

# **BANTRY DEVELOPMENT PLAN**



**Cork County Council**

**1979**

**Planning Department  
Cork County Council**

**BANTRY  
DEVELOPMENT PLAN**

**July 1979**

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

Under Section 20 of the 1963 Act, the Council as Planning Authority is required to review its development plans at least once every five years. Section 20 (1) of the Local Government (Planning & 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.

The current Bantry Development Plan was formulated as recently as 1972 and adopted by the Council on 19th March, 1973. Recent pressures for industry and the discovery of natural gas and oil off the Cork coastline are likely to have a particular significance for Bantry, and it is therefore desirable to up-date the development policy, the specific objectives, and the area of land zoned for industry. The townlands of Dunbittern West, Ardyhoolihane and parts of Dunbittern East and Dromacoosane comprising 216 acres are now added to the former Bantry Development Plan Area and zoned for industrial development. Three acres from within the Town Commissioner's Boundary at this point are also included, thereby providing a new Industrial zone of 219 acres. The selection of this area was determined by the following factors:-

- (1) It is well situated in relation to Bantry Town, being close enough to be convenient to the workers, while sufficiently removed not to effect the environment adversely.
- (2) The topography at this point is such that large scale development can be sited unobtrusively, without undue interference with the amenity. The site is almost totally screened from the bay itself.
- (3) The area can be sewerred, and, initially at least, can provide its own water supply by means of existing streams, or by boreholes.
- (4) The main Bantry/Dunmanway/Cork road passes through the site, while a probable future ring road, along the route of the old railway line, adjoins the eastern boundary.
- (5) Being located west of Bantry, the area has the added advantage of easy access to Bantry Harbour. Transportation of materials or finished products between the industrial area and the pier can be achieved without imposing an increased burden on the carrying capacity of Bantry's limited roads system, until such time as the proposed by-pass provides the desired solution.

(ii)

Completely separate from the main industrial zone referred to above, are two smaller zones of 56.6 acres and 17 acres at Clashduff/Kilnaruane and at Seafield respectively. These areas however are suitable for small scale light industry only, where pollution of any kind is either totally absent or easily controlled. Also, since both sites are located within an area formerly reserved for open space amenity, any development must necessarily have a low profile, so that visual impact is minimal.

In an area which includes the existing air-strip in the townland of Beach, a 14 acre site has been set aside for Port Dependent Industry and related uses. The location was chosen because it has ready access to deep water, and is capable of considerable extension, by means of reclamation, eastwards along the shoreline. It is also accessible by road, and is situated approximately only one mile from the new Heavy Industrial Zone.

Bantry is one of the twelve scheduled towns in Cork County, for which the Planning Authority is obliged by statute to include detailed development plans as part of the overall County Plan. This review incorporates appropriate changes where necessary, based on available information in June 1976, and any altered circumstances obtaining since the last plan was prepared in 1972.

Part I of the written statement contains the basic survey and the Development Plan proper appears in Part II, and embodies the development policy, zoning and specific objectives - with map - and feasibility.

The sole-use zoning system introduced in the 1973 document is again employed, and is fully explained in Part II of the statement. This method allows greater flexibility in the control of development, while at the same time facilitating the emergence of a community structure and an environment of high quality. It is in general use throughout the scheduled town plans and its effectiveness in practical terms is already acknowledged.








Part II C (ii) "Specific Objectives" has been updated. Those which were listed in the 1973 Plan, and which are now omitted, can be regarded as having been achieved. New objectives have been added.

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 & Development) Act, 1963, to which is added the new 224 acre industrial zone already described.

This plan was adopted by Cork County Council on 30th July, 1979.



# LOCALATIONAL CONTEXT

-  National primary route
-  Other main route
-  Railway
-  City
-  Town
-  Airport
-  County boundary



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PART I . : SURVEY AND ANALYSIS .

A/ GENERAL BACKGROUND .

GENERAL

1.1. 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. It has one of the deepest harbours in Europe and is located in the heart of some of the finest scenery in the south west of Ireland. The town originated as a market centre for the surrounding agricultural hinterland with limited industrial, tourist and fishing activities.

1.2 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 was 2579.

1.3 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 Rural District includes Glengarriff, Ahil, Douce, Kealkill, Mealagh, Scart, Whiddy, Durrus East, Durrus West, Glanlough, Seafin, Sheeps Head, Kilcaskan, Bantry Rural (D.E.D.) and Bantry Urban. A total population of almost 8,000 is contained within this catchment area.

The routes to Glengarriff (11 miles), Kenmare (28 miles) and Killarney (49 miles) traverse country of very high scenic quality.

1.4 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 field 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 Fransiscan 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 Bank 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, 1954.

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.

1.8 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. Wille, 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

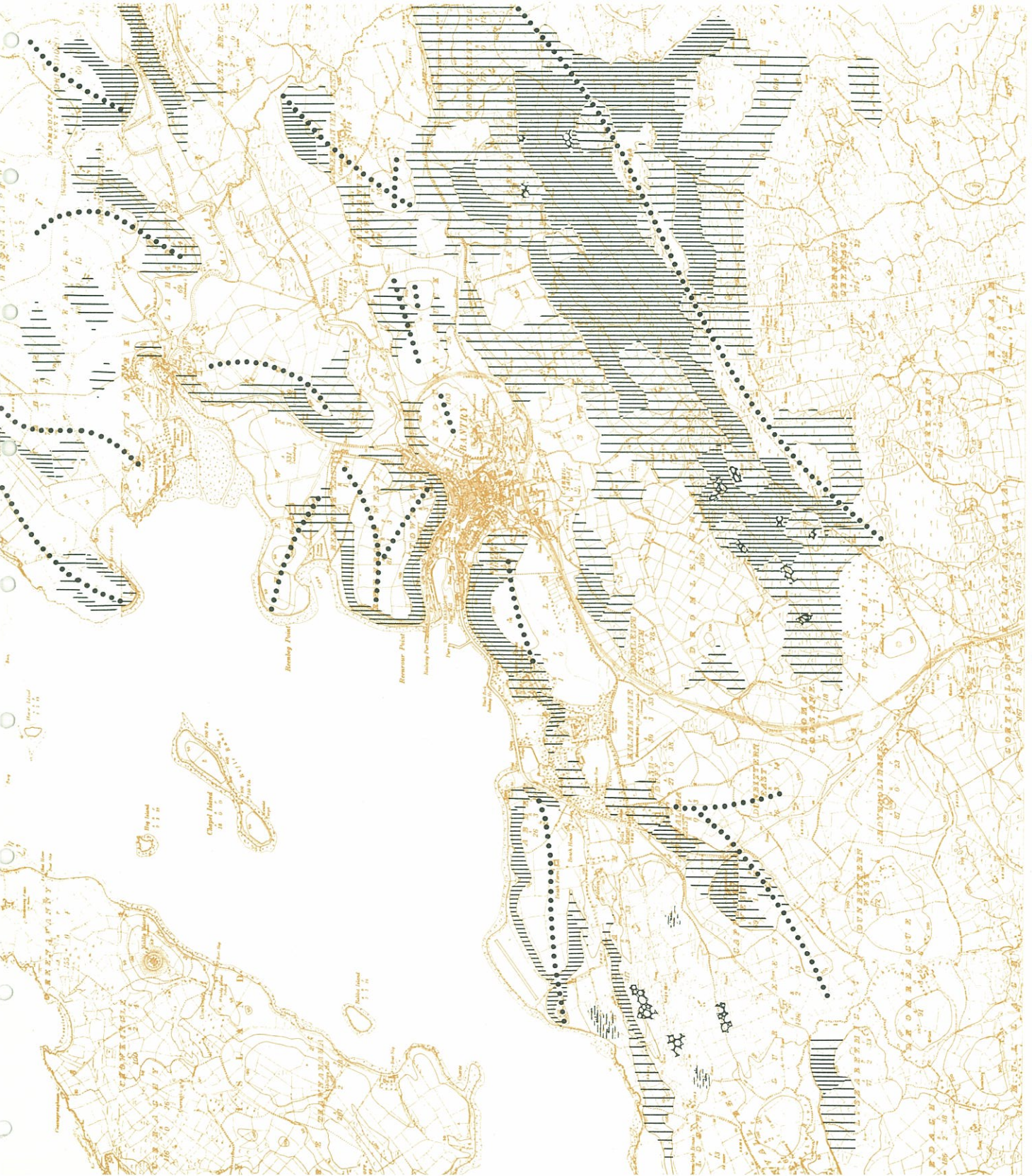
1.9 Located at the north eastern tip of Bantry Bay, the town and port of Bantry is well protected by Whiddy Island to the west and a backdrop of high ground to the east. The Bay itself is 21 miles long and has a water depth of about 40 fathoms at its mouth, while the 10 fathom line closely parallels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

1.10 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.

1.11 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

1.12 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 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.

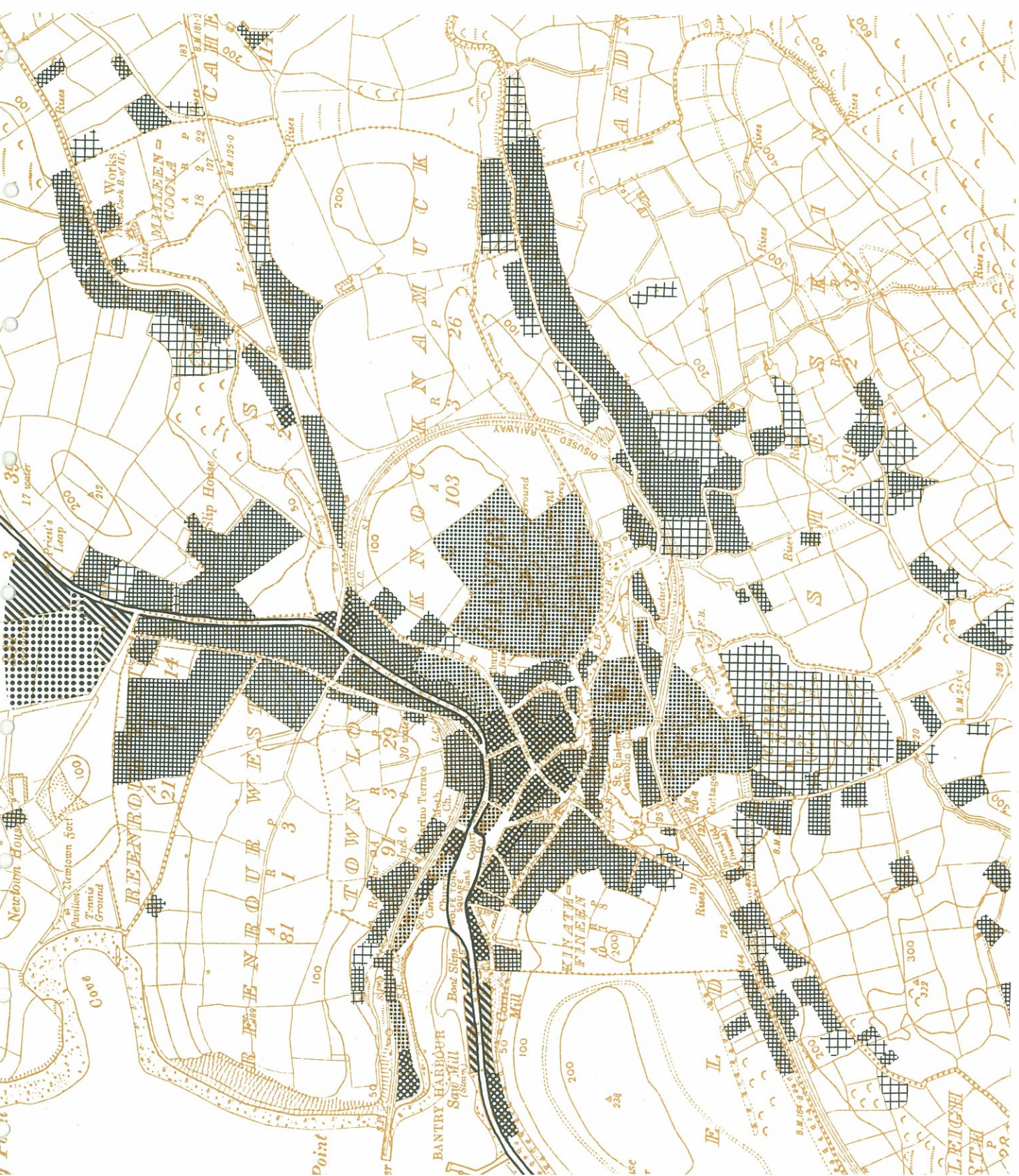


# PHYSICAL FEATURES








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







# LAND USE

-  Residential (existing)
-  Residential (proposed)
-  Commercial
-  Industry
-  Community facilities
-  Open space
-  National secondary route



0 500 1000

0 1/4 1/2

1.13 The land use maps show 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 and the basic road network in the vicinity of the town. 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 be better integrated. Considerable room for improvement still remains, and higher standards of design must be employed in the future.

B/ P O P U L A T I O N .

1.14 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 - 1971 intercensal period. The 1971 population was 2579. Since 1971 the housing figures - in both the public and the private sectors - indicate a further potential population growth of approximately 1,000 persons, taking into account planning permissions granted. 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.

POPULATION STRUCTURE

1966		1971	
% Males	% Females	% Males	% Females
44.1% (Bantry)	55.9% (Bantry)	45.29% (Bantry)	54.71% (Bantry)
47.9% (aggregate town areas including the County Borough)	52.1% (aggregate town areas including the County Borough)	48.15% (aggregate town areas including the County Borough)	51.85% (aggregate town areas including the County Borough)

Employable Sector (15-65) expressed in % of total population in 1971.

Bantry	Cork County <u>only</u>	Cork Co. + Co.Borough	Munster	State
58.59	57.83	57.80	57.50	57.66

Child-Bearing Group (15-44) expressed in % of Female Population in 1971.

Bantry	Cork County <u>only</u>	Cork Co.+ Co.Borough	Munster	State
37.70	34.91	36.38	35.65	36.83

Overall Employment Structure in Bantry (1971)

Type of Employment	Number Engaged	% of gainfully occupied	Sub-regional %.
Agriculture, Forestry, Fishing, Mining, Quarrying and Turf Production	72	7.84	25.19
Manufacturing	111	12.09	22.36
Service Employment	735	80.07	52.45
Total	918 *		

\* OF THIS TOTAL 590 WERE MALES AND 328 WERE FEMALES.

T A B L E I : M A I N E M P L O Y M E N T O U T L E T S .

NAME OF FIRM	ADDRESS	PRODUCTS	WHERE SOLD	NO. Male	EMPLOYEES Female
Rowa Limited	Bantry	pharmaceu- ticals	export	13	19
John & Joseph Warner	Bantry	Bakery & Stores	locally	10	6
W.J. Murphy & Sons	Bantry	Monumental Works	locally	2	0
Gulf Oil Terminal	Whiddy Island	Oil Storage	export	75	2
Murphy & O'Connor	Bantry	Sawmills Builders Providers	locally	14	2
Murnane & O'Shea	Bantry	Builder	locally (yard and workshop)	19	4
County Hospital	Bantry	-	-	23	110
Bantry Marine Co.	Bantry	-	Transportat- ion service	21	3
Bantry Bay Towing Co.	Bantry	Towing Service	-	43	1
Forestry & Wildlife Service	-	-	-	7	0
Biggs & Co.	Bantry	General Merchants & Supermarket	locally	24	10
Deasys	Bantry	Bottling Co.	-	3	-
Beamishes	-	-	-	2	-
West Cork Bottling Co.	-	Bottling Co.	-	2	-
Cork Co. Council	-	-	-	60	-
Bantry Tanker Agency	-	-	-	8	2
P.O'Driscoll	Whiddy Island	Labour Contractor	-	7	-
Chesterton International	Bantry	Mechanical Seals & packing	export	16	9
T O T A L:				349	168



1.15 Table I shows the main employment outlets in the town and surrounding area as at June, 1976.

The organisations which absorb the greatest numbers of personnel are the County Hospital, Gulf Oil, Cork County Council, Bantry Bay Towing Company and Biggs & Company.

FUTURE  
EMPLOYMENT

C/ 1.16 Planning permission has been granted for an oil refinery on Whiddy Island. However, future development of our natural resources in the Celtic Sea will ultimately determine the most suitable location for a refinery in the overall national context. It must be realised that one modern refinery would more than adequately cater for the demands of the whole country.

The inevitable growth of related petrochemical and downstream industries will require a full range of infrastructural facilities together with ready access to an extensive labour pool.

Therefore whether Bantry is chosen as the future centre of such highly specialised and complex development, or not, it still remains the most likely location in western Europe for an oil transshipment terminal. Existing oil storage facilities will almost certainly be insufficient and will need to be extended.

Furthermore Bantry Bay will probably become a base for one or more oil production platform construction sites. Planning permission has already been granted to a French/Irish consortium for one such industry at Aghabeg near Castletownbere.

1.17 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/ S E R V I C E S .

WATER  
SUPPLY

1.18 The existing serviced areas are shown on the Services Map. The old (low level) supply is extracted from Drombrow Lake. The t.w.l. is 166 ft.0.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 102,000 gallons per day) and in turn to a reservoir at Milleencolla 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. 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. The present position regarding the augmentation of the Bantry water supply is as follows:-

- (a) Work on Bantry Water Supply Improvement Scheme is almost complete. The source for this scheme is Lough Bofinna in the hills to the east of Bantry Town on the road to Castle Donovan.
- (b) Laying of a new 150 mm (6") diameter intake pipe from Lough Bofinna to the existing filter house.
- (c) The building of a settling tank and renovation of the existing filter in order to increase the plant capacity to 240,000 gallons per day. The chemical dosing equipment in the filterhouse has also been modernised.
- (d) The laying of a new trunk main from the filter house to the existing reservoir at Ardnageehy More .
- (e) The replacement of old mains in Bantry Town.
- (f) It is also intended to abandon an existing small filter bed at Ardnageehy since the source is unreliable, the filters inefficient, and the distribution pipes are almost 100 years old.

1.19 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 ultimately require much larger daily quantities. 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. Ganging points have been set up on all three



# SERVICES

-  Water supply (existing)
-  Water supply (proposed)
-  Water supply installation
-  Sewered area (existing)
-  Sewered area (proposed)
-  Sewerage outfall (existing)
-  Sewerage outfall (proposed)
-  Electrical supply line



rivers by An Foras Forbartha and the relevant data is being assembled. With regard to impoundment, a geophysical survey is also necessary in order to identify the most suitable locations for dam sites and their relationship with potential industrial areas.

SEWERAGE:

1.20 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 has been designed to replace and extend the existing network. The total population catered for is 11,500, and contract documents for the scheme have now been prepared. Initially two pumping units will be installed, to cater for the present population. Discharge will take place into the harbour at the existing pier.

Ultimately two further pumping units will be added to bring the total capacity to maximum requirements. The outfall at this stage will be at some point west of Blue Hill. The possibility of introducing basic primary treatment before final discharge into Bantry Bay is being presently considered.

It is important to note that all future development will have to be on a separate system. Storm water must be discharged by separate sewers to the nearest natural drainage channel or watercourse.

REFUSE  
DISPOSAL:

1.21 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:

1.22 The electricity supply is at present obtained via a sub-station at Milleenoola 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:

1.23 Bantry is served by a manual exchange with a capacity of 750 lines of which 550 are currently being used. It is hoped to introduce a fully automatic exchange by 1978, but plans to extend and improve the existing service are well advanced.

E/ H O U S I N G

HOUSING  
CONSTRUCTION  
1971 - 1975.

1.24 Within the development area of Bantry, as shown in the 1976 Bantry Development Plan, approximately 83 dwellings have been constructed in the private sector since 1971, and are now occupied, while ten are still in the course of construction.

Outstanding planning permissions account for a further estimated 100 dwellings, also in the private sector.

In the public sector, the County Council site at Reenrour, containing a total of 76 houses, has been completed, and all the dwellings are now occupied.

HOUSE  
TYPES  
AND  
LAYOUT

1.25 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 encouragement should now be given to directing growth to the serviced areas for such development within the context of an overall structure for the town.

OBSOLETE AREAS  
RENEWAL AND  
REDEVELOPMENT

1.26 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. Some blight still remains, for example, at Barrack Road. This will gradually be eradicated. Where reconstruction is both possible and desirable, a supplementary reconstruction grants scheme might be introduced.

F/ C O M M U N I C A T I O N S .

GENERAL

1.27 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 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.

1.28 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.

1.29 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.

1.30 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/ COMMUNITY FACILITIES.

1.31 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 the Bantry R.D. and parts of Castletown, Schull and Skibbereen Rural Districts.

1.32 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 was constructed in the grounds of the Sisters of Mercy Convent and was opened in 1972. Outline planning permission has been granted for new Vocational and Primary Schools at Sheskin. 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. Sailing facilities can be improved by the enlargement of the existing slipway - at the sailing club - and by the provision of an on-shore parking area for small sailing craft which are not normally at moorings. Angling in the Bantry area generally is well developed, with many outlets. Game fishing in the rivers and lakes is extensive, but sea fishing facilities need to be improved.

1.33 Bantry Hospital has a total of 143 beds, and provides a comprehensive range of medical services. A new public Library has been built on the site of the old Woollen Mills and is a considerable civic asset to the town.

1.34 Should the expected expansion of Bantry as an important port materialise, the relative growth of population will bring increased demands for additional recreational facilities. It is essential therefore to select suitable sites where such activities may be located. The ideal solution is to concentrate all recreational and related social facilities at an appropriate central point. Initially this could consist of a swimming pool and a squash court, with a community hall.

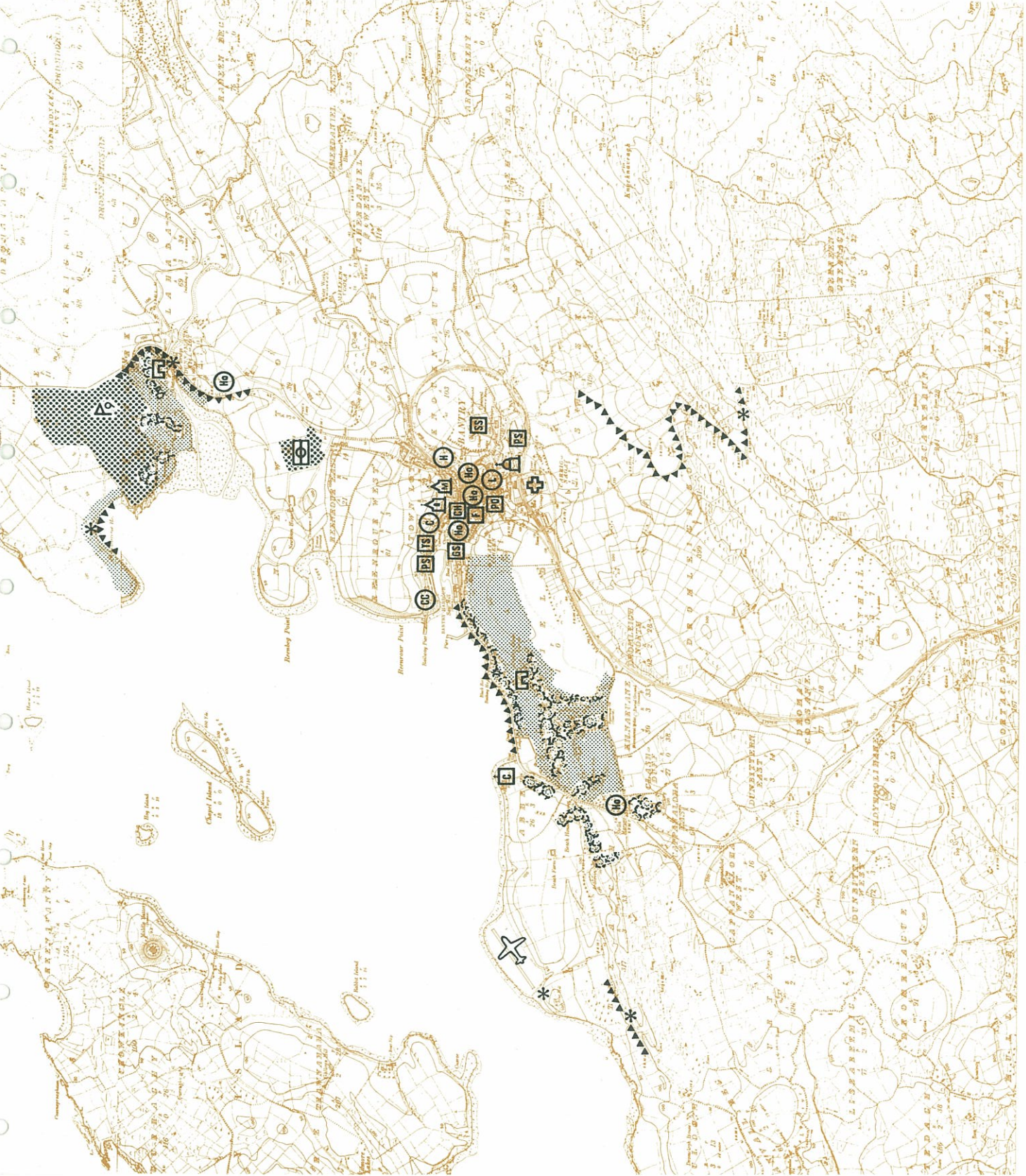
#### H/ A M E N I T Y .

1.35 In the Development Strategy outline for County Cork, the National Coastline Study places an emphasis on touring and based touring in the Bantry area generally. The Bantry Development Plan already incorporates N.C.S recommendations in respect of areas where development must be restricted for the purpose of preserving the scenic amenity. 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. An alternative - or an addition - to the latter, would be a high level amenity walk at Reenrou West, giving attractive views over the town and over the inner reaches of Bantry Bay.

# AMENITIES and COMMUNITY FACILITIES

-  Open space
-  Area of landscape and recreational value
-  Shrubs/trees/woodland of scenic value

-  Scenic route
-  Scenic viewpoint
-  Structure of historic/architectural interest
-  Playing field
-  Church (R.C.)
-  Church (C. of I.)
-  Church (Methodist)
-  Primary school
-  Secondary school
-  Technical school
-  Courthouse
-  Community centre
-  Post office
-  Garda station
-  Fire station
-  Library
-  Hotel
-  Hall
-  Cinema
-  Hospital
-  Cemetery
-  Golf course
-  Airstrip





1.36 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. The provision of a swimming pool would be desirable also, in order to supplement the limited beach accommodation in the area. The lack of a Golf Course had restricted Bantry's development as a recreation centre, but a 9 hole has now been provided together with a clubhouse and the usual facilities. Overnight accommodation is provided locally by five hotels and about fifty guesthouses. The provision of caravan and camping sites 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/ S U M M A R Y O F D E V E L O P M E N T C O N S T R A I N T S  
A N D D E T E R M I N A N T S .

1.37 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 industry related to the deep water potential of the Bay (see Physical Features Map), but located away from the waterfront.
  
- (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 serviceable 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 Service 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, a ring road along the old railway line connecting Cappanalooha East to Carrignagat 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. As already referred to in the introduction, a logical extension of this route southwards, from Dromleigh North along the old railway line to a suitable intersection with the main Bantry/Dunmanway road, would ideally serve the proposed new industrial zones.
- (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.

GENERAL: B/ DEVELOPMENT AREA.

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 1.

2.4 The overall development area incorporates the extensive 2,495 acres which constituted the area under the jurisdiction of the Town Commissioners, plus an extra 216 - acre industrial zone, and 344 acres of open space amenity and/or agricultural land in the townlands of Dunbittern East, Cromacoeosane, Ardyhoolihane, Dunbittern West, Capanaloha West, Gurteen, Dunamark and Caher, giving a total of 3,055 acres. 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, where services are already available or can be made available without excessive cost to the Council.

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 detail. If any conflict should exist between the written statement and the plan, the written statement shall prevail.

(i) ZONING OBJECTIVES.

ZONING:

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 plan, with the general provisions of Section 26 of the 1963 Act, and related provisions of the 1976 Planning 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).

# ZONING and OBJECTIVES

## LAND USE ZONES

<b>R</b>	Residential	total 456 acres
<b>C</b>	Commercial	.. 214 ..
<b>I<sub>1,2,3</sub></b>	Industrial	.. 348 ..
<b>S<sub>1,2</sub></b>	Open space	.. 220 ..
<b>A</b>	Agricultural	.. 2052 ..
	Scenic landscape	

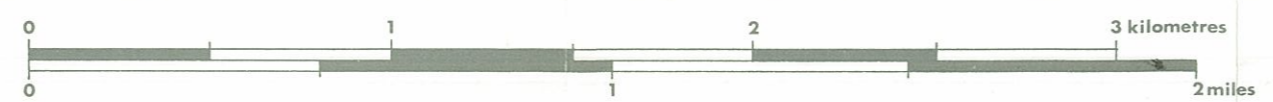
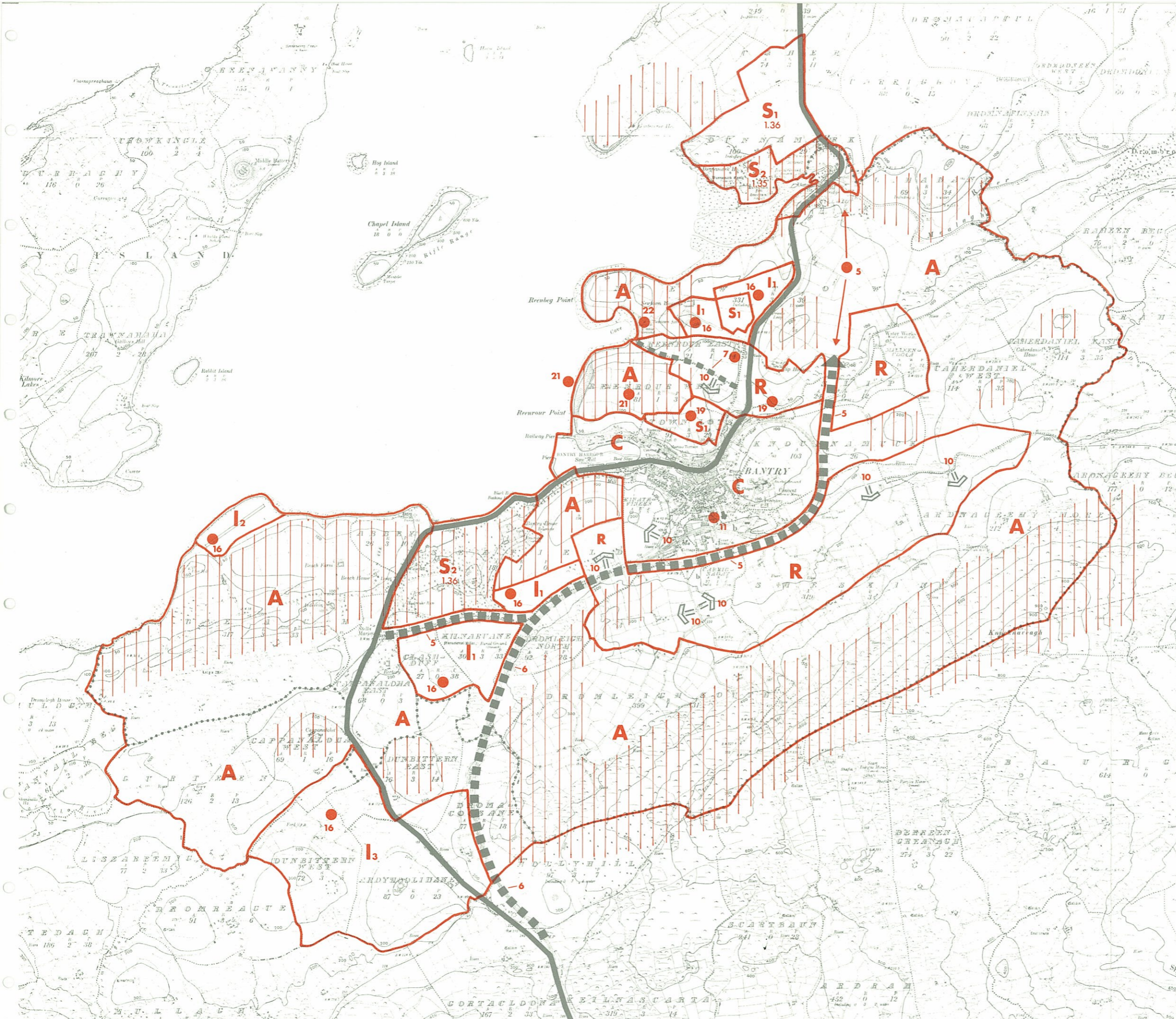
Note - Reference number (e.g. 135) relates to paragraph in the written statement

## OBJECTIVES

- Specific objective
- Proposed by-pass
- Proposed access point

Note - Reference number (e.g. 16) relates to list of objectives

- National secondary route
- Scheduled town boundary



**Bantry Development Plan**

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2.9 (contd).

RESIDENTIAL  
ZONES:

The areas zoned for residential development are all primary use zones. There are two basic categories of residential zones, which are determined mainly by drainage criteria, for example -

(i) Is there an existing sewerage system serving the area, or if not, can such facilities be provided economically in the foreseeable future?

(ii) In the event of septic tank drainage being the only possible alternative, factors such as topography, ground percolation conditions, proximity to existing development and to watercourses and public roads, may impose severe limitations.

INDUSTRIAL  
ZONES:

These are divided into three categories -

- (1) Light industry only.
- (2) Port Dependent Industry and Related Uses and
- (3) Heavy Industry and Related uses.

They are shown on the Zoning Map as I<sub>1</sub>, I<sub>2</sub>, and I<sub>3</sub> respectively.

COMMERCIAL  
ZONE:

There is only one such zone, which embraces the Town Centre and includes Shopping, Commercial, and Community Development.

OPEN SPACE:

There are two types of open space reservations, namely (1) Recreational Open Space and (2) High Amenity Open Space. Each is identified on the Zoning Map by the symbols S<sub>1</sub> and S<sub>2</sub> respectively.

AGRICULTURAL  
LAND:

The lands in question are zoned primarily for agricultural use. This does not, however, preclude very low density housing in carefully chosen locations.

SCENIC  
LANDSCAPE:

An indication of the scenic quality of the area is given by denoting certain lands as "Scenic Landscape" on the Zoning Map. It will be the policy of the Council to preserve these scenic qualities. With the exception of Agricultural land, use-zoning rarely extends into areas of scenic landscape. In the unusual circumstance where, for some reason, development is permitted within an area which is classified as scenic landscape, the Council will ensure that stringent conditions of siting and landscaping of new structures are observed.

T A B L E 2 S C H E D U L E O F Z O N I N G O B J E C T I V E S .

DEVELOPMENT TYPE	PURPOSE OF ZONE	USE OF ZONE	MAP SYMBOL
Residential	To provide for residential development.	Primarily residential use	R
Industrial	To provide for industrial development. (1) Light (2) Port Dependent (3) Heavy	Primarily industrial use	I <sub>1,2,3</sub> .
Commercial	To provide for shopping commercial and community development.	Primarily central area uses	C
Open Space and	To preserve (1) Recreational open space (2) <u>High</u> amenity areas	Primarily amenity use.	S <sub>1,2</sub> .
Agricultural	To preserve areas suitable for agriculture only.	Primarily agricultural use.	A

Note: The Zoning and Objectives Map shows parallel vertical lines. These are superimposed on relevant areas where scenic landscape must be preserved.

In some cases, areas of scenic value OUTSIDE the identified zones are shown. These are considered to be complimentary to the amenity within the adjoining zone, and the protection of these areas is necessary to the preservation of the natural balance of the whole scene.

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 with a specifically identified use, 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.

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.

NOTE: In this instances however, due to changing priorities and to more pressing demands on financial resources,



2.14 Continued..

it is likely that Specific Objective No. 6 (listed on Page 26) will become a LONG TERM OBJECTIVE, and will not therefore be realised within the 5-year term of this Plan.

Note also that the Council will be responsible for the implementation of all Specific Objectives, except Nos. 10, 12, 15, 16 & 17 which relate more to the private sector.

2.15 Where specific development objectives were listed under the same heading in the 1973 Development Plan for Bantry, 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 1973 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 Objectives Map No. 6.

The Specific Objectives are listed as follows:-

UTILITY SERVICES: \*

(1) To complete present program of works on the water supply sugmentation scheme.

\* (2) To complete a survey of water resources to cater for possible future heavy industrial demands in the Bantry area.

SEWAGE DISPOSAL: \*

(3) To seek the 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.

\* (4) To proceed with the improvement of the public lighting system in the town.

ROADS AND TRAFFIC:

(5) To improve the road from Cappanahola East to Carrignagat 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.

\*\* (6) To provide a further road link along the old railway line between Dromleigh North and the Bantry/Dunman-  
way road.

- \* (7) To realign the road to the Cove, Newtown and to widen the radial distributors serving the proposed development areas to the south of the town.
- \* (8) To improve alignment and vision at dangerous junctions and corners as the need and opportunity arises.
- \* (9) To introduce traffic regulations in order to improve traffic circulation in the central area.
- (10) To preserve access to backlands in vicinity of points shown; to ensure that sufficient land will be available to allow carriageways, footpaths and vision to standards ruling at the time of development.
- (11) To improve off-street parking areas in the vicinity of the church and elsewhere as required.
- \* (12) To promote the development of an integrated pedestrian network within the development area.

HOUSING

- \* (13) To make a number of serviced sites available for sale to individuals.
- \* (14) To prepare an action area study for at least one residential area.

URBAN RENEWAL

- \* (15) Initiate a programme for the systematic redevelopment and renewal of obsolete areas at Barrack Street and the old Railway Station beside harbour.

Also, to ensure that all future infill or reconstruction schemes shall be in harmony with the established character of the area.

INDUSTRY

- \*\* (16) To acquire suitable sites for industry, in the locations selected. Light industry only shall be provided for in the areas identified by I<sub>1</sub> on the Zoning Objectives Map. These include the original D-zone previously shown in the 1973 Development Plan, together with two new areas at Clashduff/Kilnaruan and Seafield - in all, totalling 106 acres approximately. Heavy industry, and related uses, shall primarily be catered for in the 219 acre zone identified by I<sub>3</sub>.

Port Dependent Industry and related uses, ONLY, shall be accepted in the 14 acre zone marked I<sub>2</sub>. Additional land can be reclaimed along the shoreline towards Bantry, should the necessity arise in the future.

COMMUNITY FACILITIES

- \* (17) To reserve suitable sites in residential communities for primary schools and for other necessary social facilities and to promote these facilities as required.
- \* (18) Investigate the possibility of providing a recreational centre including a swimming pool.

AMENITY

- (19) Develop Town Parks in the Town Lots and Slip areas.
- \* (20) Identify suitable site(s) for development as caravan park(s), and camping sites.
- (21) To provide a coastline amenity walk connecting the central area with the Cove, Newtown and also linking with Town Lots via Reenrour West.
- (22) To develop the area adjacent to the Cove as a public recreation area.
- \* (23) To promote the proper landscaping of all new development.
- \* (24) To preserve trees and woodlands.

FINANCE

D/ F E A S I B I L I T Y .

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 & 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 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.