

BANTRY DEVELOPMENT PLAN



Cork County Council

1973

INTRODUCTION

The Cork County Development Plan was formally adopted by the Council at its meeting on the 30th day of November, 1967 under section 20 of the Act. The Council's Planning Authority is bound to revise its development plan at least once in every five years from the making of the original plan.

BANTRY
DEVELOPMENT PLAN

It is noted that this town plan has been prepared in full compliance with the provisions of the County Development Plan. The details of the plan are based on information available at the time of its preparation. This plan was formally adopted by the Council at its meeting on the 30th day of November, 1967.

Section 20 (1) of the Local Government (Planning and Development) Act, 1963, gives a Planning Authority the right to make any variation (whether by way of alteration, addition or deletion) which may be considered proper in the making or the review of the plan. Bantry is one of the nine scheduled towns in Cork County for which the Planning Authority is statutorily obliged to prepare detailed development plans as part of the County Development Plan. In carrying out its duties the Authority has had regard to the general principles and objectives set out in the County Development Plan. The plan is prepared in accordance with the provisions of the Act and the provisions of Part I of the written statement and the development plan prepared in the manner prescribed by the Act and specifies the various ways in which the objectives set out in the statement are to be achieved. The plan also sets out the logical sequence in which the problems and proposals of the town are to be dealt with prior to the formulation of a development policy and specific objective in Part II.

The policy proposals of the original plan have been amended in order to take account of the changes which have taken place since its preparation. It is not intended to make any radical change in policy, but it merely represents an attempt to bring the plan into line with the current needs of the town. The Council believe the amendment of the original plan and the preparation of a development policy and specific objective in Part II is a necessary step towards the achievement of the objectives set out in the statement.

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Planning Department

Cork County Council

MARCH 1973

I N T R O D U C T I O N

The Cork County Development Plan was formally adopted by the Council at its meeting on the 20th day of November, 1967. Under Section 20 of the 1963 Act, the Council as Planning Authority is bound to review its development plan at least once in every five years from the making of the original plan. It is for this reason that this town plan has been prepared as part of the review of the County Development Plan. The contents of the town plan are based on information available at June, 1972. This plan was formally adopted by the Council at its meeting on the 19th day of March, 1973.

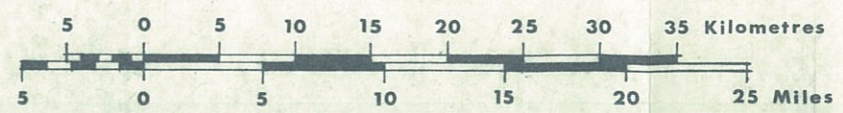
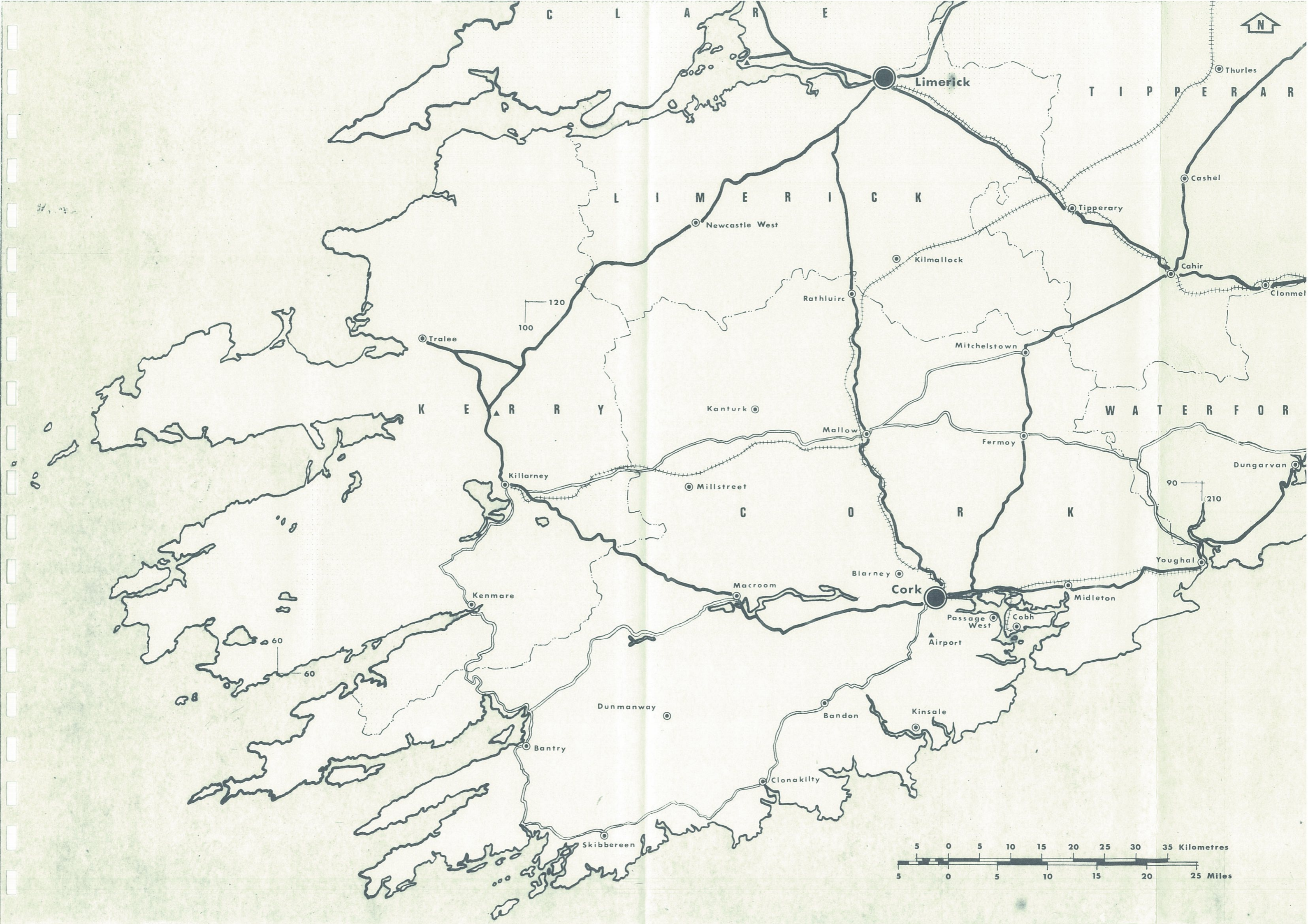
Section 20 (I) of the Local Government (Planning and Development) Act, 1963, gives a Planning Authority the right to make any variation (whether by way of alteration, addition or deletion) which they consider proper, in the making of any review of the plan. Bantry is one of the nine scheduled towns in Cork County for which the Planning Authority is statutorily obliged to include detailed development plans as part of the overall County Plan. This draft review town plan incorporates appropriate changes where necessary based on available up-to-date information and any altered circumstances obtaining since the initial plan was prepared in 1967. It includes a revised format in which the basic survey information is included in Part I of the written statement and the development plan proper embodying the development policy, zoning and specific objectives with map, and feasibility in Part II. This gives the statement a logical sequence in which the problems and prospects of the town are analysed in Part I prior to the formulation of a development policy and specific objective in Part II.

The zoning provisions of the original plan have been modified to include a system of primary or sole use zoning which is fully explained in Part II of the statement. It does not represent any radical change in policy but is purely a refinement of the original method of zoning which should permit of greater flexibility in the control of development while at the same time facilitating the emergence of a community structure and environment of high quality.

Part II, C (ii), Specific Objectives, corresponds to Part III, Development Objectives of the 1967 Development Plan for the town. The necessary changes in the objectives are explained in paragraphs 2.14 to 2.17 inclusive. These changes are necessitated by the achievement of specific objectives or by the addition of further specific objectives, the inclusion of which is now considered desirable.

(ii)

Development Plan policy and zoning objectives are indicated in relation to the development area within the Town Boundary as specified in Part I of the first schedule of the Local Government (Planning and Development) Act, 1963, and which is coterminous with the administrative area of the Bantry Town Commissioners.



Limerick

T I P P E R A R Y

L I M E R I C K

Newcastle West

Tipperary

Cashel

Kilmallock

Cahir

Clonmel

Rathluirc

120
100

Tralee

Mitchelstown

K E R R Y

Kanturk

W A T E R F O R

Mallow

Fermoy

Dungarvan

Killarney

Millstreet

90
210

Youghal

Blarney

Cork

Midleton

Kenmare

Macroom

Passage West

Cobh

Airport

Dunmanway

Bandon

Kinsale

Bantry

Clonakilty

Skibbereen



LOCATIONAL CONTEXT

- County Boundary
- National Primary Route
- ==== Other Main Route
- + + + + + Railway
- River
- County Borough
- Town
- ▲ Airport

MAP 1

T A B L E O F C O N T E N T S

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PART I : SURVEY AND ANALYSIS.

A / GENERAL BACKGROUND

GENERAL

I.1 Situated 56 miles to the west of Cork City, Bantry is a market town and port that has grown at the head of Bantry Bay, one of the deepest harbours in Europe and located in the heart of some of the finest scenery in the southwest of Ireland. The town originated as a monastic settlement and now functions mainly as a market centre for the surrounding agricultural hinterland with limited industrial, tourist and fishing activities.

I.2 Bantry was constituted a local authority with Town Commissioners in 1896. While it is still the local government unit for the town, most of its functions are carried out by the County Council. The administrative area covers 2,495 acres and showed a slight but steady increase in population during the 1956 - 66 period, a trend which appears to have been maintained in the 1966 - 71 intercensal period. The 1966 population was 2,341 while the 1971 population has been estimated at 2,600 approximately.

I.3 The town casts its influence over quite a large area of hinterland, the scenic quality of which is very high while its agricultural quality is low. The traditional type of fair and market is still held in the town. Agricultural activities are mainly focused on the rearing of store cattle and sheep. Bantry caters for a total catchment population of about 11,000 including the inhabitants of the town itself and the following census towns: Glengarriff - 431; Ballylickey - 199; Durrus - 133; Kealkill - 98; Goleen - 70; Adrigole - 69. The administrative headquarters of the area is Skibbereen, 18 miles to the south east. The routes to Glengarriff (11 miles), Kenmare (28 miles) and Killarney (49 miles) traverse country of a very high scenic quality.

I.4 Bantry Pier can accommodate vessels of up to 1,000 d.w.t. but the unique advantage of deep water in the outer parts of the Bay offers Bantry its greatest potential for development as a major port. The establishment of Gulf Oil's 1,000,000 ton crude oil transshipment terminal

on Whiddy Island in 1968, 20 miles up in the north-east corner of the Bay where access to 100 feet of deep water is available at 1,200 feet from the shore, opened a new era for Bantry and demonstrated its strategic location and natural deep water facilities within a European context and its potential for the attraction of further oil based transshipment and associated processing operations especially in the fields of refining and petrochemicals. This is one of the most important factors to be considered when analysing future prospects for growth. Its central location in the major tourist area of West Cork and South Kerry is a further important factor in this regard. Its significant recreational and tourist potential is still, however, relatively undeveloped. The transient and seasonal nature of tourism, while providing a most useful contribution to employment and revenue, emphasises the need for a more permanent form of employment such as might be provided by industrial development utilising the deep water facilities of the Bay. The achievement of a satisfactory balance between the development of the Bay's port and industrial potential and the planning of its magnificent natural environment and setting is a matter of great and desirable consequence.

HISTORICAL
BACKGROUND

1.5 The first significant record of the early history of Bantry refers to a Franciscan Friary built by Dermot O'Sullivan in 1460. Much of the Mediaeval history of the Bantry area is associated with the O'Sullivan family, the most famous of whom was Domhnall O'Sullivan Bere who was driven from the Castle at Dunboy by the English in 1603. Bantry Bay has seen the arrival of two French fleets to the Bay on two occasions, one put into the Bay in 1689 to aid James II, but its success was very limited; the other entered in 1796 under General Hoche and organised by Wolfe Tone to help the United Irishmen, was unable to land. The Bay was one of the bases of the British Atlantic Fleet up to 1938.

1.6 Bantry was the birth place of James Healy, the first Governor General of the Irish Free State. There were at one time 10 people known as the Bantry Band who sat in the House of Commons at the time of Parnell. The town is now administered by the Town Commissioners as established under the Towns Improvement Act of 1854.

1.7 The Electric Light Company, Bantry Woollen Mills and the Bantry Bay Steamship Company provided the major employment outlets in the town during the 19th and early 20th centuries. A trade was carried out in the coral sand dredged from the Bay. This was mainly used for agricultural purposes. The trade flourished and gave appreciable employment but declined with the onset of heavily subsidised crushed limestone in recent times.

I.8 The magnificent Market Square in the town, one of the first in the country, was reclaimed from the sea in the 18th century and provides a focal point for the activities and development of the town. Bantry House, a fine Georgian structure built by R. White, 2nd Earl of Bantry, is rich in historical significance. The house has collections of French, Dutch and Flemish tapestries, said to be the property of Marie Antoinette, as well as a fine collection of furniture. Other buildings in the area that are of historical interest are the old mill at Dunamark and the ruins of O'Sullivan Bere's Castle on Whiddy Island.

PHYSICAL
FEATURES

I.9 Located at the north eastern tip of Bantry Bay, the town and port of Bantry is well protected by Whiddy Island to the west and a backdrop of high ground to the east. The Bay itself is 21 miles long and has a water depth of about 40 fathoms at its mouth, while the 10 fathom line closely parallels both sides of the Bay from the mouth to Whiddy Island.

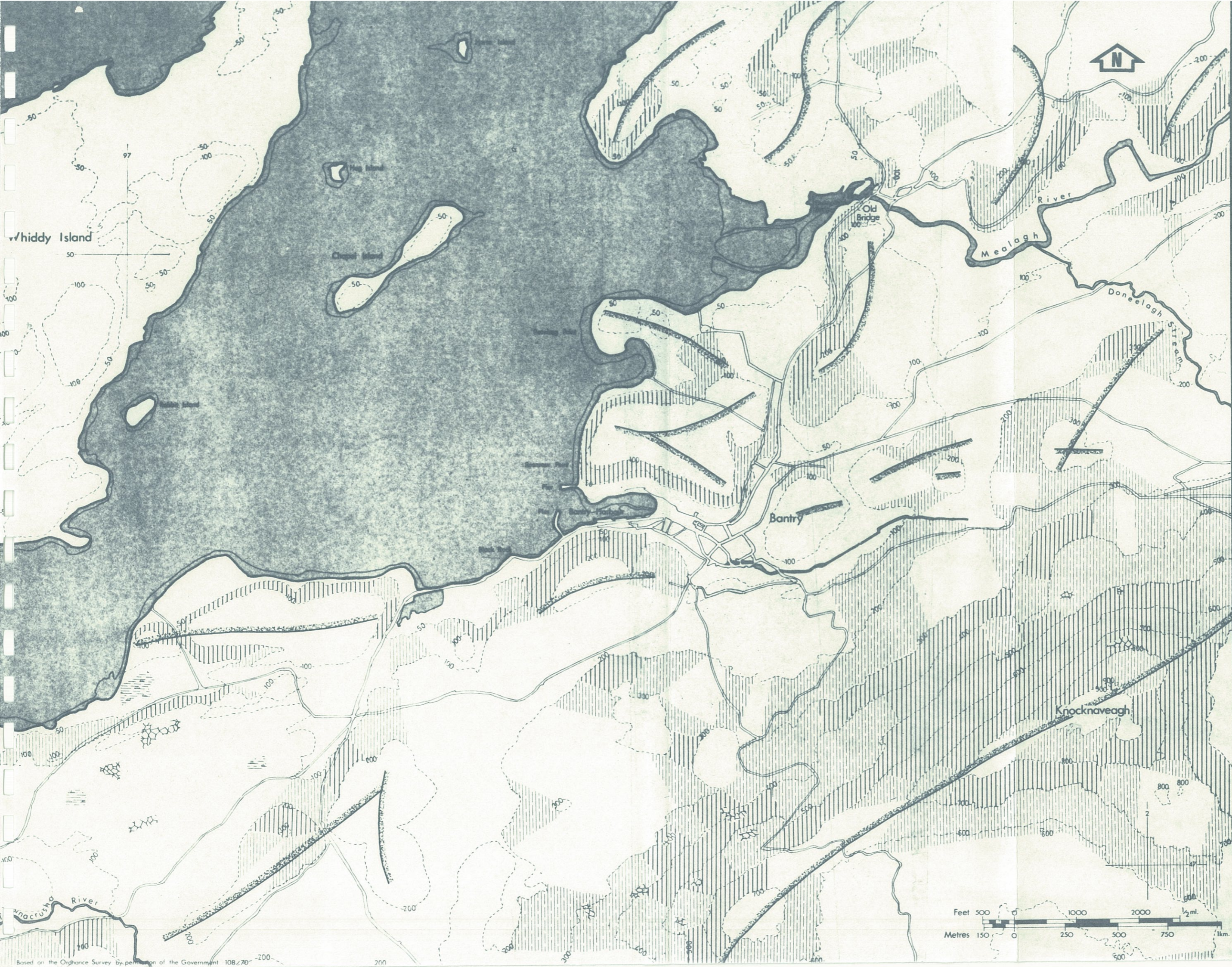
I.10 The most significant geological features in the area originate from the retreat of the Cork - Kerry Glaciation. The exposed drumlins on Whiddy Island and on the road from Bantry to Ballylickey are typical of this era. The principal rock formations are Old Red Sandstone and Carboniferous shales and slates and some grits. The Mealagh River flows into Bantry Bay at Dunamark Falls which has considerable amenity value.

I.11 The Physical Features Map shows the location of ridge lines, marsh, rock outcrop, contours etc. Such features act as constraining or determining forces on the scale of future development and are important considerations when formulating a future structure for the town.

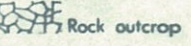
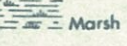



EXISTING
TOWN
STRUCTURE

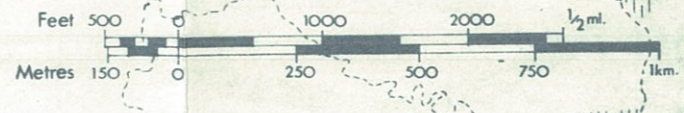
I.12 The town centre is focused around Wolfe Tone Square. The commercial area is generally on low lying and level ground while the surrounding residential areas extend in a ribbon-type fashion along the adjoining roads and into the higher areas. The only significant industrial area is that on the road to Ballylickey while the grounds of Bantry House, G.A.A. Pitch, Sisters of Mercy Convent and the Hospital are the only major areas of open space and institutional use in the town.

I.13 The Land Use Map shows the location of the existing and proposed (i.e. presently committed by way of planning permissions) areas for residential, commercial and industrial use as well as community facilities, open space



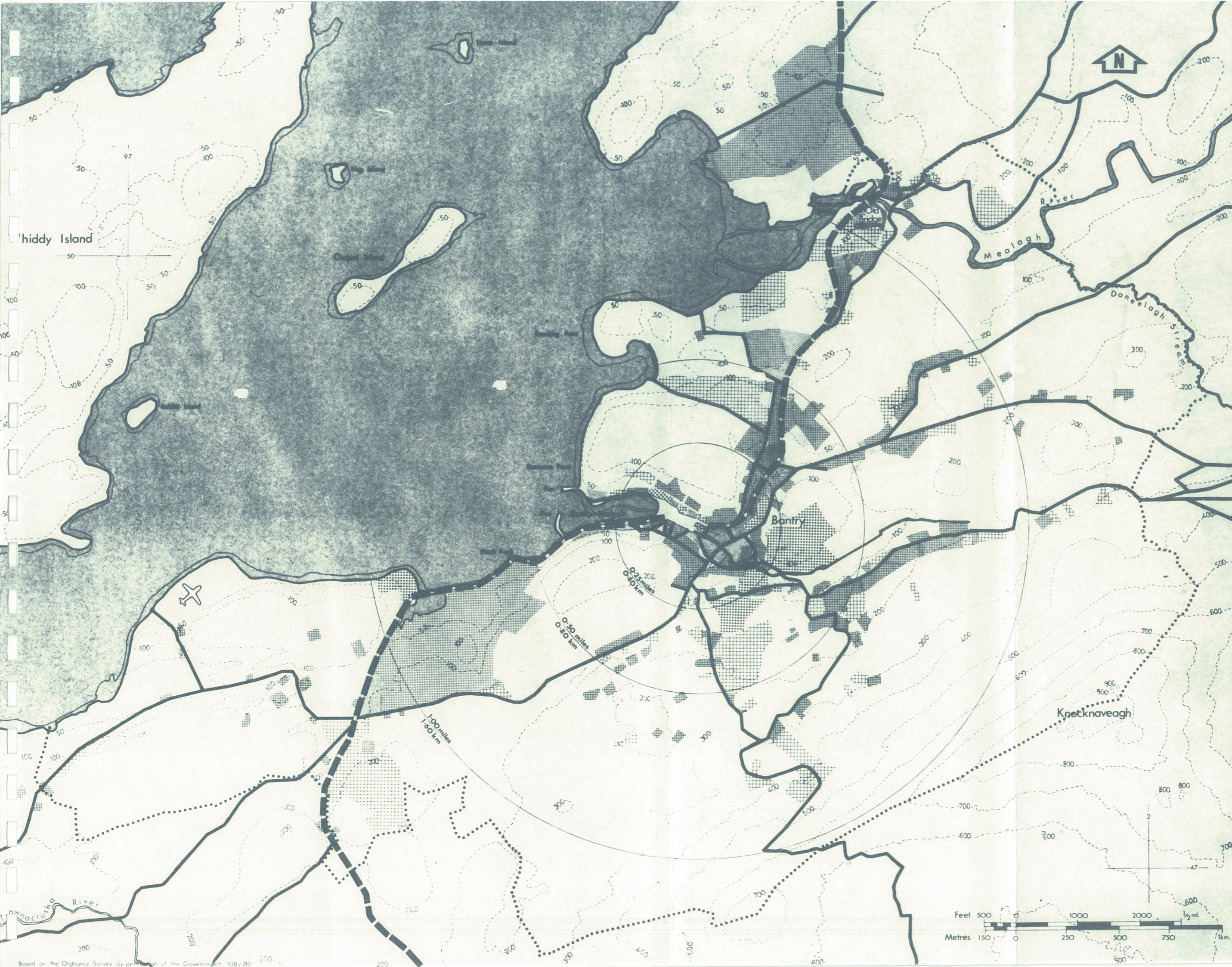
PHYSICAL FEATURES

-  Rock outcrop
-  Marsh
-  Slope 1:10
-  Slope 1:5
-  Ridge line













May 1972

Based on the Ordnance Survey by permission of the Government 108/70



LAND USE

existing proposed

-   Residential
-  Industrial
-  Commercial
-  Community facilities
-  Public open space
-  National secondary route
-  County road
-  Airstrip
-  Scheduled town boundary



MAY 1972

Based on the Ordnance Survey by permission of the Government 108/70

and the basic road network in the vicinity of the town. The concentric circles show the extent of the distribution of development in relation to the town centre. A significant amount of new development since 1966 has taken place in the form of individual house developments along the roads leading to the higher areas in the vicinity of the town, while only a very limited amount of comprehensive (i.e. estate type) development has occurred. Ribbon development is particularly evident along the road to Ballylickey, and on the old Dunmanway and Ardnageehy roads. Much of current developments and commitments however, are assuming a more comprehensive form and the future pattern of residential growth is likely to assume a better related and more integrated form.

B / POPULATION

POPULATION CHANGE

I.14 The 1966 population of the town was 2,341, a significant decline from the 1911 population of 3,159. Between 1961 and 1966, the population increased by 4.8% and was the first sign of a changing trend which appears to have been consolidated in the 1966 - 71 intercensal period. The 1971 population has been estimated at 2,600 approximately while present residential commitments (by way of outstanding planning permissions and proposed Council housing) account for a further estimated potential increase of 1,500. It is evident that such a scale of growth needs to be carefully controlled and directed in a co-ordinated and systematic manner. The timely provision of facilities and services to cater for the needs of the expanding population is the major problem to be overcome in this regard. The continuous depopulation of the Rural District appears to have become stabilised. This may be explained by the significant deficiency in 1966 in the lower age group categories by comparison with the national and county averages.

POPULATION STRUCTURE

1.15 Of the 1966 population, 44.1% were males and 55.9% females. These figures are in marked contrast with corresponding percentages for the aggregate town areas in Cork County (including the County Borough) of 47.9% males and 52.1% females. The employable sector in Bantry (15 - 65) in 1966 constituted 58.4% of the total population as compared with 57.9% county, 57.4% Munster, and 57.8% State. The breakdown of the child bearing group (15 - 44) was 35.7% in the town, 35.0% County, 35.6% Munster and 36.7% State.

C / EMPLOYMENT AND INDUSTRY

OVERALL
EMPLOYMENT
STRUCTURE

1.16 The 1966 Census of Population recorded that of a total of 900 people at work in various locations but living in Bantry, 568 were males and 332 females. Of the total, 76 were engaged in extractive industry (including agriculture, forestry and fishing), 133 in manufacturing while the remaining 691 were engaged in service employment. These figures represent percentages of 8.4%, 14.8% and 76.8% of the gainfully occupied population respectively and compare with the Sub-Regional (i.e. Cork City and County) figures of 29.3%, 21.8% and 48.9%.

MANUFACTURING
INDUSTRY

1.17 Table I shows the main employment outlets in the town and surrounding area as at March, 1972. Industrial activity is limited, the only significant industry now operating being Rowa Manufacturing Company established in the town in 1959, and expanded in 1967.

SERVICE
EMPLOYMENT

1.18 From the limited information on service employment collected in the survey, it is difficult to estimate the percentage of the working population employed in that sector. The 1966 Census figure of 76.8% refers only to those living in the town itself and does not include others who may commute into Bantry to work. The construction of the Gulf Oil Terminal on Whiddy Island in 1968 provided temporary employment for approximately 1,000 workers. Present employment in the Terminal is 58 while it is estimated that a further 150 jobs have been created in associated services, the most important of which is the towing service provided by Bantry Bay Towing Company which employs a total of 70. The impact of an expanding tourist industry will obviously create new employment opportunities in the service sector.

1.19 Service employment tends to grow naturally in association with industrial development and population growth. The Cork Sub-Regional Study has estimated that one manufacturing job creates 1.35 service jobs and this appears a realistic assessment of the impact which new industry would have on service employment in the Bantry area.

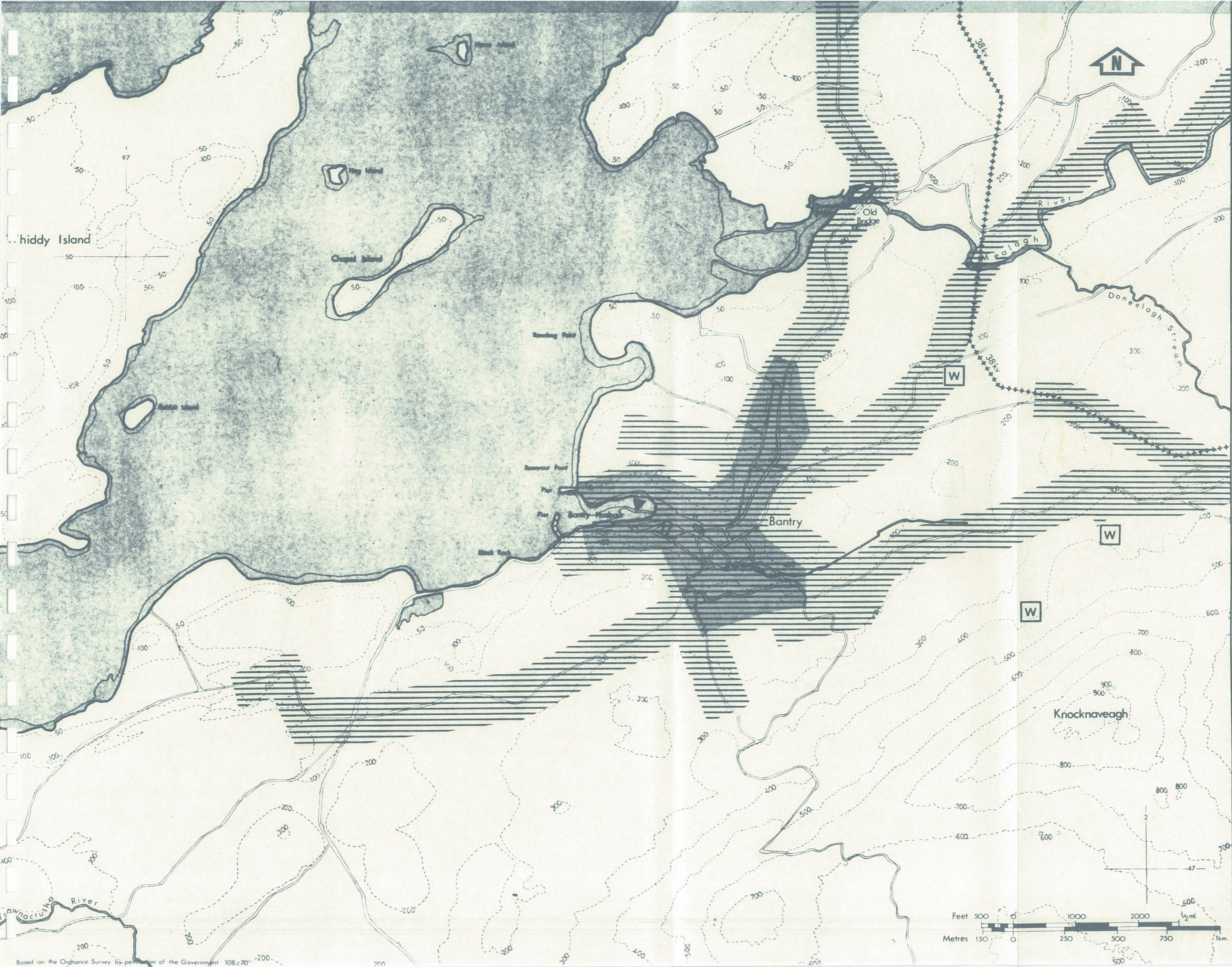
D / SERVICES

WATER SUPPLY






1.20 The existing serviced areas are shown on the Services Map. The old (low level) supply is extracted

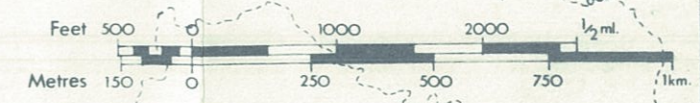
TABLE I : MAIN EMPLOYMENT OUTLETS

NAME OF FIRM	ADDRESS	PRODUCTS	WHERE SOLD	NO. EMPLOYEES	
				MALE	FEMALE
Rowa Limited.	Bantry	Pharmaceu- ticals	Export	12	23
John & Joseph Warner	Bantry	Bakery and Stores.	Locally	15	5
W. Cotter & Sons.	Bantry	Bakery	Locally	8	9
W.J. Murphy & Sons	Bantry	Monumental Works	Locally	2	0
Gulf Oil Terminal	Whiddy Island	Oil Storage	Export	58	0
Murphy & O'Connor	Bantry	Sawmills, Builders Providers	Locally	22	2
Murnane & O'Shea	Bantry	Builder	Locally	47	3
County Hospital	Bantry	-	-	19	91
Bantry Marine Company	Bantry	Transpor- tation Service	-	12	0
Bantry Bay Towing Company	Bantry	Towing Service	-	70	0
T O T A L				265	133



SERVICES

-  Existing water supply
-  Existing sewerage area
-  Existing water supply installation
-  Existing sewerage outfall
-  Electrical power lines



Based on the Ordnance Survey by permission of the Government 108/20

from Drombrow Lake. The t.w.l. is 166 ft. O.D. approximately and the lake source is supplemented from an 8" main which conveys water from the Mealagh River to the Lake. Water gravitates from the latter to slow sand filters (total filtration capacity of 22,000 gallons per day) and in turn to a reservoir at Milleenoola with a capacity of 85,000 gallons and an extreme t.w.l. of 119 ft. O.D. An old 6" cast iron main connects the reservoir with the low level distribution system. There is also a new (high level) storage reservoir with a capacity of 120,000 gallons and t.w.l. of 360 ft. O.D. at Ardnageehy. This is supplied from Lough Bofinna, 3 miles to the east of the town. An additional source at Ardnageehy yields a further supply of 20,000 g.p.d. which is filtered and is part of the old and antiquated supply system for the town. It is intended to abandon this source at a later stage. Provision was made when the new high level system was installed to discharge water from the high level system through a break pressure valve to the low level system should this be required. Minor extensions have been added to the supply network in Bantry over the past five years. Present daily consumption is estimated at 170,000 g.p.d. and there is little spare capacity, particularly during the summer months. For this reason, a new scheme based on the augmentation of the existing supply from Lough Bofinna has been designed which will increase the total available supply to 320,000 g.p.d.

1.21 It is evident that while the existing and proposed extensions to the water supply in Bantry may be adequate to cater for present and foreseeable future domestic and light industrial demand, heavy industrial development in the Bantry area will require much larger daily quantities. It is evident that a hydrological investigation is needed to establish the maximum quantities of water which can be obtained from the three main rivers (i.e. the Mealagh, Coomhola and Ouvane) in the area both by run-of-the river and impoundment. In regard to the latter, a geophysical survey would also be necessary in order to identify the most suitable locations for dam sites and their relationship with potential industrial areas.

SEWERAGE

1.22 The existing sewage disposal system at Bantry consists of an obsolete network of masonry culverts and drains. The untreated sewage is discharged direct to the sea through a number of outfalls. A comprehensive new scheme is now being designed to replace and extend the existing network and which will convey the effluent to a primary treatment works for subsequent discharge through a single outfall below low water level in the vicinity of Abbey town-land. The quality of the effluent and the location of the proposed outfall will be such that no detriment to local amenities will result. There is likely to be a time-lag of

some years before this scheme is completed and in operation. In the meantime, it is hoped that the existing system will fulfill its function reasonably satisfactorily.

REFUSE
DISPOSAL

1.23 A weekly collection is undertaken and the refuse is disposed of in a dump to the east of the town. The latter has adequate capacity to cater for reasonable future needs.

ELECTRICITY

1.24 The electricity supply is at present obtained via a substation at Millenoola which transforms the 38KV supply to a 10KV high tension single or three phase supply for domestic and other requirements. The generation and distribution capacities are adequate to cater for present demand but would have to be augmented to cater for any major future industrial loads.

TELE-
COMMUNICATIONS

1.25 Bantry is served by a manual exchange with a capacity of 600 lines of which 406 are currently being used. It is evident that the introduction of an automatic exchange with S.T.D. facilities would be a very desirable improvement in the present system.

E / HOUSING

HOUSING
CONSTRUCTION
(1966 - 1971)

1.26 The Census of 1966 recorded 607 dwellings in Bantry, an increase of 10 over the 1961 figure. Since 1966 70 new dwellings have been constructed and are now occupied in Bantry while a further 12 are at present under construction. Present residential commitments by way of outstanding planning permissions and proposed Council housing account for a further estimated 380 dwellings giving a potential population commitment of 1,500 approximately (at 4 persons per dwelling). The County Council commitment consists of an 18 acre site at Reenrou. Tenders are now awaiting sanction for the erection of 36 houses on the site and these are likely to begin construction towards the end of 1972.

HOUSE
TYPES
AND
LAYOUT

1.27 Existing development is composed of mixed residential and commercial uses in the central area with rows of terrace type housing extending out and along the main radial routes. The general pattern of more recent housing development has consisted of ribbon type development of individual detached houses along the roads adjacent to the town particularly on the Ballylickey Road and on the old

Dunmanway and Ardnageehy roads. The more usual estate type development, consisting mainly of semi-detached dwellings has occurred at Newtown and this trend is more likely to reflect the pattern of future development. Comprehensive development of the more suitable areas offers advantages in relation to the economic provision of services, proximity to facilities, freedom from through traffic etc. It is evident that a continuation of ribbon development particularly along the trunk road T.65 to Ballylickey will cause traffic and environmental problems and should be discouraged. While it is unrealistic to suggest that isolated development should not be permitted, greater attention should now be given to directing growth to the more feasible areas for such development within the context of an overall structure for the town. A need will arise for temporary accommodation for a construction workforce if further industrial development materialises in the Bantry area. Suitable sites for temporary dwellings should now be designated to cater for such an eventuality in order to avoid indiscriminate siting of such structures.

OBSOLETE AREAS,
RENEWAL AND
REDEVELOPMENT.

I.28 The decline of the town's population in the years prior to 1961 created the associated problem of derelict and obsolete buildings particularly in the back areas of the town. In recent years, however, considerable progress has been made in the reconstruction and renovation of the majority of these dwellings and obsolescence and blight is no longer a serious problem in Bantry.

F / COMMUNICATIONS

GENERAL

I.29 Bantry is 57 miles from Cork and is linked to it through the T.65 passing through Drimoleague, Dunmanway and Bandon while there is also a "northern route" via main routes L.40 and L.39 through Kealkill, Cousane Gap, Cappeen and Crookstown. The routes continue from Ballylickey to Glengarriff, the Beara Peninsula and Kenmare and Killarney. The closing of the West Cork railway link to Bantry in 1961 reduced the accessibility of Bantry from Cork City but this has since been compensated for through considerable improvements on the major road connections leading to the town. There is now a private air-strip in the Beach area suitable for small aircraft while the establishment of the Gulf Oil Terminal on Whiddy Island in 1968 resulted in improved communication facilities between the island and the mainland.

LOCAL

I.30 The road network in the vicinity of the town is shown on the Land Use Map. The central area consists of a network of narrow streets. A severe restriction on circulating traffic occurs within the town at Marina Street and also along Glengarriff Road. The adjacent roads leading to the surrounding high level areas are generally tortuous and badly aligned. In the event of further town expansion, these roads will require improvement while the long-term provision of an inner distributor and relief road running along the route of the old railway line would greatly facilitate the development of adjacent lands and relieve future congestion in the town centre. Traffic circulation within the town, as well as safety, is adversely affected by the usual problem of blind junctions and bends and the lack of any control regulations. Because of the growing importance of Whiddy Island in relation to the development of Bantry Bay, the problem of an adequate communications link between the island and mainland is of increasing significance. There are at present ferry links from the pier at Bantry for the employees of Gulf Oil Terminals while local ferries travel to the island as required. The full utilisation of the island for transshipment or industrial uses raises the possibility of providing a causeway link which, however, must be considered in the context of the role which the island should play in the overall development of transshipment and associated industries in the Bantry Bay area.

PARKING

I.31 Wolfe Tone Square provides the major off-street car parking area in the town. Elsewhere, there is a lack of off-street parking areas at key points while disorganised on-street parking in the narrow streets severely inhibits the free flow of circulating traffic.

PUBLIC
TRANSPORT

I.32 C.I.E. has an average through town service of 4 buses each way to and from Cork City while an each way freight service operates on all weekdays except Saturdays.

G / SOCIAL FACILITIES

GENERAL

I.33 The town generally has an adequate range of social facilities in proportion to its population. Because of its central location in relation to the peninsular areas of West Cork and South Kerry, the town functions as a service centre for a large surrounding hinterland. The service area for Bantry is difficult to define but generally includes all of Bantry R.D. and parts of Castletown, Schuil and Skibbereen Rural Districts.

EXTENT
AND
ADEQUACY

1.34 In Bantry there are Boys and Girls Primary and Secondary Schools, a Protestant Primary School and a mixed Vocational School. A new Secondary School for Boys and Girls has been constructed in the grounds of the Sisters of Mercy Convent and is due to open in September, 1972. There are three churches in the town i.e. Roman Catholic, Church of Ireland and Methodist. The Bantry Boys Club, the Community Centre, Cinema and the five hotels are the main social and indoor recreational venues in the town. Recreational activities are mainly focused on those of an outdoor sporting nature and in this regard there is an obvious lack of adequate shore facilities to cater for angling and sailing enthusiasts. Bantry Hospital has a total of 128 beds and provides a comprehensive range of medicinal services. A new Library at present under construction on the site of the old Woollen Mills, is scheduled for completion in 1972 and will be a considerable civic asset to the town.

1.35 It is evident that further expansion will demand the provision of additional facilities in central locations to cater for an increased population particularly if the town develops as a major port.


























H / AMENITY

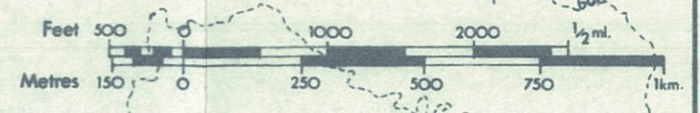
1.36 The main features of interest are Bantry Harbour and Whiddy Island, the steep slopes forming a backdrop to the town and the magnificent views of Bantry Bay from the higher areas. An excellent view of the area is available from Dromleigh South, less than one mile to the south of the town. The Mealagh River flowing into Bantry Bay at Dunamark Falls is a further natural amenity. The Cove at Newtown has potential for development as a recreational area but so far attempts to create a sand beach by importing suitable material have not been very successful. A coast line amenity walk could be provided linking the Cove with the central area at little capital cost.

1.37 Bantry House and grounds is an amenity resource of great value to the town. The ruins of an Old mill at Dunamark and O'Sullivan Bere's Castle on Whiddy Island are further buildings of interest. Apart from the G.A.A. pitch, there are no major areas of public open space and there is an obvious need for a town park, where the provision of a swimming pool would be desirable in order to supplement the limited beach accommodation in the area. The lack of a Golf Course has restricted Bantry's development as a recreation



AMENITIES AND SOCIAL FACILITIES

-  Public open space
-  Area of landscape & recreational value
-  Shrubs, trees, woodland of scenic value
-  Ridge lines
-  Scenic viewpoint
-  Scenic route
-  Buildings of historic/architectural interest
-  Playing field
-  Golf course
-  Cinema
-  Church (r.c.)
-  Church (c of i)
-  Hospital
-  Dispensary
-  Post office
-  Garda station
-  Cemetery
-  Primary school
-  Technical school
-  Secondary school
-  Courthouse
-  Library
-  Hotel
-  Hall
-  Main shopping area



centre, but a 9 hole course is now being constructed to the north of the town and should prove a very valuable amenity. Overnight accommodation is provided locally by five hotels and about fifty guesthouses. The provision of a caravan park (or parks) is a further facility which is considered vital to the proper development of its tourist potential, and the elimination of indiscriminate and disorganised parking.

I / SUMMARY OF DEVELOPMENT CONSTRAINTS AND DETERMINANTS

1.38 From the preceding analysis, certain factors emerge which will clearly act as constraints and determinants in the formation of a viable structure for the town. The most important of these are : -

- (i) Physical features i.e. constraints on development imposed by topography (steep slopes etc.) and land forms (rock outcrop, land liable to flood etc). Topography is of particular significance in Bantry and while development is possible in virtually all areas, construction is more expensive on the steeper slopes and should of necessity be of a lower density. A further consideration relates to the visual vulnerability of much of the area which reduces the capacity of the landscape to accommodate large scale development to any significant degree. In the wider context of the development of industrial potential of the Bantry Bay area and in view of the complicated landforms obtaining along the eastern shore of the Bay, a critical factor to be resolved is the careful selection of suitable sites for heavy industry related to the deep water potential of the Bay (see Physical Features Map).
- (ii) Areas already developed and committed to development i.e. the existing town structure and areas likely to develop in the future by way of outstanding planning permissions. The administrative area in Bantry covers an extensive 2,495 acres and it is evident that in the short term at least, future development should tend to concentrate around the existing town and as convenient to the main community facilities as possible and within the main drainage area. (See Land Use Map).

- (iii) The present level and location of services frequently has a decisive role to play in determining the extent and pattern of future growth. The economic provision of services in otherwise suitable and conveniently servicable areas constitutes a major determinant in attracting development to these areas. In an area of topographical diversity such as Bantry, this factor is of considerable significance and in the short term, at least, would appear to encourage the development of the town around its existing nucleus and into otherwise suitable areas in the surrounding hillsides which form a backdrop to the town. The proposed new sewerage scheme will facilitate the development of a more compact town structure. The limitations of the existing water supply is an immediate constraint on any major development and can only be resolved through the implementation of the proposed improvement scheme. (See Services Map).
- (iv) The growing volume of through traffic while not yet considered a serious constraint, is likely to present problems in future years. While the provision of a relief route will not be necessary in the short term, an inner distributor road along the old railway line connecting Cappanahola East to Carriganat and then to the townland of Newtown to link up again with T.65 would greatly facilitate the development of adjacent lands while also relieving some of the through traffic problems. With continued expansion of the town itself, the growing volume of internal traffic will require some modifications of the existing road network. Should Whiddy Island develop further as a major centre for transhipment and / or industrial operations, it is clear that communications between it and the mainland will need to be improved.
- (v) Numerous other factors will play varied parts in dictating the extent and pattern of future growth in the town. The attractiveness of the area itself, the availability of land, housing, community facilities and the extent of public and private investment will all function as factors which will ultimately determine the Bantry of the future.

PART II. DEVELOPMENT POLICY, ZONING AND SPECIFIC
OBJECTIVES, FEASIBILITY.

A / DEVELOPMENT POLICY

GENERAL

2.1 The basic aim of this development plan is to provide a framework for the guidance of future development so as to produce a living, working and recreating environment of high quality and to ensure a future urban structure in which all its various parts will play their roles as inter-related elements of a single system.

ELEMENTS

2.2 It is the policy of the Council -

- (i) to promote the growth of the town as an industrial, service, social and tourist centre with particular emphasis on the attraction of industrial development utilising the deep water facilities of Bantry Bay and consistent with the preservation of its landscape and amenity resources;
- (ii) to seek to establish a Harbour Authority as a means of promoting the development of the Bay as a major port;
- (iii) to settle the pattern of future growth through the designation for the use of particular areas for particular purposes and the appropriate servicing of selected areas;
- (iv) to generally improve the physical character and environment of the town with particular regard to the preservation, extension and improvement of its coastal amenities.

B / DEVELOPMENT AREA

GENERAL

2.3 In determining the proposed development area, physical features, present development, commitments, serviced and economically serviceable areas as well as general planning principles were taken into account. The constraints and determinants imposed by these factors have been outlined in Part I.

2.4 The overall development area incorporates the extensive 2,495 acres which constitutes the area under the jurisdiction of the Town Commissioners. Much of this area, however, is premature and difficult for development because of reasons relating to drainage, water supply, access to facilities, visual vulnerability etc. and the first stage development area is restricted to that in the vicinity of the existing town.

C / ZONING AND SPECIFIC OBJECTIVES

GENERAL

2.5 The statutory map of the Development Plan (Map No.6) for Bantry is self-explanatory and illustrates the Council's objectives relating to zoning, utility services, roads, amenities, renewal and other matters. The clauses relating to general policy (as provided for in the Local Government (Planning and Development) Act, 1963) and objectives set out in the written statement of the Development Plan for the County, shall have application to the Development Plan for Bantry.

2.6 Map No. 6 indicates policy rather than detail and should not, therefore, be used to take measurements. Approximate geographical location is indicated rather than site detail. If any conflict should exist between the written statement and the plan, the written statement shall prevail.

(i) ZONING OBJECTIVES

LAND
USE

2.7 The use zoning states the purpose for which particular areas of land may be used. Development applications will be considered having regard to the proper planning and

development of the area as prescribed in the general provisions of Section 26 of the 1963 Act.

PRIMARY
OR
SOLE
USE

2.8 Where a primary use for an area is stated, this use will be the principal land use within that area. Where a sole use for an area is stated such use will be strictly limited in order to provide essential supporting uses for the primary use areas. The sole use area must be protected from intrusion of uses which could lead to an under-provision of supporting uses. Unless land use in a particular area is stated to be solely one use, applications for use which would not inhibit the primary use may be considered. Such permissions may be granted if the planning authority considers that the proposed use or development would not be detrimental to the primary use objective for the area and that it would conform with proper planning and development. In planning primary use objectives in this way, it is hoped to encourage and facilitate development in a positive manner.

PURPOSES
OF
ZONING

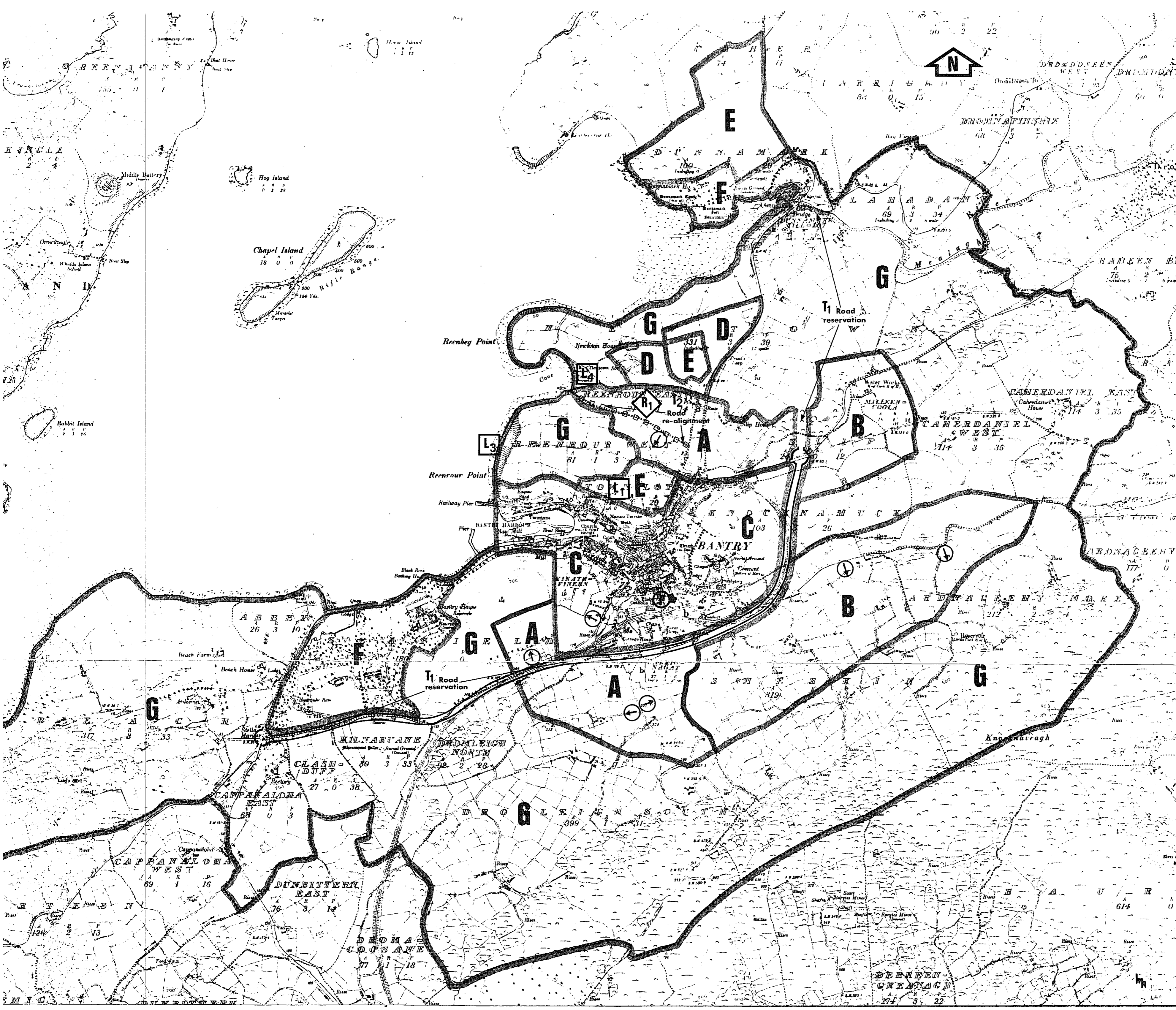
2.9 The purpose of each use zoning is denoted on the Zoning and Specific Objectives Map No. 6. The primary or sole use for which use zones are reserved are set out in the schedule of use zoning (Table 2) overleaf.

2.10 Indicated on Map No. 6 are the development areas where it is an objective of the Council to make drainage available in order to promote the proper planning and development of the area. The provision of such services will necessarily take some considerable time depending on the demand for building land etc. and it should not be assumed that because an area is indicated as a development area and indicated for a use purpose, that development applications will receive immediate permission because they appear to comply with the various requirements of the plan. Until such time as drainage is available in any area, the Council will normally refuse permission for development.

2.11 Where lands have been or are in the future made capable of development through the provision of drainage and other infrastructure by the Council and are not being so developed, it will be the policy of the Council to secure the initiation of such development by agreement and if considered desirable compulsorily to acquire such lands and develop or make arrangements for their development, under Section 72 of the Act.

LAND NOT
INDICATED
FOR ANY USE

2.12 Where an area of land is not indicated for any purpose on the Zoning and Specific Objectives Map No. 6, the use of such land shall be deemed to be primarily agricultural.



ZONING OBJECTIVE

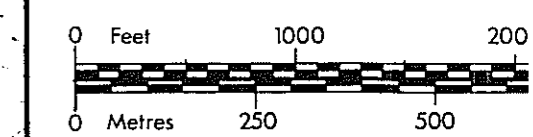
- | symbol | purpose of zone |
|----------|--|
| A | To provide for residential development and to preserve an appropriate open space amenity |
| B | To provide for the development of residential community and to appropriate level of open space |
| C | To provide for shopping, community development |
| D | To provide for light industry |
| E | To provide for recreational open and ancillary development |
| F | To preserve an area of high amenity |
| G | To preserve open space amenity |

SPECIFIC OBJECTIVE

- Zone boundary
- T1, T2, Roads
- T5, Access points
- T6, Parking
- Public housing
- L1, L2, L3, Amenities

..... Scheduled Town boundary

BANTRY DEVELOPMENT PLAN



June 1972

TABLE 2 : SCHEDULE OF USE ZONING OBJECTIVES

DEVELOPMENT TYPE	PURPOSE OF ZONE	USE OF ZONE	MAP SYMBOL
Residential	To provide for residential development and to preserve an appropriate level of open space amenity	Primarily residential use	
Residential	To provide for the development of a residential community and to preserve an appropriate level of open space amenity	Primarily residential use	
Central Area	To provide for shopping, commercial and community development	Primarily central area uses	
Industrial	To provide for light industry	Primarily light industrial and related uses	
Open Space	To provide for recreational open space and ancillary development	Primarily recreational use	
Open Space	To preserve an area of high amenity	Primarily agricultural use	
Open Space	To preserve open space amenity	Primarily agricultural use	

NON-
CONFORMING
USES

2.13 All uses established before 1st October, 1964, conflicting with the use zoning provisions of the Development Plan, shall be non-conforming uses. While the continuation of such uses will be generally discouraged, it is appreciated that continuity of use may from time to time require minor building extensions on or in land on which the uses existed on 1st October, 1964. Such works may be permitted provided the continued use does not prejudice the proper planning and development of the area and the preservation and improvement of the amenities thereof.

(ii) SPECIFIC OBJECTIVES

2.14 Specific development objectives for the town are shown on Map No. 6 and are listed hereunder. In the absence of any specific statement to the contrary, the period of these objectives should be taken as five years from the making of the plan.

2.15 Where specific development objectives were listed under Part III - Development Objectives I - 8 in the Development Plan for Bantry, pages 118 - 119, Cork County Development Plan 1967, and do not reappear in this review, it can be taken that these objectives have been realised.

2.16 Where a double asterisk appears before a specific objective hereunder, it signifies that this objective represents an additional specific development objective not contained in the 1967 Development Plan for Bantry, the inclusion of which is now considered desirable. All of the objectives represent a continuation and / or extension of the original development plan policy.

2.17 A single asterisk denotes objectives not shown on the Zoning and Specific Objectives Map No. 6.

UTILITY
SERVICES

* U.1 To seek the implementation of the proposed water
** supply augmentation scheme including for the renewal of existing obsolete sections of water main.

** U.2 To carry out a survey of water resources to cater for possible future heavy industrial demands in the Bantry area.

SEWAGE
DISPOSAL

- * U.3 To seek the preparation and phased implementation of a comprehensive sewerage system for the development area including for appropriate treatment, and the extension and, where necessary, the renewal of the existing sewer network.
- * U.4 To proceed with the improvement of the public
- ** lighting system in the town.

ROADS
AND
TRAFFIC

- T.1 To seek to improve road from Cappanahola East to Carriganat and also to determine and preserve the route of a service and relief road along part of the old railway line and thence through the townland of Newtown to link up with T.65 to the north of the town.
- T.2 To seek the realignment of the road to the Cove, Newtown, and to widen the radial distributors serving the proposed development areas to the south of the town.
- * T.3 To improve alignment and vision at dangerous junctions and corners as the need and opportunity arises.
- * T.4 To consider the possibility of introducing traffic regulations in order to improve traffic circulation in the central area.
- T.5 To preserve access to backlands in vicinity of points shown; sufficient land to allow carriageways, foot-paths and vision to standards ruling at the time of development.
- T.6 To seek to improve off-street parking areas in the vicinity of the Church and elsewhere as required.
- * T.7 Promote the development of an integrated pedestrian
- ** network within the development area.
- ** R.1 To proceed with the development of Council housing at Reenrour.
- * R.2 To endeavour to make a number of single house
- ** serviced sites available for sale to individual private developers.

HOUSING

- * R.3 To provide for the preparation of an action area
- ** study for at least one residential area.

OBSOLESCENCE
AND RENEWAL

- * O.1 Initiate a programme for the systematic redevelopment or renewal of obsolete areas.

INDUSTRY

- * W.1 To seek to acquire a suitable site for light industry.

SOCIAL
FACILITIES

- * S.1 To reserve suitable sites in residential communities for primary schools and for other necessary social facilities and to promote the provision of these facilities as required.

- * S.2 Investigate the possibility of providing a swimming pool in the town.

AMENITY

- L.1 To seek to develop a Town Park in the Town Lots area.
- * L.2 To seek to acquire a suitable site(s) for development as caravan park(s).
- **
- ** L.3 To provide a coastline amenity walk connecting the central area and proposed Town Park with the Cove, Newtown.
- ** L.4 To develop the area adjacent to the Cove as a public recreation area.
- * L.5 To seek where appropriate the proper landscaping
- ** of all new development in order to improve its general appearance and general environment.
- * L.6 To provide for the preservation of trees and wood-
- ** lands.

D / FEASIBILITY

FINANCE

2.15 The implementation of the development objectives mentioned above are based on the assumption that the necessary capital moneys, permissions and approvals will be forthcoming from central government sources. Should such money not be available, or should compulsory acquisition of lands, etc. not be confirmed by the responsible Minister of Government, objectives so affected will be excluded from statutory implementation.

2.16 The Council, considering the capital expenditure necessary for the provision of infrastructure, in particular that for roads and sanitary services, to accommodate the estimated population growth, will require contributions towards expenditure as provided in the Local Government (Planning and Development) Act, 1963.

COST

2.17 Detailed cost estimates have not been included in this plan. Such costing is possible only at the stage where more detailed design for roads, services, housing layouts, social facilities, etc. have been drawn up. While no such study has been carried out, it is clear that a well planned compact type structure offers opportunities for minimising development costs particularly in relation to provision of infrastructure, while also producing other social, economic and environmental benefits. The alternative is to allow a sprawling and unrelated settlement to develop, thus producing an unplanned, unattractive and inefficient environment.