to the rear of the existing convenience retail shop in the town, there would appear to be considerable room for expansion in this area and lands to the north of the existing main street form the most logical location for the long-term expansion of the town centre.
- 2.10.32 Improvements to the public realm of the town can greatly improve the overall attractiveness of the town centre, enhancing business confidence in the town and the overall public perception of Schull as a place to visit. The plan will aim to deliver a high quality, attractive and safe pedestrian environment reflective of its status as a significant tourist destination within the region. The plan will aim to enhance walking routes and active and passive areas along the shoreline and also improve pedestrian connectivity along south terrace and pier road.

### **Movement**

#### **Road Infrastructure and Public Transport**

- 2.10.33 Schull is located on the through route of the R591 which connects to the N71 linking the town to Cork City and Bantry and the Mizen peninsula to Goleen and Mizen Head and as a result there are seasonal traffic congestion / parking issues within the town. This Plan supports the implementation of traffic management measures, revised parking, and enforcement arrangements to address persistent traffic congestion during the tourist season. This Plan will continue to pursue the objective of reducing traffic from the town via the provision of a future relief road to the north of the town centre.
- 2.10.34 Schull is served with a daily bus service to Cork City, Clonakilty and Skibbereen. Access to the islands of Oileán Chléire and Long Island are available via ferry connections to the south of the town. It is particularly important that overnight

commuter and tourist bus parking areas should be provided to cater for potential Cruise Liner and other tourist related traffic. During the lifetime of the plan the council will seek to identify appropriate sites for this purpose in conjunction with relevant authorities.

## Water Management

### Water and Wastewater Infrastructure

- 2.10.35 The provision of water and wastewater infrastructure is fundamental to ensure the delivery of growth within Schull. The town receives its drinking water supply from the Lough Skeagh Water Treatment Plant. Schull Water Supply is at limit during summer months during which time it is augmented by the Skibbereen Water Supply. The upgrading of the water supply to Schull (source, water treatment plant, and watermain network) is required in order to accommodate all of proposed development in Schull. The Irish Water scheme to upgrade the water supply to Schull involves the upgrading of the Skibbereen WS (Ballyhilty Water Treatment Plant) to supply Schull including new reservoir, pumping station, and upgrading of watermain network and decommissioning of Skeagh WTP. Skibbereen Regional Water Supply Scheme (Phase 4) - Treatment, Storage and Network is under construction and is due to be completed in 2021.
- 2.10.36 Wastewater from Schull is transferred to the Schull Wastewater Treatment Plant. Foul sewer capacity is available to cater for proposed development in Schull. The Wastewater Treatment Plant in Schull has adequate spare capacity available.

### Flood Defences

- 2.10.37 Parts of Schull have been identified as being at risk of flooding. These areas at risk follow the path of a watercourse which traverses the town west to east and is illustrated on the land-use zoning map. In particular the 'at risk' area affects much of the established town centre of Schull. Some local watercourses used for the disposal of surface water pass under buildings in the town centre which has potential to lead to some localised flooding.

## Waste Management

- 2.10.38 There is a Civic Amenity Site located at Derryconnell, Schull which accepts a wide range of goods to be recycled.

## Biodiversity and Landscape

- 2.10.39 In 2018, the Council commissioned the preparation of Habitat Mapping for the towns of the county where such work had not previously been undertaken with a view to identifying what habitats were present and identifying those of importance in protecting the biodiversity of the area. The survey work has identified a variety of habitats across the county including some that are protected under the Habitats Directive / are of Special Conservation Interest for County Cork / are of local bio-diversity value or form part of an ecological corridor.
- 2.10.40 In Schull is located on western side of Roaringwater Bay. The most significant and important ecological features of the village are associated with the adjoining marine and intertidal coastal zone. There are two small streams which run through the village (Schull and Meenvane Streams) and there is a small pocket of woodland on the shoreline on the north eastern boundary of the village settlement. These are the principal areas of biodiversity value within the village itself. These areas are;

**Table 5.2.25 Areas of Local biodiversity value in Schull**

1.	Schull and Meenvane Streams (SC-GC-03) and (SC-T-01)
2.	Glebe Coastal Vegetation Fringe
3.	Gallan Woodland (SC-GC-01)

- 2.10.41 There are scattered pockets of locally important semi-natural habitat, such as scrub, broadleaved woodland, bracken, wet grassland, and small areas of coastal habitats, the latter of which are part of the bigger complex of coastal habitats within the bay (SAC).
- 2.10.42 Schull is located directly adjoining the Roaringwater and Islands Special Area of Conservation (cSAC-0101) and proposed Natural Heritage Area of Roaringwater Bay and Islands (pNHA-0101). The Council recognises the importance of protecting the biodiversity value of this unique site. Schull is located in an area of the county which is designated as a High Value Landscape (HVL). Within these High Value Landscapes considerable care will be needed to successfully locate large scale developments without them becoming unduly obtrusive.
- 2.10.43 There are a number of designated scenic routes in or close to Schull. These include the S96, S97, S100, S101 and S102. The approach road from the west is a particularly attractive arrival point into Schull. There is one building (Holy Trinity Church and Wall) in the town entered in the Record of Protected Structures.

## General Objectives

2.10.44 The following general objectives shall apply to all development within the development boundary of Schull.

General Objectives for Schull	
Objective No'	
SC-GO-01	Plan for development to enable Schull to achieve its target population of 805 persons.
SC-GO-02	In order to secure the sustainable population growth and supporting development proposed in SC-GO-01, appropriate and sustainable water and wastewater infrastructure that will secure the objectives of the relevant River Basin Management Plan and the protection of Roaring Water Bay and Islands Special Area of Conservation, must be provided and be operational in advance of the commencement of any discharges from the development. Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving harbour does not fall below legally required levels.
SC-GO-03	Any new dwellings with individual wastewater treatment must make provision for connection to the public system in the future and have a sustainable properly maintained private water system. Such proposals will be assessed in line with the appropriate EPA code of practice.
SC-GO-04	The green infrastructure, biodiversity and landscape assets of Schull includes the marine and intertidal coastal habitats of Roaringwater Bay, the stream corridors, mature trees, woodland, and other open spaces. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> .
SC-GO-05	Support and promote the town centre as the primary and most appropriate location for the expansion of retail development in the town of Schull.
SC-GO-06	Identify suitable sites within the town for the provision of community facilities (including an arts and craft centre) which have good pedestrian /cycling links to residential areas and are located close to / and adjoining the town centre.
SC-GO-07	Support the preparation and implementation of a Harbour Management Plan for the harbour area and to support the sustainable development of a community marina for the town. The Harbour Management Plan should be prepared taking account of the nature conservation designations which pertain in the bay area.
SC-GO-08	Investigate the feasibility of providing a footpath between Cadogan's Strand and the junction of the R592 and L4414-0.

## Specific Objectives

The specific zoning objectives for Schull are set out in the following table:

Specific Development Objectives for Schull		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Residential</b>		
SC R-01	Medium B Density Residential Development in-depth screen planting along northern and eastern boundaries.	1.0
SC R-02	Medium B Density Residential Development	2.1
<b>Industrial Areas</b>		
SC I-01	Industry. Port related, with provision for parking and local relief road. *	1.0

Specific Development Objectives for Schull		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Business and General Employment</b>		
SC B-01	Site with potential for Hotel/Leisure Centre and/or other Tourist related Infrastructural Development only. Any development proposals should be set back from the shoreline and should respect the setting and make provision for the upgrading and protection of pedestrian walkway along the shoreline to the east of the site. Proposals should provide for the protection of the setting of the old church ruins and graveyard and provide an additional public amenity area to the south of the town.	3.8
SC B-02	Business Development with in-depth screen planting along western, southern and eastern boundaries. *	1.4
<b>Town Centre</b>		
SC T-01	Town Centre. To facilitate mixed use development including retail and residential. Consideration should also be given to the site's proximity to the Local Biodiversity Area Schull and Meenvane Streams, giving particular consideration to its local importance and value. *	3.3
SC T-02	Town Centre. Town centre expansion to include community facilities and the provision of adequate access and parking and incorporate the development of a portion of proposed northern relief road. *	1.7
<b>Community</b>		
SC C-01	Educational, marine and leisure purposes. Provision should be made for appropriate set back from the shoreline. *	0.9
<b>Utilities and Infrastructure</b>		
SC U-01	Northern relief road.	
SC U-02	Local access road. *	
SC U-03	Local relief road.	
SC U-04	Develop and maintain pedestrian walkway through open space and along shoreline and continued via footpath to Cadogan's Strand. This walk should be designed having regard to best practise guidelines, providing for appropriate setbacks from the shoreline to minimise risk of impact on coastal and marine habitats and species.	
<b>Green Infrastructure</b>		
SC-GR-01	Passive open space and public amenity area around Cadogan's Strand to include provision for car parking. Preserve and promote general openness, views of cove from road, and trees. The area incorporates Gallans Wood and shoreline habitats which should be retained and protected. Opportunities for enhancement of the biodiversity value of the area should be supported. *	1.0
SC-GR-02	Open Space. Providing informal recreation including playground and incorporating coastal pathway. Consideration will be given to the further expansion of public recreational facilities in this area. Protect general openness, views of sea from road, and retain and provide trees, shrubs, and general parkland quality. *	3.13
SC-GR-03	Open Space. Passive open space along bank of stream and private gardens to protect the visual amenity of the locality. Protect from excessive development and retain/promote openness/encourage retention of tree cover. This zone includes the Schull and Meenvane Streams which should be retained and protected. Opportunities for enhancement of the biodiversity value of the area will be supported. *	0.7

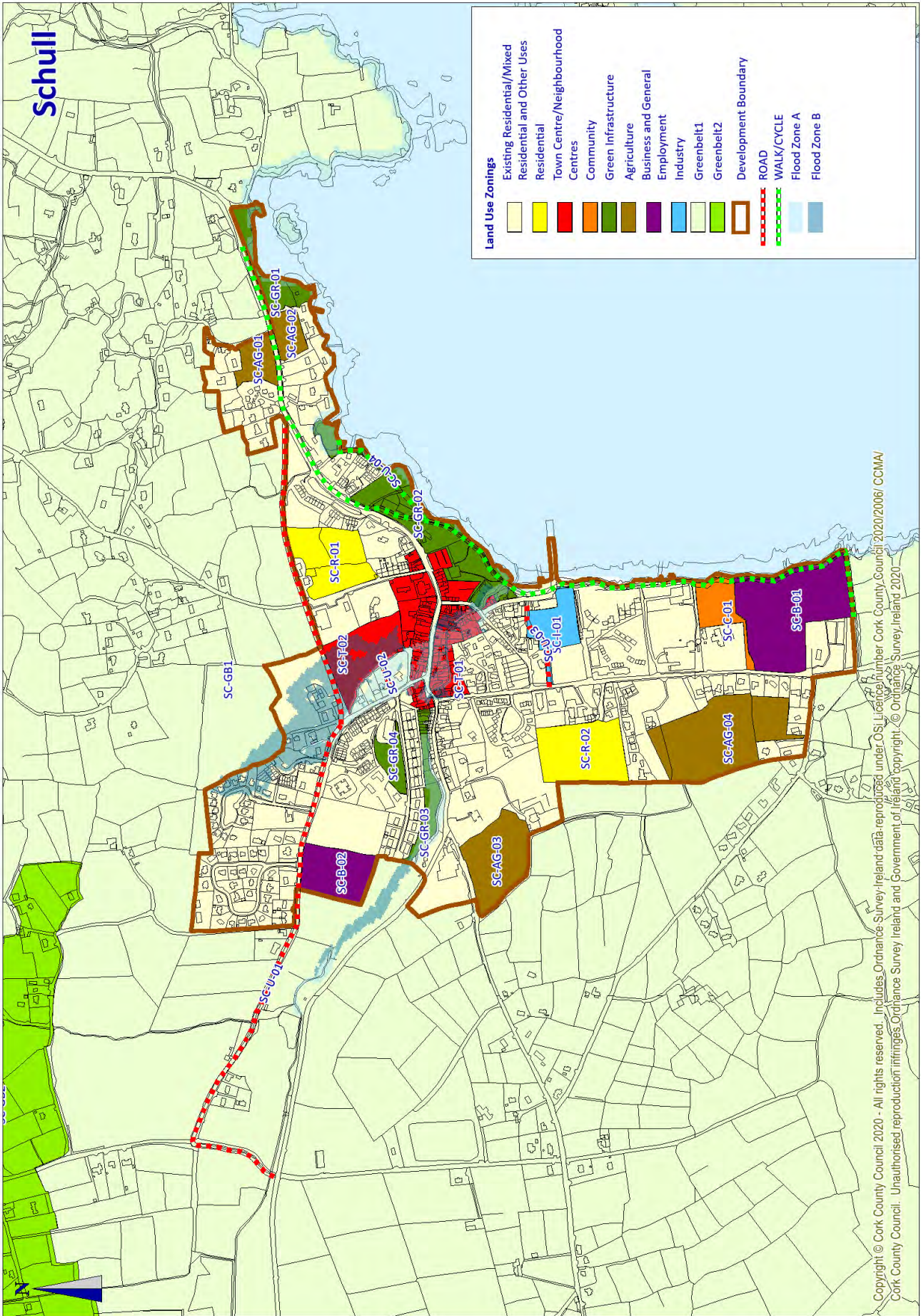
**Specific Development Objectives for Schull**

**\* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management**

**^ TIA and RSA Required.**

<b>Objective No.</b>		<b>Net Site Area (Ha)</b>
SC-GR- 04	Open Space. Passive open space providing local visual amenity and accommodating informal recreation and sport and biodiversity value.	0.5
<b>Agriculture</b>		
SC AG-01	Agriculture. Consideration may also be given to use of the site as a camper van park/camp site, providing for the retention and protection of mature hedgerows on the site.	0.7
SC AG-02	Agriculture. Consideration may also be given to use of the site as a camper van park/camp site, providing for the retention and protection of mature hedgerows on the site.	0.6
SC AG-03	Agricultural Use	1.93
SC AG-04	Agricultural Use	3.57

# Schull



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## 2.11 Key Villages

2.11.1 There are 9 Key Villages in the West Cork Municipal District as follows; Ballineen/Enniskeane, Ballydehob, Baltimore, Drimoleague, Durrus, Glengarriff, Leap, Rosscarbery, and Union Hall.

## 2.12 Ballineen/Enniskeane

### Vision and Context

2.12.1 The vision for Ballineen / Enniskeane is to encourage the consolidation of the village within its rural setting, preserve the unique character and landscape setting of the settlement and to promote sympathetic residential development in tandem with the provision of services and commercial opportunities within the village core.

2.12.2 The strategic aims for this village are that it will be the primary focus for the development of surrounding rural areas and provide local services, by encouraging and facilitating population growth and by supporting the retention and improvement of key facilities, including social and physical infrastructure and public transport. The settlement of Ballineen / Enniskeane is located approximately 12 kms west of Bandon. The villages of Ballineen and Enniskeane have joined together to form a continuous and largely linear built-up form and consequently the villages are considered as a single planning unit, Ballineen / Enniskeane. The River Bandon lies to the south of the settlement and the lands that surround the villages, incorporating a prominent hillside to the north and river valley to the south, provide an attractive rural setting.

### Population and Housing

2.12.3 The census of population for Ballineen/Enniskeane in 2016 recorded a population of 692 from the population of 700 recorded in 2011, which represents a decrease of approximately 1% for the period.

2.12.4 Table 5.2.26 shows that between 2010 and 2020 there were 8 dwelling units constructed within the boundary of the village.

**Table 5.2.26 Housing Growth in Ballineen / Enniskeane 2010-2020**

Year	2010	2015	2020	Change
No. of Dwellings	350	344	358	8

Source: Geo Directory

2.12.5 There have been some small-scale residential developments (both public and private), predominantly infill schemes, to the south of the Main Street in recent years. In addition, a small-scale sheltered housing scheme was constructed adjoining the national school and there is capacity within the development boundary for additional development.

2.12.6 This plan makes provision for the development of an additional 80 dwelling units within the village. There is ample land within the development boundary to accommodate this scale of development. New developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Development which utilises brownfield sites should be prioritised, and all development should be sympathetic to the character of the area.

### Placemaking/Public Realm/Movement/Village Centre

2.12.7 There is scope for development within Ballineen / Enniskeane, however, it is important that the village's rural character, architectural heritage and its other heritage and natural amenities are maintained, enhanced, and not compromised. The primary locations for development are areas north of the village core with a plot of land directly adjoining the development boundary to the north-east of Enniskeane included within the development boundary to allow for additional housing and/or commercial development.

2.12.8 It is particularly important that development does not extend the existing pattern of linear development of the settlement and that additional ribbon development to the east and north of Enniskeane and to the south and west of Ballineen is restricted. Development should also avoid the steep slope to the north of the village.

2.12.9 The settlement would benefit from a more compact form and from some regeneration of and re-use of existing properties within the village cores. In particular, further improvements to the village centres, with an enhanced streetscape, improved shopfronts and provision for improved street lighting, public footpaths and street furniture would be desirable. Further opportunities for streetscape improvements exist in the settlement, particularly within the village core of Ballineen.

- 2.12.10 During the lifetime of this Plan, development will focus mainly on lands to the north of the village core. Development is to be avoided on the steep slopes to the north, which form an important part of the villages setting and to the south of the village along the River Bandon.
- 2.12.11 Continued renewal of properties within the Village Core would be desirable and a high standard of design for infill development and new or replacement shopfronts should be in keeping with the overall character of the main street.
- 2.12.12 It is also important that the village's rural character, heritage and natural amenities are maintained, enhanced, and not compromised. The protection of any structures in the Record of Protected Structures will be important.

### ***Movement***

- 2.12.13 The Regional Road the R586, Bandon – Dunmanway – Bantry Road, runs through the settlement, giving rise to large volumes of traffic, including a high proportion of heavy goods vehicles. Additional traffic calming measures are required within the settlement.
- 2.12.14 In line with RPO 168 of the RSES, this plan recognises the need for investment in regional and local roads in the county. The improvement of strategic non-national roads will be promoted throughout the county. RPO 168 of the RSES, identifies the upgrading of the R586 Regional Road from Bandon to Bantry via Dunmanway and support for its designation to National Road Status. Where works to the strategic road network are supported, the potential for improved sustainable transport shall be considered.
- 2.12.15 The main through road is busy with traffic and there is periodic congestion and parking problems. There is a need for an off-street car parking area to be located near the main shopping area. A site for this is proposed near the community hall in Ballineen.

### ***Economy and Employment***

- 2.12.16 Services within Ballineen / Enniskeane extend beyond basic ones such as a range of shops and public houses. There are a broad range of services within the settlement which includes retail, educational, sports / recreation, social and community facilities, health, financial services and a range of other consumer facilities and employment and business uses. Ballineen / Enniskeane have an attractive streetscape in the areas where commercial uses are primarily located.
- 2.12.17 Ballineen / Enniskeane is well provided with industrial employment, with the main employers being Carbery Milk Products Ltd located to the west of Ballineen and Grainger's Sawmills, located in Enniskeane village. The continued operation of these industries is of importance to the economy and vitality of the settlement and to the surrounding rural hinterland. Outside of the village, there is local employment in agriculture due to the extensive rural hinterland.
- 2.12.18 There is an identified need to provide for greater commercial opportunities to meet the needs of the local community. Within the village core the aim is to bring vacant and unused buildings within this area into productive use. There are also opportunities within the settlement for the redevelopment of existing derelict sites. Development proposals locating within the village core will be supported and facilitated where appropriate.

### ***Social and Community Facilities***

- 2.12.19 There are footpaths and public lighting within the settlement and some traffic calming works have been carried out at gateway points. However, additional footpaths, public lighting and in particular further traffic calming works are required to improve pedestrian safety. There is a recycling / bring centre located within the village and the settlement is also accessible by a daily public transport (bus) service, that links the settlement to Bandon and Cork City to the east and also to areas of West Cork. There are also public toilets within the settlement in Ballineen.
- 2.12.20 In terms of education, St Mary's Central National School is a mixed school with a present enrolment of 207 children which is located midway between both villages.
- 2.12.21 The village has some well-developed community and recreation facilities. The GAA pitch is located just south of the village core. There is a pitch and putt course, tennis courts and playground located in the middle of the settlement, thus allowing ease of access from both sides of the village. There are two community buildings within the village and childcare facilities are also available within the settlement. This plan will seek to protect from development the existing community facilities and where possible expand the range of sports facilities available in the village.
- 2.12.22 The population has increased in the settlement and surrounding hinterland in recent years and this in turn has put extra demands on the villages' infrastructure and community facilities. It is important that new facilities are encouraged to locate within the village cores and that where possible, existing community facilities are improved.

### ***Water Management***

- 2.12.23 Separate waste water collection networks exist for Ballineen and Enniskeane. A wastewater pumping station was constructed east of the bridge in Enniskeane which pumps wastewater collected in Enniskeane to Ballineen. The wastewater treatment plant is located to the south of Ballineen with treatment through an extended aeration system with discharge to the Bandon River. This wastewater treatment plant is at capacity and needs to be upgraded. The

combined sewer collection network is also at capacity principally due to stormwater issues and upgrading is also required. Proposals to upgrade the wastewater treatment capacity are currently being progressed.

- 2.12.24 The current water supply to Ballineen Enniskeane is from the Bandon Public Water Supply Scheme. There is limited spare water supply capacity and an upgrade of the Ballineen Enniskeane network is required.
- 2.12.25 To allow the village to develop in an orderly manner, it is particularly important that improvements are made to the village's infrastructure, to improve and protect the supply of water and to upgrade the waste water treatment plant.
- 2.12.26 Parts of Ballineen / Enniskeane have been identified as being at risk of flooding. The areas at risk follow the path of the River Bandon and tributary through the village and are illustrated on the settlement map (i.e. areas to the north and south of the village).

### **Built Heritage**

- 2.12.27 The settlement of Ballineen / Enniskeane has an attractive streetscape and also contains a number of fine individual buildings. St. Mary's Catholic Church (RPS no. 00693) located within the village is entered in the Record of Protected Structures. Derrigra House and the lands surrounding the house in Ballineen also add to the architectural character of the settlement and this structure and its setting should be protected.

### **Biodiversity and Landscape**

- 2.12.28 The S31 scenic route extends from the south of Ballineen westwards to Dunmanway. The hillside to the north of Ballineen / Enniskeane also provides an attractive backdrop to the village and should be maintained, with development avoiding the higher lands. Killaneer House pNHA is located approx. 3km north-east of the settlement, consisting of a relatively natural wood in an agricultural area which is of local importance.
- 2.12.29 The Bandon River which flows through the village is currently of 'moderate' river quality status, according to the South Western River Basin District (SWRBD) plan. At present, the wastewater treatment plant discharges to the Bandon River which is a 'Drinking Water Protected Area', 'Nutrient Sensitive Area' and 'Designated Freshwater Pearl Mussel Area' which is a protected area.

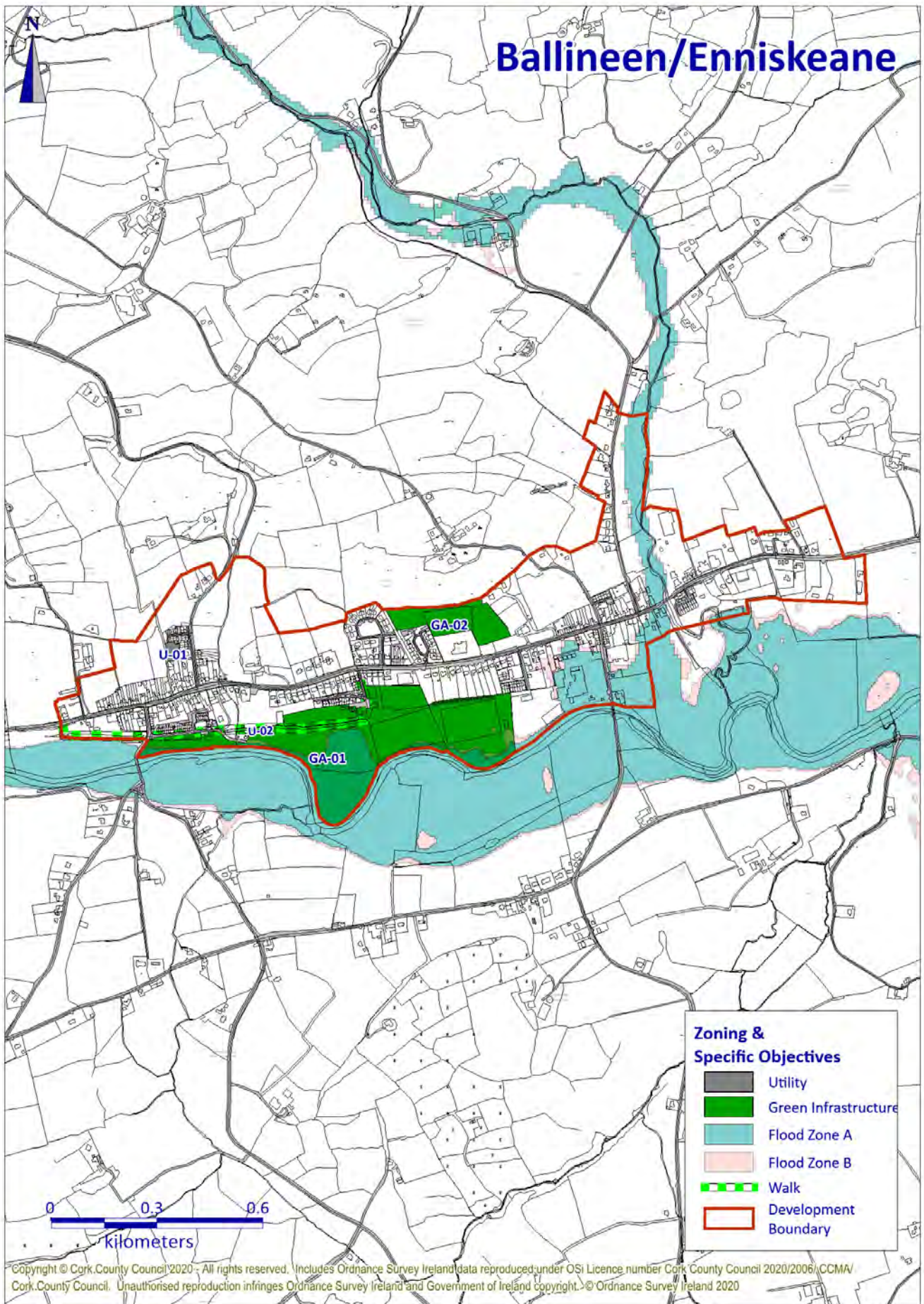
### **Development Boundary Objectives**

<b>Development Boundary Objectives for Ballineen/Enniskeane</b>	
<b>Objective No'</b>	
DB-01	Within the development boundary encourage the development of up to 80 additional dwelling units during the plan period.
DB-02	New development should be sensitively designed and planned to provide for the protection of the green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.' The primary green infrastructure assets of Ballineen/Enniskeane are the Bandon River and associated open spaces along the southern boundary of this settlement and two streams which flow through the village from the north to meet the Bandon.

## Specific Development Objectives

Specific Development Objectives for Ballineen/Enniskeneane		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Green Infrastructure</b>		
GA-01	Open Space. Maintain existing pitch and putt course, tennis courts and children's playground. *	15.4
GC-02	Open space preserved for use as a green belt between the villages of Ballineen and Enniskeneane	2.5
<b>Industrial Areas</b>		
U-01	Provide off-street carpark.	0.2
U-02	Develop and maintain amenity walk/cycle route.	

# Ballineen/Enniskeane



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## 2.13 Ballydehob

### Vision and Context

- 2.13.1 The strategic aim for Ballydehob is to encourage the consolidation of this colourful village by preserving the unique architectural character and landscape setting of the settlement whilst promoting sympathetic development in tandem with the provision of services. This plan aims to support the expansion of community and tourism services and facilities and promote a vision for Ballydehob as a destination village while maintaining and restoring the environmental quality of the area through the provision of appropriate wastewater infrastructure.
- 2.13.2 Ballydehob is a charming and colourful coastal village on the south side of the Mizen peninsula and adjoining the main N71 between Skibbereen and Bantry. It is also located within 6km of the main town of Schull which is located to the west of the settlement and within 30km of Bantry and Skibbereen. The village presently has a very good range of facilities, including a variety of shops, arts and craft galleries, pubs and cafes, schools, two churches and a regular bus service. There is a modest amount of local employment generating activity.
- 2.13.3 The village has a very attractive setting and attractive streetscape. This has been recognised in the designation of a significant portion of the settlement as an Architectural Conservation Area which runs from the coastal area around the small harbour and railway viaduct up along the main street. This area represents much of the historic core of the village of Ballydehob. The area around the estuary in particular has a very attractive and picturesque setting.
- 2.13.4 The village is located within the West Cork Municipal District and within the West Cork Strategic Planning Area.

### Population and Housing

- 2.13.5 The table below shows that between 2010 and 2020 there were 23 dwelling units constructed within the boundary of the village. The 2016 Census indicated that Ballydehob had a population of 274, which represents a slight decrease of 1% or 3 persons since the previous census in 2011.
- 2.13.6 This plan makes provision for the development of an additional 20 dwelling units within the village. There is ample land within the development boundary to accommodate this scale of development. New developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Development which utilises brownfield sites should be prioritised, and all development should be sympathetic to the character of the area.

**Table 5.2.27 Housing Growth in Ballydehob during the period 2010-2020**

Year	2010	2015	2020	Change
No. of Dwellings	184	189	207	23

Source: Geo Directory

### Placemaking/Public Realm/Movement/Village Centre

- 2.13.7 Recent development has primarily been in the form of small-scale housing schemes. The topography and protruding surface rock outcrops make development particularly challenging.
- 2.13.8 Historically the grain of development was centred around the village core where a very attractive street layout emerged. Development has since occurred in locations more peripheral to the village core. While some development in the past decades has been less successful in respecting the established design reference of the village more recent development has been more sympathetic and the high design standard now established in the village should be maintained and promoted.
- 2.13.9 Located adjoining the N71 (national route) the village enjoys good access to Bantry and Skibbereen. There is daily public bus service available in the village to Schull, Cork, Skibbereen and Bantry. The Main Town of Schull, given its close proximity to the settlement, is readily accessible from Ballydehob. In general the provision of footpaths and lighting is adequate.
- 2.13.10 Traffic congestion is a problem, particularly during the peak tourist season. Provision of further off-street parking is required. To the rear and north of Main Street, land uses, which include parking and garages, give rise to some amenity and traffic issues, and the full potential of these lands have not been realised. An objective is suggested which would facilitate appropriate re-development of this area.

### Economy and Employment

- 2.13.11 Much of the employment in the village is associated primarily with the service industry in the form of visitor

accommodation, restaurants, pubs, and retailing. It is likely that this trend will continue into the future given the attractions of the location as a visitor destination. Ballydehob needs a focal point and in this regard, there may be scope to develop a new village square which would combine an open space, community, and tourism function. The village would also benefit from improvements to the waterfront area which would further enhance the tourism potential of Ballydehob.

- 2.13.12 The range of employment associated with tourism can be further expanded while recognising that the traditional forms of employment such as fishing also need to be nurtured and developed. Outside of the village itself, there is local employment in agriculture due to the extensive rural hinterland.
- 2.13.13 The village would further benefit from specific measures to support the local craft and food industries, including the provision of a designated arts and crafts trail and the development of a 'village garden' with allotments on a suitable under-utilised site.
- 2.13.14 Small and medium scale tourism development, including the provision of managed rental holiday accommodation, is positively encouraged in the village, provided it is compatible with the scenic qualities of the locality. There may be opportunities to provide further tourist accommodation within the town.

### **Social and Community Facilities**

- 2.13.15 The village of Ballydehob has a range of recreational and tourist facilities associated with its attractive location and setting. Such a range would be considered the envy of many similarly sized settlements and contributes significantly to the attractiveness of the place. This includes amenity walks, playgrounds, public toilets, etc.
- 2.13.16 The GAA pitch is located on lands outside the village development boundary to the north east but in relatively close proximity. The village contains a community building and two churches. It has a bring centre, post office and pier. There are two primary schools (Scoil Bhride and St. Matthias NS), a community bank and a small medical centre located within the village.
- 2.13.17 Ballydehob's attractive setting and range of community facilities and services make it an attractive location for development. In recent years, primarily due to infrastructural constraints, the village has not capitalised on this potential and in order to allow the village to develop in an orderly manner, it is particularly important that improvements are made to the village's wastewater infrastructure. Currently only preliminary treatment (septic tank) of wastewater exists within the village. This issue will need to be addressed in order to further enhance aquaculture activity in the immediate area.

### **Water Management**

- 2.13.18 Wastewater currently receives only primary treatment (septic tank) which has a design capacity of 700 and is currently overloaded. The provision of new wastewater treatment plant is required and upgrading of sewer network prior to any further development taking place in Ballydehob. Due to the presence of 'shellfish designated areas' in the bay it is likely that tertiary treatment will be required.
- 2.13.19 Parts of Ballydehob have been identified as being at risk of flooding. The areas at risk follow the path of the Rathruane River through the village and are illustrated on the land use zoning map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding.

### **Built Heritage**

- 2.13.20 The railway viaduct in Ballydehob (RPS no. 00776) which is included in the Record of Protected Structures is an important tourism attraction in the village. Within the Ballydehob Architectural Conservation Area development should conserve and enhance the architectural character and streetscape of the area, and high standards of design will be required.
- 2.13.21 Whilst it is recognised that there is scope for development within Ballydehob, it is important that the village's rural character, architectural heritage and its other heritage and natural amenities are maintained, enhanced, and not compromised. The primary location for development is therefore the sympathetic consolidation of sites within the development boundary.

### **Biodiversity and Landscape**

- 2.13.22 Ballydehob Bay, which abuts the town, is within the Roaringwater Bay and Islands Special Area of Conservation (000101) and proposed Natural Heritage Area (000101). Roaringwater Bay and Islands is a site of exceptional conservation importance, supporting diverse marine and terrestrial habitats.
- 2.13.23 Ballydehob is located within the Clonakilty/Skibbereen Water Management Unit. The Rathruane and Bawnaknocknane Rivers merge and flow through Ballydehob into the Bay and are currently of 'good' river quality status, according to the South Western River Basin District (SWRBD) plan. At present wastewater in Ballydehob discharges into Roaringwater Bay which according to the SWRBD Plan is part of a protected area - 'Designated Shellfish Area' and is a Natura 2000 site (SAC). According to the SWRBD Plan, the overall status of these 'Transitional and Coastal Waters' is 'moderate'. The existing wastewater treatment facilities in Ballydehob will need to be improved and upgraded which will contribute to the improvement of water quality to good status by 2021. Ballydehob is located in an area of the county which is designated

as a High Value Landscape (HVL). Within these High Value Landscapes considerable care will be needed to successfully locate large scale developments without them becoming unduly obtrusive. There are three designated Scenic Routes which traverse the settlement (S90, S95, and S97).

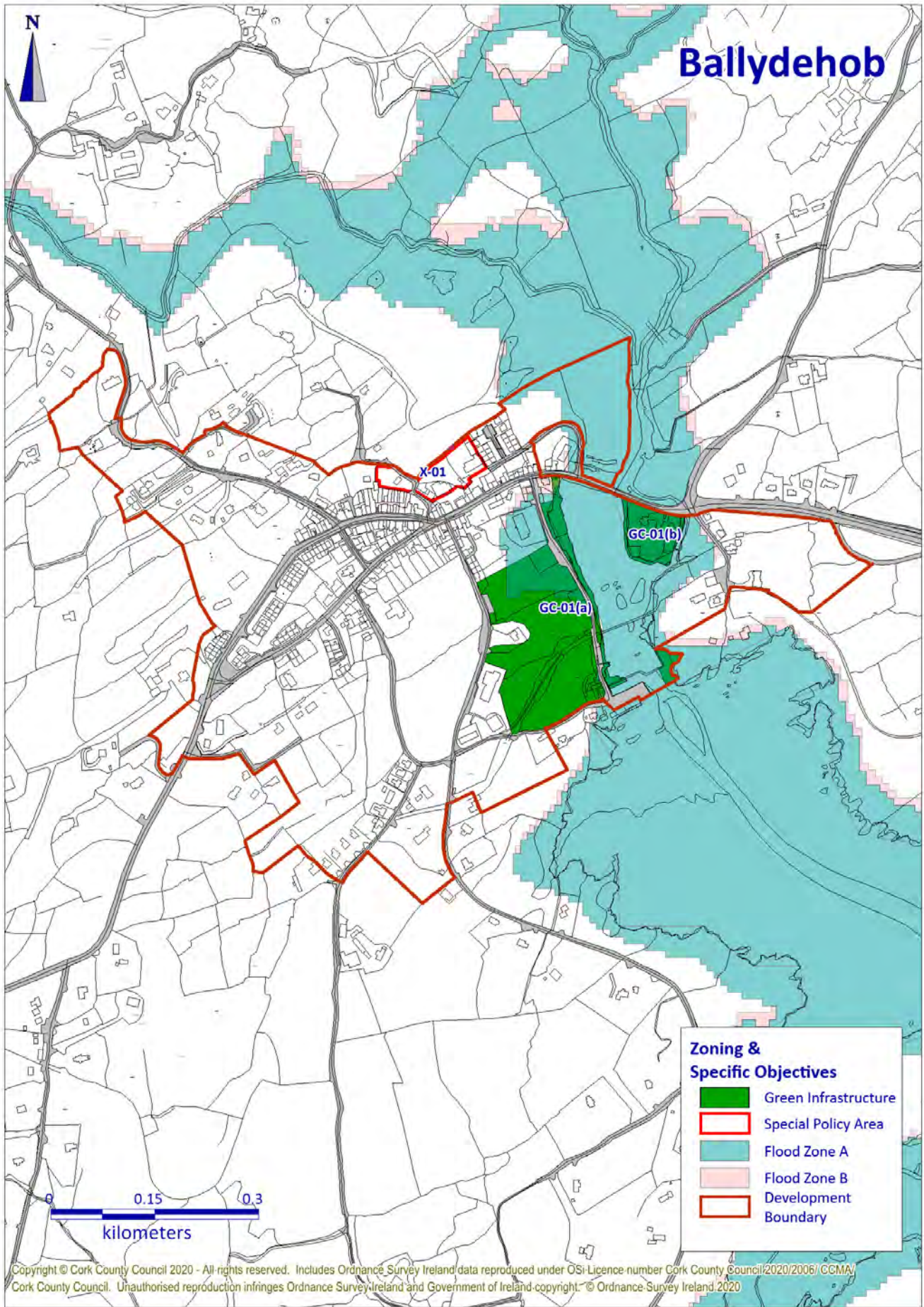
### Development Boundary Objectives

Development Boundary Objectives for Ballydehob	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 20 additional dwelling units during the plan period.
DB-02	The development of lands closest to the village centre is proposed in the first instance, and the development of good pedestrian/cycle and amenity links with the main street are considered to be an important part of any proposed scheme.
DB-03	Support the development of tourism and other forms of indigenous employment uses within the village where they can be suitably integrated into the setting of the village.
DB-04	Identify a requirement for an accessible off street carparking solution within walking distance of the village centre.
DB-05	Maintain the existing community facilities and where possible expand the range of sports facilities available in the village.
DB-06	Prioritise the upgrading and widening of roads within the village on the basis of need during the lifetime of the plan.
DB-07	Support the development in a sustainable manner of cycleways and pedestrian walkways as tourist trails.
DB-08	Promote improved pedestrian access and linkages, movement, and safety throughout the Village.
DB-09	Support measures to address traffic management and circulation issues in the village centre.
DB-10	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> . The green infrastructure assets of Ballydehob include the bay area and associated habitats, wetlands, mature trees, woodland, and other open spaces.

### Specific Development Objectives

Specific Development Objectives for Ballydehob		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Green Infrastructure</b>		
GC-01	Open Space to be protected for visual amenity and scenic qualities as part of the attractive coastal setting of the village. *	4.6
<b>Special Policy Area</b>		
X-01	Potential redevelopment area with a range of potential uses including town car park. Use and design of any new development should have regard to the limited vehicular access to the area the residential amenity of occupiers of properties on the road frontage, and the desirability of enhancing the physical fabric of the locality.	0.6





## 2.14 Baltimore

### Vision and Context

- 2.14.1 The strategic aims for Baltimore are to encourage the consolidation of the village within its rural setting, preserve the unique architectural character and coastal landscape setting of the settlement and to promote sympathetic development in tandem with the provision of services. One of the key considerations for the future development of the village is the provision of community facilities.
- 2.14.2 Baltimore village is located approximately 10km south-west of Skibbereen. The village is located within the West Cork Municipal District and within the West Strategic Planning Area. The village is situated on the eastern shore of the peninsula that is opposite the islands of Sherkin and Ringarogy. Having a sheltered harbour, the village is a well-known sailing centre and there is a pier with a variety of nautical activities; namely sailing, ferry service to the islands, boat trips for dolphin and whale watching, fishing, diving centre, boatyards, and pleasure craft. The village is the service centre for a large hinterland stretching from Skibbereen to Castletownshend and includes the two main inhabited islands of Oileán Chléire and Sherkin. However, the main activity of the village is as a tourist resort.

### Population and Housing

- 2.14.3 The 2016 Census recorded a population of 323 persons in Baltimore, a decrease of approximately 24 persons or 7% since the census of 2011. The table below shows that between 2010 and 2020 there were 26 dwelling units constructed within the boundary of the village.

**Table 5.2.28: Housing Growth in Baltimore during the period 2010-2020**

Year	2010	2015	2020	Change
No. of dwellings	461	485	487	26

Source: Geo Directory

- 2.14.4 The attractive coastal setting and tourism function of the village has made it a popular location for new development. The majority of this growth has consisted of holiday home developments to the east of the village core. There has also been some residential development on lands to the west of the Hotel, in the form of several large, detached dwellings just off the main street.
- 2.14.5 There are a high proportion of holiday homes, located in both the village centre and the outlying hillsides. In winter many of these holiday homes are vacant and the local population reduces significantly. This figure can increase by up to 5 times during the summer months.
- 2.14.6 Baltimore's attractive coastal setting, tourism function and quality of life factors make it an attractive location for development. In the past, there has been significant housing construction including holiday homes as a result of tax incentive schemes. Any new housing should be more orientated to local permanent housing.
- 2.14.7 This plan makes provision for the development of an additional 60 dwelling units within the village. There is ample land within the development boundary to accommodate this scale of development. New developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Development which utilises brownfield sites should be prioritised, and all development should be sympathetic to the character of the area.

### Infrastructure

- 2.14.8 There is spare capacity in the water supply and wastewater treatment plant to cater for future growth in the village. Skibbereen Regional Water Supply Scheme (Phase 4) - Treatment, Storage and Network is nearing completion.
- 2.14.9 Parts of Baltimore have been identified as being at risk of flooding. The areas at risk follow the path of the coastline to the north of the village and are illustrated on the land use zoning map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding.
- 2.14.10 The relief road which transverses a residential area to the west of the site has recently been closed off which has had an impact on traffic circulation within the village. The car park within the village adjoining the pier has recently been extended. The provision of additional off-street parking, especially for the summer time, is also desirable.
- 2.14.11 There are public footpaths and public lighting within the village. There is a recycling / bring centre located within the village and the settlement is also accessible by a weekly public transport (bus) service.

## **Economy and Employment**

- 2.14.12 The village is heavily reliant on tourism, especially marine leisure, both of which are identified as in need of strengthening. The main types of employment in the village are provided in the services, tourism, and fishing industries. There are a number of marine related industries in the village in addition to the ferry service which operated to both inhabited Islands (Oileán Chléire and Sherkin). The new Harbour Facilities Building adjacent to the Pier in Baltimore includes a Harbour Masters office, private office space, toilets as well as the public waiting area for bus and ferry users.
- 2.14.13 The hotel and holiday home developments which are located within or close to the village core, provides a focal point for the increased tourism function in the village. Economic activity significantly increases during the summer months when there is an influx of seasonal visitors to the area. Other services / facilities in the village include a church, garda station, a community hall, tennis courts, several pubs and guesthouses, hostel, restaurants / cafés, shops, public toilets, and other consumer services. In the rural hinterland most of the local employment is concentrated in agriculture.
- 2.14.14 Continued renewal of properties within the Village Core would be desirable and a high standard of design for infill development and new or replacement shopfronts should be in keeping with the overall character of the main street.
- 2.14.15 There are many opportunity sites for redevelopment along the coastline and at the pier. There is a distinct lack of adequate social services in the town.
- 2.14.16 A certain portion of land to the south of the village and west of Rolf Cottages has been included in the development boundary. Any new development in this area will have to have regard to the highly sensitive and prominent nature of the landscape, with restricted road access and inadequate infrastructure services.
- 2.14.17 There is a lot of pressure on the existing port to manage all the different activities that operate from it, especially during the summer months. As a focal point of the town and the only port facilities, the various activities operating from the port are in conflict not only in terms of space but in terms of function (pleasure/tourism verses commercial/enterprise). It is important to maintain the port as a working port with its commercial activities as a central focal point of the town. There is a need to separate the commercial and water-based tourist functions. There is a need to finalise the proposals for the development of the harbour so that the uses are sufficiently segregated to allow for effective growth of each within the balanced development of the town and its quaysides.
- 2.14.18 The commercial enterprises include the daily passenger ferry services between the mainland and the islands (Oileán Chléire, Sherkin and others) and the bulk goods and car ferry to the islands. Key enterprises normally operating out of the port include the commercial fishing boats and their maintenance and repair. Summer based activities include the sailing school and the floating marina for sailing boats and leisure craft. The diving school operates all year from premises within the commercial area. The harbour also contains a number of other shops, a playground, and a new parking area.
- 2.14.19 A slipway to the east of the north pier provides facilities for smaller boats and Roll on – Roll off ferries which will ultimately reduce congestion at the existing slipway in the harbour.
- 2.14.20 The land from Bull Point along the coastline of the Church Strand bay is part of a high value landscape designation because of its location, setting and broken flat landscape. Previous development plans suggested that the land be zoned for agriculture, tourism with an option for hotel and marina. It was considered important that the land be used for employment intensive tourist activity. The land is well sheltered from the main bay and is well located in terms of services and the new access road to the R595. The topography is quite uneven and there is a general slope from east to west.
- 2.14.21 There have been planning permissions granted for the development of a marina and associated onshore service buildings (restaurant and changing facilities) in the past. Development has commenced on this site, with the erection of a steel frame structure, which constitutes an eyesore in this scenic area. This issue should be addressed to protect the scenic and visual amenities of the area. This plan has taken the opportunity to provide a more practical zoning (mixed tourism development) to this area to allow for mixed development proposals to be implemented in this particularly sensitive landscape setting. It is important that the development is both sensitive to the scenic qualities of the site and is in keeping with the requirement of the market for Baltimore.
- 2.14.22 Some of the development areas within the settlement have been designated as Special Policy Areas to highlight the significance and strategic importance of these sites and to indicate the need and requirement for mixed land uses and more in-depth action area plans for the development of these sites. In particular, the harbour quays and surrounding lands is an 'opportunity site' for development of the different piers as well as onshore service areas and associated development. Provision has been made for marine related industry in Baltimore to support the fishing, boating and tourist industry in the X-01 site. The existing boatyards should be retained and renovated.

## **Social and Community Facilities**

- 2.14.23 The recreation facilities within the village are predominantly marine leisure related including, sailing clubs and diving centres. There is a playground within the settlement and the nearest GAA pitch is located outside the village in Rathmore. The range of community facilities provided in the settlement are not considered to be adequate for the future development of the village, especially since the primary school is located approx 2-3km outside the village in Rathmore and there is no secondary school in the settlement.

- 2.14.24 New residential development should be accompanied by the provision of appropriate community and social facilities concurrent with development. In addition, sufficient land has been zoned for open space and amenity to allow for the implementation of additional community facilities. This plan will seek to maintain the existing community facilities and where possible expand the range of sports facilities available in the village.
- 2.14.25 Under the 'Marine Leisure Infrastructure Strategy for the Western Division of Cork County 2008' Baltimore is designated as a Primary Hub. Cork County Council has recently developed the 'Ilen River Blue Way' which is a water activity trail from Skibbereen to Baltimore.

### **Water Management**

- 2.14.26 The wastewater treatment plant discharges at present to Baltimore Harbour / Ilen Estuary which according to the South Western River Basin District (SWRBD) plan is a 'Designated Shellfish Area' and Natura 2000 site (SAC). According to the SWRBD Plan, the overall water quality status of the Ilen Estuary 'Transitional and Coastal Waters' is 'Good'. The new wastewater treatment facilities in Baltimore will contribute to the improvement of water quality to 'good' status by 2021.

### **Built Heritage**

- 2.14.27 The village has an attractive streetscape, containing a number of fine individual buildings. There are three buildings or other structures within the village entered in the Record of Protected Structures including the ruins of Donated Castle (RPS no. 00809), Baltimore Church of Ireland (RPS no. 01250) and the Former Baltimore Fishery School (RPS no. 01468). It is important that the village's rural character, heritage and natural amenities are maintained, enhanced, and not compromised. Given the coastal location of the village overlooking Baltimore Bay, it is important that any future development maintains the integrity of the surrounding landscape. There is scope for development within Baltimore; however, it is important that the village's rural character, architectural heritage and its other heritage and natural and coastal amenities are maintained, enhanced, and not compromised.

### **Biodiversity and Landscape**

- 2.14.28 Baltimore is located in an area of the county which is designated as a High Value Landscape (HVL) in this plan. Within these High Value Landscapes considerable care will be needed to successfully locate large scale developments without them becoming unduly obtrusive. There are also four designated scenic routes, the S88, the S87, S86 and S85, which run through or are in close proximity to the village.
- 2.14.29 Baltimore Harbour, including Roaringwater Bay and Islands to the west of the village is designated as a Special Area of Conservation (SAC site code – 0101) and a proposed Natural Heritage Area (pNHA site code – 0101). Sheep's Head to Toe Head to the south of Baltimore is also designated as a Special Protection Area (SPA site code 4156).
- 2.14.30 The land between the pitch and putt sports ground, the cemetery and Church Strand is relatively flat and should be preserved as an open space to protect the visual amenity of the village. The land surrounding the Bull Point peninsula should be preserved as open space to retain the visual amenity of the area and allow for the development of a scenic walk and sitting areas. The land to the extreme east of the town on Fishery Point should also be preserved as open space to protect the visual amenity of the area.
- 2.14.31 The Bull Point to Church Strand promenade walk should be developed in conjunction with the development of the area zoned for mixed tourist development.

## Development Boundary Objectives

Development Boundary Objectives for Baltimore	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 60 additional dwelling units for full time occupancy during the plan period.
DB-02	Protect and enhance the attractive coastal setting and landscape character of the village.
DB-03	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> . The green infrastructure assets of Baltimore include the coastal and marine habitats of the bay area and habitats associated with the coastal headlands as well as other open spaces.
DB-04	Limited provision may be made for managed holiday home accommodation within the village where a need has been demonstrated, subject to normal proper planning and sustainable development considerations.
DB-05	Support the sustainable provision and expansion of harbour facilities, in a manner that is compatible with the protection of the Roaringwater Bay and Islands SAC and the habitats and species for which it is designated.
DB-06	All development should contribute to improved, safe pedestrian and cyclist connectivity and should include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities or cyclists, as appropriate.

## Specific Development Objectives

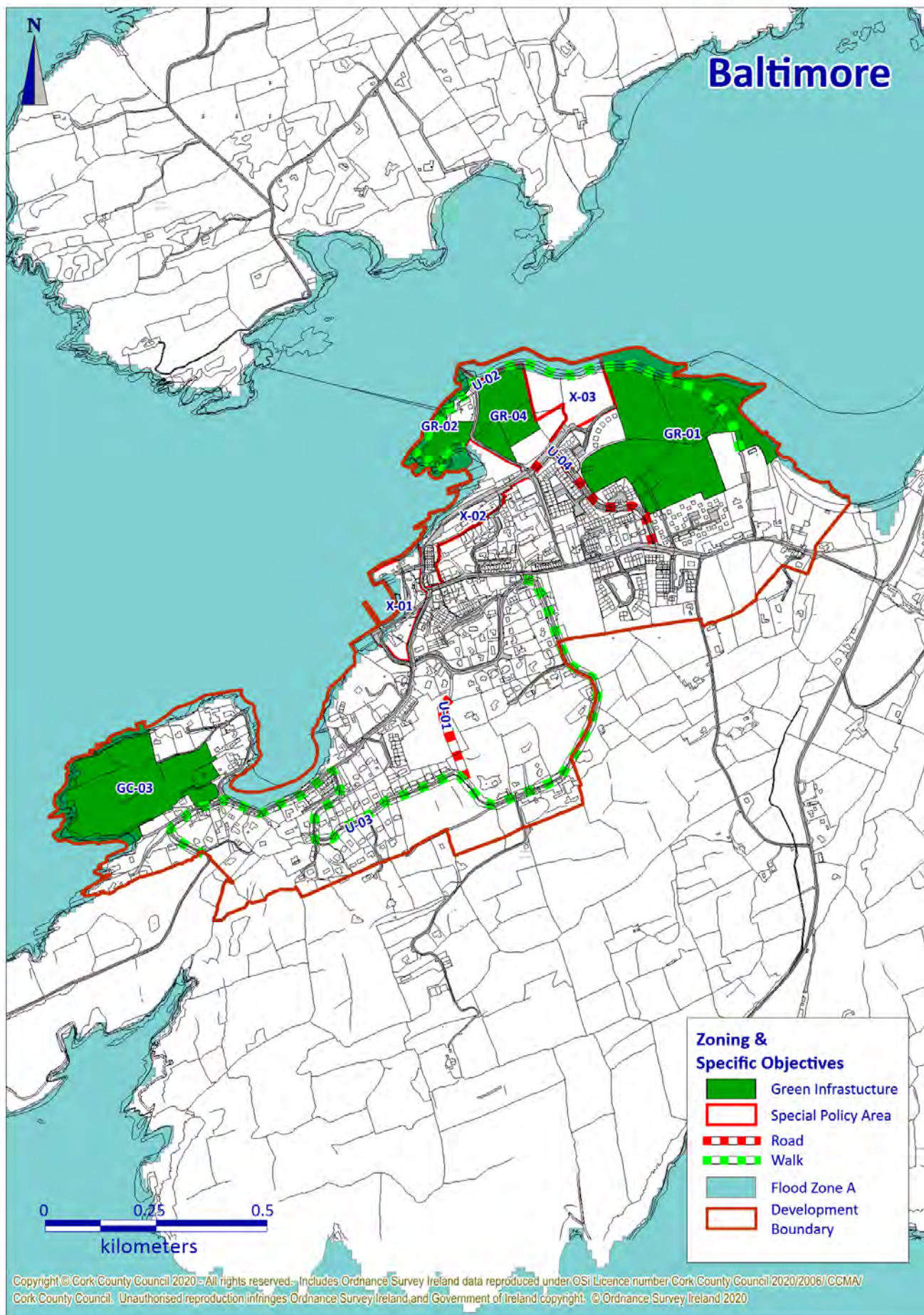
Specific Development Objectives for Baltimore		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Green Infrastructure</b>		
GR-01	Open Space preserved for visual amenity, pitch and putt and a scenic walk. Proposals to upgrade or extend walks should be designed having regard to best practise guidelines, providing for appropriate setbacks from the shoreline to minimise risk of impact on coastal and marine habitats and species.	49.1
GR-02	Open Space preserved for visual amenity with a waterside scenic walk and sitting area around Bull Point. Proposals to upgrade or extend walks should be designed having regard to best practice guidelines, providing for appropriate setbacks from the shoreline to minimize risk of impact on coastal and marine habitats and species.	1.7
GC-03	Open space preserved for visual amenity including a waterside promenade walk.*	6.2
GR-04	Open Space for recreational and community use.*	2.0
<b>Utilities and Infrastructure</b>		
U-01	Residential Access Road to include pedestrian and cycle infrastructure.	-
U-02	Promenade walk from Bull Point to holiday village.	-
U-03	Scenic walk through the upper reaches of Baltimore.	-
U-04	Relief Road.	-

**Specific Development Objectives for Baltimore**

**\* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management**

**^ TIA and RSA Required.**

Objective No.		Net Site Area (Ha)
<b>Special Policy Area</b>		
X-01	Marine Related Activity including selected new piers, mixed commercial, marine related industry, community, tourism, and leisure activities, excluding any new residential. This zone is adjacent to the Roaringwater Bay and Islands Special Area of Conservation. *	1.7
X-02	Secure the co-ordinated development of this site for a variety of uses as part of an overall plan, making provision for mixed-use primarily tourism related marine, commercial and leisure employment and residential uses, community facilities, parking areas and waterside promenade walk. This zone is adjacent to the Roaringwater Bay and Islands Special Area of Conservation. *	2.7
X-03	<p>Sensitive lands on a distinctive promontory making a major contribution to the visual setting of Baltimore. It has the potential to enhance the employment, economic and community base of the village through: -</p> <ul style="list-style-type: none"> <li>a. A marina and its associated land-based facilities.</li> <li>b. A comprehensive high quality tourism related development which has regard to the scenic and visual sensitivities of the location.</li> <li>c. Provision of appropriate recreational facilities.</li> </ul> <p>This is subject to development proposals being fully assessed in accordance with DB-03. *</p>	3.0



## 2.15 Drimoleague

### Vision and Context

- 2.15.1 The strategic aims for Drimoleague are to encourage the consolidation of the village within its rural setting, preserve the unique character and landscape setting of the settlement and to promote sympathetic development in tandem with the provision of services and commercial opportunities within the village core.
- 2.15.2 Drimoleague village is located on the main Dunmanway to Skibbereen – Bantry Road (R 586) within the West Cork Municipal District and within the West Cork Strategic Planning Area. The village is linear in structure, concentrated along the main roads to Dunmanway to the east, Bantry to the west and Skibbereen to the south. The structure of the village also follows the alignment of the old West Cork railway line. North of the main road and the stream, the land rises sharply, and this defines the boundary of the northern extremity of the village. There are a number of large-scale one-off houses located on the northern ridge, which is a particularly scenic ridge.
- 2.15.3 The settlement is a service centre to the rural hinterland and has, in particular, a relatively high concentration of craft industries. The residents of Drimoleague consider themselves to be in the heart of West Cork. The Catholic Church which has undergone refurbishment is a landmark building within the village. The periphery around the key village of Drimoleague is defined to the north by the upland areas associated with the scenic route (S30) of the Dunmanway-Bantry Road and the headwaters of the Ilen River. The rural housing pattern is rather dispersed with very few points of concentration (clusters).
- 2.15.4 In the south, the Skibbereen Road (R593) splits the area into an eastern and western division. The south western division has the confluence of the River Ilen and River Ruagagh and the Bantry-Skibbereen Road (R594) which runs through the small village of Caheragh. The settlement pattern is similar to the north with a concentration of rural houses along the main roads and around the village nucleus of Caheragh. The south-eastern sector also has a linear dispersed settlement pattern with no real village centre.

### Population and Housing

- 2.15.5 The 2016 Census recorded a population of 451 persons in Drimoleague, a decrease 3% since the census of 2011 which recorded 468 persons. Table 5.2.29 presents geo-directory analysis for the settlement between 2010-2020. It indicates a reduction in the number of postal addresses for this period.

**Table 5.2.30 Housing Growth in Durrus during the period 2010-2020**

Year	2010	2015	2020	Change
No. of Dwellings	193	196	208	15

Source: Geo Directory

- 2.15.6 This plan makes provision for the development of an additional 25 dwelling units within the village. There is ample land within the development boundary to accommodate this scale of development. New developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Development which utilises brownfield sites should be prioritised, and all development should be sympathetic to the character of the area.

### Placemaking/Public Realm/Movement/Village Centre

- 2.15.7 There is a topographical constraint on the town's growth to the north of the village core and it is considered inappropriate that any development should be allowed on the foothills of the ridge. There is scope for development within Drimoleague; however, it is important that the village's rural character, architectural heritage and its other heritage and natural amenities are maintained, enhanced, and not compromised. The primary location for development is the area east of the existing village core where the most recent residential development has occurred and the development site to the north of the village which is partially completed.
- 2.15.8 There is a need for renewal / improvements to the village centre which is suffering from dereliction and increased vacancy. To this end it will be important to encourage suitable development proposals, subject to normal proper planning and sustainable development considerations to bring vacant and unused buildings within this area into productive use. Continued renewal of properties within the Village Core would be desirable and a high standard of design for infill development and new or replacement shopfronts should be in keeping with the overall character of the main street.
- 2.15.9 The main street suffers from congestion as the main regional road from Dunmanway to Bantry passes through the village. Consequently, there are issues with the lack of adequate parking in the village centre, although the situation has improved since the movement of the Centra shop to a new site on the edge of the village core. There is a need to



improve the junction between the Bantry and Skibbereen Road on the western side of the village and improve traffic safety in the village. Traffic calming measures on approaches to the village and the introduction of pedestrian crossings and footpaths, especially near the national school, should be provided. If an opportunity comes about during the lifetime of this plan for accessible off street car parking to be provided within walking distance of the village, then it should also be encouraged.

### **Economy and Employment**

- 2.15.10 There is a broad range of services and employment uses within the village. The village has a number of essential services including a post office, public health clinic, pharmacy, garda station, a number of convenience and comparison shops, retail services, tourist shop, café, pubs, guesthouse and petrol station and small-scale craft industries. Other employment uses within the village include a garage and car sales outlet. The majority of the services are located along the main road.
- 2.15.11 The quality of retail services within the village has improved with the re-development of the 'Corn Mill' site to the west of the village core, which includes a modern Centra supermarket, café, and associated car-parking. Outside of the village, there is local employment in agriculture in the extensive rural hinterland.
- 2.15.12 There is potential to develop the old train station for tourism related use, which will complement the adjoining recreational uses and create linkages with the village core. The River Ilen is a scenic attraction and there may be opportunities for scenic walks in addition to public walks through the village itself.
- 2.15.13 There is an identified need to provide for greater commercial opportunities to meet the needs of the local community. Within the village core there are a number of vacant and unused buildings which should be brought into productive use. Development proposals locating within the core of the village will be supported and facilitated where appropriate.
- 2.15.14 There are two parcels of land zoned for Business in Drimoleague which have been retained in view of the prevalence of the small craft industries in the village.

### **Social and Community Facilities**

- 2.15.15 The village has some well-developed community and recreation facilities. The GAA pitch (which includes floodlighting), training pitch and clubhouse are located just south of the village core. There is a pitch and putt course located just outside the development boundary to the west of the village. There is a tennis court, basketball court and a children's playground, located adjoining the old railway station to the north of the main road.
- 2.15.16 There appears to be a lack of indoor recreational facilities in the village. The old parochial hall built in 1906 is located to the south of the village. There is a nursing home located outside the development boundary of the village to the north. Other community uses such as a community hall and childcare facilities should be provided in the village as required.
- 2.15.17 In terms of education, there are two local primary schools in the village which are located adjacent to each other to the north of the village. Drimoleague Senior National School is a mixed school with an enrolment of 59 children in the 2019-2020 academic year. At present there is no requirement for further accommodation to cater for incoming pupils. There is no secondary school within the settlement.
- 2.15.18 The Fairfield Nursing Home to the north of the village has potential for additional development of sheltered homes for the elderly. Any extension to the nursing home for that purpose would be generally supported, subject to normal proper planning and sustainable development considerations.
- 2.15.19 This plan will seek to maintain the existing community facilities and where possible expand the range of sports facilities available in the village.
- 2.15.20 There is a recycling / bring centre and clothing bank facilities located within the village and the settlement is also accessible by public bus serving both Bantry and Cork.

### **Water Management**

- 2.15.21 There is no capacity at present pending an upgrade of the Wastewater Treatment Plant and Sewer Network to cater for a PE of 990. There is limited water capacity pending extension of the Skibbereen Regional Water Supply Scheme. Skibbereen Regional Water Supply Scheme (Phase 4) - Treatment, Storage and Network is due to be completed in 2021. To allow the village to develop in an orderly manner, it is particularly important that improvements are made to the village's infrastructure, to improve and protect the supply of water and to upgrade the wastewater treatment plant.
- 2.15.22 Parts of Drimoleague have been identified as being at risk of flooding. These areas at risk are illustrated on the land-use zoning map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding.

## Built Heritage

- 2.15.23 The settlement of Drimoleague has an attractive streetscape and also contains a number of fine individual buildings. Drimoleague Catholic Church (RPS no. 00964) and St Matthew's Church of Ireland (RPS no. 00963) are both entered in the Record of Protected Structures. It is important that the village's rural character, heritage and natural amenities are maintained, enhanced, and not compromised.

## Biodiversity and Landscape

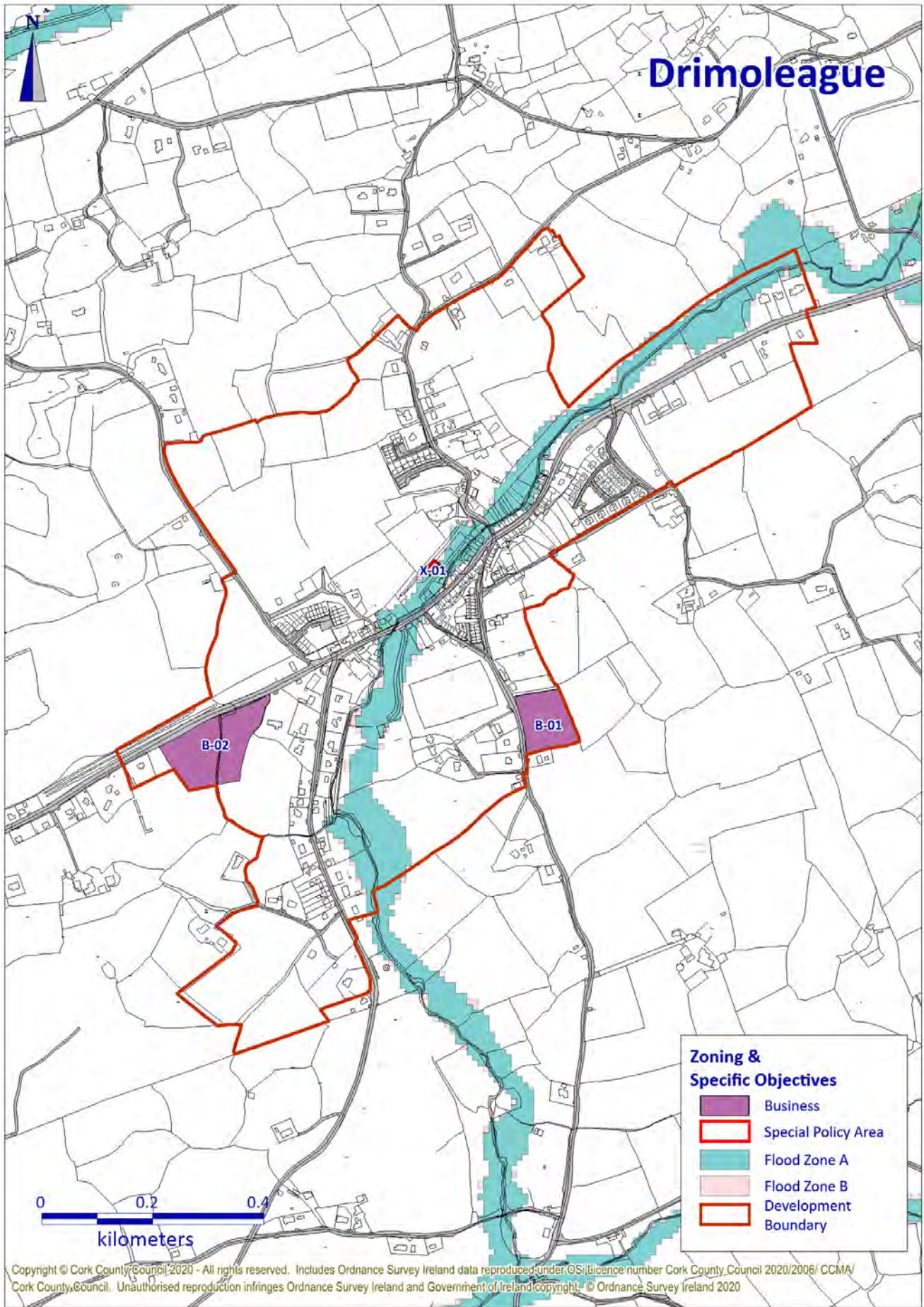
- 2.15.24 In relation to water quality, wastewater discharges at present to the Ruagagh River. According to the SWRBD Plan, the overall status of the Ruagagh River is 'good'. The wastewater treatment facilities in Drimoleague will need to be improved and upgraded, which will contribute to the protection of water quality to 'good' status by 2021.

## Development Boundary Objectives

Development Boundary Objectives for Drimoleague	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 25 additional dwelling units during the plan period.
DB-02	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> . The green infrastructure assets of Drimoleague include the river valley of the Ruagagh River and associated habitats. There are a number of small pockets of woodland within the village settlement.

## Specific Development Objectives

Specific Development Objectives for Drimoleague		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Business and General Employment</b>		
B-01	Small / medium scale business / development.	0.9
B-02	Business development with only one entrance off the main road, including proposals for protection of the river and riparian margins.	1.7
<b>Special Policy Area</b>		
X-01	Re-use of the former train station building for tourism purposes. Any development proposal should include a comprehensive conservation plan to include an assessment of all historical and architectural elements of the building. *	0.03



## 2.16 Durrus

### Vision and Context

- 2.16.1 The strategic aim for Durrus is the continued expansion of its role by developing the settlement in a consolidated manner whilst respecting the pattern and character of development in the village. The plan seeks to further protect the most valuable heritage and landscape assets of the area, to promote the expansion of community and tourist services and facilities while maintaining and restoring the environmental quality of the area through the continued and necessary upgrading of appropriate infrastructure.
- 2.16.2 The key village of Durrus is located 10km from the town of Bantry and represents a gateway and service centre to the scenic Sheep's Head Peninsula and Mizen Peninsula along the R591 route. The village is located within the West Cork Municipal District and within the West Cork Strategic Planning Area.
- 2.16.3 The settlement of Durrus has an impressive range of services for its size, with a variety of shops, pubs, and churches, primary schools, health centre and nursery and some industry. Being off the main national route (N71) the settlement has only a limited public transport service.
- 2.16.4 Growth in recent years in the settlement has been strong while the settlement has still managed to retain many elements of its original character. The footprint of the town has remained relatively compact despite the large development boundary and much of the more recent development has been clustered within 300-400 metres of the heart of the village.

### Population and Housing

- 2.16.5 The 2016 Census indicated that Durrus had a population of 305, a decrease of 8% since the previous census, in 2011. Table 5.2.30 shows that between 2010 and 2020 there were 15 dwelling units constructed within the boundary of the village.

**Table 5.2.30 Housing Growth in Durrus during the period 2010-2020**

Year	2010	2015	2020	Change
No. of Dwellings	193	196	208	15

Source: Geo Directory

- 2.16.6 This plan makes provision for the development of an additional 20 dwelling units within the village. There is ample land within the development boundary to accommodate this scale of development. New developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Development which utilises brownfield sites should be prioritised, and all development should be sympathetic to the character of the area.

### Placemaking/Public Realm/Movement/Village Centre

- 2.16.7 Recent development has primarily been in the form of small to medium sized housing schemes, many of these are holiday home schemes. The historic footprint of the settlement is based primarily around a small green, a crossroad, and a traditional streetscape. The street has been enhanced and consolidated over recent years with some of the more recent schemes tying in with relative success to the existing streetscape. The area towards and beyond the Catholic Church contains more low-density single site type development as does the higher road in the village.
- 2.16.8 While there are available sites within the present development boundary it is difficult to predict the future direction of growth of the village beyond the current plan period. The topography of the area does not lend itself easily to future development. It is therefore important that development is consolidated on available lands within the current boundary.
- 2.16.9 There is scope for development within the village; however, it is important that the village's rural character, heritage and natural amenities are maintained, enhanced, and not compromised.
- 2.16.10 The village has no regular bus service. The road network in the area is in need of upgrading/resurfacing including footpath provision and traffic calming measures throughout the village. The back road running in an east-west direction needs resurfacing and provision of footpaths and public lighting. Footpaths should be continuously extended from the heart of the village down to the Catholic Church, the community field and beyond. Public lighting to St. James Church needs to be extended along this popular walking route in the village.
- 2.16.11 To allow the village to develop in an orderly manner, it is particularly important that improvements are made to the village's infrastructure. The future capacity of infrastructure has the potential to limit the development potential of sites

within the development boundary of the village.

### **Economy and Employment**

- 2.16.12 Much of the employment in the village is associated primarily with the service industry. It is likely that this trend will continue into the future given the attractions of the location as a visitor destination and local service centre. The range of employment associated with tourism needs to be expanded.

### **Social and Community Facilities**

- 2.16.13 The village of Durrus has a range of recreational and tourist facilities which could be expanded. The area around the community field is an important asset to the community. It also contains a pre-school, tennis courts, small park/playground, and soccer pitch. Access for both pedestrians and vehicles however is extremely hazardous at this location around the existing bridge with junction upgrade and footpaths provision being extremely important to connect these important community facilities safely with the rest of the village. Support for expansion of community facilities in this area should be continued.
- 2.16.14 Long term there may be potential for further development of the estuarine area for boating and other community recreation, but this would need to be developed in a manner sympathetic to the setting.
- 2.16.15 The village contains two churches, a number of pubs, shop, and other services. The village contains two primary schools and a community childcare facility. The 2019/2020 school records demonstrate that Carraigboy NS had 70 pupils while SN Naomh Sheamus had 20 pupils.

### **Water Management**

- 2.16.16 The existing wastewater treatment plant will need to be upgraded to cater for projected growth in Durrus. The present water supply can cater for a population equivalent (PE) of 500 and is served from a standalone scheme which provides water from Four Mile Water River. Future water supply for Durrus is dependent on the Bantry Regional Water Supply Scheme Phase 2 which includes the provision of a network to the hinterland around Bantry and parts of Mizen and Sheep's Head Peninsulas.
- 2.16.17 Durrus is located within the Bantry Bay South/Dunmanus Water Management Unit. At present wastewater in Durrus discharges into the Four Mile River which flows into Dunmanus Bay Inner Harbour part of which is a protected area – 'Shellfish Area'. The Four Mile Water River and Ahanegavanagh Rivers which flow through the village are currently of 'good' river quality status, according to the South Western River Basin District (SWRBD) plan. The river is a Drinking Water Protected Area.
- 2.16.18 At present, the wastewater treatment plant discharges to Dunmanus Bay. According to the SWRBD Plan, the overall status of these 'Transitional and Coastal Waters' is presently unassigned. The existing wastewater treatment facilities in Durrus will need to be improved and upgraded as population expands in order to ensure water quality is of good status by 2021.
- 2.16.19 Parts of Durrus have been identified as being at risk of flooding. The areas at risk follow the path of the Four Mile River and Ahanegavanagh stream through the village and are illustrated on the land use zoning map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding.

### **Built Heritage**

- 2.16.20 Nearby Coolnalong Castle is included in the Record of Protected Structures (RPS no 00767). Durrus is also located in close proximity to Dunbeacon Shingle (Special Area of Conservation 002280).

### **Biodiversity and Landscape**

- 2.16.21 Durrus is located in an area of the county which is designated as a High Value Landscape (HVL) in this plan. Within these High Value Landscapes considerable care will be needed to successfully locate large scale developments without them becoming unduly obtrusive. Sensitivity must be exercised in relation to any proposals in this area as it represents an undoubted asset in terms of the setting of the village and contributes to its attractiveness as a place to live. There are two designated Scenic Routes S107 and S108 which traverse the village. It is important that any future development maintains the integrity of the surrounding landscape particularly as Durrus is a gateway to the attractive Sheep's Head Peninsula.
- 2.16.22 As highlighted earlier improvements to the urban environment in particular providing safe footpaths for recreation and amenity along the existing road network are required. The area around the estuary has a very attractive and sensitive character and remains relatively unspoilt. Mature stands of trees and woodland characterise this tidal area around the Church of Ireland which is attractive and can be considered sensitive to development.

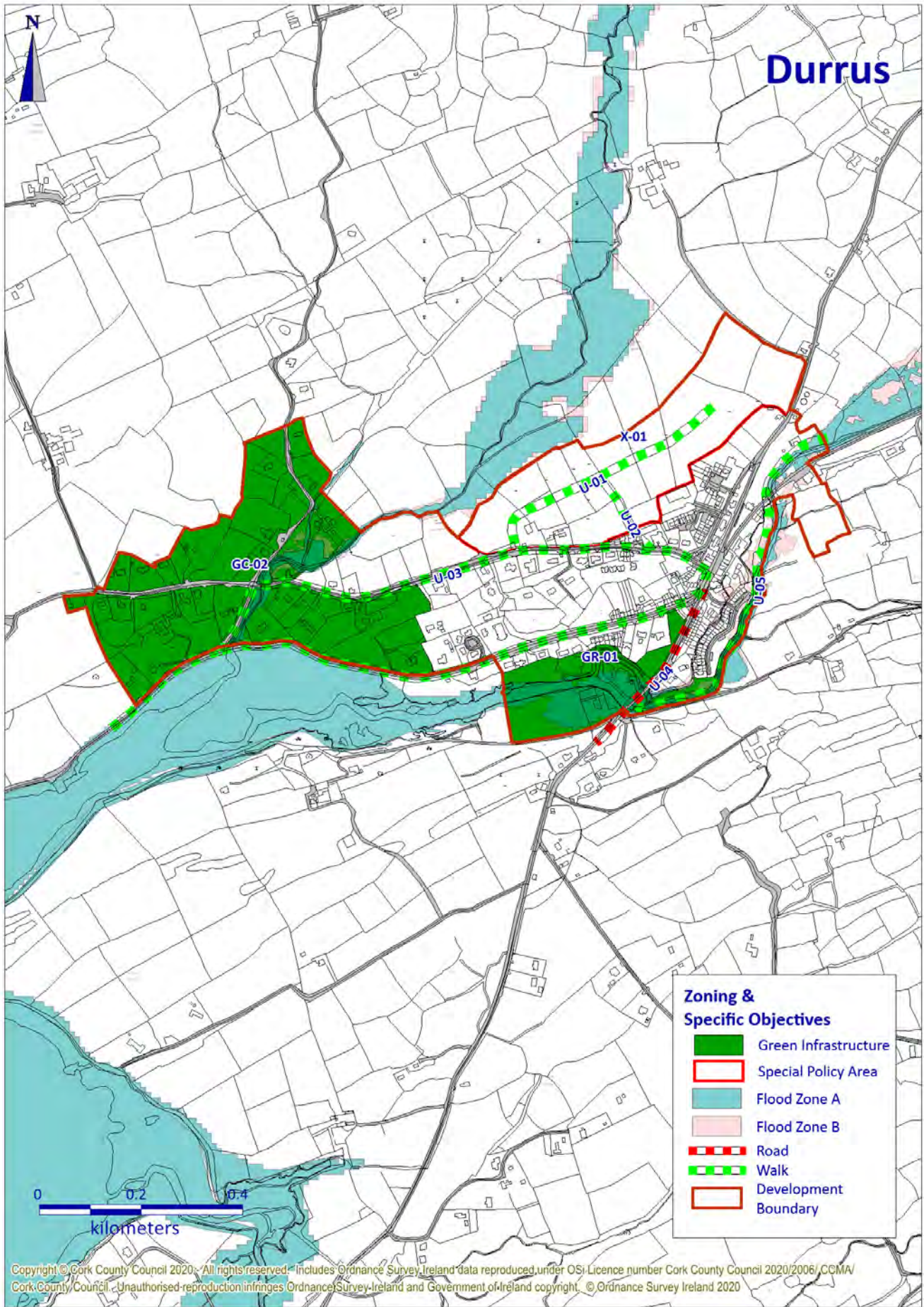
## Development Boundary Objectives

Development Boundary Objectives for Durrus	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 20 additional dwelling units during the plan period.
DB-02	The development of lands closest to the village centre is proposed in the first instance, and the development of good pedestrian/cycle and amenity links with the main street are considered to be an important part of any proposed scheme.
DB-03	Retail and office development should be accommodated within the core of the village and should make adequate provision for parking.
DB-04	Prioritise the upgrading and widening of roads within the village on the basis of need during the lifetime of the plan.
DB-05	Identify a requirement for an accessible off street car parking solution within walking distance of the village.
DB-06	Maintain the existing community facilities and where possible expand the range of sports facilities available in the village particularly in the area around the Community Field.
DB-07	Other business / industrial development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.
DB-08	Support the development of tourism and other forms of indigenous employment uses within the village where they can be suitably integrated into the setting of the village.
DB-09	All development should contribute to improved, safe pedestrian and cyclist connectivity and should include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists, as appropriate.
DB - 10	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> . The green infrastructure assets of Durrus includes habitats of the coastal zone, woodland, mature trees, and open spaces in the village.

## Specific Development Objectives

Specific Development Objectives for Durrus		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
Business and General Employment Utilities and Infrastructure		
U-01	New road (indicative route) providing access to housing development. Area should be protected from development which may prejudice the orderly layout and delivery of the road.	-
U-02	Path (pedestrian and cycle) to provide direct access between proposed housing development and village centre and facilities.	-

Specific Development Objectives for Durrus		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
U-03	Develop a looped walk along the existing roads in the village (church road via St. James church and estuary along the upper road and around to the village centre). It is proposed that this road could also connect to the pier. It is also a longer-term objective to develop public lighting along the identified route.	-
U-04	Prioritise the upgrading and widening of roads within the village during the lifetime of the plan. In particular it is an objective to upgrade and make safe the access junction and bridge at the community field/playground.	-
U-05	Develop and maintain amenity walk.	-
Special Policy Area		
X-01	Residential development, subject to availability of and connection to mains sewerage. Provision of through road linking to identified potential future development lands is required (U-01) and all reasonable endeavours should be made to provide a direct and convenient pedestrian link to the village core.	11.4ha
Green Infrastructure		
GR-01	Open Space to be protected for visual amenity and scenic qualities as part of the attractive coastal setting of the village. Limited development will be permitted where it can be sensitively integrated into the setting. Objective includes the protection of the present community field facility, playground, and community facilities. *	5.1ha
GC-02	Open Space to be protected for visual amenity and scenic qualities as part of the attractive coastal setting of the village. Limited development will be permitted where it can be sensitively integrated into the setting. *	17ha





## 2.17 Glengarriff

### Vision and Context

- 2.17.1 The strategic aim for Glengarriff as a key village is to encourage and consolidate sympathetic development within this unique and sensitive landscape setting. To promote the expansion of community and tourist services and facilities while maintaining and restoring the environmental quality of the area through the provision of appropriate infrastructure.
- 2.17.2 The village is located within the West Cork Municipal District and within the West Cork Strategic Planning Area. Glengarriff is scenically situated on the northern shore of Bantry Bay some 15km north west of Bantry town. It is a through route of the N71 national route and brings traffic from Kenmare and the Beara peninsula to Bantry and beyond. The village presents itself as a particularly attractive stop off point due to its ancient woods, lakes, and subtropical gardens.
- 2.17.3 The settlement of Glengarriff is principally a location for tourist related development, with a mix of hotels, tourist shops, pubs, restaurants, gardens, etc and a pier serving tourist ferries and fishing boats. It is the principal point for embarking on small ferries providing access to Garnish Island which is a significant tourist attraction to the area. It also acts as a small centre providing convenience shopping, employment, and other services to the residents of the rural hinterland. The relative accessibility (compared to the peninsulas), scenic but gentle landscape and position on the national route all contribute to its popularity as a location for holiday, second and retirement homes. Its attractive setting means the entire village and much of its surroundings are included within the High Value Landscape Area and there are three designated Scenic Routes in the vicinity.

### Population and Housing

- 2.17.4 The 2016 Census indicated that Glengarriff had a population of 138 persons. Estimates from the An Post Geodirectory Data measuring postal addresses and occupied houses shows in the table below that between 2010 and 2020 there were 17 dwelling units constructed within the boundary of the village.

**Table 5.2.31: Housing Growth in Glengarriff during the period 2010-2020**

Year	2010	2015	2020	Change
No. of Units	177	191	194	17

Source: Geo Directory

- 2.17.5 Infrastructural deficiencies, topographical constraints, and the sensitive nature of the setting of the village have undoubtedly been contributing factors in limiting recent development. Of particular concern has been the amount of recent development (last 10 years) occurring outside the development boundary much of which has occurred in a rather haphazard manner.
- 2.17.6 This plan makes provision for the development of an additional 20 dwelling units within the village. There is ample land within the development boundary to accommodate this scale of development. New developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Development which utilises brownfield sites should be prioritised, and all development should be sympathetic to the character of the area.

### Placemaking/Public Realm/Movement/Village Centre

- 2.17.7 The character and appearance of the core of the village is somewhat disparate. The traditional buildings are built to the street frontage, as are some more recent commercial and other developments. Recent houses (and some recent commercial developments) though, tend to be placed back on their plots, giving a rather suburban character, and weakening the definition of the village core. It is proposed that new development should be built up to the traditional building line unless there are over-riding reasons to do otherwise.
- 2.17.8 The visual weakness of the village core is exacerbated by the great width of part of the road. This does allow a good amount of parking space (though this is only fully used for part of the year), but it has a dominating and negative impact on the visual quality of the village, contributes to the excessive speed of many passing vehicles, and makes it more difficult for pedestrians to cross the road. These issues could be addressed by 'build-outs' at intervals. These could be planted with trees and shrubs or incorporate pedestrian crossings.
- 2.17.9 At a yet finer grain, some of the buildings are somewhat poorly maintained or presented, and some of the signage is rather unsympathetic in size and character. The Council has little power over the former, but some signage does require permission and therefore controls can be used. Development sprawls for a considerable distance from the heart of the settlement, especially in the direction of Bantry, and some development over the years has been rather suburban in character. Together, this risk reducing the long-term appeal of the settlement and locality.

- 2.17.10 There are several infill sites along the main street, and it is important that these sites are developed as a priority in redressing the balance of the village which continues to sprawl outwards. It is important however that any proposals in this location would be of a high standard of design and respect the character and pattern of this attractive village centre location. New or replacement shopfronts should be in keeping with the overall character of the village.
- 2.17.11 The development of small groups of housing, detached housing and serviced sites / self-build options may be the most appropriate form of development for the village in terms of attracting population and offering an alternative to those who would otherwise consider housing in the open countryside.
- 2.17.12 The village which is located on the N71 (national route) enjoys good access to Bantry and Kenmare. There is daily bus public transport available in the village to both Cork and Killarney and further along the peninsula along the R572 (Regional Road). In recent years, local roads accessing the village have come under increasing pressure due to the expansion of development in the hinterland and widening or upgrading of these roads will continue to be issues into the future. Those roads located both within and adjoining the development boundary should be given priority in this regard.
- 2.17.13 New paving to footpaths in the village has increased the width to accommodate external seating. Pinch points and build outs at intervals could address traffic calming and further establish pedestrian priority in the settlement.

### **Economy and Employment**

- 2.17.14 Much of the employment in the village is associated primarily with the service industry in the form of visitor accommodation, restaurants, and retailing. It is likely that this trend will continue into the future given the attractions of the location as a visitor destination. The range of employment associated with tourism needs to be expanded while recognising that the traditional forms of employment such as fishing also need to be nurtured and developed.
- 2.17.15 Under the 'Marine Leisure Infrastructure Strategy for the Western Division of Cork County 2008' Glengarriff is designated as a Secondary Hub which requires appropriate planning for marine related infrastructure and the provision of a Harbour Management Plan for the busy tourism season.
- 2.17.16 The challenge is to further develop the role of Glengarriff as a tourist centre without compromising the scenic qualities which give it its character and attract visitors and investment. An objective encouraging the development of a strong streetscape is also proposed. Glengarriff is heavily reliant on tourism and it is considered that the encouragement of marine related development in the village would enhance its tourist potential whilst simultaneously providing a broader employment and economic base for the settlement and its surrounding area. The expansion of community / tourist related facilities are encouraged within this key village.
- 2.17.17 It is important that the settlement policy aims to consolidate development within the present boundary. The rationale for this is to contain the problem of increasing sprawl of the village outwards. It is recognised that there is little capacity to develop the village to the south (coastal) or to the north in the visually and ecologically sensitive uplands which contribute significantly to the attractive setting of the area but there remain opportunities for infill including green field sites within the current boundary. The extensive nature of permanent and holiday residential development also generates unnecessary traffic and demand for parking in the village core, and the distance from the core of some commercial development dissipates, to some extent, the commercial potential of Glengarriff. Further built development along the N71 between Barony Bridge, Glengarriff and Snavel Bridge, Ballylickey should be avoided.
- 2.17.18 There is potential in the core of the village for intensification of both commercial related and residential uses to maximise and further capitalise on the tourist potential of the area.

### **Social and Community Facilities**

- 2.17.19 The village contains a community building, 3 hotels, church, and cemeteries. There may be a need to provide for expansion of the cemetery and the local authority will work with the church authorities to identify lands and facilitate an expansion should this be required during the lifetime of the current plan. The village has a range of recreational and tourist facilities associated with its attractive location. This contributes significantly to the village and includes walks, playground, public toilets, etc. The village contains one primary school and a small medical centre. The 2019/2020 school records show that SN Fhiachna has 55 pupils.

### **Water Management**

- 2.17.20 In terms of wastewater treatment in Glengarriff the system currently only provides primary treatment. Due to the presence of shellfish designated areas in the bay it is likely that tertiary treatment will be required. The upgrading of existing wastewater treatment facilities is critical to the future development potential of Glengarriff. In terms of water, there is currently only limited scope for expansion because of restrictions in the water supply. The upgrading of Glengarriff water supply is required prior to any further development taking place. Glengarriff Water Treatment Plant Upgrade proposals are currently at construction stage.
- 2.17.21 Glengarriff is located within the Sheen Glengarriff Water Management Unit. At present, the municipal septic tank discharges into the Bay, a protected area, which is a 'Designated Shellfish Area' and the Glengarriff Harbour and Woodland (SAC). According to the South Western River Basin District (SWRBD) Plan the overall status of these 'Transitional and Coastal Waters' is 'high'. Three rivers flow both within and adjoining the development boundary and

discharge to Glengarriff Harbour. The current status of both Glengarriff and Reenmeen rivers is described as 'high' while the overall status of the Dromgarraff River is described as 'good'. The overall strategy outlined in the SWRBD Plan is to protect the status of these. The existing wastewater treatment facilities in Glengarriff will need to be improved and upgraded which will contribute to the protection of water quality status.

- 2.17.22 To allow the village to develop in an orderly manner, it is particularly important that improvements are made to the village's infrastructure. Restrictions in relation to availability of infrastructure are limiting the development potential of sites within the development boundary of the village.
- 2.17.23 Parts of Glengarriff have been identified as being at risk of flooding. The areas at risk follow the path of the Glengarriff River and other tributaries which drain into Glengarriff Harbour and are illustrated on the land-use zoning map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding.

### **Built Heritage**

- 2.17.24 The settlement of Glengarriff has an attractive streetscape and also contains a number of fine individual buildings and shopfronts which adds to the settlement's distinctiveness. The Black Cat Grocers (RPS no. 00886), located within the village is entered in the Record of Protected Structures. There are a number of shopfronts protected in the village including Patrick O'Shea Shopfront (RPS no. 00994), Bernard Harrington's Bar no. (00995), – Shopfront and O'Connell Shopfront (00997). It is important that the village's rural character, heritage and natural amenities are maintained, enhanced, and not compromised.

### **Biodiversity and Landscape**

- 2.17.25 Much of the area around the village forms the Glengarriff Harbour and Woodland Special Area of Conservation. This is important because it is the only sizeable area of old Oak woodland remaining in West Cork and is considered second only to Killarney as an example of Oceanic Sessile Oak/Holly woodlands. Furthermore, the site supports populations of four animal species listed on Annex II of the Habitats Directive - Common Seal (the largest colony in the south-west of Ireland), Lesser Horseshoe Bat, Freshwater Pearl Mussel and Kerry Slug. It contains a rich variety of flora and fauna, including rare plants and fungi.
- 2.17.26 The village is located in an area of the County which is designated as a High Value Landscape (HVL) in this plan. Within these High Value Landscapes considerable care will be needed to successfully locate large scale developments without them becoming unduly obtrusive. There are also three designated scenic routes, the S111 from Bantry to Glengarriff, the S112 from Glengarriff to Kenmare and the S113 from Glengarriff to Castletownbere.
- 2.17.27 The woodlands around Poulgorm and access point to Garnish Island are an area in which development should be strictly limited while the land immediately north of the village development boundary contributes significantly to the scenic and visual amenity of the village. Any development in this area needs to be extremely sensitive to the setting.
- 2.17.28 The entrance to Glengarriff Woods Nature Reserve is located approximately 1km from Glengarriff village, Co. Cork, on the Kenmare Road (N17) and outside the village boundary. There are a number of very attractive local walks/hikes and a picnic area within the reserve. Considering the national significance of the SAC and the attraction of the native woodlands a walking route should be developed linking this to the village.

### **Development Boundary Objectives**

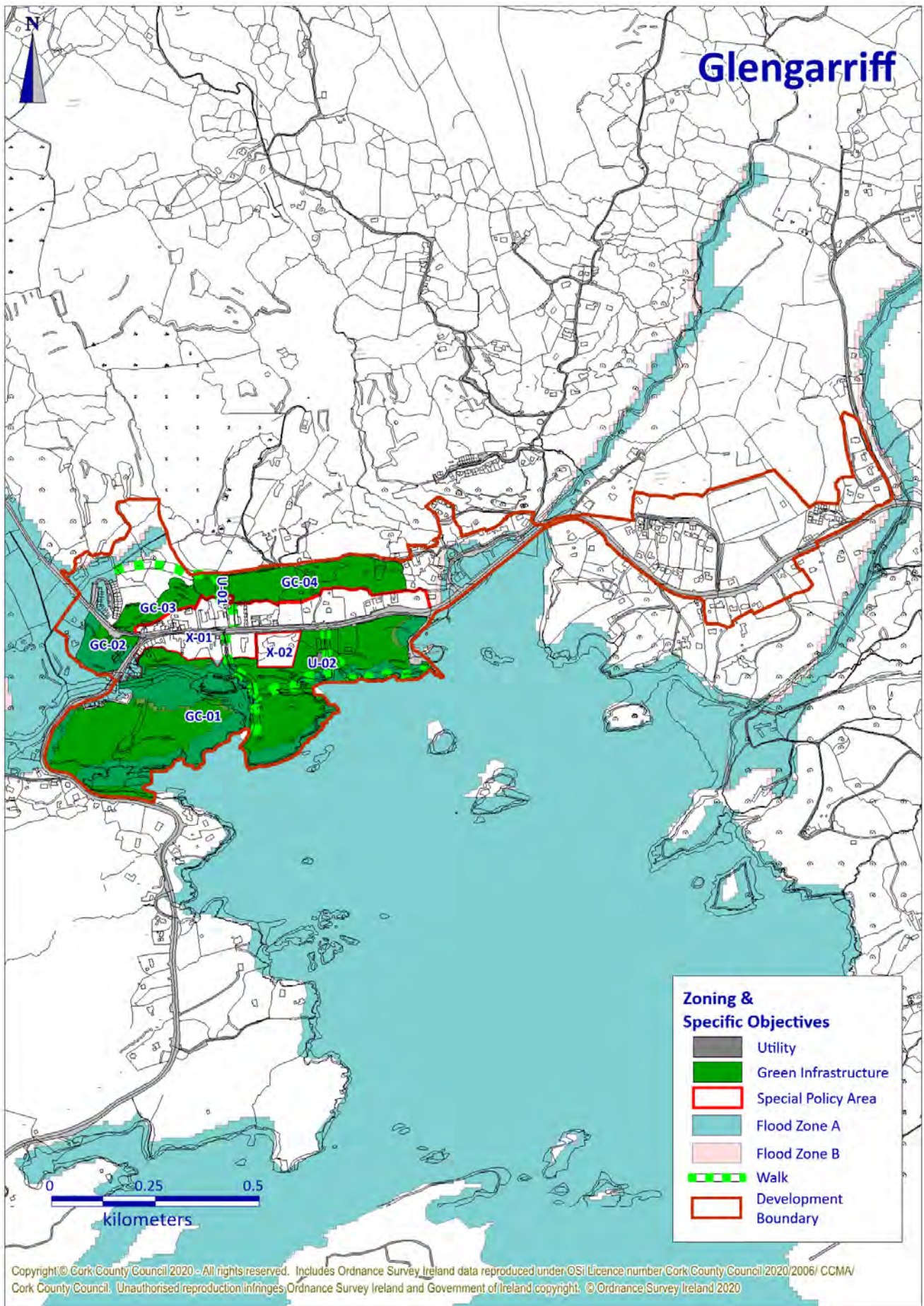
<b>Development Boundary Objectives for Glengarriff</b>	
<b>Objective No'</b>	
DB-01	Within the development boundary encourage the development of up to 20 additional dwelling units during the plan period.
DB-02	The development of lands closest to the village centre is proposed in the first instance, and the development of good pedestrian/cycle and amenity links with the main street are considered to be an important part of any proposed scheme.
DB-03	Support the development of tourism and other forms of indigenous employment uses within the village where they can be suitably integrated into the setting of the village.
DB-04	Resist further development along the N71 between Barony Bridge, Glengarriff and Snave Bridge, Ballylickey in order to encourage the consolidation of the settlement and protect the setting of the area.

Development Boundary Objectives for Glengarriff	
Objective No'	
DB-05	Maintain the existing community facilities and where possible expand the range of sports facilities available in the village. Identify a suitable location for the expansion of the cemetery during the lifetime of the plan.
DB-06	Protect the sensitive setting of the village and the key characteristics and landscape features which make Glengarriff an attractive place. In particular, these areas include the coastal woodlands and gateway to Garnish Island and sensitive uplands including the ancient oak woodlands of Glengarriff
DB-07	Prioritise the upgrading and widening of roads within the village on the basis of need during the lifetime of the plan.
DB-08	Improve and extend footpaths generally within the village, particularly to the GAA grounds. Develop a pedestrian/cycle route to link with the Glengarriff Woods Nature Reserve and other amenities in this area (located 1km to the east of the village settlement). (Subject to the provisions of DB-11).
DB-09	All development should contribute to improved, safe pedestrian and cyclist connectivity and should include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities or cyclists, as appropriate.
DB-10	Upgrade, where feasible, existing tourist infrastructure including the provision of public toilets at key tourist access points.
DB-11	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> . The green infrastructure assets of Glengarriff include the Poulgorm amenity area, habitats of the coastal zone, open habitats of the surrounding upland areas, woodlands, and river systems as well as other open spaces in the village and adjoining Glengarriff Woods Nature Reserve.
DB-12	Support the provision of sustainable marine related tourism and sustainable leisure uses.
DB-13	Support sustainable provision of car parking, amenity/community facilities and sustainable marine related tourism and leisure uses close to the pier area. (Subject to the provisions of DB-11)

### Specific Development Objectives

Specific Development Objectives for Glengarriff		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Green Infrastructure</b>		
GC-01	Open Space to be protected for visual amenity and scenic qualities and contribution to the setting of the village. This area lies within the Glengarriff Harbour and Woodlands SAC and is not suitable for development. Opportunities to enhance the biodiversity value of this zone shall be encouraged. *	18.6
GC-02	Open Space to be protected for visual amenity and scenic qualities and contributing to the setting of the village. *	1.2
GC-03	Open Space to be protected for visual amenity and scenic qualities and contribution to the setting of the village. Woodland is to be retained. Opportunities to enhance the biodiversity value of this zone will be encouraged.	1.1

Specific Development Objectives for Glengarriff		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
GC-04	Open Space to be protected for visual amenity and scenic qualities and contribution to the setting of the village. Zoning includes provision for a maximum of 3 sensitively designed houses subject to a detailed landscaping scheme which seeks to retain and augment existing tree and vegetation cover and provide for adequate site access.	3.9
Utilities and Infrastructure		
U-01	Provision of a pedestrian/cycle link and amenity walk.	-
U-02	Wastewater Treatment Plant. The upgrade of the Wastewater Treatment Plant will be supported, to ensure that discharges will meet the water quality objectives of Glengarriff Harbour.	-
Special Policy Area		
X-01	Within the village core area-built development should usually abut the road frontage. Where development is, exceptionally, permitted set back from the road frontage, this should be set far enough back so that the road frontage line can be reinforced by dense tree planting or retention of existing trees, and/or substantial walls of quality design and materials across as much of the frontage as is practicable. Off street car parking, where provided, should usually be accommodated to the rear or side of buildings, and frontage parking avoided. Any further development of sites which already have their buildings set back from the road should incorporate frontage treatments along the lines indicated above. *	6.6
X-02	Lands to be reserved for specific community / amenity / tourist / heritage related use. Proposals should respect the sensitive setting of the village, contribute positively to the streetscape, and seek to retain the natural setting to the rear of the site as much as possible.	0.9



## 2.18 Leap

### Vision and Context

2.18.1 The strategic aims for Leap are to encourage the consolidation of the village within its rural setting, preserve the unique architectural character and landscape setting of the settlement and to promote sympathetic development in tandem with the provision of services. Leap is a long linear settlement, strategically located on the N71 between Clonakilty and Skibbereen at the road junction to the tourist town of Glandore and the fishing village of Union Hall, both less than 2km away on Glandore Bay. Part of the western portion of Leap has very good views of Glandore Bay. The village is located within the West Cork Municipal District and within the West Cork Strategic Planning Area.

### Population and Housing

2.18.2 The 2016 Census recorded a population of 257 persons in Leap, an increase of approximately 7% since the census of 2011 which recorded a population of 240. Table 5.2.32 shows that between 2010 and 2020 there were 4 dwelling units constructed within the boundary of the village.

**Table 5.2.32: Housing Growth in Leap during the period 2010-2020**

Year	2010	2015	2020	Change
No. of Dwellings	146	149	150	4

Source: Geo Directory

2.18.3 This plan makes provision for the development of an additional 25 dwelling units within the village. There is ample land within the development boundary to accommodate this scale of development. New developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Development which utilises brownfield sites should be prioritised, and all development should be sympathetic to the character of the area.

### Placemaking/Public Realm/Movement/Village Centre

2.18.4 There has been some recent small-scale infill residential development, in addition to the upgrading of property within the village core. The topography on both sides of the main road through the village is elevated and particularly steep in parts. It is important that any future development maintains the integrity of the surrounding landscape, particularly to the north and south of the village, including the extensive areas of woodland which provide a landscape setting for the village.

2.18.5 The primary location for development is to the south of the main street, where there are further opportunities for small-scale infill developments. It is important that the village's rural character, architectural heritage and its other heritage and natural amenities are maintained, enhanced, and not compromised.

2.18.6 In January 2021, Leap was one of a number of villages in the County, which successfully received funding under the 2020 Town and Village Renewal Scheme. This funding will help deliver an amenity park for the village, recognising the important role high quality outdoor recreational space is in towns and villages.

2.18.7 The development boundary for Leap defines the existing extent of the area where new development may be considered, whilst also allowing for some expansion for residential development, primarily to the south of the main street. During the lifetime of this Plan, development will primarily focus on infill development within these areas.

2.18.8 Continued renewal of properties within the village would be desirable and a high standard of design for infill development and new or replacement shopfronts should be in keeping with the overall character of the village.

2.18.9 The N71 national primary route passes through the village centre bringing a large proportion of 'through' traffic into the village. There are public footpaths and public lighting within the village; however, footpath improvements and traffic calming measures are required. The village is served by a public bus service, serving Skibbereen, Clonakilty and Cork City. There is a recycling / bring centre and clothing bank located within the village.

### Economy and Employment

2.18.10 The main types of employment provided within the village are primarily service based. There is a range of services available within the village including shops, post office, petrol station, pottery shop, public health clinic, furniture and carpet centre, art gallery, several pubs, and a café. In the rural hinterland most of the local employment is concentrated in agriculture and the fisheries industry which is based in Union Hall.

- 2.18.11 There is no business land zoned in this plan, however, there may be scope for the location of an employment zone within the development boundary at the eastern end of the village on the south side of the main road.

### **Social and Community Facilities**

- 2.18.12 The village has a GAA sports field and clubhouse located outside the boundary of the village on the northern road to Drinagh. There is also a children's playground and parochial hall located within the village. In addition, there are numerous walkways used for recreational purposes including the scenic walk along the banks of Glandore Bay.
- 2.18.13 In terms of education, the local mixed primary school in Leap had an enrolment of 41 children in the 2019/2020 academic year. At present there is no requirement for further accommodation to cater for incoming pupils.
- 2.18.14 Myross Retreat centre operated by the Sacred Heart Missionaries is located to the west of the village off the N71.
- 2.18.15 This plan will seek to maintain the existing community facilities and where possible expand the range of sports and amenity facilities available within walking distance of the village. It is also important that the village's rural character, heritage and natural amenities are maintained, enhanced, and not compromised.

### **Water Management**

- 2.18.16 There is no capacity to treat wastewater at present pending an upgrade to secondary treatment and expansion of the existing wastewater treatment plant to cater for a PE of 490. There is limited water capacity pending upgrade of the water treatment plant. There is also an issue with water quality within the settlement. To allow the village to develop in an orderly manner, it is particularly important that improvements are made to the village's infrastructure, to improve and protect the supply of water and to upgrade the existing wastewater treatment plant. Skibbereen Regional Water Supply Scheme (Phase 4) - Treatment, Storage and Network is due to be completed in 2021.
- 2.18.17 Significant parts of Leap have been identified as being at risk of flooding. These areas at risk are illustrated on the land-use zoning map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding.

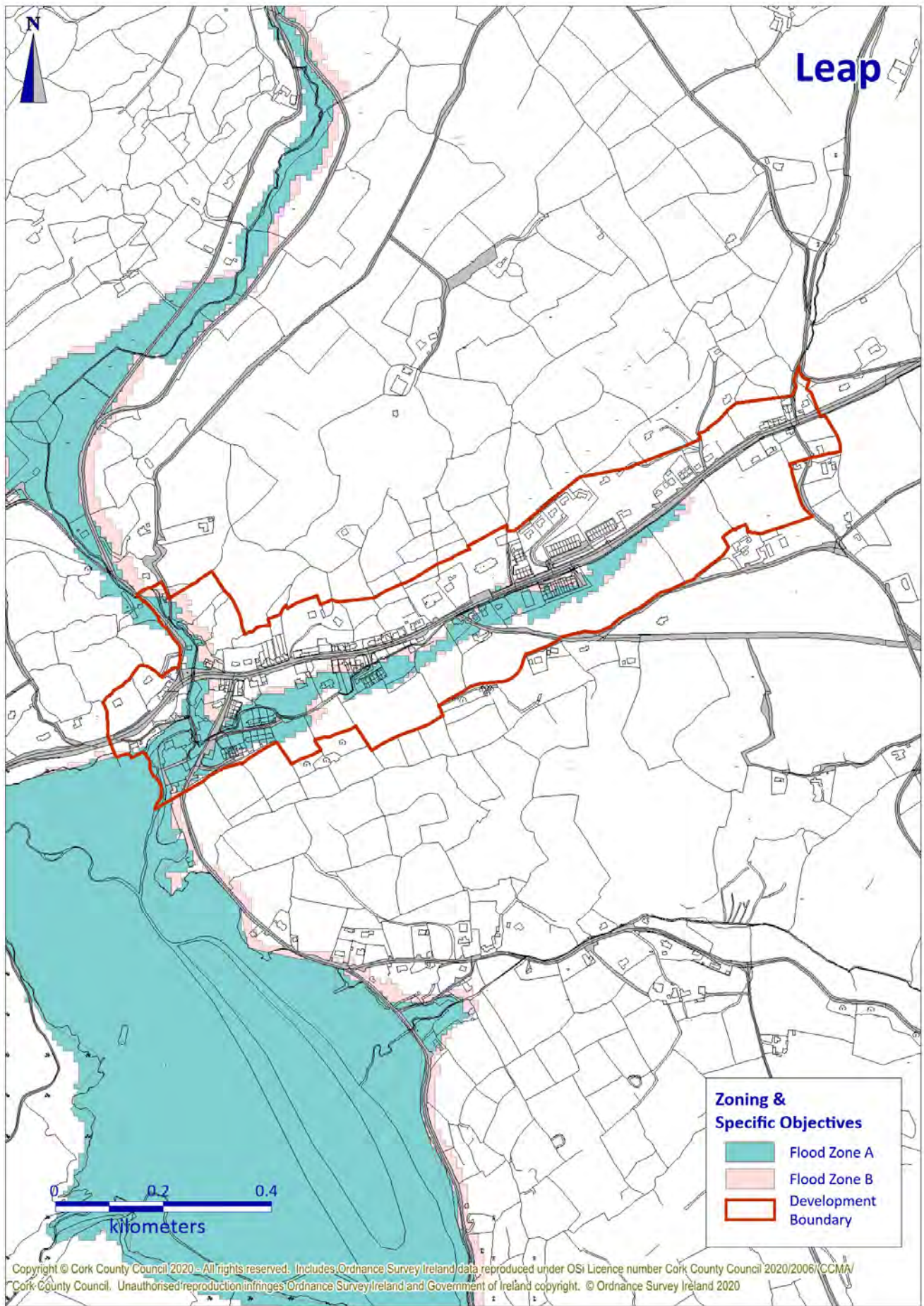
### **Biodiversity and Landscape**

- 2.18.18 In relation to water quality, according to the South Western River Basin District (SWRBD) wastewater discharges at present to Glandore Harbour. The overall status of the Glandore Harbour 'Transitional and Coastal Waters' is 'moderate'. The wastewater treatment facilities in Leap will need to be improved and upgraded, which will contribute to the improvement of water quality to 'good' status by 2021.
- 2.18.19 Leap is located in an area of the County which is designated as a High Value Landscape (HVL). Within these High Value Landscapes considerable care will be needed to successfully locate large scale developments without them becoming unduly obtrusive. There are also two designated scenic routes, the S81 from Leap to Rosscarbery and the S82 from Leap to Skibbereen. Myross Wood to the south-west of the village is designated as a Special Area of Conservation (SAC site code – 1070) and a proposed Natural Heritage Area (pNHA site code – 1070).

### **Development Boundary Objectives**

<b>Development Boundary Objectives for Leap</b>	
<b>Objective No'</b>	
DB-01	Within the development boundary encourage the development of up to 25 additional dwelling units during the plan period.
DB-02	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity. The green infrastructure assets of Leap include habitats of the coastal zone, mature trees, and other open spaces in the village.





## 2.19 Rosscarbery

### Vision and Context

- 2.19.1 The strategic aims for Rosscarbery are to preserve the unique architectural character and landscape setting of the settlement and to promote sympathetic development in tandem with the provision of services. One of the key considerations for the future development of the village is the provision of wastewater treatment facilities. Rosscarbery village is located on the N71 between Clonakilty and Skibbereen. The village is located within the West Cork Municipal District and within the West Cork Strategic Planning Area.
- 2.19.2 The key village of Rosscarbery is located on Rosscarbery Bay, very close to the Blue Flag beach of Ownahinchy and the Warren beach. The village core is located at an elevated point overlooking the bay and is characterised by its traditional streetscape. The village has been developed around the north-western part of the bay, but more recently residential development has grown into the land surrounding the bay on the eastern side and the small village of Newtown, located to the west of the N71. Topographically, the village is contained in the lower land surrounded by hills overlooking the bay. The bay has been bridged by the national road and the bridge has created a permanent sea water bay that is extremely attractive with the backdrop of the hills to the north.

### Population and Housing

- 2.19.3 The 2016 Census recorded a population of 490 persons in Rosscarbery, a decrease of approximately 8% since the census of 2011 which recorded 534 persons. The table below shows that between 2010 and 2020 there were 34 dwelling units constructed within the boundary of the village. The village has an important tourist role and there are a number of holiday homes in the village centre.

**Table 5.2.33: Housing Growth in Rosscarbery 2010-2020**

Year	2010	2015	2020	Change
No. of Dwellings	408	409	442	34

Source: Geo Directory

- 2.19.4 This plan makes provision for the development of an additional 86 dwelling units within the village. There is ample land within the development boundary to accommodate this scale of development. New developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Development which utilises brownfield sites should be prioritised, and all development should be sympathetic to the character of the area.

### Placemaking/Public Realm/Movement/Village Centre

- 2.19.5 Rosscarbery has an attractive setting and range of community facilities, services and amenities which makes it a popular location for development. Given the location of the village at the mouth of the Rosscarbery Bay, it is important that any future development maintains the integrity of the surrounding landscape, particularly the areas that are designated high value landscape. In recent years some of the shop fronts have been both repaired and renovated, including some new builds which are in keeping with the character of the main village frontage.
- 2.19.6 To allow the village to develop in an orderly manner, it is particularly important that improvements are made to the village's waste water infrastructure and to improve and protect the supply of water. There is scope for development within Rosscarbery; however, it is important that the village's character, architectural heritage and its other heritage and natural and coastal amenities are maintained, enhanced, and not compromised.
- 2.19.7 The eastern portion of the village along the shores of the dam is fully developed with low density dwellings with individual access onto the feeder road. The north western edge of the village is constrained by the steep hillside and this land should protect the village in its rural scenic setting. The western boundary of the village is very constrained by steep terrain along the national road to Skibbereen. Equally, very little new development should be encouraged in this area because of topographical constraints. The south western boundary of the village which has a mixture of hilly terrain and valleys is also covered by the high value landscape and open space designations. The elevated lands to the North-East at Curraheen adjoining the development boundary should be retained as open space.
- 2.19.8 The road network through the town is considered to be good although there is a potential traffic problem at the crossing point between the town and Newtown across the main road (N71). There are public footpaths and public lighting within the village. There is a recycling / bring centre located within the village and the settlement is also accessible by public transport (bus).

## **Economy and Employment**

- 2.19.9 The village functions as a service centre with a wide range of local shops including a supermarket, hair salon, post office, garda station, doctors' surgeries, pharmacy, churches, pubs, restaurants, cafés, garage, and schools. The streetscape of the village is particularly noteworthy in the Square, which is designated as a "Historic Village". The village centre is also designated as an Architectural Conservation Area.
- 2.19.10 The established Celtic Ross Hotel and Leisure Centre are located at the head of the bay at the bridge crossing on the N71 and have an important tourism function for the village and wider area. Outside of the village, there is local employment in agriculture in the extensive rural hinterland. There is no land zoned for business in the settlement because Rosscarbery is principally a tourist village with a coastal resort.

## **Social and Community Facilities**

- 2.19.11 In terms of education, there are two local primary schools within the village. Ardagh Boys National School had an enrolment of 51 children and St Mary's Primary School had an enrolment of 114 children in the academic year 2019-2020. Mount Saint Michael (Convent) which is a co-educational voluntary secondary school (founded in 1894 by the Mercy Order) located at an elevated point to the north-east of the village overlooking Rosscarbery Bay had an enrolment of 310 pupils in 2019-2020. There are two Churches, (St Fachtna's Church of Ireland Cathedral and St Fachtna's Catholic Church) located within the village. There are also childcare facilities located within the village.
- 2.19.12 There are communal tennis courts, a basketball court and a playground located on the west side of the bay adjacent to a boathouse, which is used for leisure boating in the summer months. The educational and sports complex in the north of the settlement, comprising the Catholic Church, primary schools, a community hall, a secondary school and GAA playing pitch, is an important complex of community activities and it is important to improve access to these. There is a second GAA pitch located to the west of Newtown and there is also an amenity area located just off the road crossing of the N71 near Newtown. There is also a pitch and putt course and driving range located within the village. There are two GAA sports fields; one in the north around the school complexes and the other near the Newtown residential development which should both be preserved as open space.
- 2.19.13 The beach area is also a recreational area with tennis courts, a pitch and putt course and club house on one side of the bay and a pier for boating/fishing on the other side of the bay. An important walk between the beach at Rosscarbery and Ownahinchy has also been developed. Ownahinchy is a tourist resort close to Rosscarbery and these two settlements are linked both from the point of view of infrastructure and tourism. Both areas are heavily used for bathing and water sports using the two Blue Flag beaches of Ownahinchy and Warren. There are well developed recreational activities (walkways, picnic areas) along the foreshore of the dam. The existing community facilities are considered adequate for the future development of the village.

## **Water Management**

- 2.19.14 There is limited capacity to treat wastewater pending the provision of a new Wastewater Treatment Plant to cater for projected growth. The water supply is provided from the Clonakilty Regional Water Supply Scheme, which is dependent on augmentation from the proposed Dunmanway Regional Water Supply Scheme, Phase 2.
- 2.19.15 Parts of Rosscarbery have been identified as being at risk of flooding. The areas at risk follow the path of the Estuary and watercourses in the village and are illustrated on the land-use zoning map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding.

## **Built Heritage**

- 2.19.16 The village has an attractive streetscape, containing a number of fine individual buildings, which are included in the Architectural Conservation Areas (ACA). Rosscarbery is designated as a historic town in the RMP of County Cork and is also a walled town with upstanding portions of the town's defences still surviving. There are several buildings or other structures within the village entered in the Record of Protected Structures including Rosscarbery Church of Ireland Cathedral (RPS no. 00790), Rosscarbery Parish Hall (RPS no. 01373), Court House (RPS 00789), Ardagh School (RPS no. 00791), St Fachtna's Catholic Church (RPS no. 00792), Rosscarbery Convent Buildings (RPS no. 00793) and Millfield House (RPS no. 001265) which is located to the east of the village. The development of a heritage information centre or museum in Rosscarbery in consultation with the local community would enable the village to build on its key heritage and cultural assets.

## **Biodiversity and Landscape**

- 2.19.17 Rosscarbery is located in an area of the county which is designated as a High Value Landscape (HVL) in this plan. Within these High Value Landscapes considerable care will be needed to successfully locate large scale developments without them becoming unduly obtrusive. There are also two designated scenic routes, the S81 which extends from Rosscarbery to the west and the S78, which runs through or in close proximity to the village. The land to the south of the village is elevated and needs to be preserved as open space to retain the visual amenity of the area.

- 2.19.18 Rosscarbery Estuary which adjoins the village is designated as a proposed Natural Heritage Area (pNHA site code – 001075). There is also Designated Bathing Waters to the south of the settlement in proximity to Ownahinchy.
- 2.19.19 In relation to water quality, according to the South Western River Basin District (SWRBD) Plan, wastewater discharges at present to Rosscarbery Harbour, which is a designated bathing area at the 'Warren' and a protected area. The wastewater treatment facilities in Rosscarbery / Ownahinchy will need to be improved and upgraded.
- 2.19.20 The land around the dam north of the causeway has a number of small picnic areas and leisure parks which need to be preserved. There is a need to improve the scenic walk around the dam, north of the causeway, linking the open space and picnic areas.

### Development Boundary Objectives

Development Boundary Objectives for Rosscarbery	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 86 additional dwelling units during the plan period.
DB-02	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> . The green infrastructure assets of Rosscarbery includes the estuary and associated wetland areas, freshwater habitats associated with the Tinneal and Gal-lane streams, woodland, and other open spaces in the village.
DB-03	Prioritise the provision of traffic calming measures and the upgrading and widening of roads, pedestrian, and cycle facilities within the village on the basis of need during the lifetime of the plan.
DB-04	Improve and extend footpaths and public lighting to serve the village.

### Specific Development Objectives

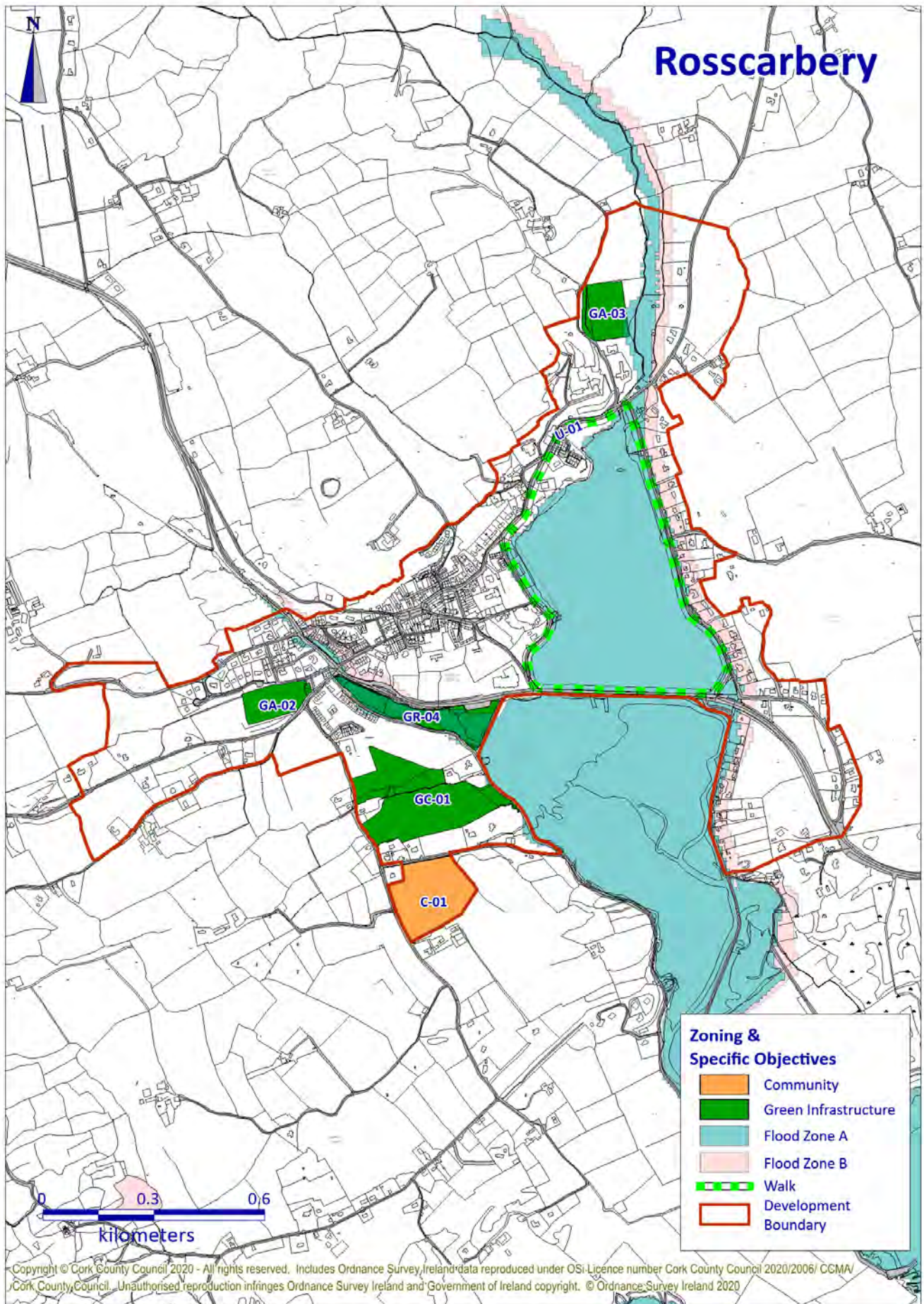
Specific Development Objectives for Rosscarbery		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Green Infrastructure</b>		
GC-01	Open Space preserved for visual amenity. *	7.2
GA-02	Open Space preserved for sporting facilities.	1.4
GA-03	Open Space preserved for sporting facilities. *	1.7
GR-04	Open Space preserved for visual amenity and public recreation. *	2.7
<b>Utilities and Infrastructure</b>		
U-01	Upgrade the scenic walkway around the bay, north of the causeway. Upgrades should be designed having regard to best practise guidelines, providing for appropriate setbacks from the estuary to minimise risk of impact on coastal and marine habitats and species.	-

**Specific Development Objectives for Rosscarbery**

\* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management

^ TIA and RSA Required.

Objective No.		Net Site Area (Ha)
<b>Community</b>		
C-01	Provision of a nursing home. A very high standard of architectural design is required with single storey buildings only. The visual sensitivities of the area will need careful consideration having regard to the setting of the village and the sites location overlooking the village. Any development on this site should have regard to the topography of this site which contributes to the visual setting of the area. The form, layout, siting, and design of any development on this site should make a positive contribution to the landscape and visual amenities of the area. Any development on the site will be accompanied by a comprehensive landscaping scheme.	3.5



## 2.20 Union Hall

### Vision and Context

- 2.20.1 The strategic aims for Union Hall are to encourage the consolidation of the village within its coastal setting, preserve the unique architectural character and landscape setting of the settlement and to promote sympathetic development in tandem with the provision of services. One of the key considerations for the future development of the village is the provision of wastewater treatment facilities.
- 2.20.2 Union Hall is a coastal village located on the western shore of Glandore Bay in close proximity to the villages of Leap and Glandore. The village is located within the West Cork Municipal District and within the West Cork Strategic Planning Area. Union Hall is part of a cluster of three small villages that are within a 5 km radius of each other around the bay; namely Glandore, Leap and Union Hall, which although they have distinctive functions support and feed off each other.
- 2.20.3 The village has been developed around a road junction between the road to the Skibbereen Road (N71) in the west, the road to Glandore and Leap to the north and the road to Castletownshend to the south. All roads meet in the town centre which is close to the causeway with the bay waters of Glandore Bay, giving an attractive townscape. This attractive village setting has a number of commercial (retail, pubs, and post office) and residential uses.

### Population and Housing

- 2.20.4 The Census of population recorded a population in Union Hall of 270 persons. Table 5.2.34 presents geo-directory analysis between 2010-2020. Table 5.2.34 shows that between 2010 and 2020 there was 1 additional dwelling unit within the boundary of the village.

**Table 5.2.34: Housing Growth in Union Hall during the period 2010-2020**

Year	2010	2015	2020	Change
No. of houses	204	206	205	1

Source: Geo Directory

- 2.20.5 This plan makes provision for the development of an additional 35 dwelling units within the village. There is ample land within the development boundary to accommodate this scale of development. New developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Development which utilises brownfield sites should be prioritised, and all development should be sympathetic to the character of the area.

### Placemaking/Public Realm/Movement/Village Centre

- 2.20.6 Union Hall's attractive coastal setting and range of community facilities and services make it an attractive location for development. To allow the village to develop in an orderly manner, it is particularly important that improvements are made to the village's infrastructure, to provide an upgrade of the wastewater treatment plant. There is scope for development within the village; however, it is important that the village's rural character, heritage and natural amenities are maintained, enhanced, and not compromised. There are some infill development and refurbishment opportunities within the village core.
- 2.20.7 The topographical constraints on the town's growth will determine the future growth pattern in the town. It will be important to provide the necessary balance between the need for housing expansion and the need to preserve the natural beauty of the coastline and immediate surrounds. The land to the north and immediately west of the village is under pressure for development, in particular the land along the main access road to Leap and Glandore. It is important to protect this sensitive area at the head of Glandore Bay.
- 2.20.8 The land to the south of the village has a number of existing clusters of development at Clontaff and Carrigillihy Harbour and at Cooldurragh overlooking Lough Lahir on both sides. There is a lot of holiday development around the southern resort of Squince Harbour. Rineen and Castletownshend harbour are only 3km from Union Hall and are also under pressure for holiday housing.
- 2.20.9 There are public footpaths and public lighting within the village and public toilets adjoining the sports grounds. There is no public transport to this settlement.

### Economy and Employment

- 2.20.10 The main economic activity in the village revolves around the fishing industry and there are a number of fish processing

centres and storage warehousing related to the industry, both in the village core and in Keelbeg to the east. Keelbeg pier has a slipway and jetty for the fishing trawlers as well as cold rooms for fish storage. There is good shelter behind the pier, but some additional land will have to be reclaimed and land will be required for onshore facilities such as a club house, toilets, parking etc.

- 2.20.11 Previous plans zoned a portion of land to the west of the village GAA sports field and opposite the church for business use. Outside of the village, there is local employment in agriculture due to the extensive rural hinterland. There is an identified need to provide for greater commercial opportunities to meet the needs of the local community. Development proposals locating within the village core will be supported and facilitated where appropriate.
- 2.20.12 It is also important that the village's rural character, heritage and natural amenities are maintained, enhanced, and not compromised. Continued renewal of properties within the Village Core would be desirable and a high standard of design for infill development and new or replacement shopfronts should be in keeping with the overall character of the main street.

### **Water Management**

- 2.20.13 In relation to wastewater treatment, there is a need for an upgrade of the wastewater treatment plant to cater for a PE of 745 and to allow for a better quality of effluent discharge into the bay.
- 2.20.14 There is limited water capacity pending upgrade of the water treatment plant in Leap, which supplies Union Hall.
- 2.20.15 Storm water drainage is generally acceptable but there have been some drainage problems in the past immediately west of the village centre between the two main roads out of the village.
- 2.20.16 In relation to water quality, according to the South Western River Basin District (SWRBD), wastewater discharges at present to Glandore Harbour. The overall status of the Glandore Harbour 'Transitional and Coastal Waters' is 'moderate'. The wastewater treatment facilities in Union Hall will need to be completed, which will contribute to the improvement of water quality to good status by 2021.
- 2.20.17 Parts of Union Hall have been identified as being at risk of flooding. These areas at risk follow the coastline through the village and are illustrated on the land-use zoning map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding.

### **Social and Community Facilities**

- 2.20.18 The village has well developed sports fields (GAA), club house, tennis courts and children's playground on the western approach road from Castletownshend. Myross rowing school clubhouse is located on the quayside. There is a new lifeboat station which launches from a slipway adjacent to Keelberg Pier.
- 2.20.19 In terms of education, the local mixed primary school in Union Hall had an enrolment of 81 children in the 2019 – 2020 academic year. There are also childcare facilities within the village.
- 2.20.20 The community have requested a new Heritage Centre and Tourist Office in the village centre. They want to see the improvement of the coastline and waste collection on the beach at Carrigillihy. This plan proposes a scenic walkway from the causeway to Keelbeg, incorporating the marina development.
- 2.20.21 There is a recycling / bring centre located adjoining the sports ground.

### **Built Heritage**

- 2.20.22 The settlement of Union Hall has an attractive streetscape and also contains a number of fine individual buildings. The Church (RPS no. 783) adjoining the village core is included in the Record of Protected Structures.

### **Biodiversity and Landscape**

- 2.20.23 Union Hall is located in an area of the county which is designated as a High Value Landscape (HVL). Within these High Value Landscapes considerable care will be needed to successfully locate large scale developments without them becoming unduly obtrusive. There are also two designated scenic routes, the S83 and the S84 which extend from Union Hall to the south-west.
- 2.20.24 There is a strong control over development in terms of the high value landscape area around the hills overlooking the bay. The peninsula of Glandore Bay to the east of Keelbeg is well protected against development, well wooded and should remain undeveloped.

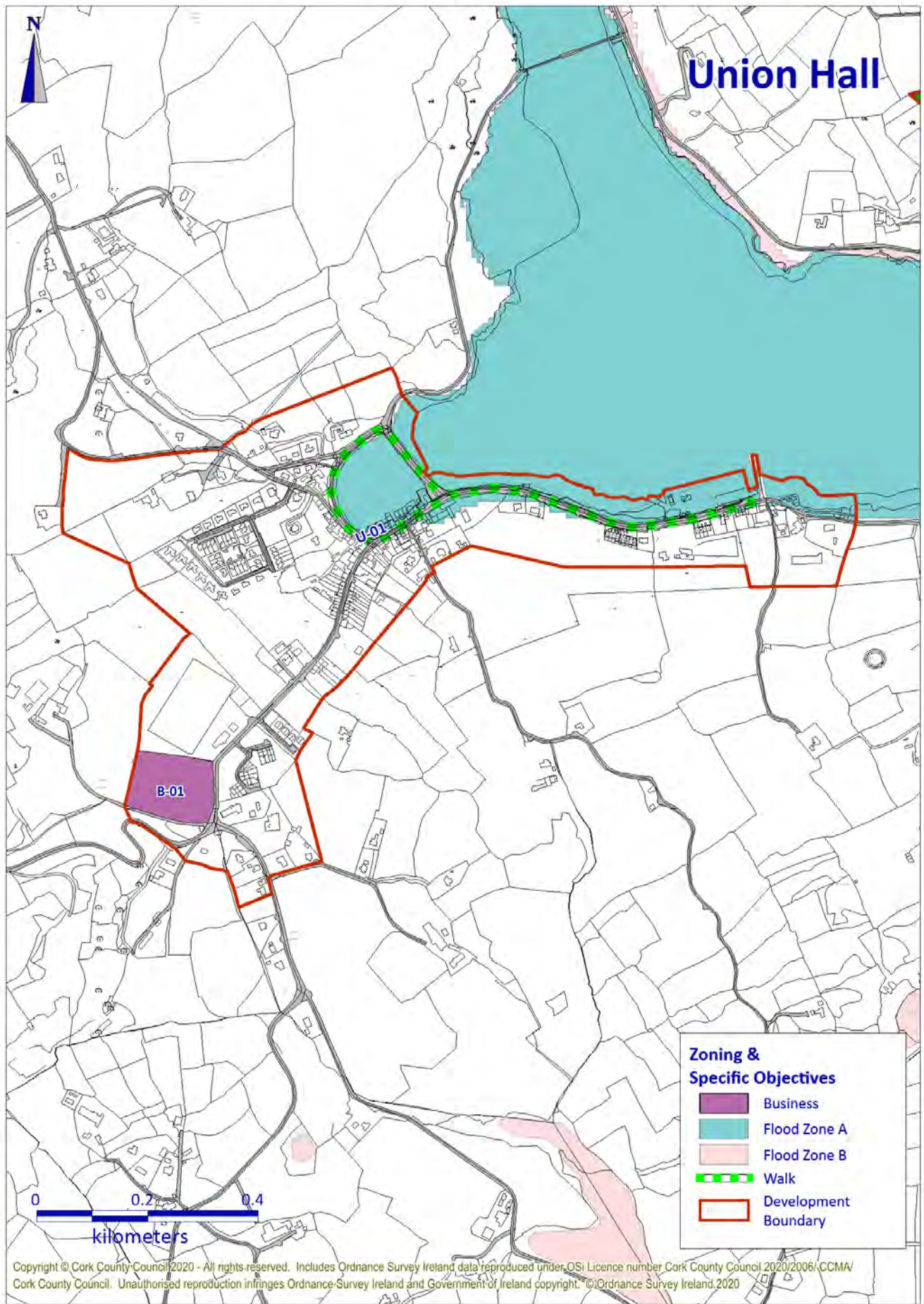


## Development Boundary Objectives

Development Boundary Objectives for Union Hall	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 35 additional dwelling units during the plan period.
DB-02	Protect and enhance the attractive coastal setting and landscape character of the village.
DB-03	Other business development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria. One site to the south-west of the village is identified for employment uses.
DB-04	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> . The green infrastructure assets of Union Hall include Glan-dore Harbour and associated coastal habitats, freshwater habitats associated with the Ardagh stream, woodland, and other open spaces in the village.
DB-05	Development along the Main Street and within the core of the village should be designed to a high standard to preserve and enhance the architectural character of the area and should be of an appropriate scale, form, and material finish

## Specific Development Objectives

Specific Development Objectives for Union Hall		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Business and General Employment</b>		
B-01	Small / Medium scale business development	1.7
<b>Special Policy Area</b>		
X-01	Construct a marina development in association with the pier and on shore developments.	
<b>Utilities and Infrastructure</b>		
U-01	Upgrade the road and scenic walkway around the causeway and to the Keelbeg pier. Upgrades to the walkway should be designed having regard to best practise guidelines, providing for appropriate setbacks from the estuary to minimise risk of impact on coastal and marine habitats and species.	-



## 2.21 West Cork Island Communities

### Introduction

- 2.21.1 There are 7 West Cork Island Communities in the West Cork Municipal District as follows: Bere Island, Dursey Island, Heir Island, Long Island, Oileán Chléire, Sherkin Island and Whiddy Island
- 2.21.2 The strategic aim of this plan, for the West Cork Island Communities is to support island communities in their sustainable economic, social, and cultural development, to preserve and enhance their unique cultural, linguistic, built, and natural heritage and support viable socio-economic island communities in order that the permanent population will be maintained and where possible further increased in sustainable manner.
- 2.21.3 This plan recognises that island communities have an unparalleled reputation for resourcefulness in surviving daunting physical and economic conditions and have retained, and even developed, their unique culture and identity. The islands are an important part of the culture, heritage, ecology, economic and tourism appeal of the County.
- 2.21.4 Settlements designated as West Cork Island Communities are an important element of the West Cork Region as a whole. Many of the West Cork Islands have similar ranges of services to those found in a key village. They are a distinctive element within the area and add to the overall amenities and attractiveness of the area for locals and visitors alike. Over the life of this plan, the West Cork Islands will be supported to ensure viable socio-economic and resilient island communities in order that the permanent population will be sustained and further increased.
- 2.21.5 Over the life of this Plan, the West Cork Islands will be supported in their economic, social, and cultural development, to preserve and enhance their unique cultural and linguistic heritage and support viable socio-economic island communities in order that the permanent population will be sustained and increased.
- 2.21.6 Oileán Chléire, Sherkin, Heir and Long Islands are located in the Roaringwater Bay area of West Cork, Long Island is separated from Schull by Croagh Bay and the other three islands are located closer to Baltimore. Whiddy, Bere and Dursey Islands are located in the Bantry Bay/Beara area; Dursey is separated narrowly from the tip of the Beara Peninsula by Dursey Sound, Whiddy lies close to Bantry and Bere Island is located near Castletownbere.
- 2.21.7 The West Cork Islands Integrated Development Strategy was prepared in order to address the physical, economic, social, and cultural development of the 7 West Cork Islands and sets out a framework of objectives and actions for the next 10+ years, with a view to making the islands a better place in which to live, work, visit and do business. The key strategic objectives for the West Cork Islands identified by the strategy are;
- "To protect and enhance the 'islands' valuable physical characteristics, landscapes, and environments and to ensure that new development providing for improvements in the infrastructural, transport, economic, housing and recreational needs of residents and visitors occurs in a sustainable and integrated manner that is appropriate to the circumstances of the islands".
  - "To maintain vibrant island economies, focusing on the skills and resources available on the islands and acknowledging the benefits of mixed activities in island settings".
  - "To retain and support island populations and ensure access to essential social and community facilities and services is available at an appropriate level".
  - "To improve appreciation of the cultural significance of the Islands including island traditions, architectural, archaeological, maritime, and military heritage whilst also expanding the awareness of the Arts and the Irish Language within each community".
- 2.21.8 It is the policy of the Council to work with island communities and other agencies to encourage and facilitate the implementation of the West Cork Integrated Islands Strategy.
- 2.21.9 The Strategy provides an opportunity to develop actions that can improve the status of the Islands locally, nationally, and internationally. West Cork is well-established as a region within Cork and Ireland as a whole and is relatively well-known in terms of international tourism and for food products nationally for example. There are opportunities for the islands to benefit from the existing strong profile of the area in which they are located.
- 2.21.10 The key consideration is the need to reverse population decline and increase the number of permanent residents living all year round on the island. However, guidance is required on the appropriate forms of residential development which are acceptable on the island. The development of the island needs to be promoted and it is important to balance the need for additional physical development and the need to preserve the sensitive environments.
- 2.21.11 The identification of a development boundary or the zoning of specific sites is not considered appropriate in an island context. It is not intended to specify the number of houses that is expected to be developed over the lifetime of the plan. The key consideration is the need to reverse population decline and increase the number of permanent residents living all year round on the island. However, guidance is required on the appropriate forms of residential development which are acceptable on the island. The development of the islands needs to be promoted and it is important to balance the need for additional physical development and the need to preserve the sensitive environment.
- 2.21.12 The development of second homes except where existing dwellings are restored or extended will be restricted.

Consideration of small-scale managed holiday home developments may be considered in or adjacent to existing housing clusters, where there are clear and identifiable economic and social benefits (that endures beyond the construction phase), and that is compatible with the capacity of the local community to accommodate it. Given the aging population, provision should be made for small scale sheltered housing developments located close to existing community facilities.

- 2.21.13 It is acknowledged that there is a need to provide sustainable housing for permanent occupation and to improve the availability of affordable housing on the islands and to recognize the differing circumstances between island and mainland housing needs. Preference will be given to the reuse/refurbishment of existing dwellings over new build. During the lifetime of the plan the Council will consider innovative housing policy issues which recognise the islands particular circumstances. This could involve utilising the potential of a voluntary housing association on the islands.
- 2.21.14 The design of all housing developments should be consistent with the Cork Rural Design Guide and respect the existing architectural style of the individual islands.
- 2.21.15 Individual housing development on the island will be subject to the policies and objectives as outlined in **Chapter 5** of this plan.
- 2.21.16 The inhabited and uninhabited islands of West Cork have high biodiversity value and some or all of many of the islands are designated for nature conservation. Parts of Oileán Chléire, Sherkin, Heir and Long Islands lie within the Roaringwater Bay and Islands Special Area of Conservation and proposed Natural Heritage Area. A small area of Whiddy is proposed to be designated as a Natural Heritage Area (Cusroe, Whiddy Island pNHA, while parts of Bere and Dursey Islands lie within the Beara Peninsula Special Protection Area. Dursey is surrounded by the Kenmare Bay Special Area of Conservation and is also proposed to be designated as a Natural Heritage Area (Dursey Island pNHA). The islands support marine and coastal habitats of high ecological value, rare and protected plant species, and important populations of breeding seabirds.

### **Un-inhabited West Cork Islands**

- 2.21.17 There are a large number of un-inhabited islands in West Cork, with particular concentrations around the areas of the seven inhabited islands (e.g. in the Roaringwater Bay area). It is noted that the un-inhabited islands of West Cork can make a contribution to the delivery of the development strategy for the inhabited islands. Examples include Garnish Island in Bantry Bay and the Three Calves in Roaringwater Bay. The un-inhabited islands should be seen as a natural advantage to West Cork as they represent a unique resource in terms of scenic amenity and the overall attractiveness of the setting of the inhabited islands.
- 2.21.18 It is desirable to avoid the privatisation of un-inhabited islands by development for individual holiday / second homes or complexes do not open to the public, and to ensure continuing public access to islands and their beaches and the respecting of existing public rights of way.
- 2.21.19 Recognition should be given to the potential for sustainable tourism development on currently uninhabited islands where this preserves public access and is in conjunction with facilities on the mainland or inhabited islands, and which has regard to the natural and other heritage sensitivities of these places.

County Development Plan Objective GO-01: General Objectives for West Cork Island Communities	
a)	Encourage the provision of houses on suitable sites for permanent all year-round occupation subject to normal planning considerations. Preference will be given to refurbishment of existing buildings over greenfield sites.
b)	Appropriate and sustainable water and wastewater infrastructure, that will help secure the objectives of the relevant River Basin Management Plan and where applicable the protection of Natura 2000 sites, needs to be provided in tandem with the development. Development should be supported by individual wastewater treatment systems, with a sustainable properly maintained water supply; unless a public supply is available and adequate provision for storm water storage and disposal. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality.
c)	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the islands and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> . The green infrastructure assets of the islands include habitats associated with their marine and coastal zones as well as open heath, scrub, and biodiverse grassland habitats.

**County Development Plan Objective**  
**GO-01: General Objectives for West Cork Island Communities**

d)	Second home and individual holiday homes development will be restricted except where existing dwellings or redundant buildings are restored or extended.
e)	Consideration of very small-scale managed holiday home developments may be considered in or adjacent to existing development clusters, where there are clear and identifiable economic and social benefits (that endures beyond the construction phase), and that is compatible with the capacity of the local community to accommodate it.
f)	All proposals for development within the areas identified as being at risk of flooding will need to comply with flood risk objectives as detailed in Volume One, Chapter 11 Water Management in this plan as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required.
g)	Encourage the provision of small scale sheltered housing schemes for the elderly located adjacent to existing community facilities.
h)	Consider policy initiatives to encourage young families to live permanently on the Islands.
i)	Maintain existing levels of services on the island and facilitate increased medical, emergency, and recreational facilities, expanding community facilities where appropriate.
j)	Encourage sustainable tourist related development based on the natural and cultural heritage of the islands.
k)	Encourage and support where appropriate the implementation of objectives and actions outlined in the West Cork Islands Integrated Development Strategy, 2010 as it relates to the West Cork Island Communities where these are compatible with the objectives and policies of this plan, the Regional Spatial and Economic Strategy and the Conservation Objectives of any Natura Sites.
l)	The Council will work with other stakeholders to encourage the delivery of social housing, where appropriate.
m)	Support rural transport initiatives and services on the Islands.
n)	Support the sustainable provision and expansion of harbour facilities on the islands and on the adjoining mainland, in a manner that is compatible with the protection of relevant European sites.
o)	Support the sustainable provision of community, sport & recreation facilities on the Islands.
p)	Support and promote sustainable economic development on the islands.
q)	Support and help develop sustainable methods of access to education.

## 2.22 Bere Island

### Vision and Context

- 2.22.1 The strategic aim for Bere Island is to ensure that the island community can pursue their economic social and cultural development, preserve, and enhance their unique cultural heritage and engage in viable socio-economic development in order that the permanent population will be sustained and further increased.
- 2.22.2 Bere Island is located at the mouth of Bantry Bay and is separated from the mainland by Berehaven Harbour to the North. The island is 11.3km long by 4.8km wide; the direct translation of its Irish name being 'The Big Island'.
- 2.22.3 The closest town to the island and main service centre for the Beara peninsula is the main town of Castletownbere which is accessed by ferry boat. The island is predominantly rural in character however there are a few key areas on the island where development and services are clustered.
- 2.22.4 The island was an important military base and, though now reduced in scale and intensity, the military presence remains an important factor in the island's land use and economy. The military history of the island has also left a rich archaeological heritage of buildings and fortifications. An impressive variety of archaeological sites, dating from the Bronze Age through the Medieval to the 19th century, are found on Bere Island.
- 2.22.5 Historically the grain of development has occurred primarily around Rerrin village where many services are located. The Ballynakilla area also has a number of services. The pattern of development on the remainder of the island is more dispersed but development is primarily gathered to the more sheltered northern section of the island.

### Population and Housing

- 2.22.6 The population of the island was approximately 216 persons in 2011, according to CSO figures. The 2016 Census recorded a population of 167 persons, which represent a 22% population decrease. There are a significant number of holiday homes on the island, and the island population increases considerably during the summer months. The Department of Defence camp on the island caters for Reserve Defence Forces and army personnel in training which influences population and activity levels on the island. It is evident from previous Census data that the population of Bere Island has fluctuated during the past three decades, even through a sustained period of economic growth.

**Table 5.2.35 Bere Island Population Census Results**

1986	1991	1996	2002	2006	2011	2016
230	216	212	207	187	216	167

- 2.22.7 A decline in population has implications for the future sustainability of island life and for the economic activities and social and cultural characteristics that define it. There is evidence of an ageing population on the islands, which has implications for sustainable populations in future and for service providers, particularly those involved in supporting older people. These trends also point to a need to make the islands an attractive area for young adults and families to reside. Household sizes on the islands are generally low and in decline. The issue of a declining and ageing population on the West Cork Islands is a particularly important issue.
- 2.22.8 During the last plan period most housing provision has taken the form of individual dwellings. The key issue is not the number of houses that are built on the island but the need to encourage growth in the permanent all year-round population on the island. The growth of holiday home or second homes can have a serious adverse effect on the vibrancy and sustainability of island communities and needs to be carefully controlled. Existing residential development is dispersed across the lower parts of the islands, with concentrations in the villages of Rerrin and Ballynakilla. The military base (currently a training camp) is located mainly at the eastern end of the island.
- 2.22.9 The key issue for the island is the need to reverse long-term population decline and stabilise and increase the permanent population. The key elements in achieving this are to provide access to affordable housing for permanent residency, expand the productive economy, improve infrastructure, and improve access to social, cultural, and recreational facilities. The unique role played by enterprises such as the boat building and dry dock facility located on the Island is recognised while expansion and diversification of other employment in related areas should also be encouraged.
- 2.22.10 The Council will support development that contributes to retention of the year-round population on the island, has clear and identifiable economic and social benefits that endures beyond the construction phase, and that is compatible with the capacity of the local community to accommodate it.
- 2.22.11 The remoteness of the islands is an attraction to some holiday makers and there may be a future increase in investment in second homes. However, these can have a serious adverse effect on islands where the natural population base is already fragile. Multiple housing developments should be located close to existing service clusters at Rerrin and Ballynakilla.

- 2.22.12 The development of second homes except where existing dwellings are restored or extended will be restricted. Consideration of small-scale managed holiday home developments may be considered in or adjacent to existing housing clusters, where there are clear and identifiable economic and social benefits (that endures beyond the construction phase), and that is compatible with the capacity of the local community to accommodate it.
- 2.22.13 It is acknowledged that there is a need to provide sustainable housing for permanent occupation and to improve the availability of affordable housing on the islands and to recognise the differing circumstances between island and mainland housing needs. Preference will be given to the reuse/refurbishment of existing dwellings over new build. During the lifetime of the plan the Council will consider innovative housing policy issues which recognise the islands particular circumstances. This could involve utilising the potential of a voluntary housing association on the island.
- 2.22.14 Although there are holiday homes already on the island which are contributing to the economy of the area, this plan supports the improvement of the range and quality of accommodation on the island and in particular to the need to identify a location for a campsite. The development of the island needs to be promoted and it is important to balance the need for additional physical development and the need to preserve the sensitive environmental concerns.

### **Economy and Employment**

- 2.22.15 The economy of the islands is largely based on agriculture, tourism, fishing/aquaculture, service industries, the boat yard and dry dock, education, and a number of small businesses. These areas continue to offer viable employment options. The Island Community Development offices and staff play an important part in the Islands development and need to be retained.
- 2.22.16 Under the 'Marine Leisure Infrastructure Strategy for the Western Division of Cork County 2007' Rerrin on Bere Island is designated as a Secondary Hub which requires appropriate planning for marine related infrastructure and the provision of a Harbour Management Plan for the busy tourism season. A study on the condition of existing piers and harbours should be carried out. The mainland berthing areas at Castletownbere and Beal Lough (Pontoon) need to be retained and improved. A new deep-water pier needs to be developed to support the growth of the commercial marine industry on the Island.
- 2.22.17 In terms of tourism, the strongest opportunities on the island are in the areas of military history and other heritage features, marine leisure, walking and cycling. There are two beaches on the Island – Scart and Lonehort.
- 2.22.18 The key site of interest in terms of military history on the island is the Lonehort battery, where a number of buildings and guns survive. A deep moat surrounds the military fortification. Lonehort was built on behalf of the English army by the Royal Engineers and is currently owned by the Department of Defence. The sustainable redevelopment of this and other features as part of the tourist package should be promoted.
- 2.22.19 The Heritage Centre is an excellent example of a successful restoration of an attractive island building to provide a range of functions to the resident community and visitors alike. It is used as a meeting venue, exhibition centre, shop, café and accommodates evening classes. Existing Island community facilities should be used for a mixed range of activities to avoid the need for substantial new building projects on the island.
- 2.22.20 There is a need to build capacity and support the development of existing business infrastructure on the island. Therefore it is important that provision is made for incubator type business units. These units could accommodate micro-enterprise, green energy initiatives, food industry, agriculture and marine/fisheries related industries.

### **Social and Community Facilities**

- 2.22.21 The island contains numerous and varied community facilities particularly considering the relatively small size of the population. In comparative terms the range of facilities and employment available are at a similar level to those of a key village although the peripheral island location dictates that many of these facilities are more critical than on the mainland.
- 2.22.22 The community centre and the heritage centre provide a range of services, social functions, and classes. There is a cafe/restaurant and recycling facility near the Derrycreeveen pier at the western end of the island. The hotel with a bar/restaurant is located in Ballinakilla and there is a Café and public house located in Rerrin village. The 2019/2020 school records demonstrate that Mhichil Naofa primary school had 17 pupils. There is one small community health centre located on the island. The Island would benefit from the development of a playground, a multi-use games area and a childcare facility.
- 2.22.23 There are a number of signed walking routes. Part of the Beara Way covers much of the island. The island's potential as a walking destination should be promoted. There is also a signed cycle route around the island roads. Attracting cyclists to the island represents a more viable option for visitors using the ferries than transporting private cars across and allows much of the island to be explored on a daytrip. The potential for an off-road mountain bike trail could be investigated.
- 2.22.24 The retention and improvement of social and community facilities on the island needs to be highlighted. It is important that new facilities are encouraged to locate close to or adjoining existing community facilities.
- 2.22.25 Given the aging population provision should be made for small scale sheltered housing developments located close to

existing community facilities. In this regard, an audit of council owned land on the Island would be beneficial.

### **Infrastructure**

- 2.22.26 The island is accessed via a ten-minute ferry journey from Castletownbere to Derrycreeveen and a second ferry operates from the Pontoon, east of Castletownbere, to Rerrin pier. Both ferries can cater for vehicles. The island transport service should be examined in terms of any potential role in accommodating visitors to encourage more visitors to the island. However, it is important that the primary purpose of the rural transport bus remains as a service for the residents of the islands.
- 2.22.27 The services of the rural transport bus can also be expanded to allow mainland residents to access facilities and events on the island and facilitate different sectors of the island community as well as visitors to the island.
- 2.22.28 The dispersed nature of the island makes the provision of public lighting difficult or inappropriate however there is public lighting in the Rerrin area and near the church at Ballynakilla. Footpaths in general are lacking on the island although given the low level of traffic generally in most cases they are unnecessary.
- 2.22.29 It is important to ensure that port access facilities on the island and the mainland are retained and improved. A key issue for the islanders is accessibility. The island needs to be accessible not only for those visiting the islands; but primarily for islanders themselves and those providing services to and from the island. There is already a great deal of connectivity between the island and the mainland town of Castletownbere. Castletownbere is a particularly busy harbour and the area near the ferry departure point would benefit from detailed examination in the form of a harbour management plan in conjunction with all relevant users and actors.
- 2.22.30 Rerrin has a water and wastewater mains supply and drainage system; however this is owned by the Department of Defence and has no capacity or treatment. In the long-term, improvements to the wastewater treatment system are required.
- 2.22.31 The Department of Defence has a private water supply (from a lake) for its premises, and this also supplies about 60 households around Rerrin. A small spring fed group water scheme supplies some properties towards the western end of the island, while the remainder are on individual wells or springs. There have been sporadic problems with the quality of the lake water, and the ground water is assessed to be very vulnerable to pollution because of the geology of the area.

### **Biodiversity and Heritage**

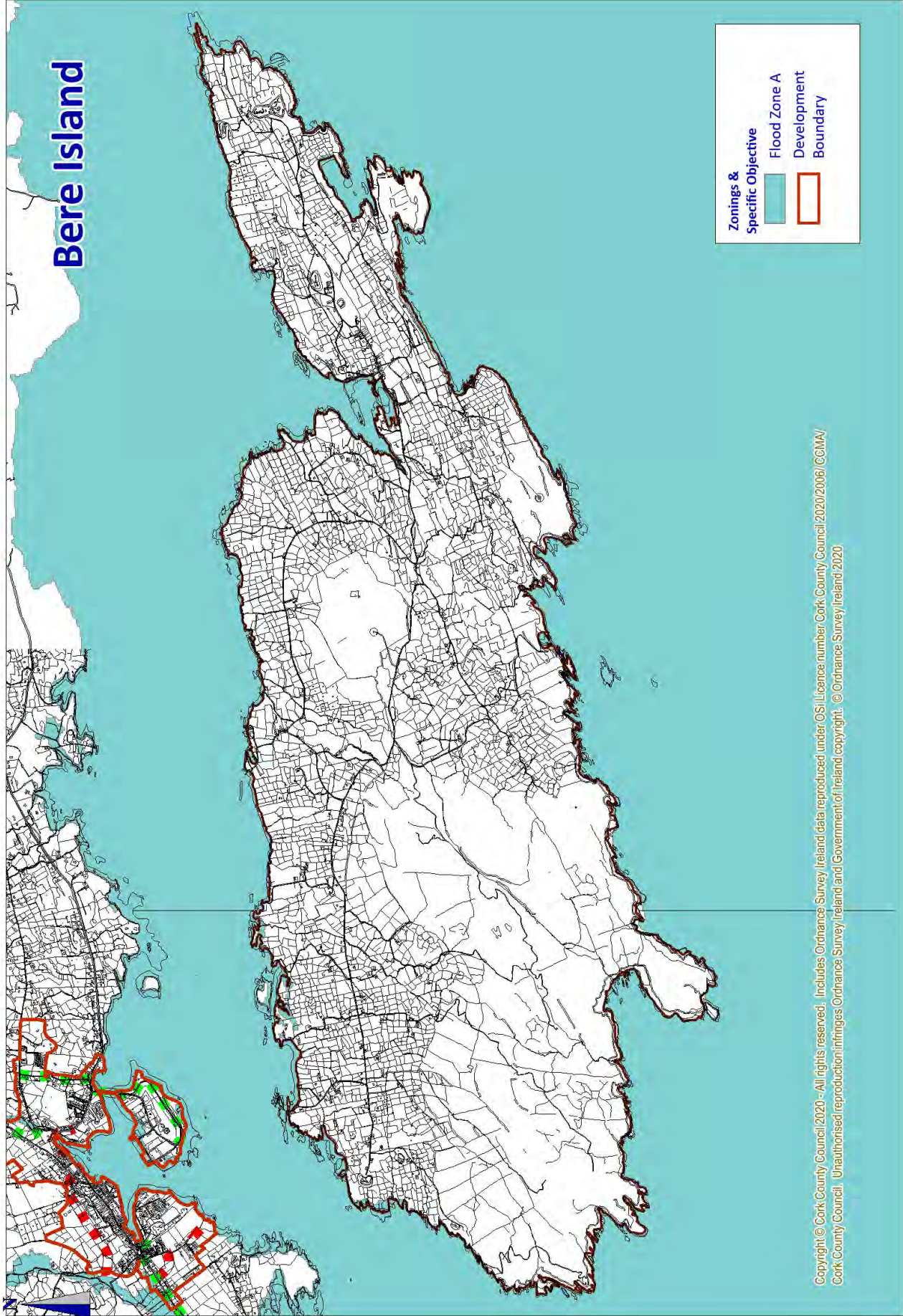
- 2.22.32 The island has a rich ecology, including rare plants. The southern coastline of the island is designated as part of the Beara Special Protection Area (SPA). The whole island is designated 'High Value Landscape. Ballinakilla School, two Martello Towers, and the Lonehort Battery are included in the Record of Protected Structures.
- 2.22.33 The principles of the Bere Island Conservation Plan should remain in place as the Plan's provisions set a strong, locally agreed framework for the future development of the island.
- 2.22.34 In terms of water quality Bere Island is located directly adjoining a protected area, which is a 'Designated Shellfish Area'. According to the South Western River Basin District (SWRBD) plan the overall status of these 'Transitional and Coastal Waters' is 'high'. The Beara Peninsula SPA is located along the Southern Coast of the Island.
- 2.22.35 Overall Groundwater Status in the area is described as 'good' with an overall objective to 'protect'. The treatment of wastewater in Bere Island should conform with the requirements outlined in the objectives in GO-01 which will contribute to the improvement of water quality to 'good status' by 2021.
- 2.22.36 The island needs to build on its key heritage and cultural assets, while ensuring that development proposals comply with the need to protect the sensitive environmental characteristics of the island. Lonehort fort has a significant role to play as an anchor for an enhanced military history product in conjunction with other built and natural heritage. Further promotion of the island as a walking/cycling destination can be developed while continually improving accessibility and public transport on the island. Further development of employment options including diversification must be considered as sustainable alternatives.



## General Development Objectives

County Development Plan Objective General Development Objectives for Bere Island	
Objective No'	
GDO-01	Development of multiple housing or employment uses should normally be located in or within a short walking distance of Rerrin and Ballynakilla
GDO-02	Sustainable tourist related development based on the natural and cultural heritage of the island, particularly the military history, and contributing to a balanced economy for the island will be encouraged.
GDO-03	Conserve the landscape and cultural quality of Bere Island while recognising the needs of its occupants and improving service provision to the island.
GDO-04	Support the development principles of the Bere Island Conservation Plan where these are compatible with the objectives and policies of this plan, the regional plans, and the Beara Peninsula Special Protection Area.
GDO-05	The southern part of Bere Island is within the Beara Peninsula SPA. Development on the island shall be compatible with the requirements of the Habitats Directive and the protection of this site [Refer also to GO-01(c)].
GDO-06	Encourage the provision of small-scale incubator business units subject to provision of adequate infrastructure, good quality design and landscaping of the site.
GDO-07	Promote the development of land and water-based leisure activities.
GDO-08	Support the existing ship building and dry dock facilities on the island and to facilitate where possible the future expansion of this facility.
GDO-09	Support the sustainable development of infrastructure which supports fisheries or mariculture to the benefit of the local economy.
GDO-10	Support the preparation and implementation of pier and harbour management plans for the access points on the Island and on the adjoining mainland.
GDO-11	Encourage the implementation of a Waste Management Plan for the Island.
GDO-12	Implement small public realm improvement projects at the main development clusters.

# Bere Island



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## 2.23 Dursey Island

### Vision and Context

- 2.23.1 The strategic aim for Dursey Island is to ensure that the island community can pursue their economic social and cultural development, preserve, and enhance their unique cultural heritage and engage in viable socio-economic development in order that the permanent population will be sustained and further increased.
- 2.23.2 In the overall strategy of this Plan, Dursey Island is designated as a West Cork Island Community in the West Cork Municipal District Area. The strategic aims for West Cork Island Communities are to support their economic, social, and cultural development, to preserve and enhance their unique cultural and linguistic heritage and support the provision of local services, by encouraging and facilitating population growth, by supporting the retention and improvement of key facilities, including social and physical infrastructure and transport links. It is important to make provision to accommodate new development at an appropriate scale, layout and design that reflects the character of each island.
- 2.23.3 Dursey Island, known locally as 'the Dursey' is located off the extreme west of the Beara Peninsula. The island is separated narrowly from the tip of the Beara Peninsula by Dursey Sound. Dursey Island is an unspoilt island with spectacular scenery and despite its proximity to the mainland is relatively remote given its location at the extreme south west of Ireland. Dursey has a rich heritage and traditionally was a strong island community with interesting cultural assets. Dursey Sound is also one of the "signature discovery points" along the Wild Atlantic Way.
- 2.23.4 The closest town to the island settlement is the main town of Castletownbere which is the main service centre for the Beara peninsula.
- 2.23.5 The island, which has a wild and open character, is separated from the mainland by a channel which is narrow but subject to strong tidal flows and rough water. A cable car provides access to the island.

### Population and Housing

- 2.23.6 The key issue is the need to stabilise and increase the permanent population on the island. The population of the island was recorded as 3 persons in the Census 2011. The 2016 Census recorded a population of 4 persons. This figure can increase considerably during the summer months. The island has been continually threatened by permanent depopulation over the last few decades. To retain permanent residents on the island the level of basic services needs to be improved. The main tools to this are in promoting expansion of facilities and employment opportunities, encouraging appropriately scaled tourist facilities and economic diversification, and protecting the environmental qualities which attract tourists as well as having their own intrinsic merit.

Table 5.2.36 Dursey Island Population Census Results

1986	1991	1996	2002	2006	2011	2016
20	20	9	6	4	3	4

- 2.23.7 The Island has three distinct clusters of development (Ballynacallagh, Kilmichael and Tilickafinna), with no settlement outside of these. This settlement pattern, in its particular topographical setting, is quite distinct among the West Cork Islands. There are a significant number of ruins and derelict houses in these three clusters and any future development should be directed towards renovation or sensitive replacement where necessary, of those structures, apart from exceptional circumstances where new build may be necessary to provide a particular facility. Recent development where it has occurred has primarily been in the form of single housing.
- 2.23.8 Given its remote location and low numbers of permanent residents, the island faces challenges in retaining substantial population or services in the foreseeable future. There is a danger of complete de-population over time.

### Economy and Employment

- 2.23.9 Dursey Island is recognised in this plan as one of the principal tourist attractions for Cork. In terms of employment, farming is currently the main activity for those living permanently on Dursey. Fields are concentrated on the southern side of the island, on the lower lying land. As regards fishing, a small level of activity is maintained however neither the pier on the island or mainland are suitable for providing sheltered berthage for vessels. The viability of fisheries here is questionable and future entrants are unlikely at the current time given the age profile of the island's residents.
- 2.23.10 The island has a particularly unique landscape and cultural quality which differs from the experience on some of the other West Cork Islands. Sensitivity must be exercised in the consideration of appropriate and sustainable forms of development and a balance must be sought between recognising the needs of occupants and visitors alike whilst respecting the character and sense of place of the island.

- 2.23.11 In the immediate future, it is considered more appropriate to manage the island's tourism potential as a means of attracting residents, visitors, and activity to the island. It is important in developing opportunities in tourism to ensure that visitor numbers to the island are not excessive and do not take from the sense of remoteness that is an attraction to the island itself, nor impact on its natural heritage. A visitor management plan should be developed to manage numbers to an acceptable level given the sensitivity of the island.

### **Social and Community Facilities**

- 2.23.12 Dursey has an extremely limited and restricted level of social and community facilities. Such facilities need to be expanded and the needs of islanders met if the island is to retain a permanent population and expand this to a level that creates an environment to support further improvements over time. It is necessary to provide public facilities on the island to cater for visitors, particularly in poor weather and those who are not visiting for the purposes of undertaking a substantial walk. This plan has identified the need for the provision of a community building on the island which could provide a space for visitor facilities such as heritage interpretation and other information, shelter, refreshments as well as serving other functions for the island community.
- 2.23.13 Existing facilities for visitors to the island are limited to self-catering accommodation. The old Schoolhouse building has recently been renovated to provide tourism accommodation. Dursey is part of the Beara Way walking route, which is also signed as part of the National Looped Walk scheme. The walking route is easy to follow and takes in stunning scenery, including good views of the Bull, Cow and Calf islands from the western end of the island, the signal tower at the island's highest point and the island's three clusters. The promotion of Dursey as a walking destination should be actively continued as the viability of any future facilities is likely to depend heavily on attracting a reasonable number of such visitors to the island. Visitor numbers should be managed in accordance with a visitor management plan to ensure the protection of the natural heritage features and to protect the value of the visitor experience.
- 2.23.14 The provision of a public toilet on the island to serve the needs of visitors is a key piece of infrastructure required. The Council are currently progressing proposals to provide public toilet and other facilities.

### **Infrastructure**

- 2.23.15 The island is the only one of the West Cork Islands not to have a ferry route; the Dursey Sound being an extremely dangerous stretch of water and the island is instead accessed by Cable car. The cable car station on the mainland provides facilities such as a ticket office, informal parking area, toilets, and a defibrillator. There is a need to provide public toilets facilities on the Island on a suitable site.
- 2.23.16 The Council has engaged in significant investment in a new cable car which should see extended opening hours and the further potential for expansion in the tourist product of the island. The Council is currently progressing proposals to replace the cable car with two new ones and to create an interpretive centre and café on the mainland with departure points for the lift service, other facilities including parking on the mainland will also be improved.
- 2.23.17 In terms of servicing, Dursey Island has a water treatment scheme (chlorination treatment) and a limited public main. This water service does not reach the settlement at the western end of the island however, and appropriate forms of water supply to that area should be investigated. Improvements are also necessary in the area of waste management and a suitable waste collection programme should be implemented. It is particularly important that this is enhanced during the summer months, when visitor numbers to the island increase significantly and accordingly levels of waste increase.

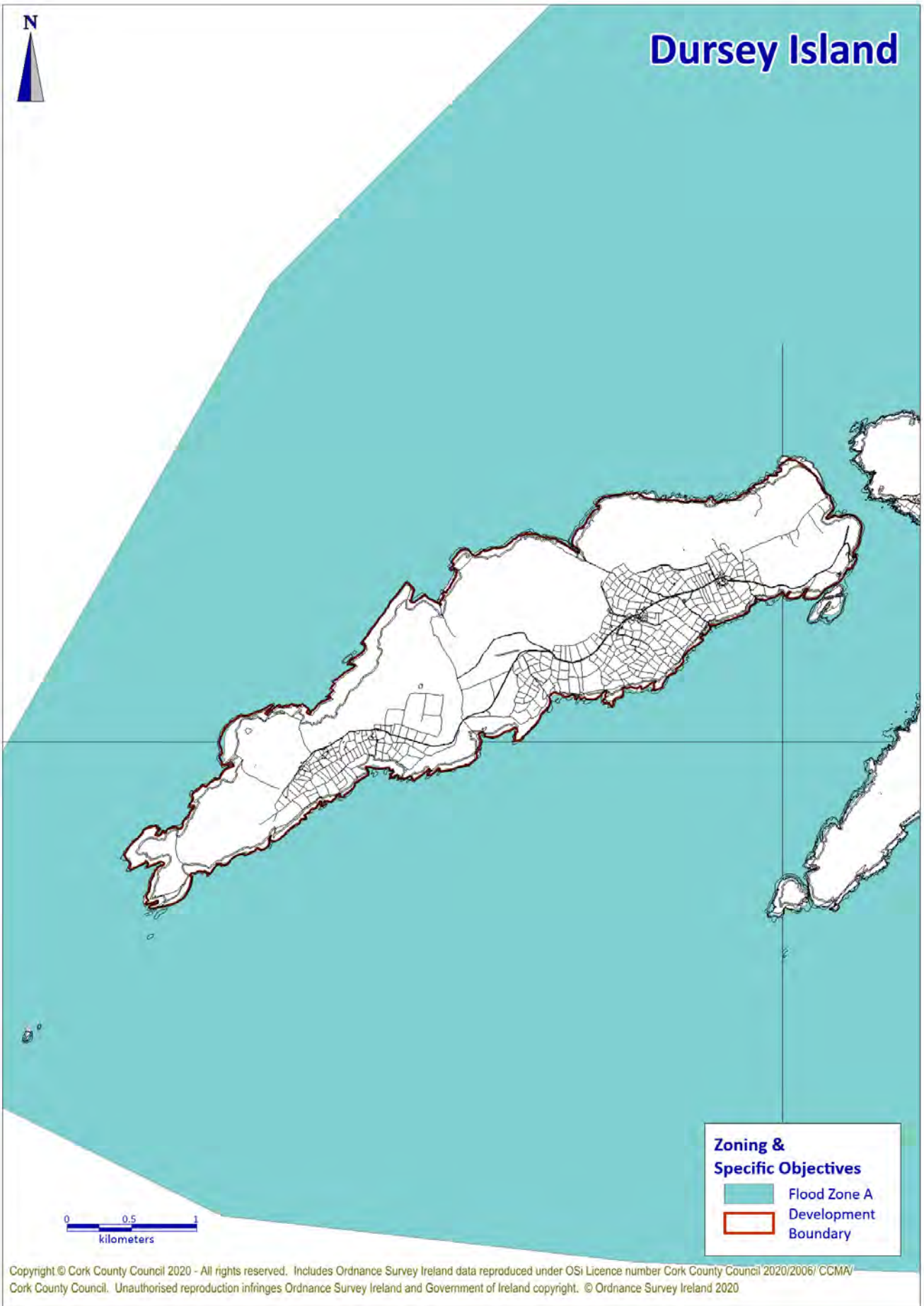
### **Biodiversity and Heritage**

- 2.23.18 The island has a rich ecology. The island is designated as part of the Beara Special Protection Area (SPA) and a proposed Natural Heritage Area. The occurrence of breeding populations of seabird species including Chough and Fulmar is an important feature of the island. Careful consideration will need to be given to ensuring the avoidance of disturbance to these species where new walks or intensification of activity on existing walks is planned. It also adjoins the Kenmare Rive SAC (coastal). The whole island is designated as a High Value Landscape in this plan. There are also significant archaeological remains on the island.
- 2.23.19 Within the South Western River Basin District (SWRBD) plan, the overall status of 'Transitional and Coastal Waters' in the South Western Atlantic Seaboard is 'unassigned'. Both the island itself and its coastal waters are the subject of Natura 2000 site designations (SAC and SPA). Overall Groundwater Status in the area is described as 'good' with an overall objective to 'protect'. The treatment of wastewater in Dursey Island should conform with the requirements outlined in the objectives in GO-01(b) which will contribute to the improvement of water quality to 'good status' by 2021.
- 2.23.20 The island is also a suitable destination for bird watching, and whale and dolphin watching and information on the species and seasons should be made available locally.

## General Development Objectives

County Development Plan Objective General Development Objectives for Dursey Island	
Objective No'	
GDO-01	Retain a sustainable population base of the Island and build on the existing facilities and economic activities on the Island. Consideration will be given to specific residential proposals in the clusters around Ballynacallagh, Kilmichael and Tilikcafinna where they can be suitably integrated with respect to the setting and context.
GDO-02	Conserve the landscape and cultural quality of Dursey while recognising the needs of its occupants and improving service provision to the island.
GDO-03	Support the development of sustainable tourism, capitalising on the upgrading of the cable car, including the development of coastal and looped walks, and other forms of indigenous employment uses on the island where they can be suitably integrated into the setting of the island in a manner that is compatible with the conservation designations on and around the Island.
GDO-04	Investigate the feasibility for improved visitor accommodation including an adventure hub through restoration of existing buildings.
GDO-05	This island is surrounded by the Kenmare River Special Area of Conservation and parts of the Island are within the Beara Peninsula Special Protection Area. Development on the island shall be compatible with the protection of these sites [Refer also to GO-01(c)].
GDO-06	Support the provision of public toilets facilities on the Island on a suitable site.

# Dursey Island



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## 2.24 Heir Island

### Vision and Context

- 2.24.1 The strategic aim for Heir Island is to ensure that the island community can pursue their economic social and cultural development, preserve, and enhance their unique cultural heritage and engage in viable socio-economic development in order that the permanent population will be sustained and further increased.
- 2.24.2 Heir Island is located in Roaringwater Bay, close to Sherkin Island. It is one of Carbery's Hundred Isles that lie scattered throughout the bay. The main towns of Skibbereen and Schull are the closest towns to Heir Island. Cunnamore pier on the mainland is located directly opposite the island with road access to Skibbereen while Schull is accessed by boat.
- 2.24.3 The island is beautifully located, surrounded by a panorama of Sherkin Island, Oileán Chléire, the Calf Islands, the East and West Skeams, and Mount Gabriel to the North. The island is easily walked and cycled and there are lots of safe sandy beaches ideal for sailing, windsurfing, swimming, and diving. Heir is also home to many well-known artists, who were drawn to the island because of its breath-taking landscape and peaceful atmosphere.

### Population and Housing

- 2.24.4 The key issue is the need to stabilise and increase the permanent population on the island. The island has been continually threatened by depopulation over the last few decades due to its low population base. To retain permanent residents on the island, the level of basic services needs to be improved. The main tools to this are in promoting retention and expansion of existing facilities and employment opportunities, encouraging appropriately scaled tourist facilities and economic diversification, and protecting the environmental qualities which attract tourists as well as having their own intrinsic merit.
- 2.24.5 The population of the island was recorded as 29 persons in the 2011 Census. The 2016 Census recorded a population of 28 persons. This figure can increase significantly during the summer months.

Table 5.2.37: Heir Island Population Census Results

1986	1991	1996	2002	2006	2011	2016
19	22	16	27	24	29	28

- 2.24.6 During the last plan period most housing provision has taken the form of individual dwellings. The key issue is not the number of houses that are built on the island but the need to encourage growth in the permanent all year-round population on the island.
- 2.24.7 The growth of holiday home or second homes can have a serious adverse effect on the vibrancy and sustainability of island communities and needs to be carefully controlled. Recent development where it has occurred has primarily been in the form of single housing.
- 2.24.8 The Council will support development that contributes to retention of the year-round population on the island, has clear and identifiable economic and social benefits (that endures beyond the construction phase) and that is compatible with the capacity of the local community to accommodate it. The remoteness of islands is an attraction to some holiday makers and there may be a future increase in investment in second homes. However, these can have a serious adverse effect on islands where natural population base is already fragile.

### Economy and Employment

- 2.24.9 In terms of economic development, there are opportunities in the areas of aquaculture, home based enterprise, arts and crafts, food, water sports, walking and bird watching. All such areas would build on the existing strengths of the island, which has developed a growing reputation in recent years. Aquaculture should be developed in a sustainable manner, noting the need to protect the Roaringwater Bay and Islands SAC. Agriculture and fishing also continue to be practiced on the island. It should be noted that employment on the islands can tend to be mixed, with residents participating in different activities during relevant seasons for fishing, farming, and tourism for example.
- 2.24.10 There are a number of micro-enterprises and home-based enterprises developing on the island. Heir Island's 'Island Cottage' is a well-renowned restaurant and combined cookery school which has proved to be a successful attraction on the island.
- 2.24.11 Some of the unoccupied Congested Districts Board housing on the islands has potential for conversion into studio space for visiting artists, which would attract additional population, albeit of a transient nature onto the island and contribute to the island economy. There remain opportunities to interpret the historical impact of the Congested District Board and the role it had in sustaining the rural way of life at the time.
- 2.24.12 In terms of tourism there still remains potential for expansion provided it is planned and managed having regard to

the environmental sensitivities of the island. Further development of employment options and diversification must be considered as sustainable alternatives. The development of a signed walking route on the island should direct walkers to key points of interest. The island's main advantage in terms of attracting walkers is its attractive scenery, including views of the nearby mainland coast and other islands in Roaringwater Bay. The islands of East and West Skeams have particular associations with Heir and there may be potential to develop links based on physical, visual, and historical links with these uninhabited islands while taking account of natural heritage designations. The 'Reen' reed bed is noted as a good location for bird watching and providing information on the species visible in this area would be of benefit to visitors.

### **Social and Community Facilities**

- 2.24.13 The island lacks community facilities and has limited services, the development of which is of major importance to ensure population stability. The proposed community centre will benefit the island and should allow a base for public and other services when visiting the island and should generally be used for a wide range of events and services. In the short-term however, enhanced provision of health services and development of emergency plans are required specifically. The island contains no church, school, or cemetery. There is a shop, bakery and restaurant located on the Island. The provision of further community facilities including a community centre could have a multi-faceted use to include facilities for those visiting the island and development of the arts. It was also identified during the consultation process for the Integrated Islands Strategy that there is presently no consecrated burial ground on the Island.
- 2.24.14 Existing facilities for visitors and locals to the island are somewhat limited. There are some beaches on the island including sandy beaches, which are safe for bathing. The provision of appropriately scaled public amenities at these beaches could attract additional day-trippers, which would provide increased support for island businesses. The island is an attractive location for walking, although access is restricted.
- 2.24.15 The sailing school on the island operates mainly on demand during the summer and is an asset in terms of attracting tourists and local groups. The island, along with the wider area, should be promoted as a sailing destination, building on the existing facilities. There are also opportunities for the island to branch into other water sports, such as kayaking. The island would benefit from the extension of the 'Blue Way' Skibbereen to Baltimore water activity trail. Additional activities on the island could encourage longer stays on the island. In terms of visitor accommodation, the sailing school has accommodation on site and there are holiday homes/self-catering facilities and B&B's around the island while the island has a growing arts and crafts sector.

### **Infrastructure**

- 2.24.16 The daily ferry access to Heir is from Cunnamore Point and there are opportunities to improve signage provision to this area. At the Cunnamore Pier departure point, there is a small car park and a plastic shelter. Road access to Cunnamore is particularly poor in the latter section before the pier. This area of road is extremely narrow and poorly aligned. Road improvement opportunities are limited and significant upgrades in the road here could interfere with the character of the area. Maintenance of the road in this area should therefore be prioritised. The island is served by mainland water supply but there is no wastewater infrastructure.

### **Biodiversity and Heritage**

- 2.24.17 The island is designated as part of the Roaringwater Bay and Islands SAC (Special Area of Conservation) and a proposed Natural Heritage Area. The whole island is designated as a High Value Landscape.
- 2.24.18 In terms of Water Quality Heir Island is located within the Skibbereen Clonakilty Water Management Unit and is situated in Roaringwater Bay which according to the South Western River Basin District (SWRBD) plan is a 'Designated Shellfish Area' and Natura 2000 site protected area. According to the SWRBD Plan the overall status of Roaringwater Bay 'Transitional and Coastal Waters' is 'moderate.' Overall Groundwater Status in the area is described as 'good' with an overall objective to 'protect'. The treatment of wastewater in Heir Island should conform with the requirements outlined in the objectives in GO-01(b) which will contribute to the improvement of water quality to 'good status' by 2021.
- 2.24.19 The island has a distinctive surviving architectural heritage which may warrant designation as an Architectural Conservation Area. It is important that this character and pattern be respected, particularly in such an open and exposed landscape, where assimilation of new development may be challenging.



## General Development Objectives

County Development Plan Objective General Development Objectives for Heir Island	
Objective No'	
GDO-01	Most of Heir Island lies within the Roaringwater Bay and Islands SAC and all of it lies within the Roaringwater Bay and Islands proposed Natural Heritage Area. Development on the island shall be compatible with the protection of these sites [Refer also to GO-01(c)].
GDO-02	Conserve the landscape and cultural quality of Heir while recognising the needs of its occupants. All development should be carefully designed, sited, and landscaped to retain the wild and open character of the island, and avoid harm to the environmental qualities of the locality.
GDO-03	Retain a sustainable population base on the island and build on the existing community facilities and economic activities on the island. It is a particular objective to investigate sites for the provision of a burial ground on the island during the lifetime of the plan.
GDO-04	Support the development of further infrastructure on the island including the provision of new shelter on the pier and improved directional signage for the ferry from the mainland and the expansion of public amenities at the key island beaches.
GDO-05	Conduct an architectural survey of the island and to give consideration to the protection of various buildings or groups of buildings through the powers of the Planning and Development Acts.
GDO-06	Support the preparation and implementation of a pier and harbour management plan for the access points on the island and on the adjoining mainland.



## 2.25 Long Island

### Vision and Context

- 2.25.1 The strategic aim for Long Island is to ensure that the island community can pursue their economic social and cultural development, preserve, and enhance their unique cultural heritage and engage in viable socio-economic development in order that the permanent population will be sustained and further increased.
- 2.25.2 Long Island is a small island located in Roaringwater Bay to the south-west of Schull and is separated from the mainland by the narrow Long Island Sound. The Island is appropriately named being 4.8km long and only 0.8 km wide at its widest point. It is generally low lying and is only thirty meters above sea level at its highest point. There is a surfaced road running through part of the island, and a rough road, overgrown in places, extends to the Beacon and the old copper mine in the east, and to the cliffs at the western end.
- 2.25.3 Back in the 1840's the island boasted over 300 inhabitants and the remains of this active past are clearly to be seen in the small cottages, abandoned stone ruins, stores and sheds. They are also to be seen in the intricate patterns of small fields and numerous overgrown side lanes which abound, and which nature is slowly reclaiming. Today the island is a quiet and peaceful place, perfect for the more adventurous walker, and abundant with wildlife.
- 2.25.4 There are two main clusters of houses on the island. One is located around Midland Pier and one at Westerland. Much of the housing on the island was built by the Congested District Board and Long Island is known for having a concentration of this particular style of housing.
- 2.25.5 There are a significant number of derelict houses on the island, and these may offer redevelopment potential. There may be scope for more tourism development such as identified day walks and short-term accommodation in the form of hostel or bed and breakfast subject to compliance with nature conservation designations.

### Population and Housing

- 2.25.6 The key issue is the need to stabilise and increase the permanent population on the island. A decline in population has implications for the future sustainability of island life and for the economic activities and social and cultural characteristics that define it.
- 2.25.7 The population of the island was recorded as 10 persons in the 2011 Census. The 2016 Census recorded an increase in population to 20 persons. This figure can increase significantly during the summer months. The island has been continually threatened by permanent depopulation over the last few decades. To retain permanent residents on the island, the level of basic services needs to be improved. The main tools to this are in promoting retention and expansion of existing facilities and employment opportunities, encouraging appropriately scaled tourist facilities and economic diversification, and protecting the environmental qualities which attract tourists as well as having their own intrinsic merit.

**Table 5.2.38 Long Island Population Census Results**

1986	1991	1996	2002	2006	2011	2016
18	11	9	12	5	10	20

- 2.25.8 Recent development where it has occurred has primarily been in the form of single housing. The majority of houses on the island have mains electricity, mains water supply, and some form of telephone service. There are however a significant number of disused houses on the island.
- 2.25.9 During the last plan period most housing provision has taken the form of individual dwellings. The key issue is not the number of houses that are built on the island but the need to encourage growth in the permanent all year-round population on the island.
- 2.25.10 The growth of holiday home or second homes can have a serious adverse effect on the vibrancy and sustainability of island communities and needs to be carefully controlled.
- 2.25.11 The key issue for the island is the need to reverse long term population decline, stabilise and increase the permanent population. The key elements in achieving this are to provide access to affordable housing for permanent residency, expand the productive economy, improve infrastructure, and improve access to social, cultural, and recreational facilities.
- 2.25.12 The Council will support development that contributes to retention of the year-round population on the island, has clear and identifiable economic and social benefits (that endures beyond the construction phase, and that is compatible with the capacity of the local community to accommodate it).
- 2.25.13 The remoteness of islands is an attraction to some holiday makers and there may be a future increase in investment in second homes. However, these can have a serious adverse effect on islands where natural population base is already fragile.

## **Economy and Employment**

- 2.25.14 The primary employment activity on the island is non-intensive beef farming and most animals on the island are owned by non-residents. It is noted that employment on the islands can tend to be mixed, with residents participating in different activities during relevant seasons for fishing, farming, and tourism for example.
- 2.25.15 There is significant scope to develop the concept of Long Island as being an asset to Schull town and the wider area. Liaison with mainland tourism, development and business groups should set an agenda for enhancing the profile of the island and attracting visitors.
- 2.25.16 There are currently no facilities to allow residents to make a living from tourism on the island. Given the proximity of the island to Schull, which in the summer months and occasionally at other times of the year is a very busy tourist town, particularly due to its strong water sports offer, it is considered that a small cafe could be viable on the island.
- 2.25.17 It is necessary to provide facilities on the island to cater for visitors, particularly in poor weather and those who are not visiting for the purposes of undertaking a substantial walk. The purchasing and restoration of the old island school to provide a public building on the island could provide a space for visitor facilities such as heritage interpretation and other information, shelter, public toilets, refreshments as well as serving other functions for the island community as discussed below.
- 2.25.18 The distinctive housing style should be respected by any development on the island, which would be best placed in or adjacent to the existing clusters. Some of the unoccupied Congested Districts Board housing on the islands has potential for conversion into studio space for visiting artists, which would attract additional population, albeit of a transient nature onto the island and contribute to an island economy. There remain opportunities to interpret the historical impact of the Congested District Board and the role it had in sustaining the rural way of life at the time.

## **Social and Community Facilities**

- 2.25.19 There are no sports, educational, health, social or community facilities on the island. The island also lacks a proper postal service which should be extended to a full postal service with a collection point. The retention and expansion of the availability of services in Schull should be supported as the town can offer services to the island within a reasonably close distance. The island currently lacks a public building and a multi-purpose public building for meetings and events and provision of services and provision of amenities to visitors should be provided. An old school on the island may have potential for purchase and restoration for public use or one of the existing derelict dwellings may prove suitable.

## **Infrastructure**

- 2.25.20 Long Island is accessed via a ten-minute ferry journey from Colla Pier, which is located less than five minutes drive south of Schull town centre. A full seven-day service is not available and measures to improve this service should be considered. There is no public transport on the island or from Colla Pier to Schull. There is a substantial car park at Colla Pier which has recently been resurfaced.
- 2.25.21 A small sign at both Colla Pier and Midlands Pier on the island displays summer and winter ferry timetables. The potential for rural transport to serve Colla pier from Schull should be investigated to improve access to the island for those without private transport.
- 2.25.22 No wastewater infrastructure exists on the island with limited water capacity which is piped from Schull.
- 2.25.23 There are two piers on Long Island; Midlands is used by small boats at all tides and by the ferry. The second island pier is located at Westerland and provides access to small boats but only at high tide in calm seas. Pier management plans would benefit the piers that serve Long Island. Such plans should deal with the provision of information and public facilities such as shelters. The installation of a pontoon at Midland pier would support the provision of water-based leisure activities. The island would also benefit from the implementation of a waste management plan and the sustainable development of existing walking trails.

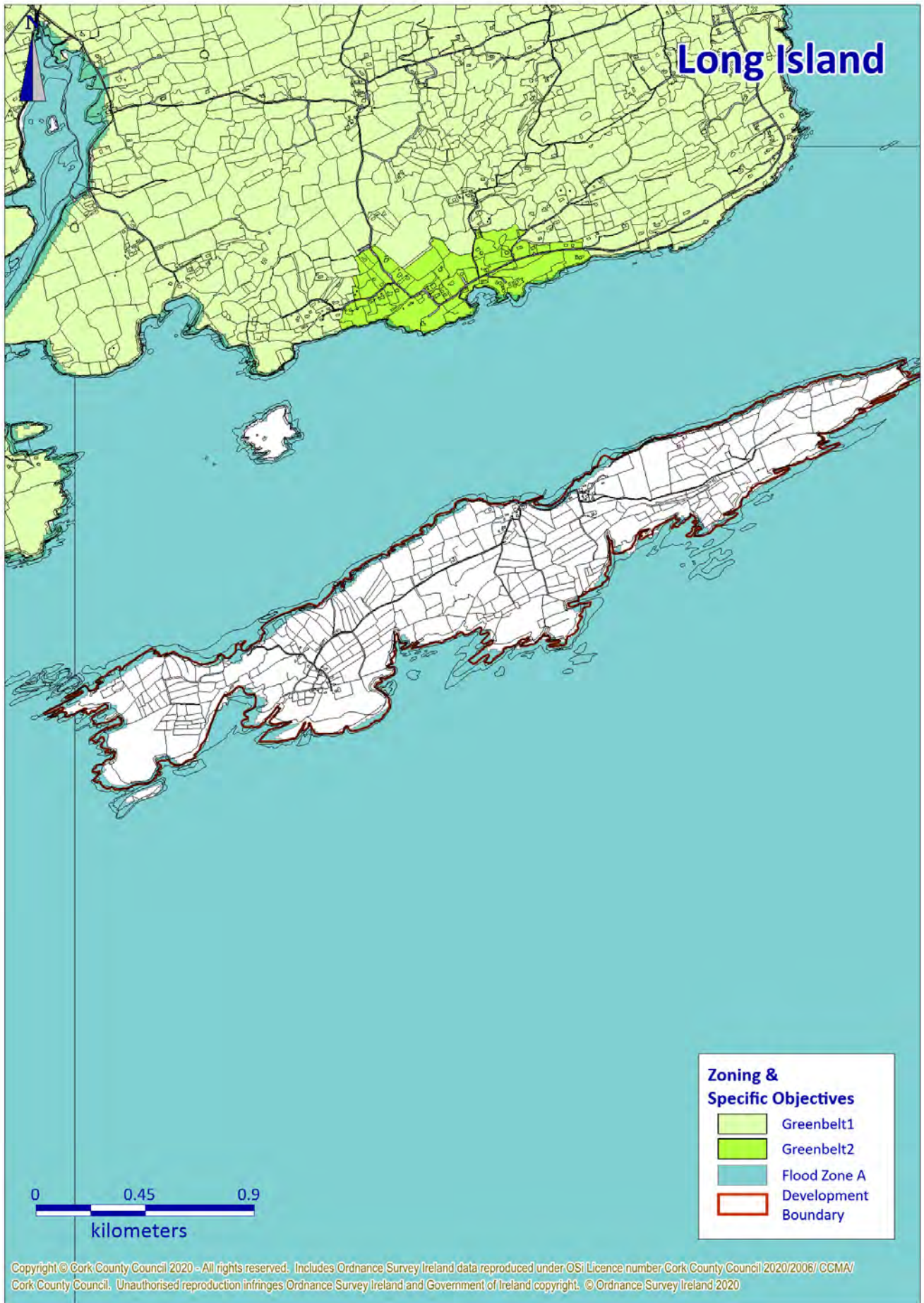
## **Biodiversity and Heritage**

- 2.25.24 The island is designated as part of the Roaringwater Bay and Islands SAC (Special Area of Conservation). The whole island is designated as a High Value Landscape.
- 2.25.25 While the island lacks protected or national monuments, which are generally plentiful on the West Cork Islands, there are particular points of interest about the island that should be interpreted as part of information and exhibition in a public building, for example the island's copper mines, the beacon and the story of the island's own postage stamps.
- 2.25.26 In terms of Water Quality, Long Island is located within the Skibbereen Clonakilty Water Management Unit and is situated within Roaringwater Bay which according to the South Western River Basin District (SWRBD) plan is a 'Natura 2000 site' and a protected area. According to the SWRBD Plan, the overall status of the Roaringwater Bay 'Transitional and Coastal Waters' is 'moderate.'

- 2.25.27 Overall Groundwater Status in the area is described as 'good' with an overall objective to 'protect'. The treatment of wastewater in Long Island should conform with the requirements outlined in the objectives in GO-01(b) which will contribute to the improvement of water quality to 'good status' by 2021.
- 2.25.28 The island has a distinctive surviving architectural heritage which may warrant designation as an Architectural Conservation Area. It is important that this character and pattern be respected, particularly in such an open and exposed landscape, where assimilation of new development may be challenging.

### General Development Objectives

County Development Plan Objective General Development Objectives for Long Island	
Objective No'	
GDO-01	Long Island lies within Roaring Water Bay and Islands Special Area of Conservation and within the Roaringwater Bay and Islands proposed Natural Heritage Area. Development on the island should be compatible with the protection of these sites [Refer also to GO-01(c)].
GDO-02	Conserve the landscape and cultural quality of Long Island while recognising the needs of its occupants and improving service provision to the island. All development should be carefully designed, sited and landscaped to retain the character of the island, and avoid harm to the environmental qualities of the locality.
GDO-03	Support the development of further infrastructure on the island including the provision of new shelter on the pier and improved directional signage for the ferry from the mainland and the expansion of public amenities at the key island beaches.
GDO-04	Conduct an architectural survey of the island and to give consideration to the protection of various buildings or groups of buildings through the powers of the Planning and Development Acts.
GDO-05	Support the synergistic role of Schull and Long Island and to recognise that maintaining services in Schull is critical to the long-term viability of the island. Enhancing the profile of the island in Schull and the wider area generally is important in this regard.
GDO-06	Support the preparation and implementation of a pier and harbour management plan for the access points on the island and on the adjoining mainland.
GDO-07	Support the sustainable provision of a multi-purpose Community Centre for the Island



## 2.26 Oileán Chléire

### Vision and Context

- 2.26.1 The strategic aims for Oileán Chléire are to ensure that the island community can pursue their economic social and cultural development, preserve, and enhance their unique cultural and linguistic heritage and engage in viable socio-economic development in order that the permanent population will be sustained and further increased.
- 2.26.2 Oileán Chléire (also known Cape Clear and Clear Island) is Ireland's most southerly inhabited island and is located 14.5km from Baltimore and 12.8km from Schull. The Island is 4.8km long and 1.6km wide and has an area of approximately 6.2 sq km. It is located at the head of Roaringwater Bay and is part of the archipelago of islands including the inhabited islands of Sherkin, Heir and Long and various other un-inhabited islands.
- 2.26.3 Oileán Chléire is a Gaeltacht island; one of seven such islands off the Irish coast. Its character is derived from its particular Irish language culture and heritage as well as its rich, attractive environment. Oileán Chléire has a population of approximately 147 recorded in 2016 Census people. This is an increase of 23 persons. Development on the island is largely concentrated into two main clusters; one between South Harbour and North Harbour where services such as pubs, shop and restaurants are located, and the other at the eastern end of the island near the church, heritage centre and fish farm. There are a number of services located at the Pier on Oileán Chléire including an information point and island map, library and the Raidió na Gaeltachta office. Other services on the island include the primary school, helipad, Comharchumann (Co-op) building with tourist information office, bird observatory, holiday home complex, hostels, camp site, picnic benches, fuel pump and a graveyard.
- 2.26.4 The settlement pattern on the island follows the main spine road from east to west in clusters. There is a cluster of houses and businesses around the north harbour and various other clusters mainly on the eastern portion of the island, and most of these clusters are located on the leeward (northern) side of the island.
- 2.26.5 The island has a variety of landscapes, panoramic views of the Atlantic and the flora and fauna of the island are unique. Bird watching is a prime motive for visiting the island. The island is frequently visited by day trippers using the ferry boats from Baltimore and Schull, both of which have regular trips throughout the summer months to the pier on the northern shoreline. However, the increase in development and tourist related activity must be balanced against the environmental sensitivity of the island.

### Population and Housing

- 2.26.6 The key issue is the need to stabilise and increase the permanent population on the island to support the future sustainability of island life and the economic activities and social and cultural characteristics that define it. There is evidence of an ageing population on the islands, which has implications for sustainable populations in future and for service providers, particularly those involved in supporting older people. These trends also point to a need to make the islands an attractive area for young adults and families to reside. Household sizes on the islands are generally low and in decline.

**Table 5.2.39 Oileán Chléire Population Census Results**

1996	2002	2006	2011	2016
145	129	125	125	147

- 2.26.7 During the last plan period most housing provision has taken the form of individual dwellings. The key issue is not the number of houses that are built on the island but the need to encourage growth in the permanent all year-round population on the island.
- 2.26.8 The growth of holiday home or second homes can have a serious adverse effect on the vibrancy and sustainability of island communities and needs to be carefully controlled.
- 2.26.9 The key issue for the island is the need to reverse long term population decline, stabilise and increase the permanent population. The key elements in achieving this are to provide access to affordable housing for permanent residency, expand the productive economy, improve infrastructure, and access to the Island and improve access to social, cultural, and recreational facilities.
- 2.26.10 The Council will support development that contributes to retention of the year-round population on the island, has clear and identifiable economic and social benefits (that endures beyond the construction phase, and that is compatible with the capacity of the local community to accommodate it).
- 2.26.11 The remoteness of islands is an attraction to some holiday makers and there may be a future increase in investment in second homes. However, these can have a serious adverse effect on islands where natural population base is already fragile.

## **Economy and Employment**

- 2.26.12 Economic activity on the island includes beef farming, goat farming, organic farming, fishing, and fish farming as well as computer-based services such as translation. Micro-enterprises and home-based businesses, particularly in the areas of language tuition and translation should be promoted and in the longer term, supporting facilities to allow progression to small businesses using shared facilities is recommended. It is noted that employment on the islands can tend to be mixed, with residents participating in different activities during relevant seasons for fishing, farming, and tourism for example. The Cape Clear Fish farm which includes 1.2 acres of buildings grows abalone shellfish and also rag worms used as high-quality fishing bait.
- 2.26.13 Comharchumann Chléire Teo is the local development group on the island and offers substantial community supports to the island. The Comharchumann has a remit that allows it to become involved in various community development projects including island rural transport and renewable energy. The island is also supported by Udarás na Gaeltachta. There are supports in place to maintain the island as a functioning Gaeltacht, such as that provided by the Department of Tourism, Culture, Arts, Gaeltachts, Sport and Media and Udarás Na Gaeltachta, e.g., the Ionad Seirbhísi Teanga.
- 2.26.14 There is a Bed & Breakfast guesthouse and a Hostel on the Island providing accommodation, a Bord Fáilte approved campsite, a good amount of self-catering accommodation, tourist information/craft shop, shops, restaurant, public house, and a goat farm on the island.
- 2.26.15 The island lacks a banking facility and the possibilities of providing an ATM should be investigated which would benefit residents and visitors given the island's distance from the mainland.
- 2.26.16 There is a need to build capacity and support the development of business infrastructure on the island. Therefore, it is important that provision is made for incubator type business units. These units could accommodate micro-enterprise and home working in the areas of translation and language tuition, green energy initiatives, food industry, agriculture and marine/fisheries related industries.
- 2.26.17 In order to build on the unique cultural assets of the island, it will be important to encourage the development and promotion of cultural tourism packages where tours and activities can be combined with language tuition. Similar packages based on developing the bird watching potential of the island based on the existing Birds Observatory or sea angling and other marine related activities need consideration. This plan recognises the importance the further development of land and water-based leisure activities has; to the future economic development of the island.
- 2.26.18 Planning permission has recently been granted for the provision of an integrated whiskey distillery and a visitor centre / shop which will further enhance the island's tourism potential.

## **Social and Community Facilities**

- 2.26.19 There is one primary school on the island located in the South Harbour which has 13 students and 2 teachers. The Island has a pre-school and after school facility and also a library service with free internet access for members. Students from the island attend secondary school on the mainland in Rosscarberry, Schull and Skibbereen. Oileán Chléire is home to two Irish colleges, which attract Irish language students to this Gaeltacht community. The presence of the colleges is a strong asset to the island, attracting long-stay visitors to the island for courses and is also of benefit in terms of facilities on the island, particularly spaces for sports and other events.
- 2.26.20 There are significant opportunities arising from the Irish language product on the island for tourism and educational enterprise. The island has an established reputation for its Irish language schools, and this can be built on with a focus on encouraging language events on the island outside of the busy summer season. There are opportunities in this area outside of the 'summer language school' arena – for example, a tour operator on Sardinia, Italy provides walking tours of one of the towns while teaching visitors basic Italian and a similar concept could apply to walking tours and other outdoor activities on Oileán Chléire.
- 2.26.21 Other opportunities to support the island include the potential for intensive adult education weekend courses, which would improve the viability of tutor provision from the mainland. The new Irish College has a football pitch in front of it and the hall in the college is used for badminton during the winter. There is a playground in the yard behind the pre-school. There is no public playground on the island. The doctor visits once a month and there is a permanent nurse's clinic on the island run by HSE.
- 2.26.22 There is a heritage centre which includes a museum, exhibition area and archive dealing with island life and sea related issues.
- 2.26.23 This plan will seek to maintain the existing community facilities and where possible expand the range of sports facilities available on the island. The retention and improvement of social and community facilities on the island needs to be highlighted. It is important that new facilities are encouraged to locate close to or adjoining existing community facilities. The Council will investigate the possibility of providing permanent facilities for a social services centre, library, and a public playground. Such a facility should be ideally located around the South or North Harbour.



## Infrastructure

- 2.26.24 The island is accessed via a 45-minute ferry ride from Baltimore; one ferry operates year-round, and additional summer ferries operate from Baltimore and Schull. There is a permanent crane on the ferry to take goods on and off the ferry at the piers. The island has its own rural transport bus service that meets people from the ferry as well as a helipad used for the emergency services.
- 2.26.25 There are four main piers at the island. The main access point is known as North Harbour (Trá Chiaráin), which is owned and maintained by the Department of Agriculture Food and the Marine. The harbour acts as a base for passenger ferries between the Island and Baltimore and Schull and also caters for some cargo ferries. Fishing vessels and leisure craft also use the harbour. Within North Harbour, there are three piers; the middle pier (generally used by ferries and yachts), the dock (which is used by fishing boats and ferry service mainly during winter) and the outer pier (the Bull's Nose), which was in a poor state of repair and vessels were no longer permitted to berth there. However the North Harbour piers have now been subject to a substantial €4.3M investment which includes a 70m slipway, automated hydraulic storm gates (12x8m) and reconfiguration of the existing harbour entrance. The Department of Agriculture Food and the Marine also have proposals to build a 65 m long pontoon at the North Harbour.
- 2.26.26 It is important to ensure that port access facilities on the island and the mainland are retained and improved. Access to the island would also benefit from improvements to the pier at Baltimore. Barges and RoRo traffic can access the island via Cuas an Duglais, which is maintained by Cork County Council. There are two other piers on the island – Foilcoagh and South Harbour. There is a need for a deepwater slip at North Harbour to accommodate RoRo traffic and the feasibility of such a project should be investigated.
- 2.26.27 Oileán Chléire has a total of 10 km of mostly tarred roads with some steep sections east of the harbours. Provision of proper passing bays at regular intervals would greatly improve the efficiency of the road network. Significant road widening works were carried out in recent years to improve road access between the north and south harbours.
- 2.26.28 There is a Rural Bus Service consisting of a minibus which meets the ferry and brings people around the island and also includes a school service. The minibus has to be brought to the mainland for servicing and repair. There are no footpaths and limited public lighting on the Island. Additional footpaths and public lighting are required in particular around the north and south harbours to improve pedestrian safety.
- 2.26.29 There is a high-speed Broadband service and mobile phone coverage is also available on the island. Electricity connection is from the mainland via an undersea cable and the island operates an independent diesel-powered generator for use during power cuts.
- 2.26.30 There is no waste water treatment plant for the island. Waste water is treated on an individual basis by septic tanks or waste treatment plants. There are public toilets located near the pier.
- 2.26.31 The need to provide a reliable all year-round water supply is very important for the island. The provision of water supplies is not from the mainland but are supplied locally. There are 5/6 bored wells with the water pumped to tanks on high ground in the Island which require 30/40,000 gallons in 24 hours. There is a desalination plant in place which will be connected to the network; this will be used to supplement the existing water supply. The supplies are at capacity especially in the summer months. There is a need to provide an adequate drinking water supply all year round on the island. Therefore, there is a need to upgrade the public water supply on the island, with mains replacement the first priority in this regard.
- 2.26.32 Domestic waste is collected centrally in the harbour and removed by the islanders to meet the Cork County Council waste collection service in Baltimore and there are recycling facilities on the island. The need to improve waste recycling facilities on the island needs consideration. Waste reduction should be encouraged and there would be merit in providing a glass crusher and paper baler in line with the systems operated on Bere Island given the distance and cost of transporting waste to the mainland.

## Biodiversity and Heritage

- 2.26.33 The Gaeltacht culture is a key attraction for visitors to the island, thus contributing much to the economy of the island and is also important on a social level. The continued support to the island in terms of its Gaeltacht role is necessary as the integrity of Gaeltacht areas comes under pressure despite resurgence in interest in the Irish language nationally in recent years.
- 2.26.34 To further protect the Gaeltacht nature of the island, a number of measures are proposed. The annual storytelling festival should be supported as this represents a popular and unique cultural event in the area. Oileán Chléire reaps most benefits from its cultural assets and for this reason a cultural action plan should be set out for the island to ensure this resource is protected and developed in an appropriate manner.
- 2.26.35 The island is located within the Roaringwater Bay and Islands Special Area of Conservation (SAC site code – 0101) and a proposed Natural Heritage Area (pNHA site code – 0101). The whole island is designated as a High Value Landscape in the plan. There are no designated scenic routes on the island. There is one structure on the island at the north harbour (Ballyeiragh) that is entered on the Record of Protected Structures (RPS No. 00851 Templekieran - in ruins). There is one Area of Geological Interest on the island at Foilcoagh Bay (Devonian marine fossils in continental succession).

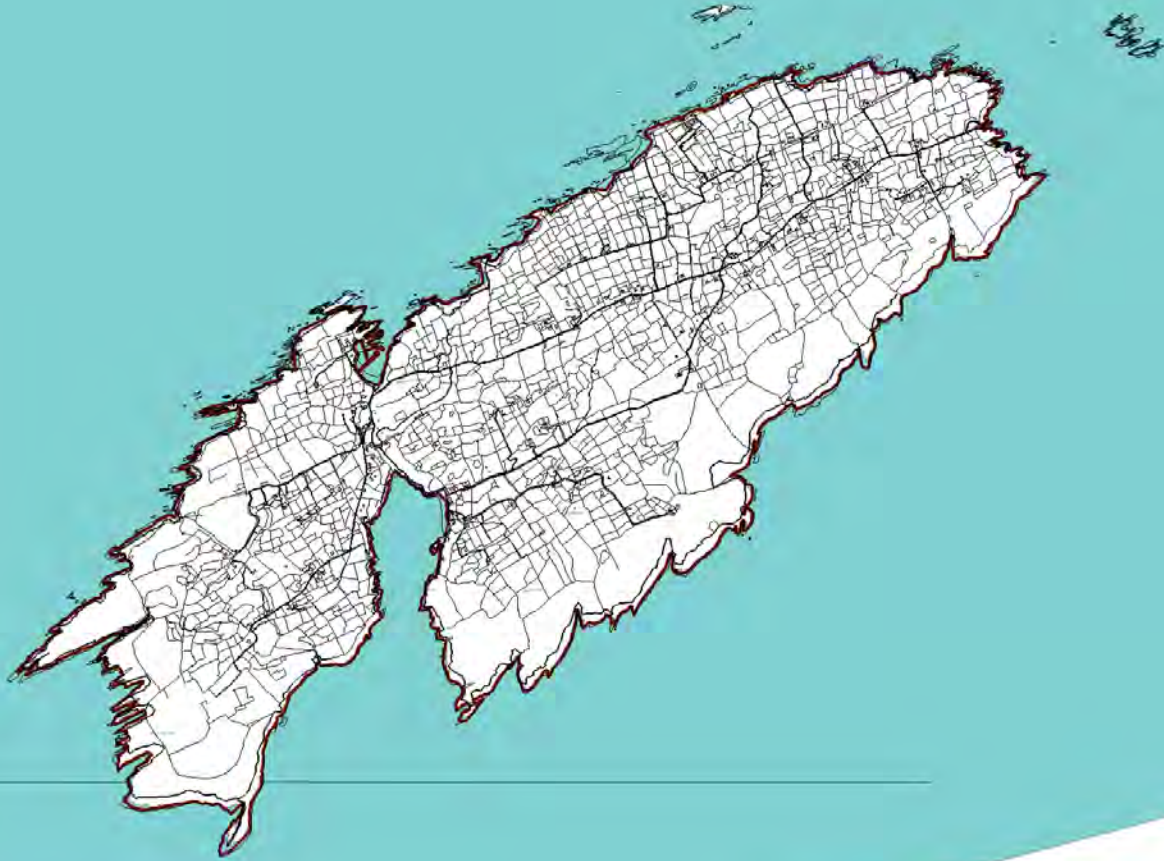
- 2.26.36 In relation to Water quality, wastewater discharges at present to Roaringwater Bay which according to the South Western River Basin District (SWRBD) plan is a 'Natura 2000 site (SAC) and a protected area. According to the SWRBD Plan, the overall status of the Roaringwater Bay 'Transitional and Coastal Waters' is 'moderate'. The treatment of wastewater in Oileán Chléire should conform with the requirements outlined in GO-01(b), which will contribute to the improvement of water quality, to 'good status' by 2021.
- 2.26.37 The island needs to build on its key heritage and cultural assets while ensuring that development proposals comply with the need to protect the sensitive environmental characteristics of the island.

### General Development Objectives

County Development Plan Objective General Development Objectives for Oileán Chléire	
Objective No'	Description
GDO-01	Development of clustered housing or employment uses should normally be located in or within a short walking distance of the North and South Harbour.
GDO-02	Encourage the provision of a small scale sheltered housing scheme for the elderly located adjacent to existing community facilities.
GDO-03	Support and Promote sustainable economic development on Oileán Chléire.
GDO-04	Much of Oileán Chléire lies within the Roaringwater Bay and Islands SAC and within the Roaringwater Bay and Islands proposed Natural Heritage Area. Development on the island shall be compatible with the protection of these sites [Refer also to GO-01(c)].
GDO-05	Provision of small-scale incubator business units on suitable sites subject to provision of adequate infrastructure, good quality design and landscaping of the site. [Refer also to GO-01(c) and GDO-04].
GDO-06	Encourage the provision of additional facilities required to develop in an appropriate manner the islands cultural and ornithological assets. [Refer also to GO-01(c) and GDO-04].
GDO-07	Promote the development of land and water-based leisure activities. [Refer also to GO-01(c) and GDO-04].
GDO-08	Review finding of study on Bull's Nose pier in relation to options for repair and liaise with other agencies on pier repair and improvements.
GDO-09	Upgrade the water supply network.
GDO-10	Investigate the feasibility of providing passing bays at appropriate locations on the island's road network.
GDO-11	Encourage the implementation of the Waste Management Plan for the island.
GDO-12	Implement small public realm improvement projects at the main development clusters.
GDO-13	Investigate the potential for the development of a deep-water slip at North Harbour. [Refer also to GO-01(c) and GDO-04].
GDO-14	Consider potential for a recycling facility on a suitable site.
GDO-15	Continue to invest in harbour infrastructure both on the island and at mainland access points at Baltimore and Schull. [Refer also to GO-01(c) and GDO-04].
GDO-16	Support provision of a suitable building/space to locate permanent facilities for an accessible social services centre, library services and playground in consultation with other agencies and representative organisations from the island community.



# Oiléan Chléire



**Zoning &  
Specific Objectives**

-  Flood Zone A
-  Development Boundary

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## 2.27 Sherkin Island

### Vision and Context

- 2.27.1 The strategic aims for Sherkin Island are to ensure that the island community can pursue their economic social and cultural development, preserve, and enhance their unique cultural heritage and engage in viable socio-economic development in order that the permanent population will be sustained and further increased.
- 2.27.2 Sherkin Island, the ancestral home of the O'Driscoll clan, is one of the most accessible islands in the country as it is located only 10 minutes ferry journey from Baltimore. It is also one of an archipelago of islands comprising the inhabited islands of Oileán Chléire, Heir and Long and numerous un-inhabited islands at the head of Roaringwater Bay.
- 2.27.3 The island has a variety of landscapes, panoramic views of the Atlantic and some of the finest sandy beaches in the County. The flora and fauna of the island are unique, and the fifteenth century Franciscan Abbey is a fine example of medieval monastic architecture. The island is frequently visited by day trippers using the ferry boat from Baltimore and Cunnamore, both of which have regular trips throughout the summer months to the pier on the eastern shoreline. However, the increase in development and tourist related activity must be balanced against the environmental sensitivity of the island.
- 2.27.4 The island has a temporary marina for yachts and pleasure craft, situated on the eastern coastline, north of the pier. Yacht and boat charters are available in the summer months. Activities based on the island include sailing, rib boat trips, sightseeing, island hopping, eco trips and boat charters.
- 2.27.5 The services and facilities on the island include a church, hotel, public house, summer takeaway/coffee shop, small heritage centre and the community centre which includes the library and public toilets. The existence of a hotel and hostel on the island is an asset for Sherkin in terms of providing a choice of accommodation and providing other facilities. There are no guesthouses/B&Bs on the island at present and there are a small number of houses available to rent for self-catering holidays.

### Planning Considerations and Proposals

#### Population and Housing

- 2.27.6 The key issue is the need to stabilise and increase the permanent population on the island. In terms of population trends, the overall population living on Sherkin Island has risen since 2006 which is important as a decline in population has implications for the future sustainability of island life and for the economic activities and social and cultural characteristics that define it.
- 2.27.7 There is evidence of an ageing population on the islands, which has implications for sustainable populations in future and for service providers, particularly those involved in supporting older people. These trends also point to a need to make the islands an attractive area for young adults and families to reside. Household sizes on the islands are generally low and in decline. The issue of a declining and ageing population on the West Cork Islands is a particularly important issue.
- 2.27.8 The pattern of development on Sherkin is generally dispersed; however, the island does have one cluster of housing called 'The Lane', which

Table 5.2.40: Sherkin Island Population Census Results

1996	2002	2006	2011	2016
98	129	106	114	111

- 2.27.9 During the last plan period most housing provision has taken the form of individual dwellings. The key issue is not the number of houses that are built on the island but the need to encourage growth in the permanent all year-round population on the island. The growth of holiday home or second homes can have a serious adverse effect on the vibrancy and sustainability of island communities and needs to be carefully controlled.
- 2.27.10 The key issue for the island is the need to reverse long term population decline, stabilise and increase the permanent population. The key elements in achieving this are to provide access to affordable housing for permanent residency, expand the productive economy, improve infrastructure, and access to the Island and improve access to social, cultural, and recreational facilities.
- 2.27.11 The Council will support development that contributes to retention of the year-round population on the island, has clear and identifiable economic and social benefits (that endures beyond the construction phase, and that is compatible with the capacity of the local community to accommodate it).

- 2.27.12 The remoteness of islands is an attraction to some holiday makers and there may be a future increase in investment in second homes. However, these can have a serious adverse effect on islands where natural population base is already fragile.

### **Economy and Employment**

- 2.27.13 In terms of economic activity, there is some beef farming and fishing activities are dominated by shrimp, lobster and oyster catching. The lack of suitable marine infrastructure creates additional costs. Uncontrolled intensification of the fishing effort, particularly regarding shrimps is considered the main threat.
- 2.27.14 The island is also home to the Sherkin Island Marine Research Station, which is not open to the public. Other economic activities on the island include production of arts and crafts for sale on the mainland and island.
- 2.27.15 It is noted that employment on the islands can tend to be mixed, with residents participating in different activities during relevant seasons for fishing, farming, and tourism for example.
- 2.27.16 There is a need to build capacity and support the development of business infrastructure on the island. Therefore, it is important that provision is made for incubator type business units. These units could accommodate micro-enterprise and home working in the areas of green energy initiatives, food industry, agriculture and marine / fisheries related industries.
- 2.27.17 The further development of land and water-based leisure activities will be an important element of the future economic development of the island. This plan will also support improvements to marine infrastructure on the Island. The island would benefit from the extension of the 'Blue Way' Skibbereen to Baltimore water activity trail.

### **Social and Community Facilities**

- 2.27.18 The primary school on the Island recently closed which highlights the importance of attracting young families to live on Sherkin. Island children of secondary school age attend schools in the nearby mainland towns, including Skibbereen. There is a church on the Island and library facilities are also available on Sherkin. There are current proposals to replace the existing community hall with a new building. Community transport on Sherkin helps improve the accessibility of the community facilities on these islands, by providing transport to Sunday masses for example. A public health nurse visits the islands once a month.
- 2.27.19 The Level 8 Visual Arts Degree Honours Programme on Sherkin represents a unique example of successful outreach third level education. The course is accredited by the Dublin Institute of Technology (DIT) but is based on Sherkin Island. The course is a successful model for lifelong learning and access to education in rural areas. The course attracts high quality students and provides a welcome boost to the economy and vitality of Sherkin. As well as providing a visual arts degree course, the island has also developed a strong arts and crafts sector and together these assets offer a different economic and educational angle for Sherkin. There is also a strong craft sector on nearby Heir and a combined arts festival could be successful.
- 2.27.20 This plan will seek to maintain the existing community facilities and where possible expand the range of sports facilities available on the island.
- 2.27.21 Small-scale public realm improvements to include the provision of picnic-areas and designated viewing points should be encouraged at appropriate locations.
- 2.27.22 There is a need to ensure that existing community facilities are retained and that new facilities are provided where possible. The Council will support the provision of a multi-purpose community facility at an appropriate location subject to site suitability.

### **Infrastructure**

- 2.27.23 There are two piers on the island. Space is limited at the working pier in particular. Pier management plans should improve the use of these piers. The main ferry departure point for Sherkin is from Baltimore; approximately a ten-minute trip. Infrastructural improvements are required at Baltimore pier to improve services to the Island.
- 2.27.24 The road system which is approximately 9km in length comprises old narrow roads that need continual maintenance. Sherkin benefits from an on-island rural transport bus service, which meets every ferry.
- 2.27.25 There is limited footpath and public lighting provision on the island. Additional footpaths and public lighting are required to improve pedestrian safety.
- 2.27.26 Electricity is supplied from the mainland and telecommunication is also available. There is broadband availability within the Island.
- 2.27.27 There is no waste water treatment plant or assimilative capacity within the island. Waste water is treated on an individual basis by septic tanks or waste treatment plants. There are public toilets located at the Islanders Rest.

- 2.27.28 The island's water supply is from the mainland through a submarine pipeline from Lissheen and there are adequate mains pipes in the roads. Water supply is dependent on an upgrade of the Baltimore system to include the existing reservoir. Network and local improvements are also required.
- 2.27.29 There are recycling facilities on the island near the community centre on Sherkin Island, which is due for upgraded facilities. Dry recyclables are collected occasionally, and other refuse is sent to mainland for landfill as a load is filled. A waste storage building is planned, which would reduce costs of transporting waste off the island.
- 2.27.30 It is vital for the island's future that port access facilities are properly maintained and improved. There is also a need to improve water supply infrastructure on the island. The need to improve waste recycling facilities on the island needs consideration.

### **Biodiversity and Heritage**

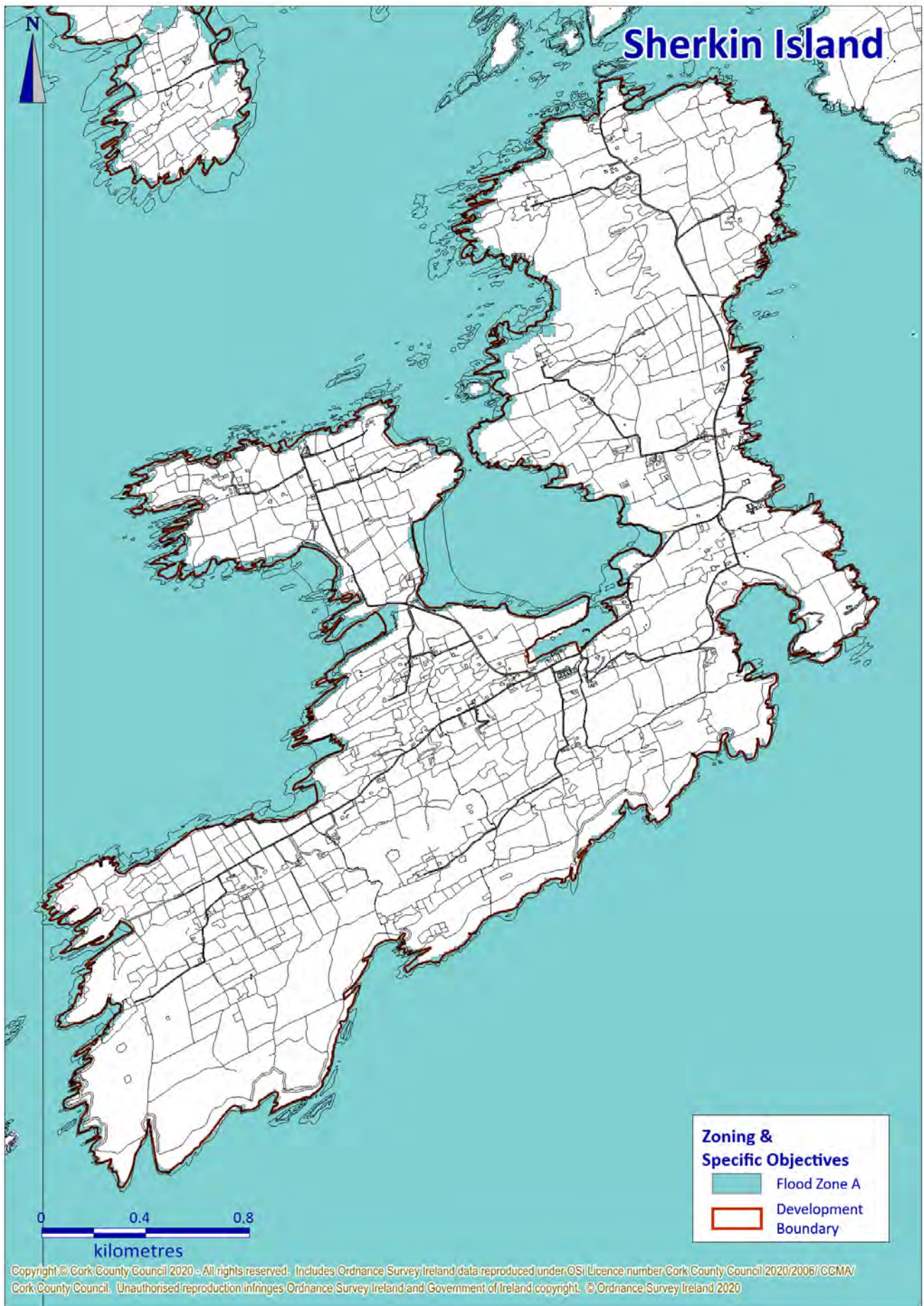
- 2.27.31 The island is located within the Roaringwater Bay and Islands Special Area of Conservation (cSAC site code – 0101) and a proposed Natural Heritage Area (pNHA site code – 0101). The whole island is designated as a High Value Landscape. There are no designated scenic routes on the island.
- 2.27.32 There are a number of attractive sandy beaches on the island, which are well signposted and offer good bathing, including Silver Strand, Cow Strand and Trá Bán. There are opportunities for sensitively designed public amenities and improved access to these beach areas.
- 2.27.33 The main sites of historical and cultural interest on Sherkin Island include the Old Friary just to the rear of the pier at the north of the island and Sherkin Abbey and graveyard which is located to the east of the island and has been substantially restored and renovated by the OPW over the last 20 years. The abbey has tourism potential as a visitor attraction. There are two structures on the island entered on the Record of Protected Structures, (RPS No. 00806 - Sherkin Island Abbey and RPS no. 00808 Dunalong Castle).
- 2.27.34 The island has a wealth of opportunities for those interested in marine biology, birdlife and other flora and fauna. There are good views of other islands and the mainland from Sherkin, which make the island attractive to visitors including walkers. Sherkin enjoys some of the most attractive landscape of the islands on a micro-scale with scenic views opening up from limited points on the island as the roads wind around the island's bays and inlets. There are proposals in place for two looped walks around the island. Walking and bird watching tours are available.
- 2.27.35 In relation to water quality, wastewater discharges at present to Roaringwater Bay and Baltimore Harbour / Ilen Estuary which according to the South Western River Basin District (SWRBD) plan is a 'Designated Shellfish Area' and Natura 2000 site (SAC and SPA) and a protected area. According to the SWRBD Plan, the overall water quality status of the Ilen Estuary 'Transitional and Coastal Waters' is 'Good'. According to the SWRBD Plan, the overall status of the Roaringwater Bay 'Transitional and Coastal Waters' is 'Moderate'. The treatment of wastewater in Sherkin Island should conform with the requirements outlined in GO-01(b), which will contribute to the improvement of water quality to 'Good' status by 2021.
- 2.27.36 The island needs to build on its key heritage and cultural assets to realise the undoubted tourism potential while ensuring that development proposals comply with the need to protect the sensitive environmental characteristics of the island.

### **General Development Objectives**

<b>County Development Plan Objective General Development Objectives for Sherkin Island</b>	
<b>Objective No'</b>	
GDO-01	Development of clustered housing or employment uses should normally be located in or within a short walking distance of the Harbour.
GDO-02	Much of Sherkin lies within the Roaringwater Bay and Islands SAC and within the Roaringwater Bay and Islands proposed Natural Heritage Area. Development on the island shall be compatible with the protection of these sites [Refer also to GO-01(c)].
GDO-03	Support and Promote sustainable economic development on Sherkin Island.
GDO-04	Provision of small-scale incubator business units on suitable sites subject to provision of adequate infrastructure, good quality design and landscaping of the site. [Refer also to GO-01(c) and GDO-02].
GDO-05	Further develop the marine leisure sector, particularly sailing, boat tours, diving, and kayaking. [Refer also to GO-01(c) and GDO-02].
GDO-06	Promote the development of land and water-based leisure activities.

**County Development Plan Objective  
General Development Objectives for Sherkin Island**

Objective No'	
GDO-07	[Refer also to GO-01(c) and GDO-02].
GDO-08	Improve marine infrastructure on the island as appropriate to reduce costs for those involved in fishing and aquaculture. [Refer also to GO-01(c) and GDO-02].
GDO-09	Further develop the arts as an economy on the island.
GDO-10	Upgrade and improve the water supply network.
GDO-11	Prepare pier management plans for island piers.
GDO-12	Implement small public realm improvement projects at the main development clusters.
GDO-13	Implement looped walking routes on the island. [Refer also to GO-01(c) and GDO-02].
GDO-14	Investigate feasibility for all-weather marina with boat yard.
GDO-15	Improve Sherkin Bring Site, provide waste storage building and continue to investigate appropriate and innovative solutions to waste management on the island.
GDO-16	Provide public amenities near the beaches. [Refer also to GO-01(c) and GDO-02].
GDO-17	Support provision of a multi-purpose community, art, health, indoor sports, crèche centre.
GDO-18	Support and expand the provision of educational facilities on the Island.





## 2.28 Whiddy Island

### Vision and Context

- 2.28.1 The strategic aim for Whiddy Island is to ensure that the island community can pursue their economic social and cultural development, preserve, and enhance their unique cultural heritage and engage in viable socio-economic development in order that the permanent population will be sustained and further increased.
- 2.28.2 Whiddy Island is located in Bantry Bay and lies close and is readily accessible to the main town of Bantry which is the main service centre for the area. The island is predominantly rural in character however there are a few key features on the island with the most significant piece of infrastructure being the oil terminal development which resides alongside a small resident population. The oil terminal, occupying the western end of the island, is an important component of the local economy. The pier and public house located to the south east of the island form the primary location for marine/ fisheries activities.
- 2.28.3 The island is approximately 5.6km long and 2.4km wide. The topography comprises gently rolling glacial till, with relatively fertile soil. As late as 1880 it had a resident population of around 450, mainly engaged in fishing and small-scale farming. Historically, the island shared the strategic significance of Bantry Bay's deepwater anchorage. It possesses a fortified battery built by the British authorities in Napoleonic times, following the French armada of 1796. The island was briefly used as a United States air base during World War 1.
- 2.28.4 Other points of interest on the island are the 15th century Reenavanny Castle, the remains of a WWI American Seaplane terminal, the former Whiddy Island National School, and an old church and graveyard.

### Population and Housing

- 2.28.5 The key issue is the need to stabilise and increase the permanent population on the island. In terms of population trends, the overall population living on Whiddy Island has generally declined steadily in recent years. A decline in population has implications for the future sustainability of island life and for the economic activities and social and cultural characteristics that define it. There is evidence of an ageing population on the islands, which has implications for sustainable populations in future and for service providers, particularly those involved in supporting older people. These trends also point to a need to make the islands an attractive area for young adults and families to reside. Household sizes on the islands are generally low and in decline. The issue of a declining and ageing population on the West Cork Islands is particularly important issue.
- 2.28.6 The population of the island is approximately 20 persons. This increases in the summer months with the occupation of island holiday homes. Census data demonstrates that Whiddy Island has suffered from consistent population decline over the last three decades.

Table 5.2.41: Whiddy Island Population Census Results

1986	1991	1996	2002	2006	2011	2016
41	34	34	29	22	20	18

- 2.28.7 During the last plan period most housing provision has taken the form of individual dwellings. The key issue is not the number of houses that are built on the island but the need to encourage growth in the permanent all year-round population on the island. The growth of holiday home or second homes can have a serious adverse effect on the vibrancy and sustainability of island communities and needs to be carefully controlled.
- 2.28.8 Recent development where it has occurred has primarily been in the form of single housing. Historically the pattern of island settlement is generally dispersed apart from a cluster of houses near the Kilmore lakes.
- 2.28.9 The key issue for the island is the need to reverse long term population decline, stabilise and increase the permanent population. The key elements in achieving this are to provide access to affordable housing for permanent residency, expand the productive economy, improve infrastructure, and improve access to social, cultural, and recreational facilities.
- 2.28.10 The Council will support development that contributes to retention of the year-round population on the island, has clear and identifiable economic and social benefits (that endures beyond the construction phase, and that is compatible with the capacity of the local community to accommodate it).

### Economy and Employment

- 2.28.11 Sheep and beef farming are quite prevalent on this island, which has some reasonable quality land. In terms of fishing and aquaculture, the island has capacity to build on the strong reputation of Bantry Bay for seafood. However, careful management of additional lines in Bantry Bay is required as there is a considerable amount of activity in this area already. The seafood festival run with Bere Island can help to promote the local produce. It is noted that employment on the

islands can tend to be mixed, with residents participating in different activities during relevant seasons for fishing, farming, and tourism for example.

- 2.28.12 The Conoco Philips Bantry Bay Terminals oil storage facility is a dominating feature at the south of the island. This SEVESO facility limits the potential for development on the island. Outside of its physical presence, it contributes to the specific character of Whiddy as it has served as a major employer for the Bantry area for a considerable number of years. The Health and Safety Authority should be consulted in relation to consultation distances for proposed developments in this area. The presence of the terminal on the island generates the existence of private facilities such as the car ferry, firefighting equipment etc. Some of these facilities are available for use by the public but there is scope to increase interaction between the terminal and the island community. The presence of the terminal places more pressure on the island road network than is the case on other islands and specific attention to road maintenance on Whiddy is needed. There are also holiday homes for rent on the island which provide some source of income to the area.
- 2.28.13 The islands heritage features are points of interest. A looped route is to be developed and this will attract additional walkers to the island. Bantry has been identified as a cycle hub by Fáilte Ireland and there may be potential to offer a short cycle route on Whiddy as part of the development of the hub. Bicycles hire on the island would facilitate visitors to explore the island. Small-scale marine leisure facilities may also serve as an attractive activity on the island.
- 2.28.14 The Bantry Blueway Trail offers a variety of looped water trails around Bantry Harbour. The network includes launch points, seven stop-offs, camping locations, and several points of interest starting at Abbey Slipway, and taking in Whiddy Island before moving across to Reenbeg Point and back via Railway Pier.
- 2.28.15 Along with Bere, Whiddy Island has a strong military history, containing three-gun batteries. There are opportunities for the military heritage theme on Whiddy to be developed in conjunction with proposed projects on Bere and elsewhere in Cork. Providing access to one of the batteries on the island in the long-term could open up opportunities for Whiddy in terms of employment and spin-off services. Generally, there is a need to examine historical sites on Whiddy with a view to improving safety and access.

### **Social and Community Facilities**

- 2.28.16 There are no health or education facilities on the island, and limited social opportunities, with the public house being the only facility. Outside of the public house, the island lacks a public building to facilitate community events, meetings, service providers visiting the island or provide visitor facilities or information. There is an identified need to resolve this deficit and the provision of such a facility should be a key goal for this island.
- 2.28.17 Facilities on the island include a public house, which opens at weekends and in the summer and also provides food, and the adjacent tennis court and concrete crazy golf course, used during the summer. Whiddy is generally attractive to walkers and there are good views of Bantry Bay, Chapel Island and the Beara peninsula from the island, particularly from its higher points. The specific provision of a public building would facilitate space for the public and other service provision. The old school could be suitable premises subject to the availability of funding for restoration.

### **Infrastructure**

- 2.28.18 The island is linked to the mainland by a ferry with return trips several times a day. As with many of the islands, mainland signposting for the island, departure point and ferry information, requires improvement. Given that there are two ferry departure points for the island, the current situation may be confusing for visitors. The private oil terminal ferry and a car ferry also operated by the terminal run from the Abbey Slip further east along the coast from Bantry pier, where the public passenger ferry to the island operates from. Berthing facilities near the island pier could be improved and there are some repair works required. A pier management plan would assist in identifying issues to be addressed and securing implementation. There is no wastewater infrastructure and limited water supply.

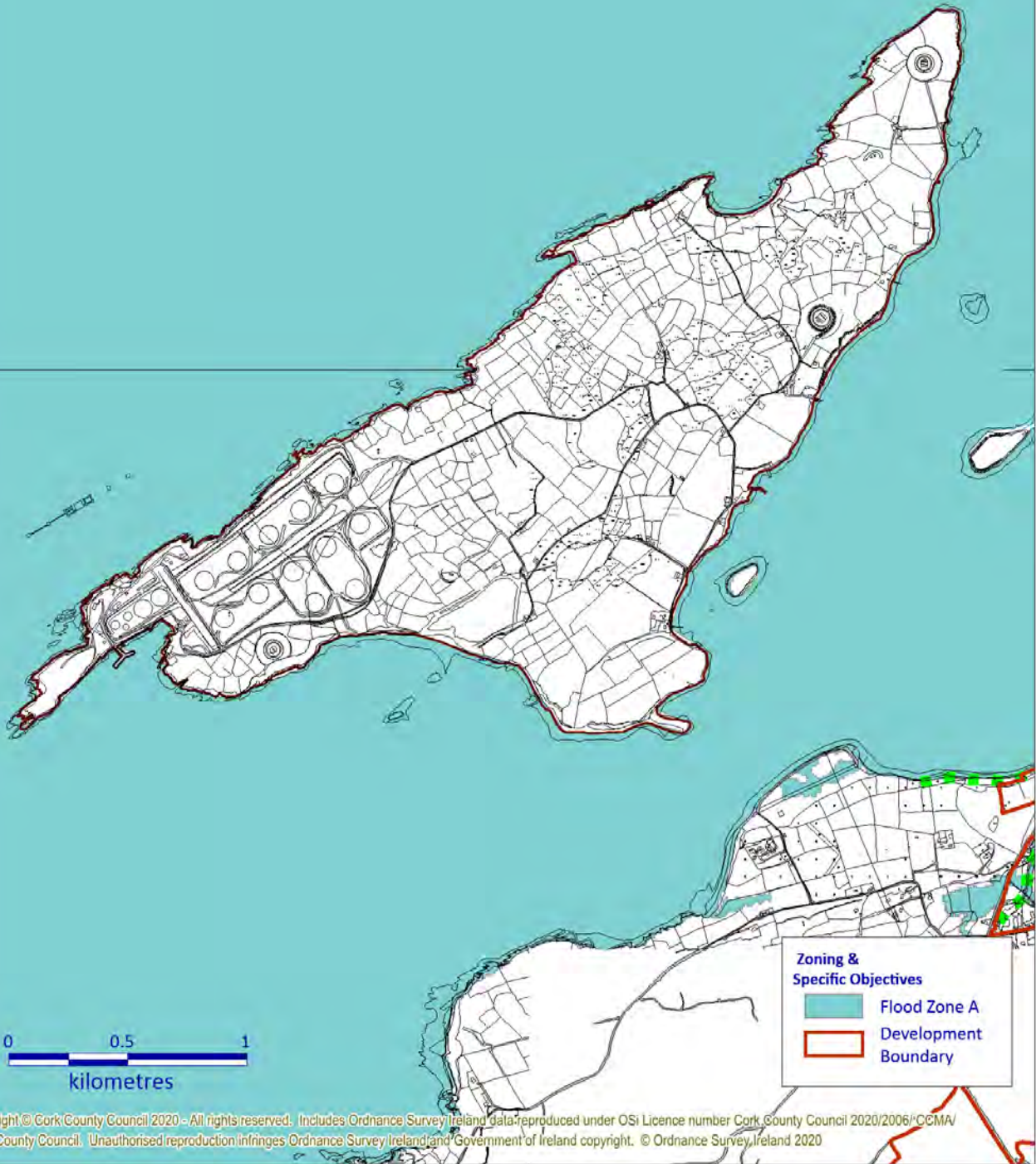
### **Biodiversity and Heritage**

- 2.28.19 A small southern part of the island, Cusroe, is proposed as a Natural Heritage Area (NHA). Two sets of artillery fortifications and Reenavanny Castle are included in the Record of Protected Structures. The whole island is designated as a High Value Landscape. There are no designated scenic routes on the island.
- 2.28.20 In terms of Water Quality Whiddy Island is located directly adjoining a protected bay area, which is a 'Designated Shellfish Area'. According to the South Western River Basin District (SWRBD) plan the overall status of these 'Transitional and Coastal Waters' is 'high'. Overall Groundwater Status in the area is described as 'good' with an overall objective to 'protect'. The treatment of wastewater in Whiddy Island should conform with the requirements outlined in the objectives in GO-01(b) which will contribute to the improvement of water quality to 'good status' by 2021.

## General Development Objectives

County Development Plan Objective General Development Objectives for Whiddy Island	
Objective No'	
GDO-01	Support the development of further infrastructure on the island including the provision of improved information signage at the ferry departure points car parking and the expansion of other public amenities.
GDO-02	Support the preparation and implementation of a pier and harbour management plan for the access points on the island and on the adjoining mainland.
GDO-03	Support the sustainable provision of a multi-purpose Community Centre for the Island.

# Whiddy Island



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## 2.29 Villages and Other Locations

### Villages

#### Introduction

2.29.1 There are 15 villages in the West Cork Municipal District as follows; Ahakista, Allihies, Ardfield, Ardgroom, Ballinascarthy, Ballylickey, Castletownshend, Crookhaven, Drinagh, Eyeries, Glandore, Goleen, Kealkill, Kilcrohane, and Shannonvale. Further details on the role of villages are given in Volume One of this Plan.

#### Ahakista

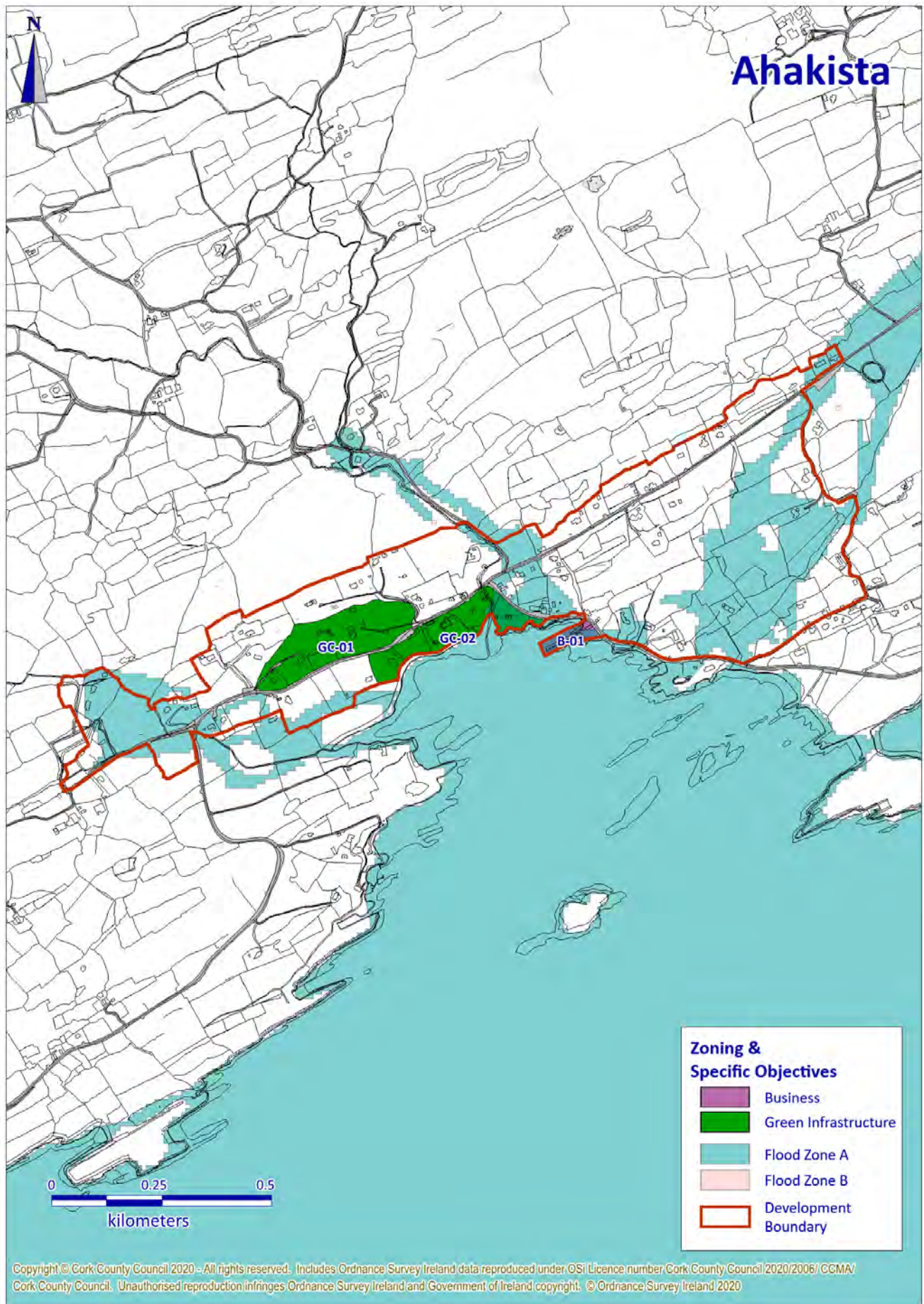
2.29.2 The vision for Ahakista as a village is to encourage and consolidate small scale sympathetic development within this unique and sensitive landscape setting along the Sheeps Head Peninsula. To promote the expansion of community and tourist services and facilities while maintaining and restoring the environmental quality of the area through the provision of appropriate infrastructure.

#### Development Boundary Objectives

Development Boundary Objectives for Ahakista	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 5 additional dwelling units during the plan period.
DB-02	The development boundary for Ahakista is adjacent to Sheeps Head to Toe Head Special Area of Conservation. Development in this settlement will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of this site.
DB-03	Restrict development to the seaward side of the coast road between Ahakista and Durrus.
DB-04	Protect the sensitive setting of the village and to encourage a high standard of design generally within the settlement which respects the character of the area and sense of place of the village and to seek the retention of existing landscape features of the area.
DB-05	Development shall be designed to a high standard and reinforce the character of the area given the setting of the landscape. The Cork Rural Design Guide should be consulted in this regard.
DB-06	Support the development of tourism/community and other forms of indigenous employment uses within the village where they can be suitably integrated into the setting of the village.
DB-07	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b><u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u></b>

## Specific Development Objectives

Specific Development Objectives for Ahakista		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
Green Infrastructure		
GC-01	Retention and reinforcement of dense tree covering and parkland quality of the area. Built development will not normally be acceptable.	3.5
GC-02	Retention and reinforcement of dense tree covering and parkland quality of the area. Built development will only be acceptable where it retains this quality. *	2.5
Business		
B-01	Business Development. Marine related development only. Visual impact to be minimised. *	0.4



## Allihies

- 2.29.1 The vision for Allihies is to encourage and consolidate sympathetic development in this colourful village within this unique and sensitive landscape setting. To promote the incremental expansion of community and tourist services and facilities while maintaining and restoring the environmental quality of the area through the provision of appropriate infrastructure.

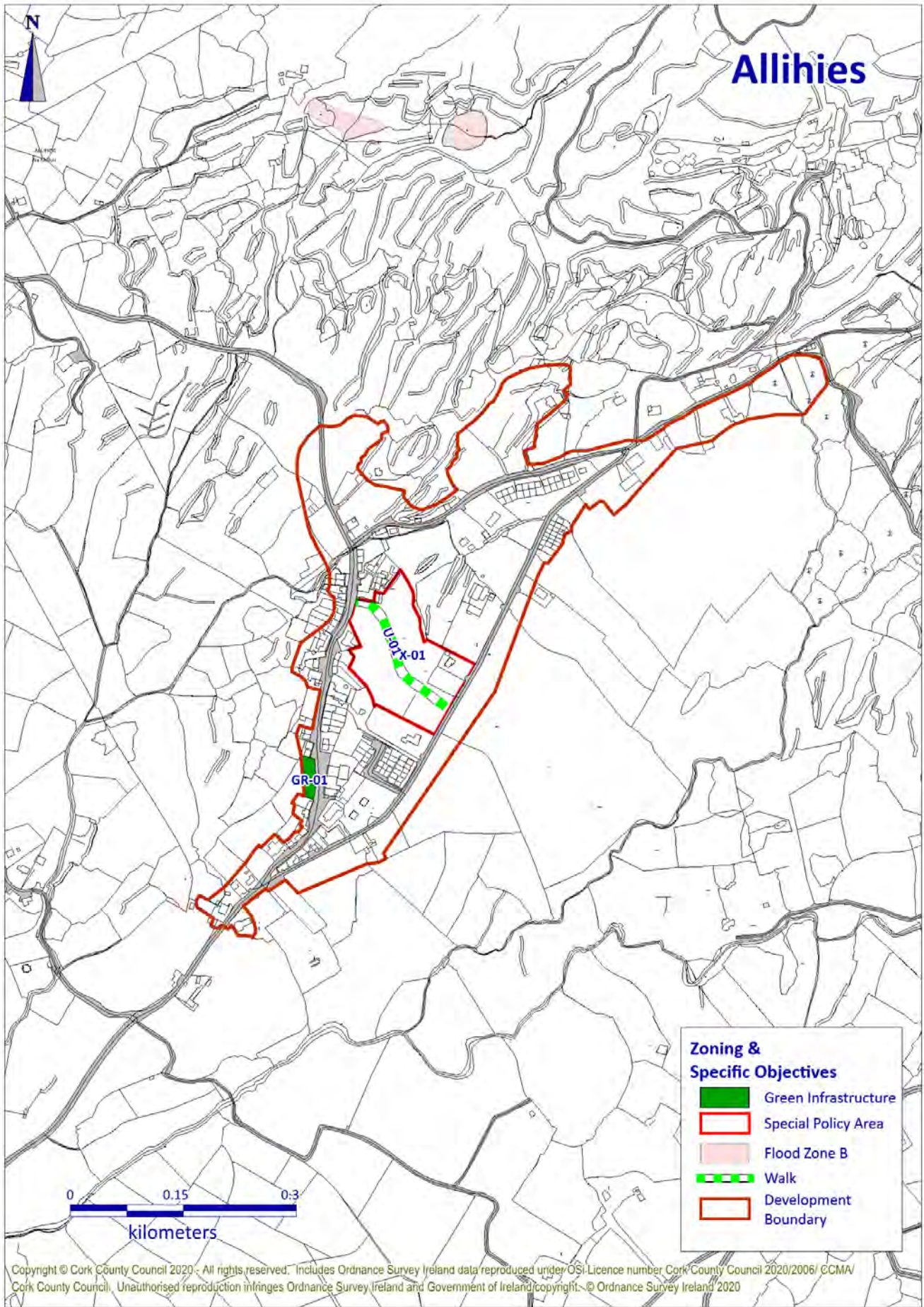
### Development Boundary Objectives

Development Boundary Objectives for Allihies	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 10 additional dwelling units during the plan period.
DB-02	Protect the sensitive setting of the village and encourage a high standard of design generally within the village which respects the character of the village and sense of place.
DB-03	Encourage the redevelopment/refurbishment of existing housing stock particularly vernacular dwellings.
DB-04	Encourage the realignment of the R575 from the Bealbarniss Gap and the realignment and improvement to the local roads L4904 and L4905 as important village entrances.
DB-05	Support the provision of a safe pedestrian and cycle link between the village and Ballydonegan Beach during the lifetime of the plan.
DB-06	Support the development of tourism and other forms of indigenous employment uses within the village where they can be suitably integrated into the setting of the village.
DB-07	Identify a requirement for an accessible off street parking solution within walking distance of the village.
DB-08	Maintain and expand the existing community facilities available in the village.
DB-09	Allihies is located close to the Kenmare River SAC and the settlement adjoins Beara Peninsula SPA. Development in the village shall be compatible with the protection of these sites.
DB-10	Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels.
DB-11	To ensure the protection of the intrinsic characteristics, features, views, and vistas of the natural, rural, and mining landscape of the Allihies Basin in the townlands of Caminches, Killough East; Cahermeeleboe; Kealogue; Cloan; Allihies; Knockroe West; Ballydonegan and Coom.
DB-12	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b><u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u></b>



## Development Objectives

Specific Development Objectives for Allihies		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Green Infrastructure</b>		
GR-01	Preserve the open nature of this site for its potential recreational value and spectacular views of the sea and surrounding landscape.	0.1
<b>Special Policy Area</b>		
X-01	Area for tourist related facilities (including accommodation for holiday lettings) and/or residences (permanent occupation or second homes), subject to provision of pedestrian and cycle route (U-01) through the site.	1.9
<b>Utilities and Infrastructure</b>		
U-01	Indicative pedestrian and cycle route linking the two existing roads	-

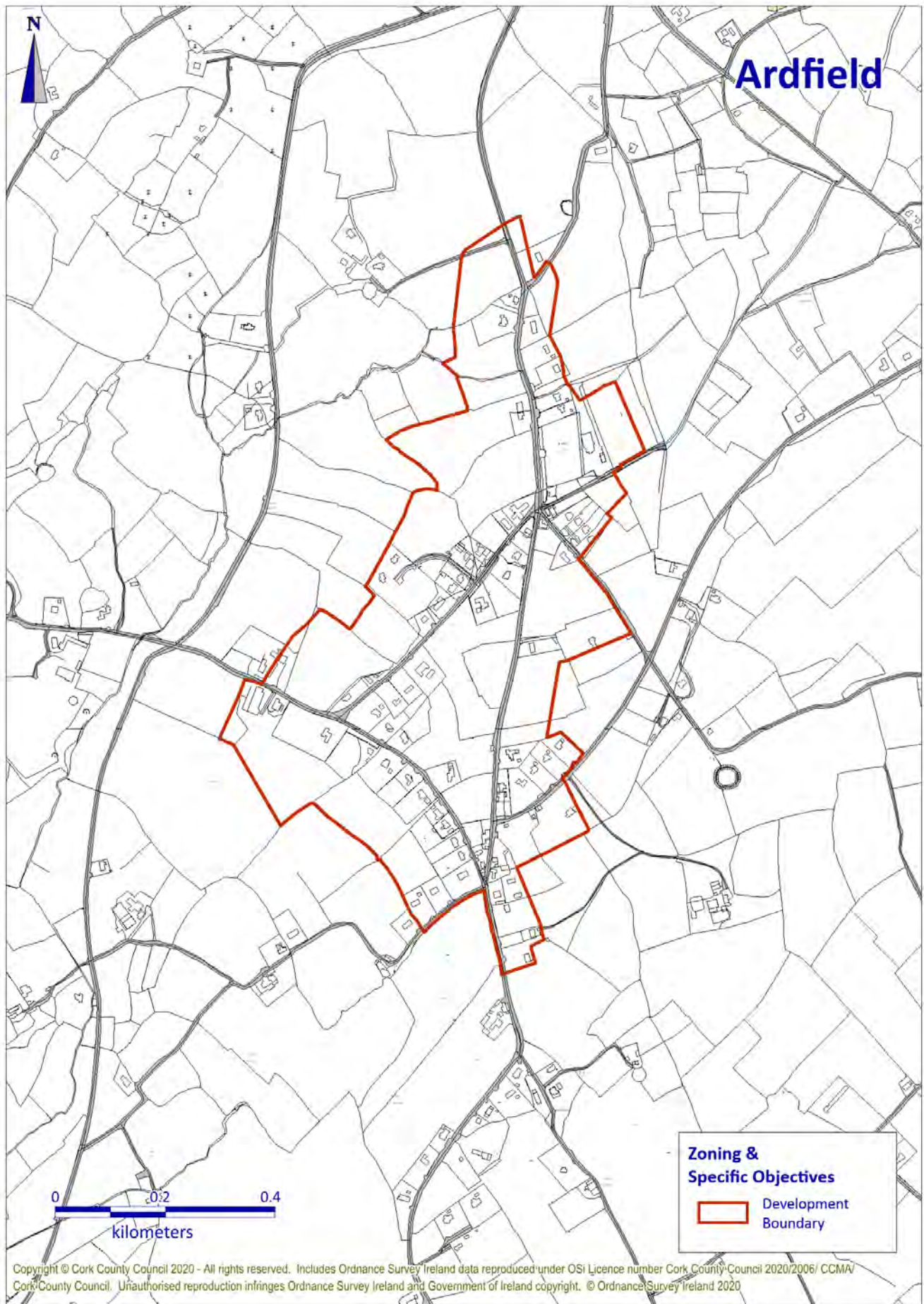


## Ardfield

2.29.2 The vision for Ardfield is to promote sympathetic development in tandem with the provision of infrastructure and services together with preserving the unique character of the settlement.

### Development Boundary Objectives

Development Boundary Objectives for Ardfield	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 15 additional dwelling units during the plan period.
DB-02	Other uses which are important to the viability and vitality of the village, including small-scale convenience uses should be located within the core of the village. Other business development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.
DB-03	Support the development of tourism/community and other forms of indigenous employment uses within the village where they can be suitably integrated into the setting of the village.
DB-04	Protect the sensitive setting of the village and encourage a high standard of design generally within the settlement which respects the character of the area and sense of place of the village.
DB-05	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b><u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u></b>



## Ardgroom

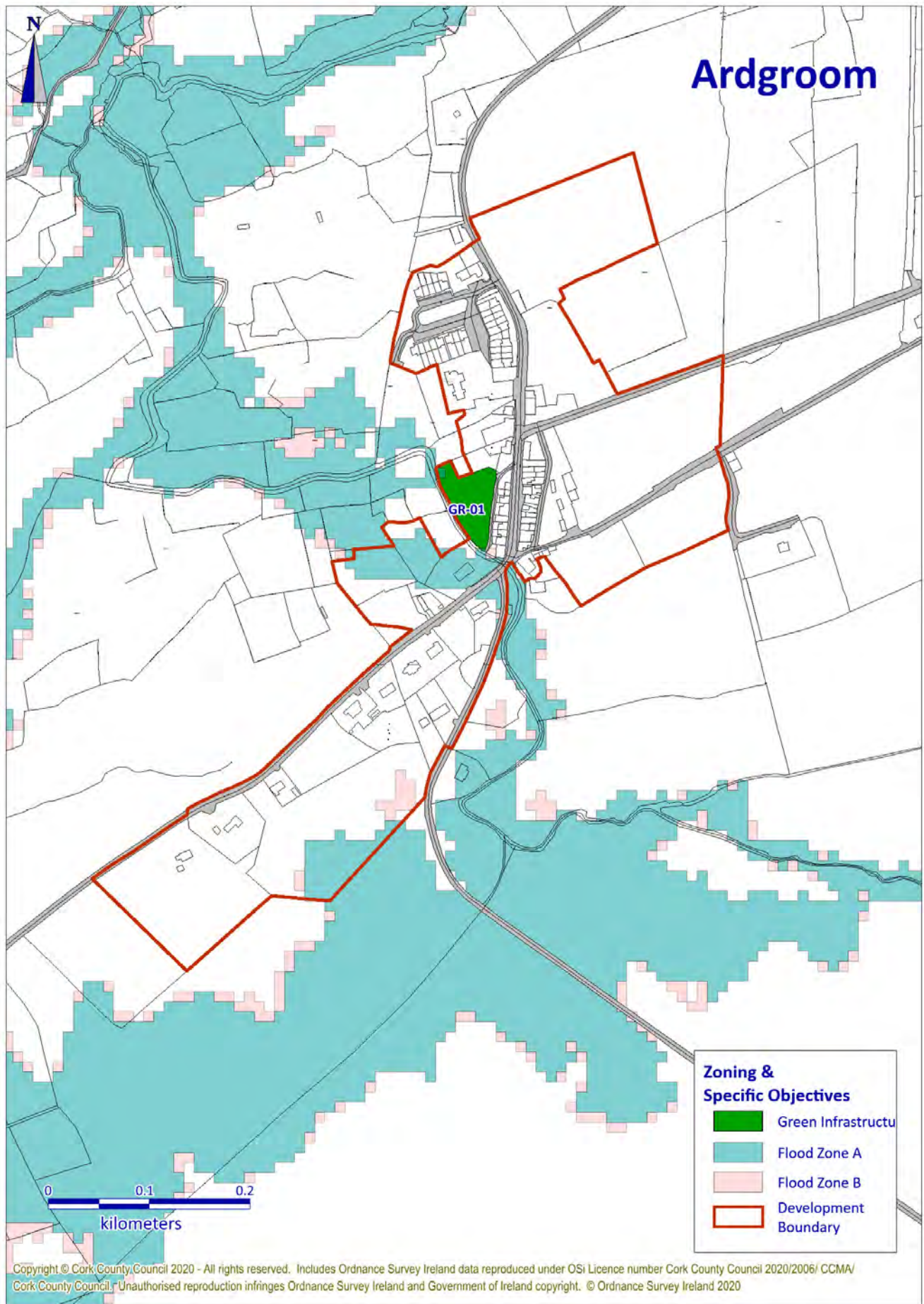
- 2.29.3 The vision for Ardgroom is to encourage and consolidate sympathetic development in this colourful village within its sensitive landscape setting. To promote the incremental expansion of community and tourist services and facilities while capitalising on available infrastructure.

### Development Boundary Objectives

Development Boundary Objectives for Ardgroom	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 5 additional dwelling units during the plan period.
DB-02	Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. The current source of drinking water for Ardgroom is Glenbeg Lough which lies within the Glanmore Bog SAC. Increased abstraction from the lake is likely to adversely impact the SAC. New development will not be permitted where it requires a connection to the public water supply and would result in an increase in the volume of water required to be abstracted from Glenbeg Lough.
DB-03	Ardgroom adjoins the Kenmare River SAC and the settlement boundary overlaps with the boundary of the Glanmore Bog SAC. Development in the village shall be compatible with the protection of these sites.
DB-04	Support the development of tourism/community and other forms of indigenous employment uses within the village where they can be suitably integrated into the setting of the village. During the lifetime of the plan it is the intention of the Council to identify potential sites for community/recreational facilities.
DB-05	Encourage the redevelopment/refurbishment of existing housing stock particularly vernacular dwellings.
DB-06	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b><u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u></b>

### Specific Development Objectives

Specific Development Objectives for Ardgroom		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
Green Infrastructure		
GR-01	Open Space, providing visual amenity and informal public recreation. Retain and promote openness, seating, native trees, and shrubs of local origin on lands adjoining river [Refer also to GO-01(d), DB-05 and DB-07]	-



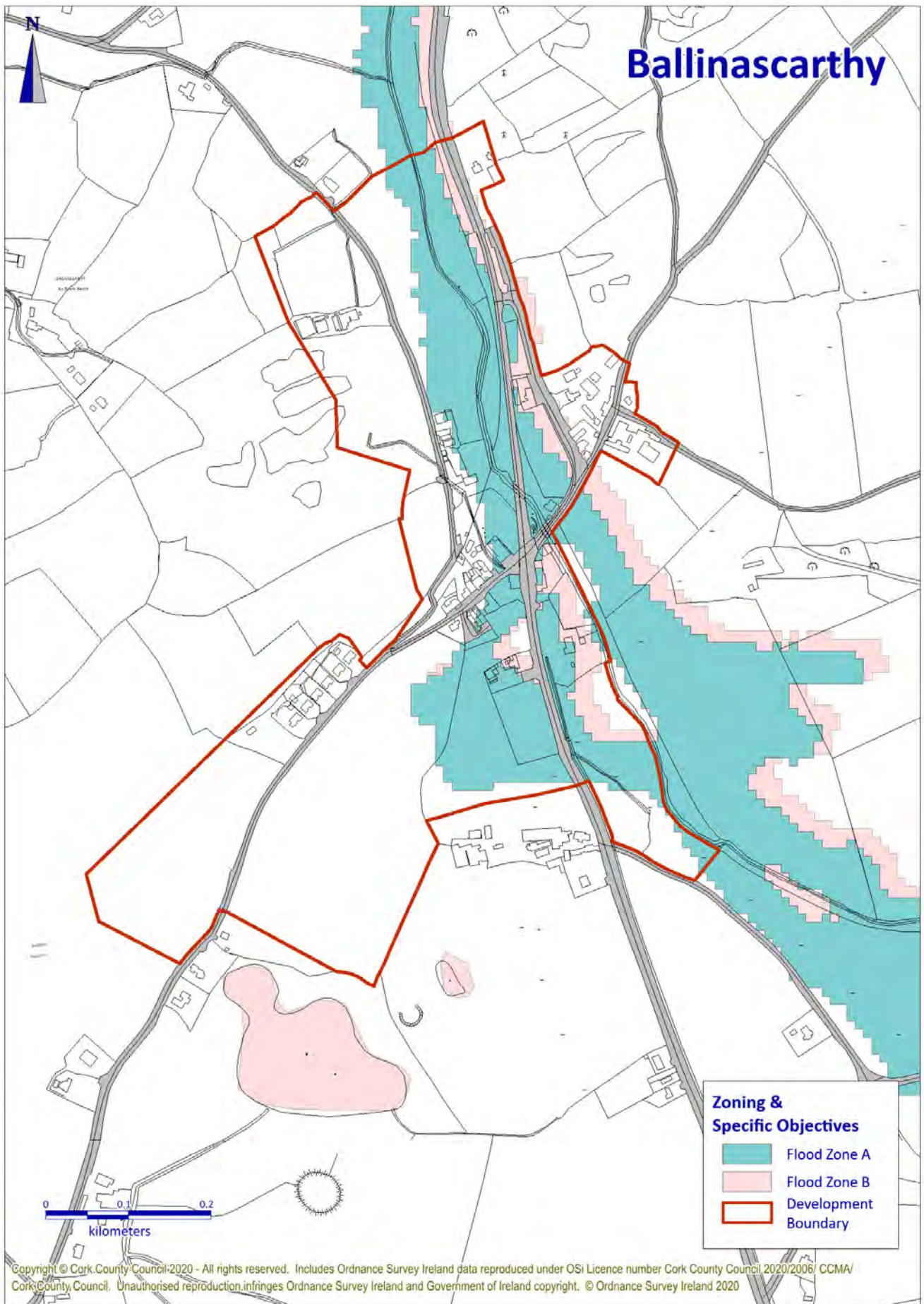
## Ballinascarthy

2.29.4 The vision for Ballinascarthy is to promote sympathetic development in tandem with the provision of services together with preserving the character of the settlement.

### Development Boundary Objectives

Development Boundary Objectives for Ballinascarthy	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 10 additional dwelling units during the plan period.
DB-02	Other uses which are important to the viability and vitality of the village, including small-scale convenience uses should be located within the core of the village. Other business development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.
DB-03	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b><u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u></b>

# Ballinascarthy





## Ballylickey

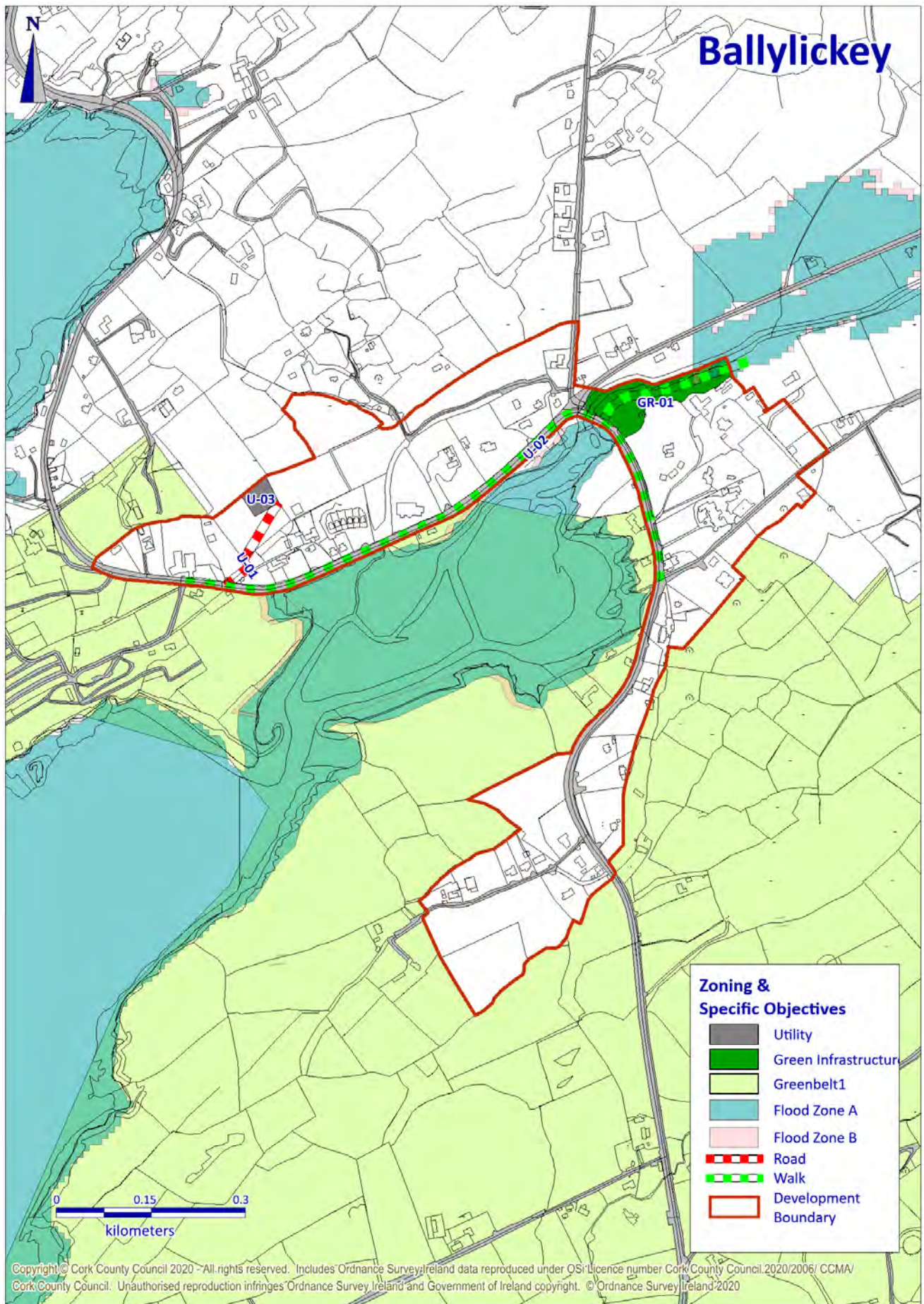
- 2.29.5 The vision for Ballylickey as a village is to encourage and consolidate sympathetic development within its unique and sensitive landscape setting. To promote the expansion of community and tourist services and facilities while maintaining and restoring the environmental quality of the area through the provision of appropriate infrastructure.

### Development Boundary Objectives

Development Boundary Objectives for Ballylickey	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 10 additional dwelling units during the plan period.
DB-02	Brownfield areas or derelict sites should be prioritised as the primary areas for the development of the village (in particular the derelict hotel site).
DB-03	Support the development of tourism/community and other forms of indigenous employment uses within the village where they can be suitably integrated into the setting of the village
DB-04	Protect the sensitive setting of the village. Encourage a high standard of design generally within the settlement which respects the character of the area and sense of place of the village.
DB-05	Encourage the redevelopment/refurbishment of existing housing stock particularly vernacular dwellings.
DB-06	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity.</b>

### Specific Development Objectives

Specific Development Objectives for Ballylickey		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Green Infrastructure</b>		
GR-01	Open Space adjoining the river to be protected for visual amenity and scenic qualities while it is also an objective to include the provision of a riverside walking route. *	0.2
<b>Utilities and Infrastructure</b>		
U-01	Service access to Wastewater treatment plant.	-
U-02	Prioritise the provision of and upgrading footpaths in particular footpaths linking the camping/caravan park to the Seaview Hotel and future riverside walking route.	-
U-03	Wastewater Treatment Plant.	0.2



## Castletownshend

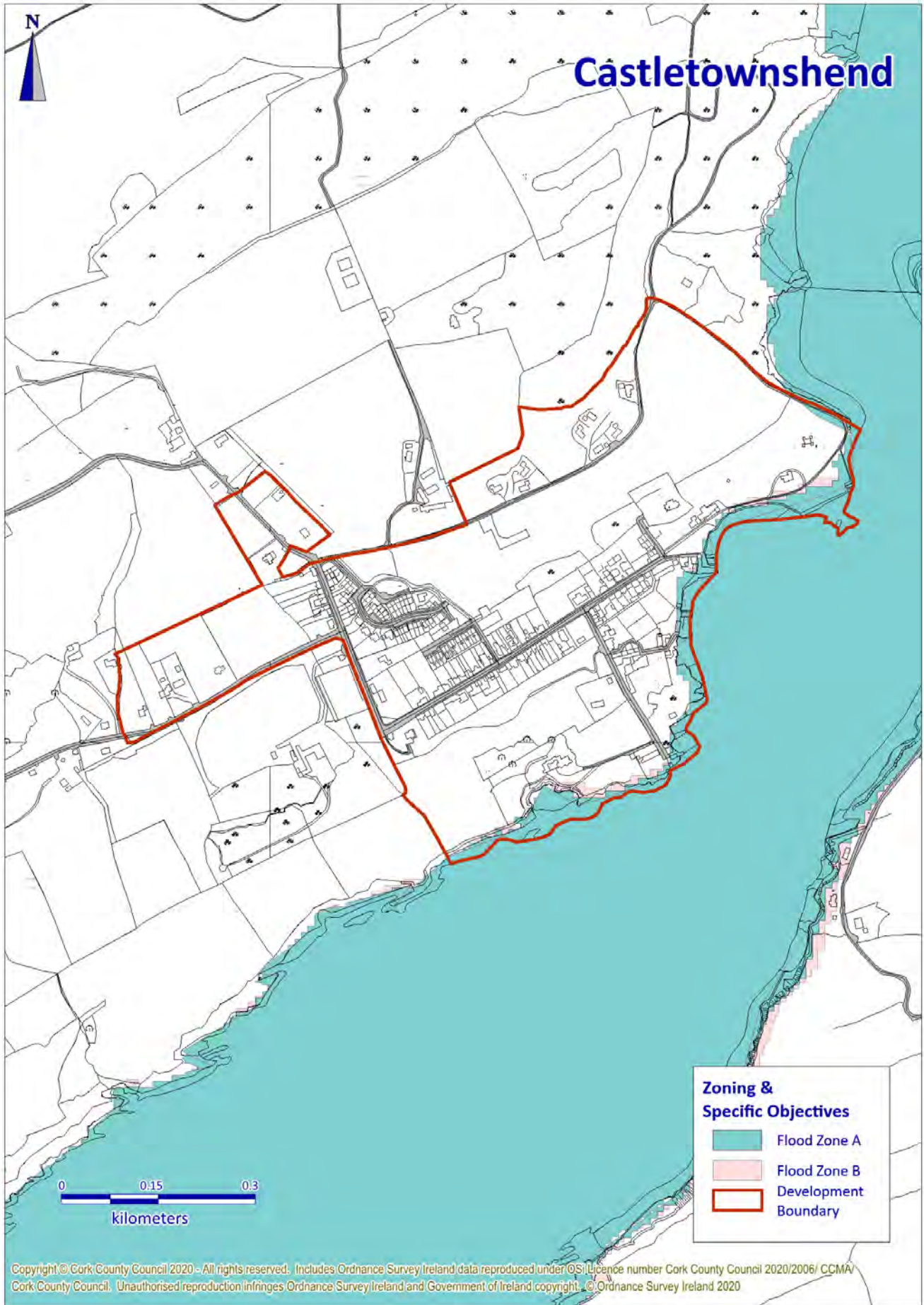
- 2.29.6 The strategic aim for Castletownshend is to encourage the consolidation of this village within its coastal setting, preserve the unique architectural character and landscape setting of the settlement and to promote sympathetic development in tandem with the provision of services.

### Development Boundary Objectives

Development Boundary Objectives for Castletownshend	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 15 additional dwelling units during the plan period.
DB-02	Any proposal for development within the village core will need to preserve and enhance the architectural character and natural landscape features of the area and should be of an appropriate scale, form, and material finish. Where appropriate development should be in the form of terraced development / courtyard schemes.
DB-03	Other uses which are important to the viability and vitality of the village, including small-scale convenience uses should be located within the core of the village. Other business development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.
DB-04	Protect and enhance the attractive coastal setting and landscape character of the village.
DB-05	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> .

### Specific Development Objectives

Specific Development Objectives for Castletownshend		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Green Infrastructure</b>		
GC-01	Protect the existing trees along the coastline and in particular, around the Church and Castle and through the Mall to the coastguard station slip.	-
<b>Utilities and Infrastructure</b>		
U-01	Provision of wastewater treatment plant.	

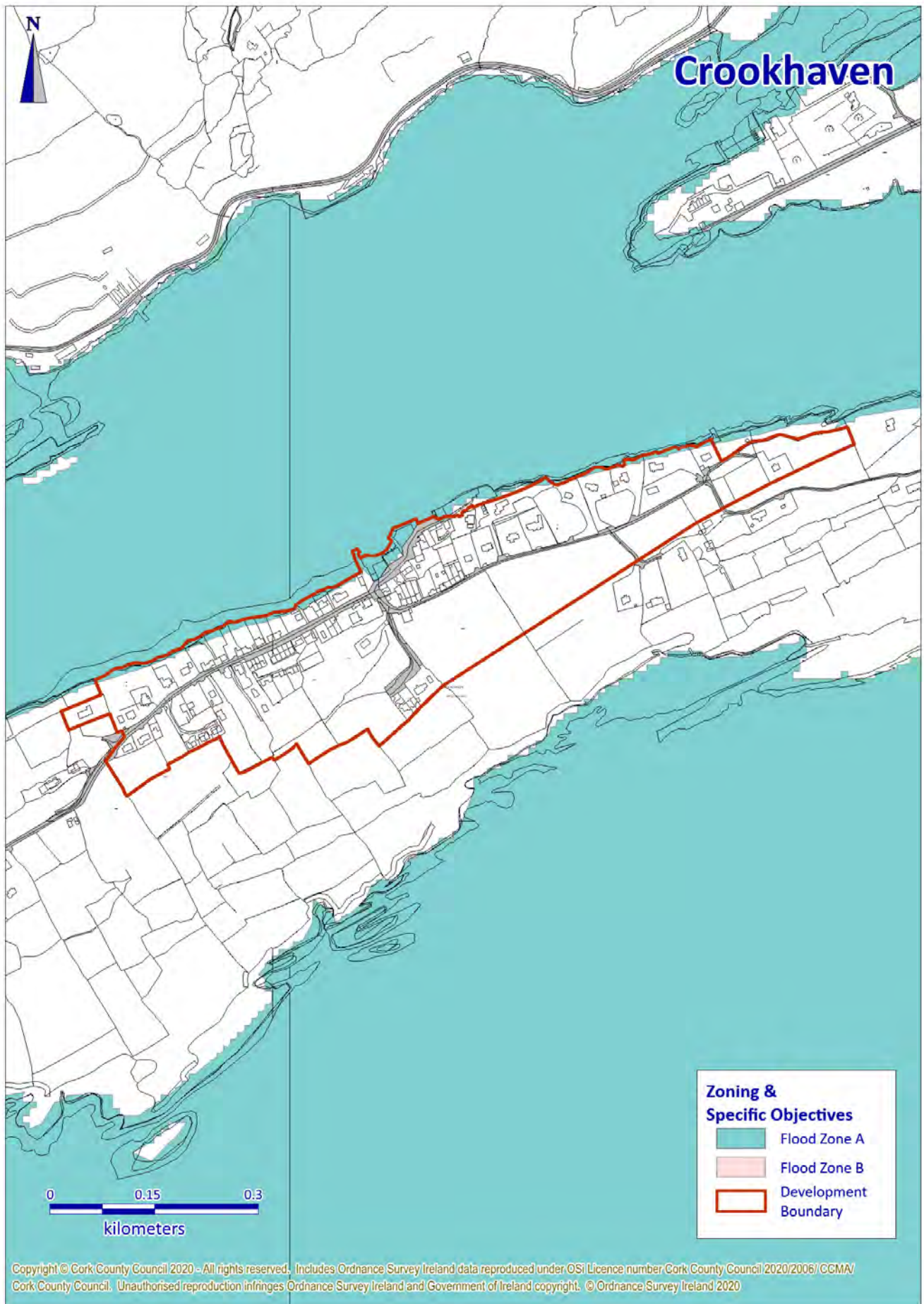


## Crookhaven

- 2.29.7 The vision for Crookhaven is to retain the attractive character of the village by consolidating sympathetic development within the existing fabric of the settlement. To promote the expansion of community and tourist services and facilities while maintaining and restoring the environmental quality of the area through the provision of appropriate infrastructure.

### Development Boundary Objectives

Development Boundary Objectives for Crookhaven	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 10 additional dwelling units during the plan period.
DB-02	Support the development of tourism/community and other forms of indigenous employment uses within the village where they can be suitably integrated into the setting of the village.
DB-03	Protect the sensitive setting of the village and encourage a high standard of design generally within the settlement which respects the character of the area and sense of place of the village.
DB-04	Identify and reserve a suitable site for a car park during the lifetime of the plan.
DB-05	The boundary of Crookhaven overlaps with the Sheep's Head to Toe Head Special Protection Area and is located close to the Barleycove to Ballyrisode SAC. Development in the village shall be compatible with the protection of these sites.
DB-06	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> .

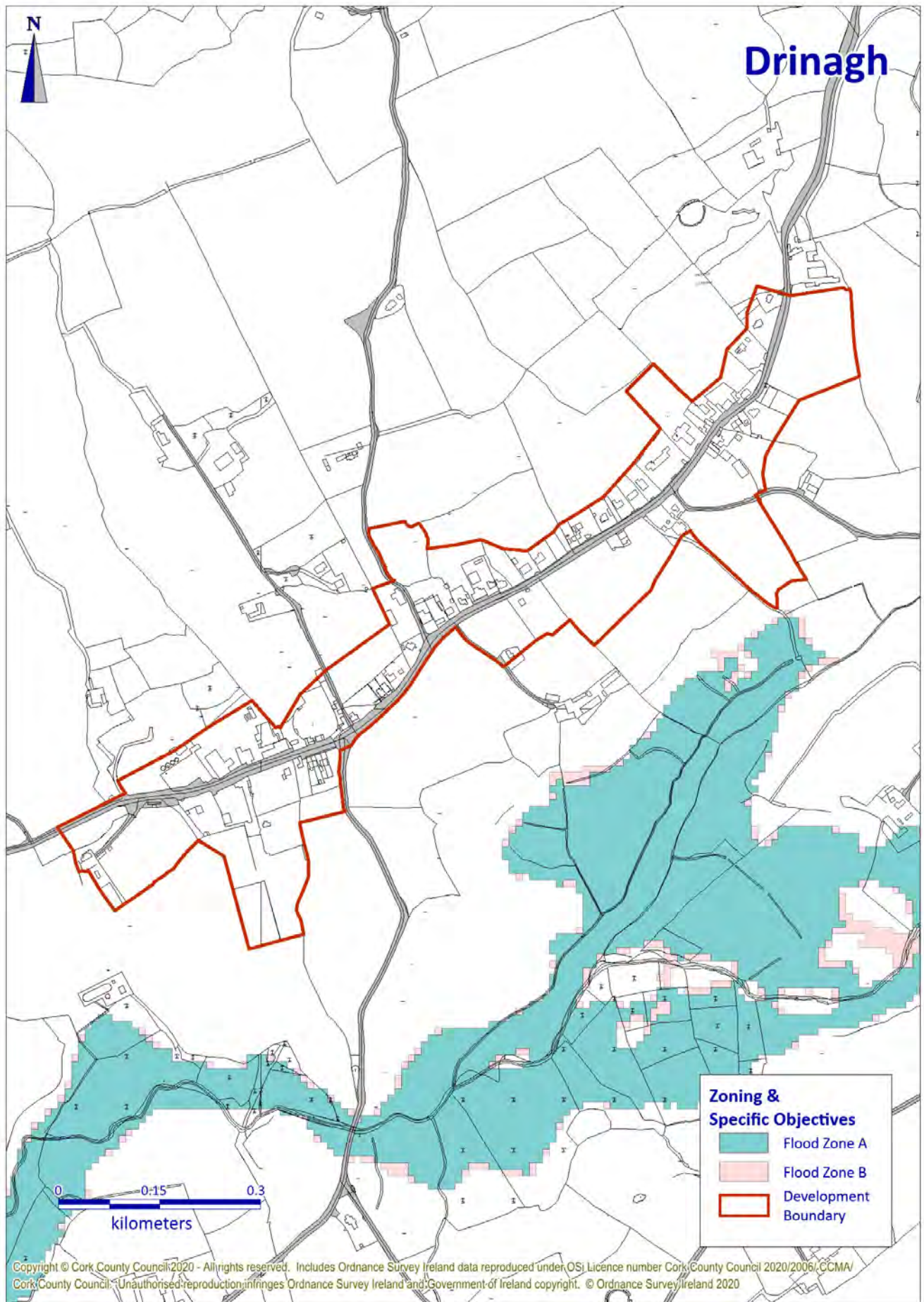


## Drinagh

- 2.29.8 The vision for Drinagh is to encourage development within the village, to promote sympathetic development in tandem with the provision of services together with preserving the character of the settlement.

### Development Boundary Objectives

Development Boundary Objectives for Drinagh	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 10 additional dwelling units during the plan period.
DB-02	Support the development of indigenous employment uses within the village where they can be suitably integrated into the setting of the village.
DB-03	Other uses which are important to the viability and vitality of the village, including small-scale convenience uses should be located within the core of the village. Other business development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.
DB-04	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b><u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u></b>





## Eyeries

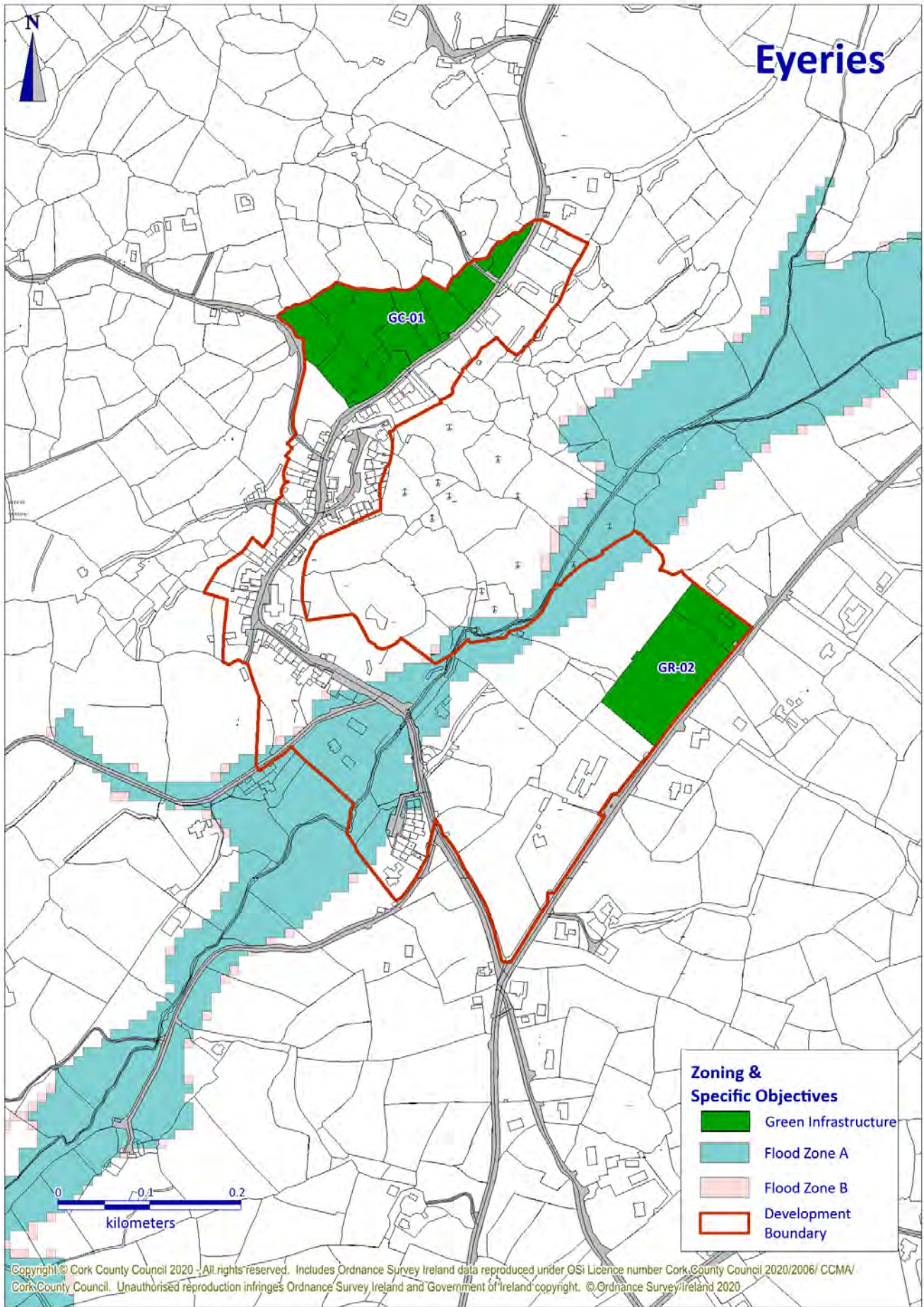
- 2.29.9 The vision for Eyeries is to encourage and consolidate sympathetic development in this colourful village within this unique and sensitive landscape setting. To promote the incremental expansion of community and tourist services and facilities while maintaining and restoring the environmental quality of the area through the provision of appropriate infrastructure.

### Development Boundary Objectives

Development Boundary Objectives for Eyeries	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 20 additional dwelling units during the plan period.
DB-02	The current source of drinking water for Eyeries is Glenbeg Lough which lies within the Glanmore Bog SAC. Increased abstraction from the lake is likely to adversely impact the SAC. New development will not be permitted where it requires a connection to the public water supply and would result in an increase in the volume of water required to be abstracted from Glenbeg Lough.
DB-03	Support the development of tourism/community and other forms of indigenous employment uses within the village where they can be suitably integrated into the setting of the village.
DB-04	Encourage a high standard of design generally within the settlement which respects the character of the area and sense of place of the village.
DB-05	Encourage the redevelopment/refurbishment of existing housing stock particularly vernacular dwellings.
DB-06	Facilitate and support the development of car parking/public space to the rear of the church.
DB-07	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b><u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u></b>

### Specific Development Objectives

Specific Development Objectives for Eyeries		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
Green Infrastructure		
GC-01	Open space to protect views to the west and seaward from the road, in the interests of visual amenity.	1.9
GR-02	Reserve lands for open space/community facilities. *	1.3



## Glandore

2.29.10 The vision for Glandore is to encourage development which would be sympathetic with the existing settlement, to encourage the provision of additional community facilities, to improve public amenity and recreation facilities and to protect the unique natural heritage, ecology, and landscape within and surrounding the settlement and its coastline.

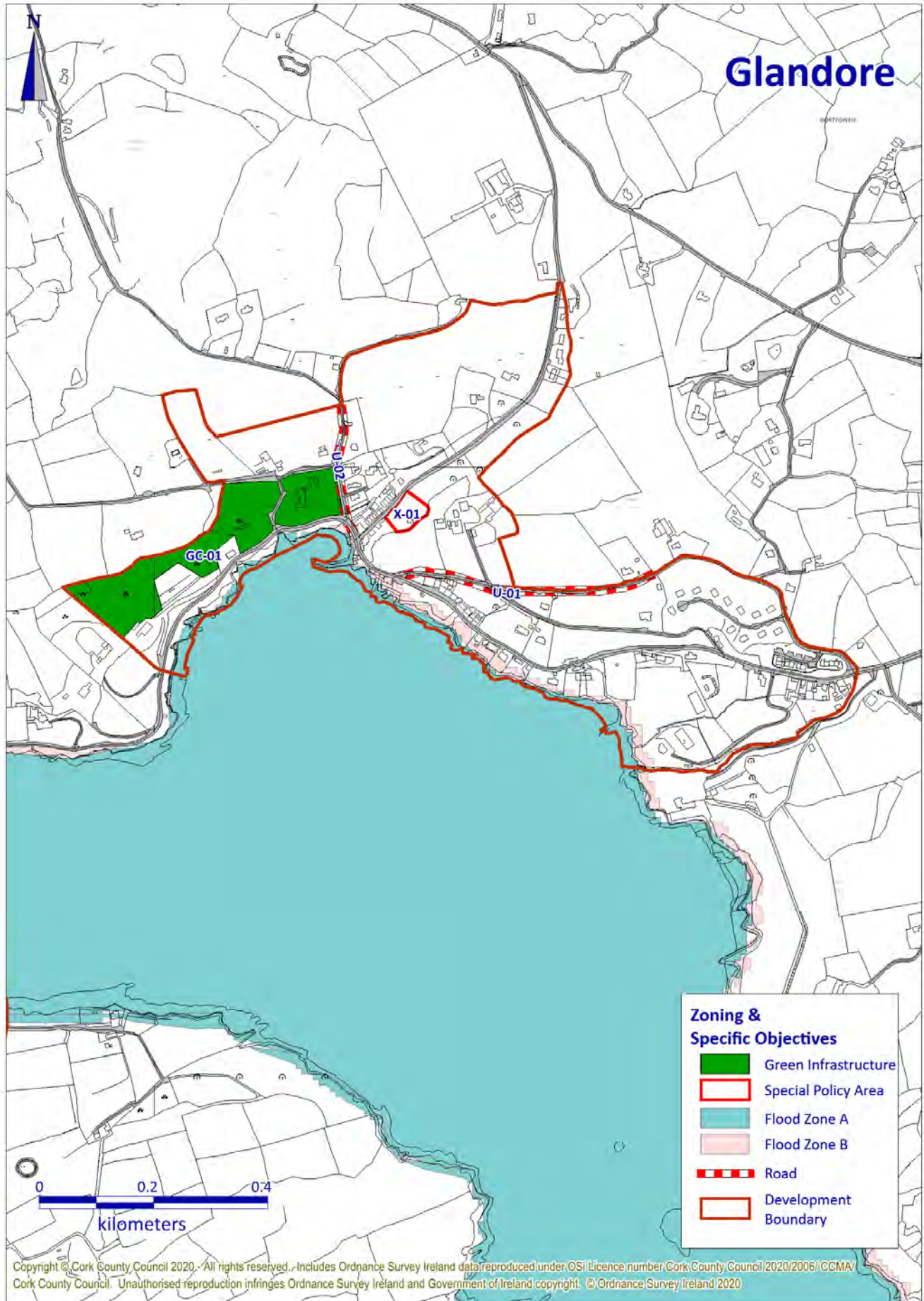
### Development Boundary Objectives

Development Boundary Objectives for Glandore	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 20 additional dwelling units during the plan period.
DB-02	Frontage development within the core of the village should be designed to a high standard and reinforce the character of the existing streetscape. Where appropriate development should be in the form of terraced development / courtyard schemes.
DB-03	Protect and enhance the attractive coastal setting and landscape character of the village.
DB-04	Other uses which are important to the viability and vitality of the village, including small-scale convenience uses should be located within the core of the village. Other business development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.
DB-05	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b><u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u></b>

### Specific Development Objectives

Specific Development Objectives for Glandore		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Green Infrastructure</b>		
GC-01	Protect woodland along the coastline to retain the scenic character of the area and in particular the area around the castle, church and Glandore House.	3.8
<b>Green Infrastructure</b>		
U-01	Upgrade the road to residential areas.	
U-02	Upgrade the road.	
<b>Green Infrastructure</b>		
X-01	Sailing Clubhouse and convenience retail outlet. Consideration should be given to protecting mature trees on this site.	0.3

# Glandore



## Goleen

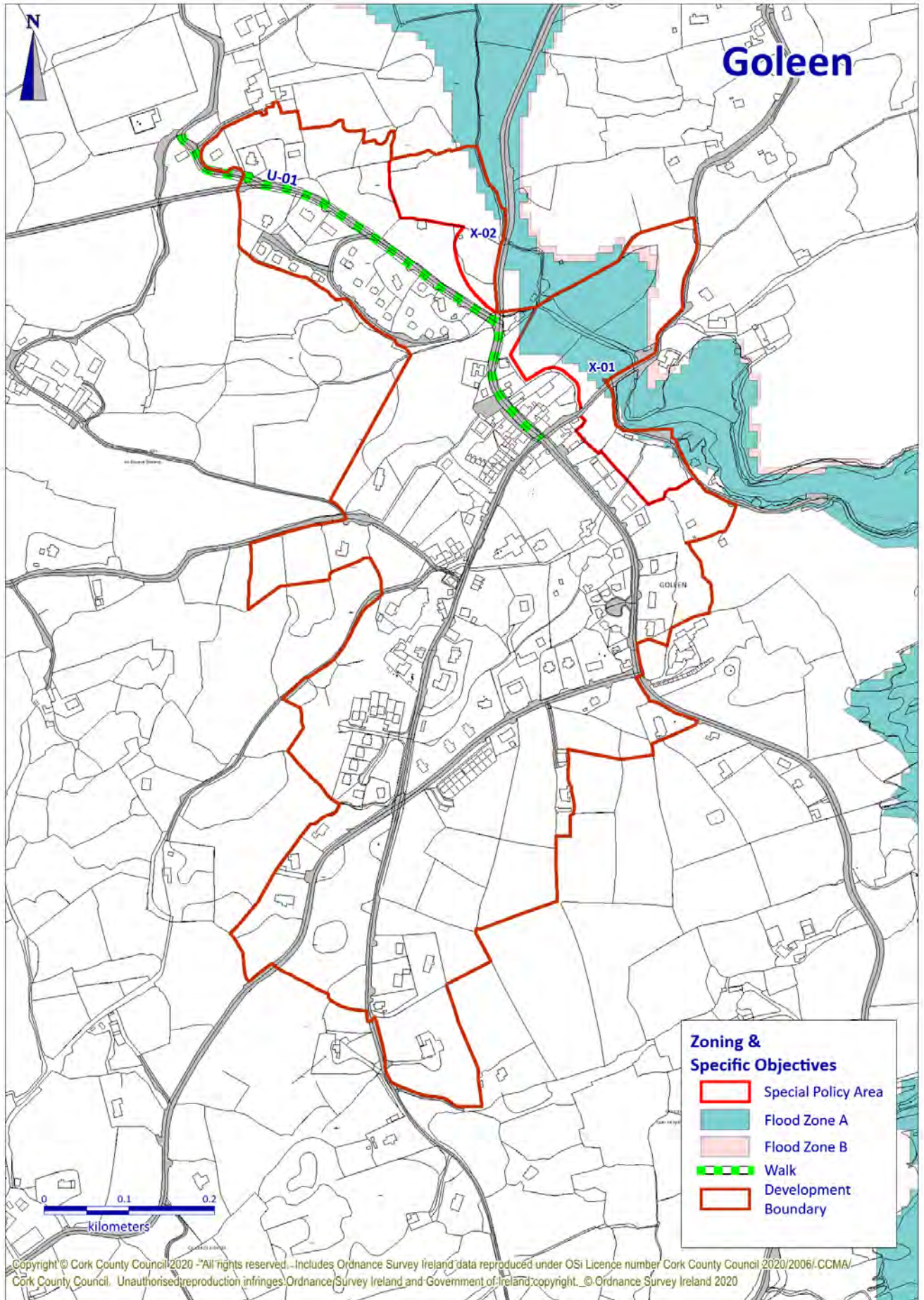
2.29.11 The vision for Goleen is to encourage consolidation of the village within the development boundary and its landscape setting. To promote the appropriate expansion of community and tourist services and facilities while maintaining and restoring the environmental quality of the area through the provision of appropriate infrastructure.

### Development Boundary Objectives

Development Boundary Objectives for Goleen	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 20 additional dwelling units during the plan period.
DB-02	Encourage the redevelopment/refurbishment of existing housing stock and disused / derelict buildings.
DB-03	Support the development of tourism/community and other forms of indigenous employment uses within the village where they can be suitably integrated into the setting of the village.
DB-04	Identify a requirement for an accessible off street car parking solution within walking distance of the village.
DB-05	Protect the sensitive setting of the village and to encourage a high standard of design generally within the settlement which respects the character of the area and sense of place of the village and to seek the retention of existing landscape features of the area.
DB-06	Support the development of a series of way marked loop walks [Refer also to DB-07].
DB-07	During the lifetime of the plan it is the intention of the Council to identify potential sites for community/recreational facilities.
DB-08	Goleen adjoins the Barleycove to Ballyrisode Special Area of Conservation. Development in the village shall be compatible with the protection of this site.
DB-09	Notwithstanding the scale of growth envisaged, in the absence of a public wastewater treatment plant, only the development of individual dwelling units served by individual treatment systems will be considered, subject to normal proper planning and sustainable development considerations. Any new dwellings with individual wastewater treatment must make provision for connection to the public system in the future and have a sustainable properly maintained private water system unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality and on the Barley Cove to Ballyrisode Special Area of Conservation.
DB-10	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b><u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u></b>

## Specific Development Objectives

Specific Development Objectives for Goleen		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Special Policy Area</b>		
X-01	Area to be maintained for its open amenity and character and contribution to the setting of the village. In general this area should be kept free from built development, but limited development options may be given consideration where they contribute sensitively and add to the public enjoyment of the area. Some residential development may also be considered. Proposals must include appropriate drainage and flood prevention measures. [Refer also to DB-07].	3.8
X-02	Support the co-ordinated development of this site for a mix of residential and recreation / amenity uses to also include provision for public car-parking facilities, footpaths and road widening and upgrade works. Development on this site should make a positive contribution to the visual amenities of the village. *	1.4
<b>Special Policy Area</b>		
U-01	Prioritise the provision of and upgrading of roadway and footpaths in particular those linking the community centre with the village centre.	



## Kealkill

- 2.29.12 The vision for Kealkill village is to encourage and consolidate development within the development boundary and around the existing nodes, to protect the attractive heritage of the settlement including Carriganass Castle and to promote the expansion of community and recreational facilities while maintaining and restoring the environmental quality of the area through the provision of appropriate infrastructure.

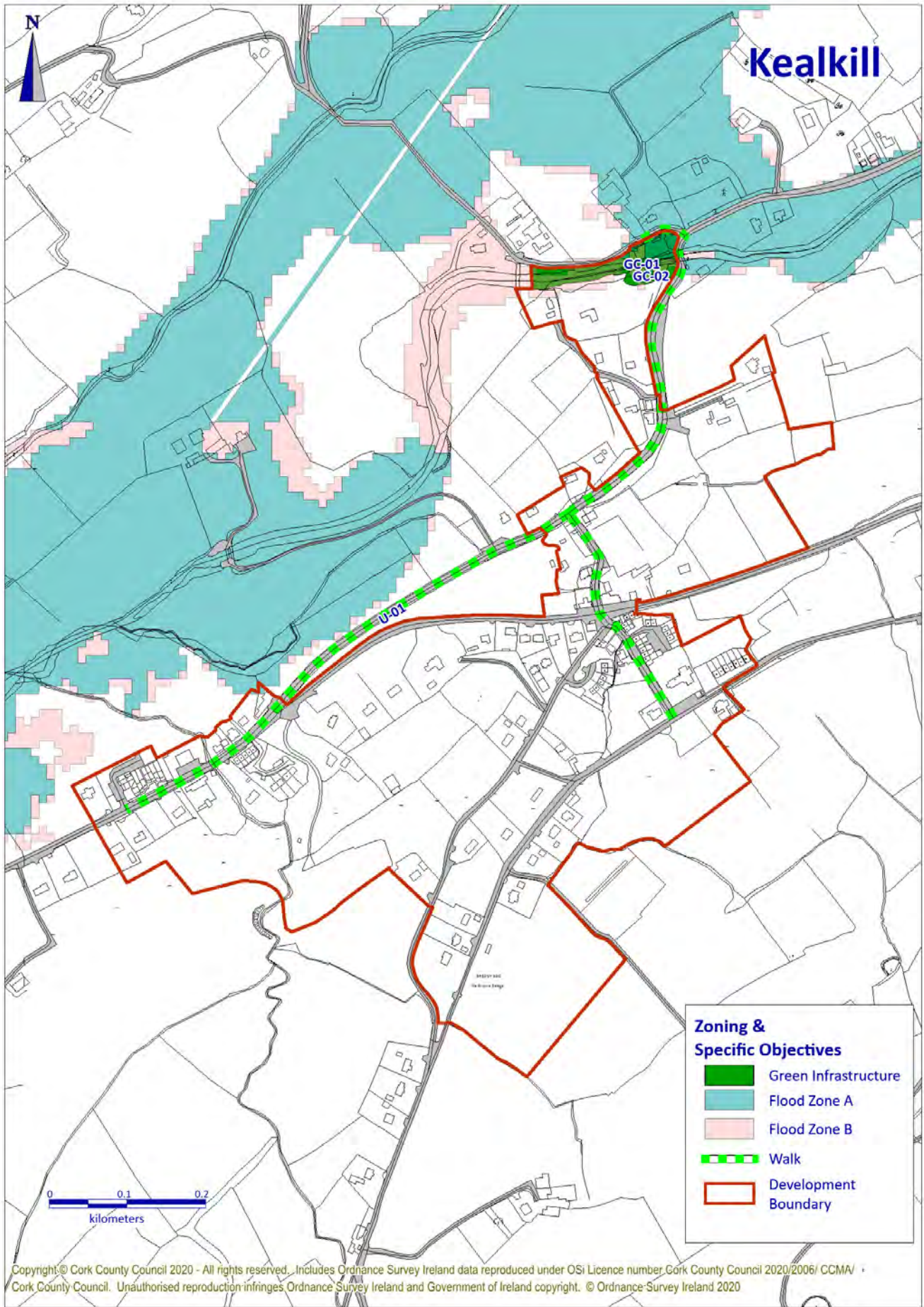
### Development Boundary Objectives

Development Boundary Objectives for Kealkill	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 15 additional dwelling units during the plan period.
DB-02	Support the development of tourism/community and other forms of indigenous employment uses within the village where they can be suitably integrated into the setting of the village.
DB-03	Promote and sensitively develop local tourist and amenity attractions (castle, standing stones, walks, etc) to including the provision of interpretive signage and linkages.
DB-04	Protect the setting of lands adjoining the historic Carriganass Castle and to consider development sensitively in this location.
DB-05	Encourage the redevelopment/refurbishment of existing housing stock particularly vernacular dwellings.
DB-06	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity.</b>

### Specific Development Objectives

Specific Development Objectives for Kealkill		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Special Policy Area</b>		
GC-01	Castle grounds and adjacent amenity/picnic area to be protected from development in order to maintain the integrity, visual amenity and setting of the castle. *	0.5
GC-02	Riverbank area facing castle and picnic/amenity area to be protected from development, and tree planting encouraged, in the interests of visual amenity and to maintain and enhance the setting of the castle. *	0.1
<b>Utilities and Infrastructure</b>		
U-01	Prioritise the provision of and upgrading footpaths in the village, in particular footpaths linking the two village nodes, the historic castle, church and school.	





## Kilcrohane

- 2.29.13 The vision for Kilcrohane as a village is to encourage and consolidate sympathetic development within this unique and sensitive landscape setting along the Sheeps Head Peninsula. To promote the expansion of community and tourist services and facilities while maintaining and restoring the environmental quality of the area through the provision of appropriate infrastructure.

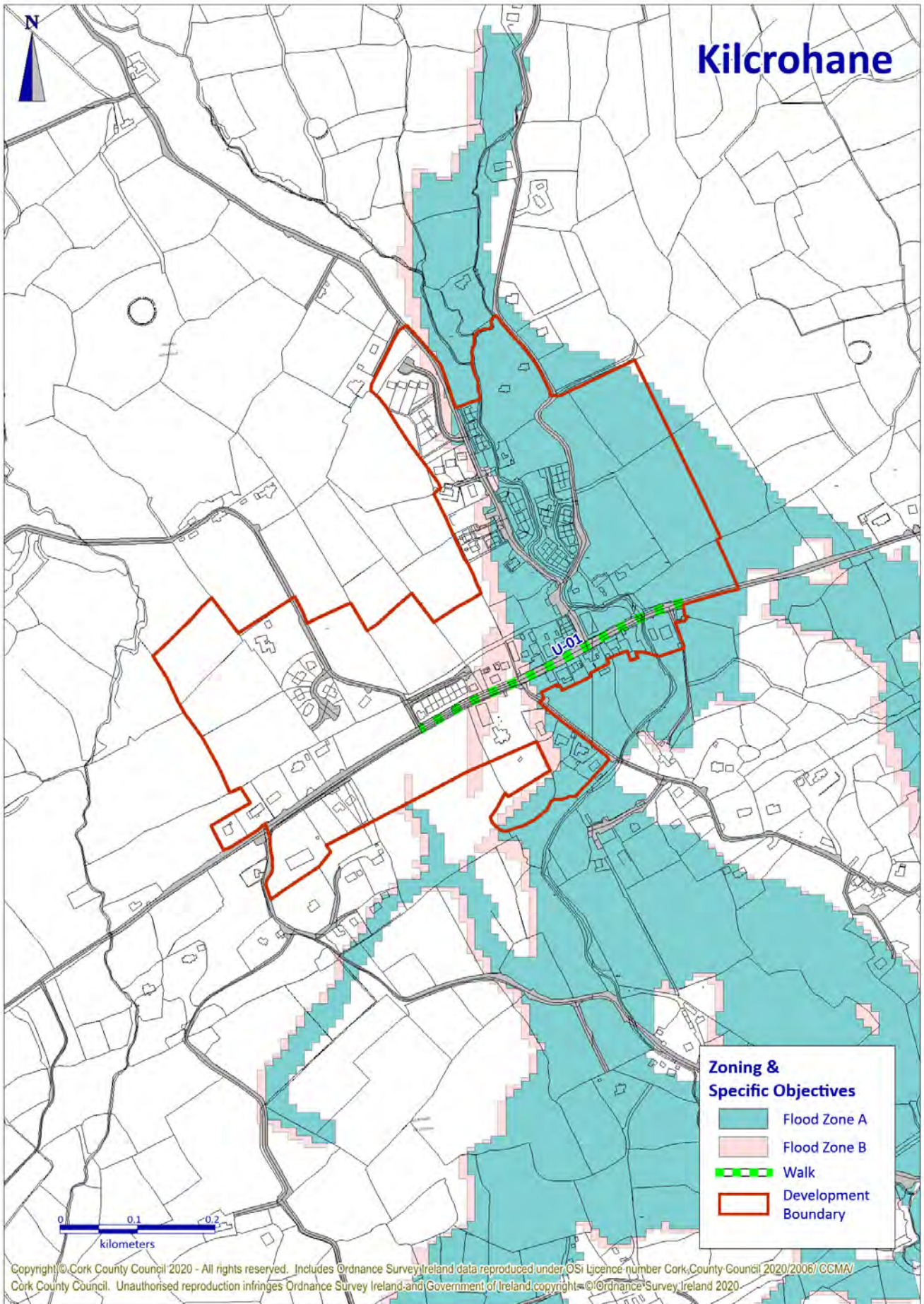
### Development Boundary Objectives

Development Boundary Objectives for Kilcrohane	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 15 additional dwelling units during the plan period.
DB-02	Counteract sprawl and development should be encouraged outward from the nucleus of the settlement in a sequential and co-ordinated manner.
DB-03	Provide a sustainable housing mix within the town by the provision of additional social and affordable housing and housing for the elderly.
DB-04	Support the development of tourism/community and other forms of indigenous employment uses within the village where they can be suitably integrated into the setting of the village.
DB-05	Develop a looped amenity walk along the shoreline from Kilcrohane Pier to Farranamanagh Lake and back toward the village. The walk shall be designed to ensure that it is compatible with the protection of the Farranamanagh Lough Special Area of Conservation.
DB-06	Encourage a high standard of design generally within the settlement which respects the character of the area and sense of place of the village.
DB-07	Encourage the redevelopment/refurbishment of existing housing stock particularly vernacular dwellings.
DB-08	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> .

### Specific Development Objectives

Specific Development Objectives for Kilcrohane		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
Utilities and Infrastructure		
U-01	Prioritise the provision and upgrading of footpaths in the village, particularly along the main street.	

# Kilcrohane



## Shannonvale

- 2.29.14 The vision for Shannonvale is to encourage development within the village, to promote sympathetic development in tandem with the provision of employment opportunities in the Clonakilty Technology Park together with preserving the character of the settlement.

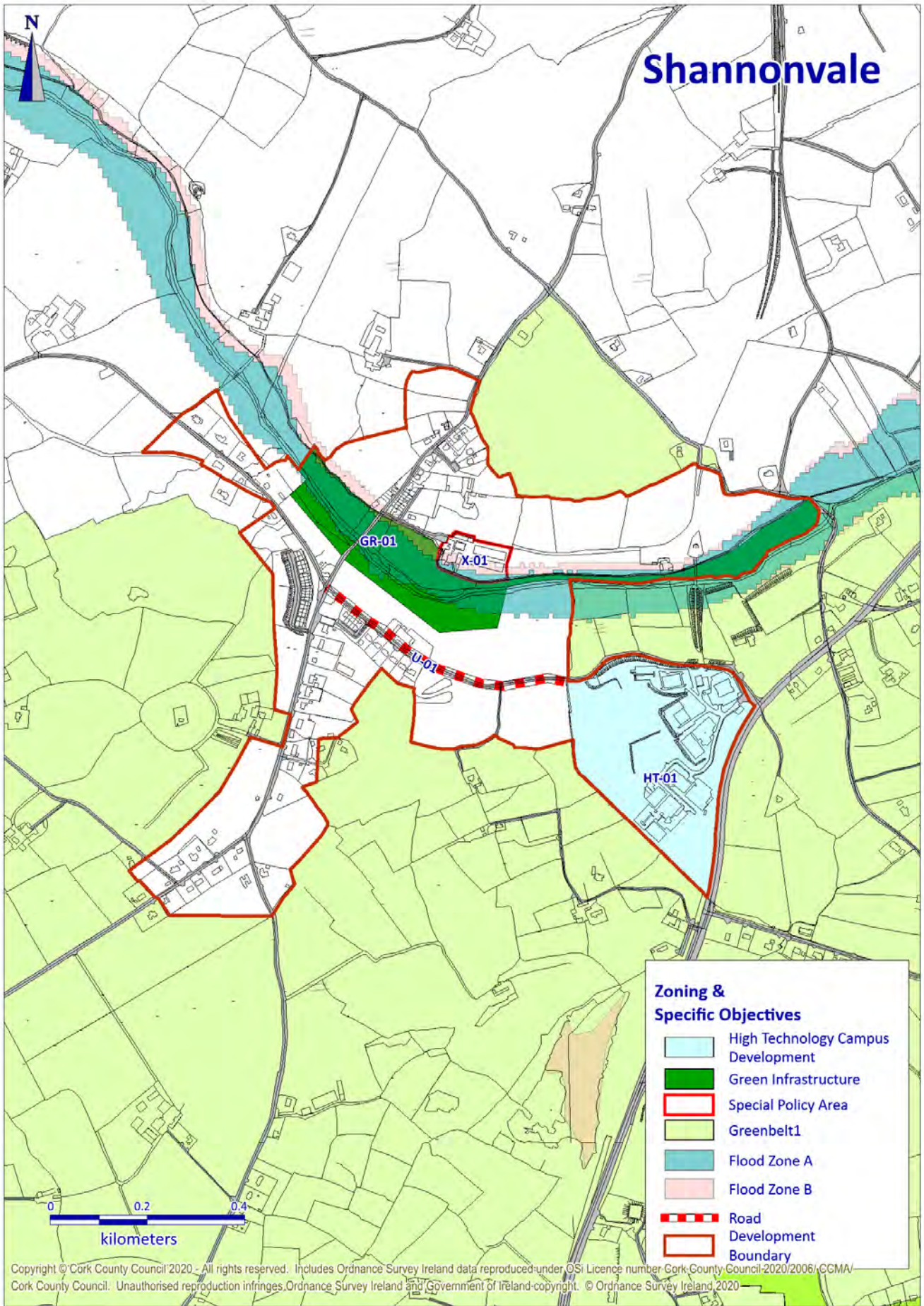
### Development Boundary Objectives

Development Boundary Objectives for Shannonvale	
Objective No'	
DB-01	Within the development boundary encourage the development of up to 15 additional dwelling units during the plan period.
DB-02	Support the development of indigenous employment uses within the village where they can be suitably integrated into the setting of the village.
DB-03	Support the provision of a Children's Community Playground.
DB-04	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.

### Specific Development Objectives

Specific Development Objectives for Shannonvale		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Green Infrastructure</b>		
GR-01	Protect the existing river and provide open space and recreational facilities. *	7.7
<b>Special Policy Areas</b>		
X-01	Proposed brownfield development (preservation of the Old Mill - tourism, shop, and community use). *	1.1
<b>High Technology Campus</b>		
HT-01	Technology Park expansion to accommodate enterprise uses/research and high technology type development incorporating high quality building design and including comprehensive landscaping proposals for site boundaries. Appropriate and sustainable water and waste water infrastructure, that will help secure the objectives of the relevant River Basin Management Plan and where applicable the protection of Natura 2000 sites, needs to be provided in tandem with the development	11.5
<b>Utilities and Infrastructure</b>		
U-01	Improve access including pedestrian and cycle linkages between the village and the Technology park.	-
U-02	Support the development of a cycleway and pedestrian access route between the Technology Park and Clonakilty Town.	

# Shannonvale



## Other Locations

### Introduction

2.29.15 There are four 'Other Locations' in the West Cork Municipal District as follows; Barleycove, Inchydoney, Ownahinchy, and Tragumna.

### Barleycove

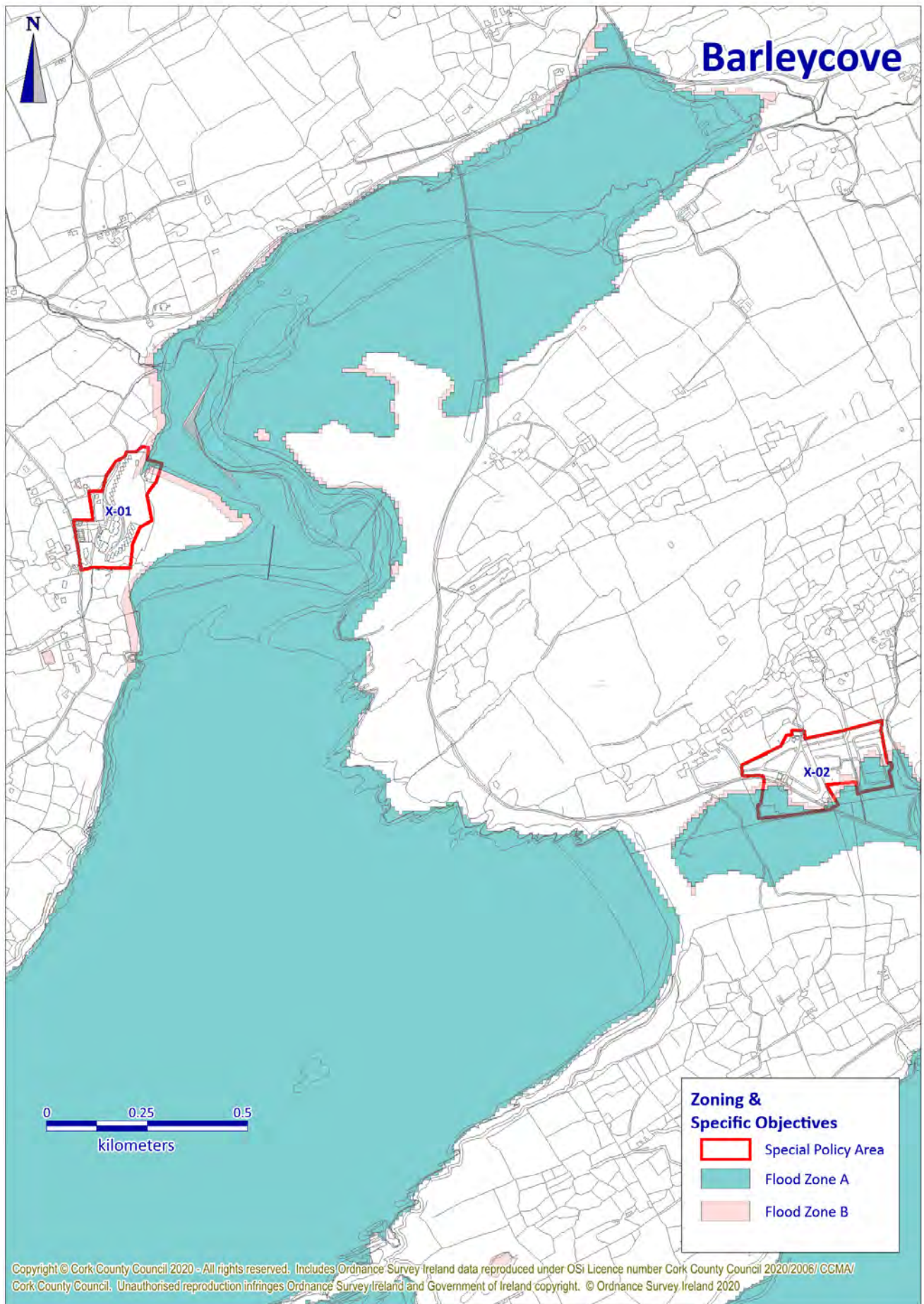
2.29.16 The vision for Barleycove is to maintain its role as a tourist resort within its sensitive landscape setting on the Mizen Peninsula.

### Development Boundary Objectives

Development Boundary Objectives for Barleycove	
Objective No'	
DB-01	Barleycove adjoins the Barleycove to Ballyrisode Special Area of Conservation and the Sheep's Head to Toe Head Special Protection Area. Development in the village shall be compatible with the protection of these sites.
DB-02	Appropriate and sustainable water and waste water infrastructure, that will help secure the objectives of the relevant River Basin Management Plan and where applicable the protection of Natura 2000 sites, needs to be provided in tandem with the development.
DB-03	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of this area and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b><u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u></b>

### Specific Development Objectives

Specific Development Objectives for Barleycove		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
Special Policy Areas		
X-01	Existing hotel / chalet / apartment complex. Development which further erodes the catered, hotel function is to be resisted, while further holiday/ second home development here will only be acceptable where it does not negatively impact on the viability and scale of the hotel itself and where high standards of design and landscaping (including new planting) are deployed [Refer also to DB-01]. *	
X-02	Existing caravan park and associated facilities. Any intensification within the existing area (including provision of new facilities within the site) or extension of the area should be preceded by implementation of a landscape planting scheme. New built development, especially where this takes place on or beyond the visual perimeter of the site, will require high standards of design to provide a sense of place and link the development to the surrounding landscape [Refer also to DB-01]. *	



## Inchydoney

- 2.29.17 The vision for Inchydoney is to promote sympathetic development having regard to the tourism function of the existing settlement, to improve public amenity and recreation facilities and to protect the unique natural heritage, ecology, and landscape within and surrounding the settlement and its coastline.

### Development Boundary Objectives

Development Boundary Objectives for Inchydoney	
Objective No'	
DB-01	Encourage development to be compatible with existing development and in particular, to be consistent with the vernacular architecture and scale of the holiday resort. The resort is located in a high value landscape area and all new development should take this into consideration.
DB-02	In order to secure the population growth and supporting development proposed, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and the protection of Clonakilty Bay Special Area of Conservation, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for developments within this area.
DB-03	Sand dunes and other coastal habitats which form part of the Clonakilty Bay SAC and the Clonakilty Bay SPA lie within the development boundary of Inchydoney. These areas support fragile habitats which are vulnerable to damage by excessive recreational activity. The areas within the SAC and SPA are zoned as Open Space and shall be protected against inappropriate development. Opportunities to enhance the biodiversity value of these areas shall be encouraged.
DB-04	Protect and enhance the attractive coastal setting and landscape character of the settlement.
DB-05	Retain and incorporate key landscape features, such as significant hedgerows, tree groups, wetlands, and stone walls, into open space and landscape plans of new developments.
DB-06	Examine the provision of a coastal walk from Muckcross Strand to the eastern part of the Island, so as to reduce erosion, using railway sleepers or other suitable material, having regard to the fragility of the dune system and its associated ecosystems.
DB-07	Consider Tree Preservation Orders where appropriate.
DB-08	Ensure that no building or development (including caravans and temporary dwellings) occurs below 3m O.D. or within 50 metres from the HWM (High Water Mark) or along 'soft shorelines. Any further development between coastal roads and the sea should be restricted.
DB-09	All proposals for development within the areas identified as being at risk of flooding will need to comply with flood risk objectives detailed in Volume One, Chapter 11 Water Management of this plan, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. In particular, a specific flood risk assessment will be required.
DB-10	Introduce traffic management measures on the Island, to discourage car circulation and facilitate pedestrian movement, cycling and public transport initiatives.
DB-11	Adopt car parking management standards, which reduce roadside (on-street) car parking in favour of off-road car parking. Restrict car parking on or along the edge of the dune system adjacent to Inchydoney Strand.
DB-12	Reserve lands for roadside improvement by means of acquisition and development management.
DB-13	Provide Traffic Lay-Byes at regular intervals along the Road from Second Causeway to the Pumping Station, capable of accommodating bus and/or coaches. (Note this objective means that housing/development access along this stretch is not appropriate).
DB-14	Develop and support public rights of way.
DB-15	Support improvements to road junctions where required.

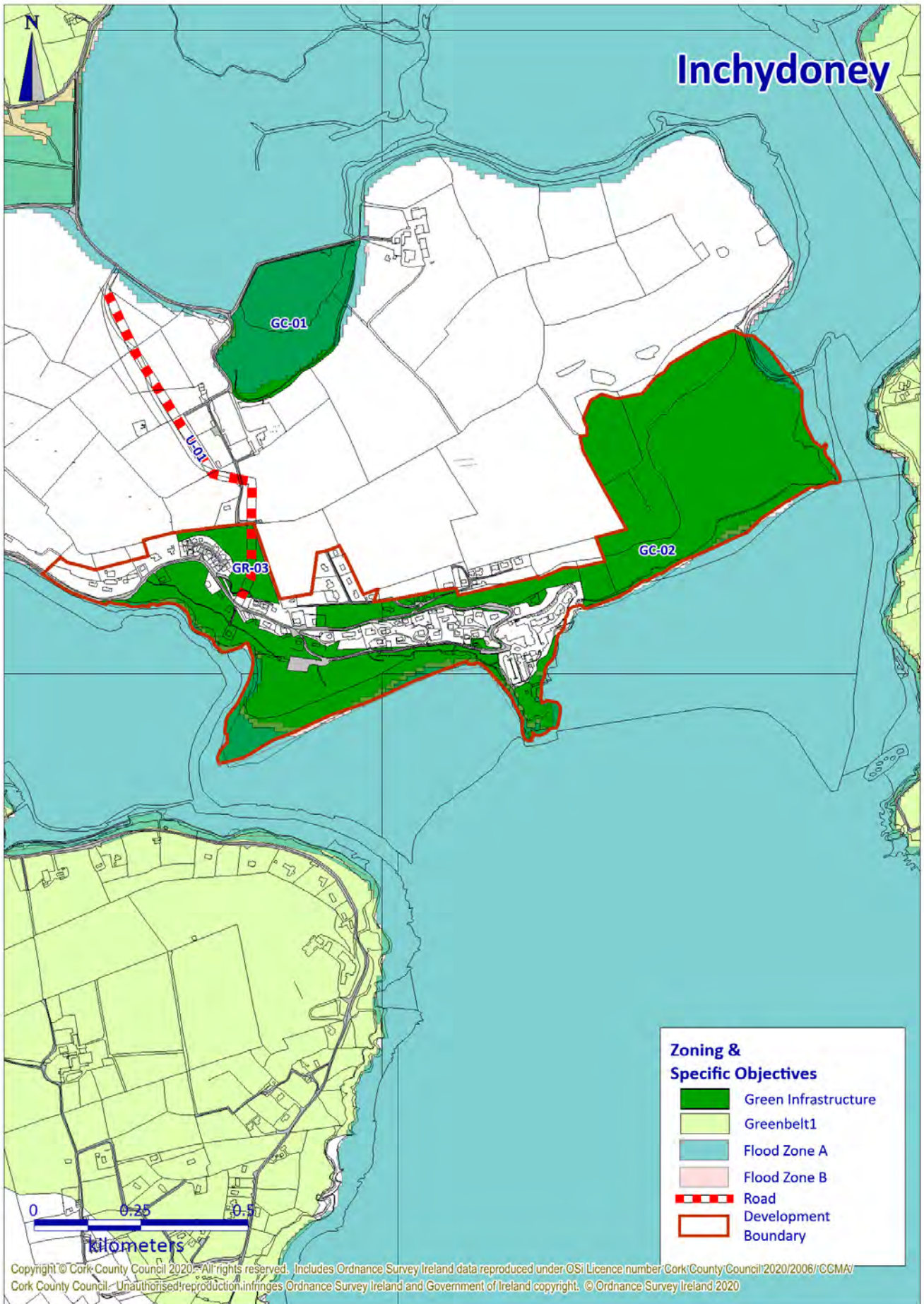


Development Boundary Objectives for Inchydoney	
Objective No'	
DB-16	Control access and the number of junctions onto public roads on the Island in the interests of safety, the free flow of traffic, the need to avoid reduction in capacity and maintain level of service.
DB-17	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of this area and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity.</b>

### Specific Development Objectives

Specific Development Objectives for Inchydoney		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management	^ TIA and RSA Required.	
Objective No.		Net Site Area (Ha)
<b>Green Infrastructure</b>		
GC-01	Open Space / Natural Amenity Zone – to protect and maintain areas of natural amenity and the natural wetland characteristics of Beamish’s Lagoon. This zone is within the Special Area of Conservation and Special Protection Area and is not suitable for development. These zones support fragile coastal habitats (sand dunes) which are vulnerable to damage by excessive recreational activity. The areas within the SAC and SPA are zoned as Open Space and shall be protected from inappropriate development. Opportunities to enhance the biodiversity value of these areas shall be encouraged. *	8.1
GC-02	Open Space / Natural Amenity Zone – to protect and maintain areas of natural amenity along the coastline, in particular the dunes and elevated land which defines the scenic and visual quality of the Island. Most of this zone is within the Special Area of Conservation and Special Protection Area and is not suitable for development. These zones support fragile coastal habitats (sand dunes) which are vulnerable to damage by excessive recreational activity. The areas within the SAC and SPA are zoned as Open Space and shall be protected from inappropriate development. Opportunities to enhance the biodiversity value of these areas shall be encouraged. *	38.4
GR-03	Open space associated with the holiday homes complex to the west of site / agricultural use to include provision for the U-01 proposed access road in a sustainable manner.	1.7
<b>Utilities and Infrastructure</b>		
U-01	Indicative route for proposed roadway (incorporating existing road) to include provision for pedestrian and cycleway access.	

# Inchydoney



## Ownahinchy

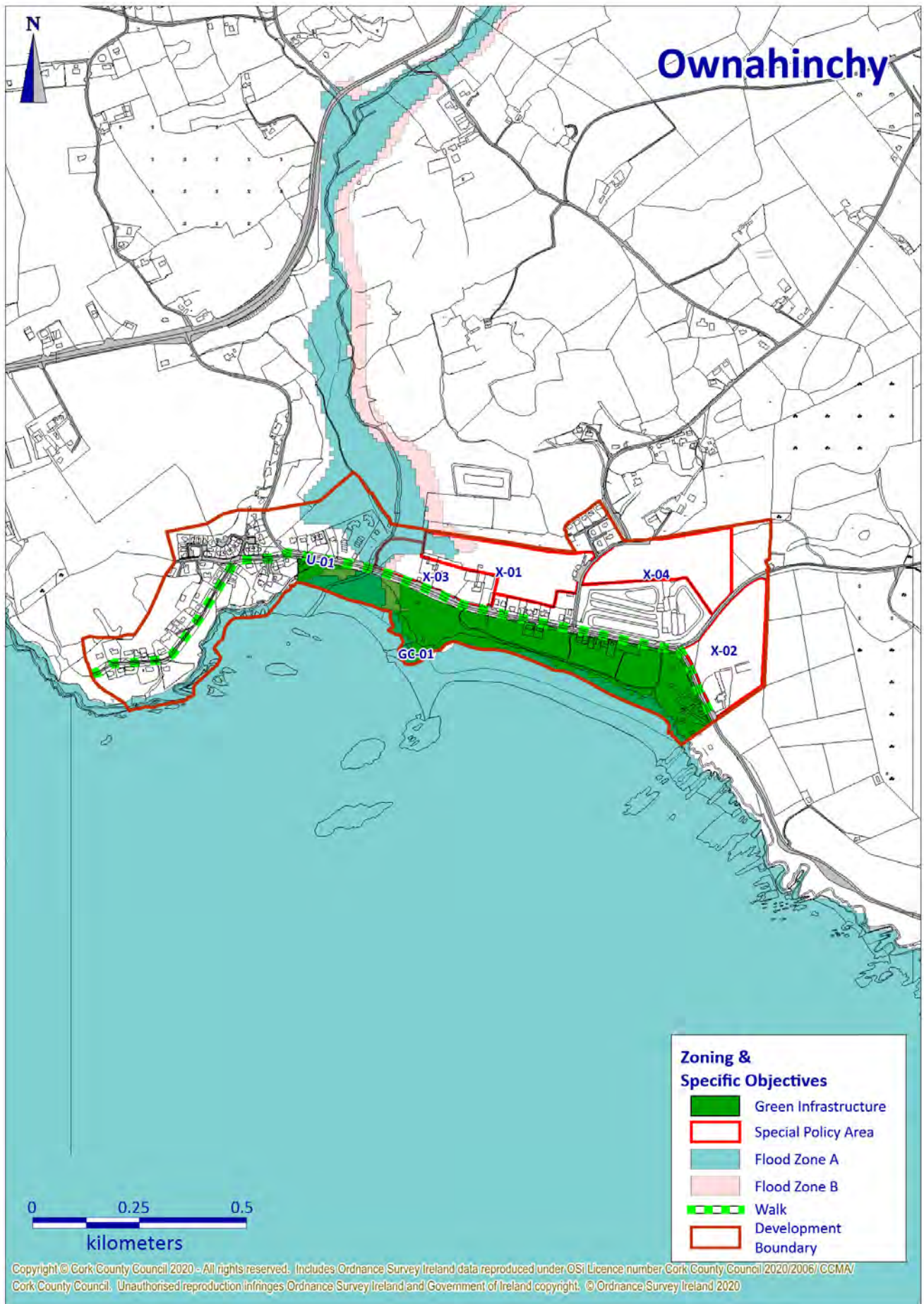
2.29.18 The vision for Ownahinchy is to promote sympathetic development having regard to the tourism function of the existing settlement, to improve public amenity and recreation facilities and to protect the unique natural heritage, ecology, and landscape within and surrounding the settlement and its coastline.

### Development Boundary Objectives

Development Boundary Objectives for Ownahinchy	
Objective No'	
DB-01	Ensure new development is of high-quality design, of an appropriate scale and form and sympathetic to the carrying capacity of the settlement. The materials used should be in keeping with the rural coastal locale and colour schemes should complement the natural beauty of the area. The resort is located in a high value landscape area and all new development should have specific regard to the visual impact of any proposal.
DB-02	Protect and enhance the attractive coastal setting and landscape character of the settlement.
DB-03	Any new residential development should be accompanied by the provision of appropriate community and social facilities concurrent with development.
DB-04	Roadside development within the settlement should be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.
DB-05	Support the development of tourism/community and other forms of indigenous employment uses within the settlement where they can be suitably integrated into the setting of Ownahinchy.
DB-06	Protect the environmentally sensitive coastal strip of the entire settlement from inappropriate development.
DB-07	Identify suitable traffic calming measures for the main road (R598) in Ownahinchy.
DB-08	Appropriate and sustainable water and waste water infrastructure, that will help secure the objectives of the relevant River Basin Management Plan and where applicable the protection of Natura 2000 sites, needs to be provided in tandem with the development.
DB-09	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of this area and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b><u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u></b>

## Specific Development Objectives

Specific Development Objectives for Ownahinchy		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Special Policy Area</b>		
X-01	Opportunity site for the re-development of the former caravan park to provide permanent residential housing of an appropriate scale and form, to a high-quality design standard in tandem with the provision of community facilities. The Planning Authority will in consultation with the landowners, prepare a detailed planning design brief for these lands. *	3.5
X-02	Opportunity site for the sensitive re-development of the former hotel complex site (relating to the brownfield portion of the site only) with special consideration needed to ensure that any use proposed is sympathetic to the tourism function of the settlement and that any development will integrate into the visual and scenic landscape environment along the coastline and to a high-quality design standard. The remaining lands to the north of the former hotel complex should remain open and free from any development, to allow for protection of the views of Castlefreke which is a protected structure. The Planning Authority will in consultation with the landowners, prepare a detailed planning design brief for these lands.	
X-03	Opportunity area including former hotel complex and apartments to be re-developed to a high-quality design standard with an emphasis on the development of an integrated tourism product including the provision of tourism accommodation and services. *	
X-04	Extension to Caravan Park and / or provision for managed holiday home accommodation and other tourist facilities to include comprehensive landscaping proposals.	
<b>Green Infrastructure</b>		
GC-01	Open space reservation for the existing beach and dune system including coastal erosion management, protection of the beach front and dunes against any new development, improve the coastal strip and the control of litter. Opportunities to enhance the biodiversity value of this area will be encouraged *	10.3
<b>Utilities and Infrastructure</b>		
U-01	Provision of adequate car parking and public toilets for peak day trippers to the western end of the settlement.	
U-02	Upgrade and extend the pedestrian walkway on the R598 and the 'cliff walk' through the settlement to include the provision of public lighting where appropriate.	



## Tragumna

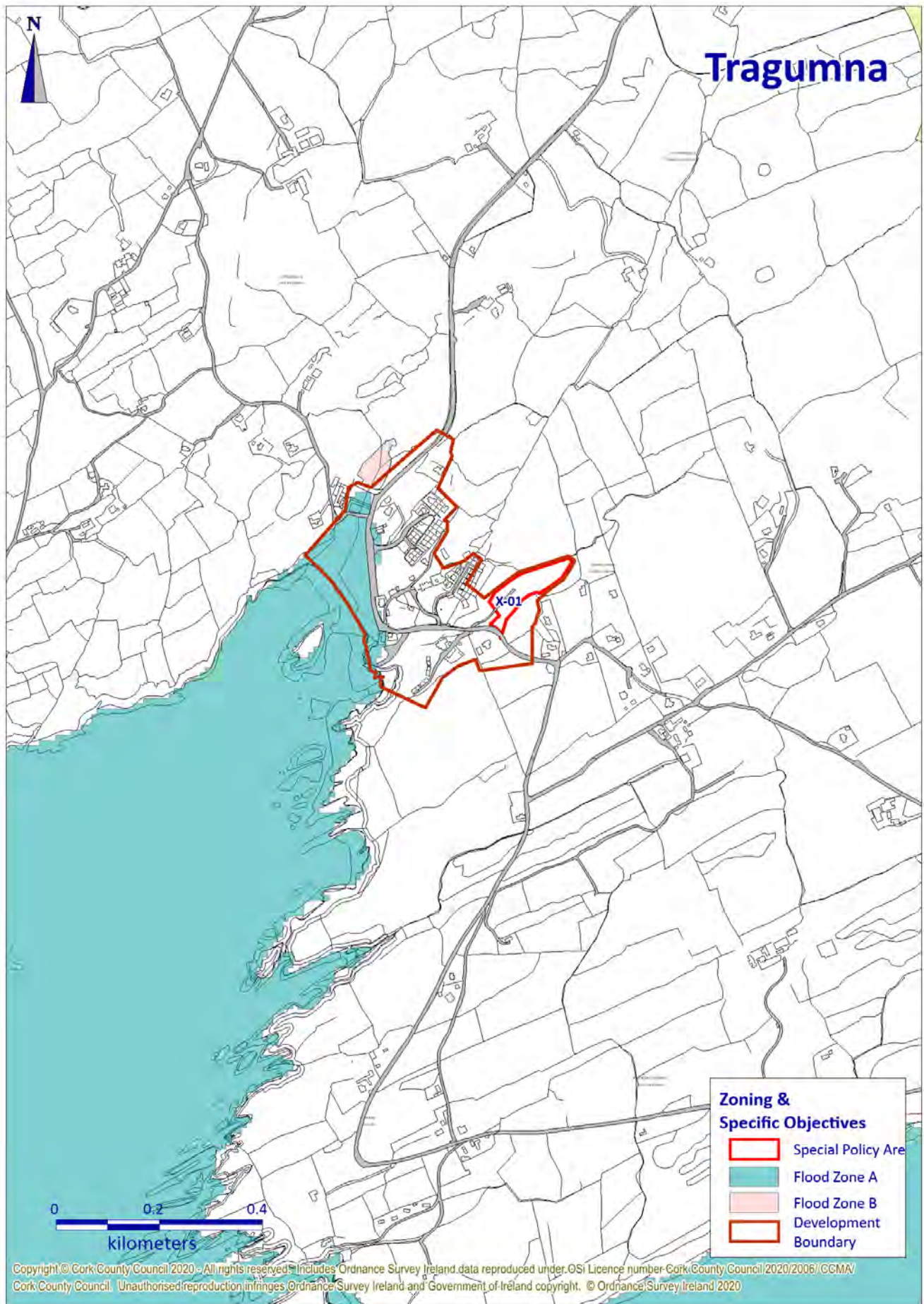
- 2.29.19 The vision for Tragumna is to allow for small-scale expansion which would be sympathetic with the existing settlement, to encourage the provision of additional community facilities, to improve public amenity and recreation facilities and to protect the unique natural heritage, ecology, and landscape within and surrounding the settlement and its coastline.

### Development Boundary Objectives

Development Boundary Objectives for Tragumna	
Objective No'	
DB-01	Encourage development to be compatible with existing development and in particular, to be consistent with the vernacular architecture and scale of the holiday resort. The resort is located in a high value landscape area and all new development should take this into consideration. All development should be supported by individual wastewater treatment systems, with a sustainable properly maintained water supply; unless a public supply is available and adequate provision for storm water storage and disposal. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality and on Lough Hyne Special Area of Conservation.
DB-02	Protect and enhance the attractive coastal setting and landscape character of the settlement.
DB-03	Support the sustainable development of tourism/community facilities where these needs have been identified and where they can be suitably integrated into the setting of the settlement.
DB-04	Tragumna adjoins the Lough Hyne Nature Reserve and Environs Special Area of Conservation and the Sheep's Head to Toe Head Special Protection Area. Development at this location shall be compatible with the protection of these sites.
DB-05	New development should be sensitively designed and planned to provide for the protection of the green infrastructure features of this area and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <b>Volume One Main Policy Material and Volume Two Heritage and Amenity</b> .

### Specific Development Objectives

Specific Development Objectives for Tragumna		
* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Net Site Area (Ha)
<b>Special Policy Areas</b>		
X-01	Extension to caravan park [Refer also to G0-01 and DB-04].	0.8





Comhairle Contae Chorcaí  
Cork County Council