

# **KANTURK DEVELOPMENT PLAN**



**Cork County Council**

**1979**

**Planning Department  
Cork County Council**

**KANTURK  
DEVELOPMENT PLAN**

**July 1979**

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

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. Kanturk 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.

The format of the previous 1973 Plan has been revised and there are now three separate sections, Survey, Analysis, and Policy which form part of a coherent plan. The Policy section in addition to the Zoning and Objectives map, includes 'Specific Objectives' most of which should be accomplished during the 5 - year term of the Plan.

This review incorporates appropriate changes where necessary, based on available information in February 1978 and any altered circumstances obtaining since the last plan was prepared in 1973.

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

C O N T E N T S

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Part	1	SURVEY
Part	11	ANALYSIS
Part	111	PLANNING POLICY








M A P S

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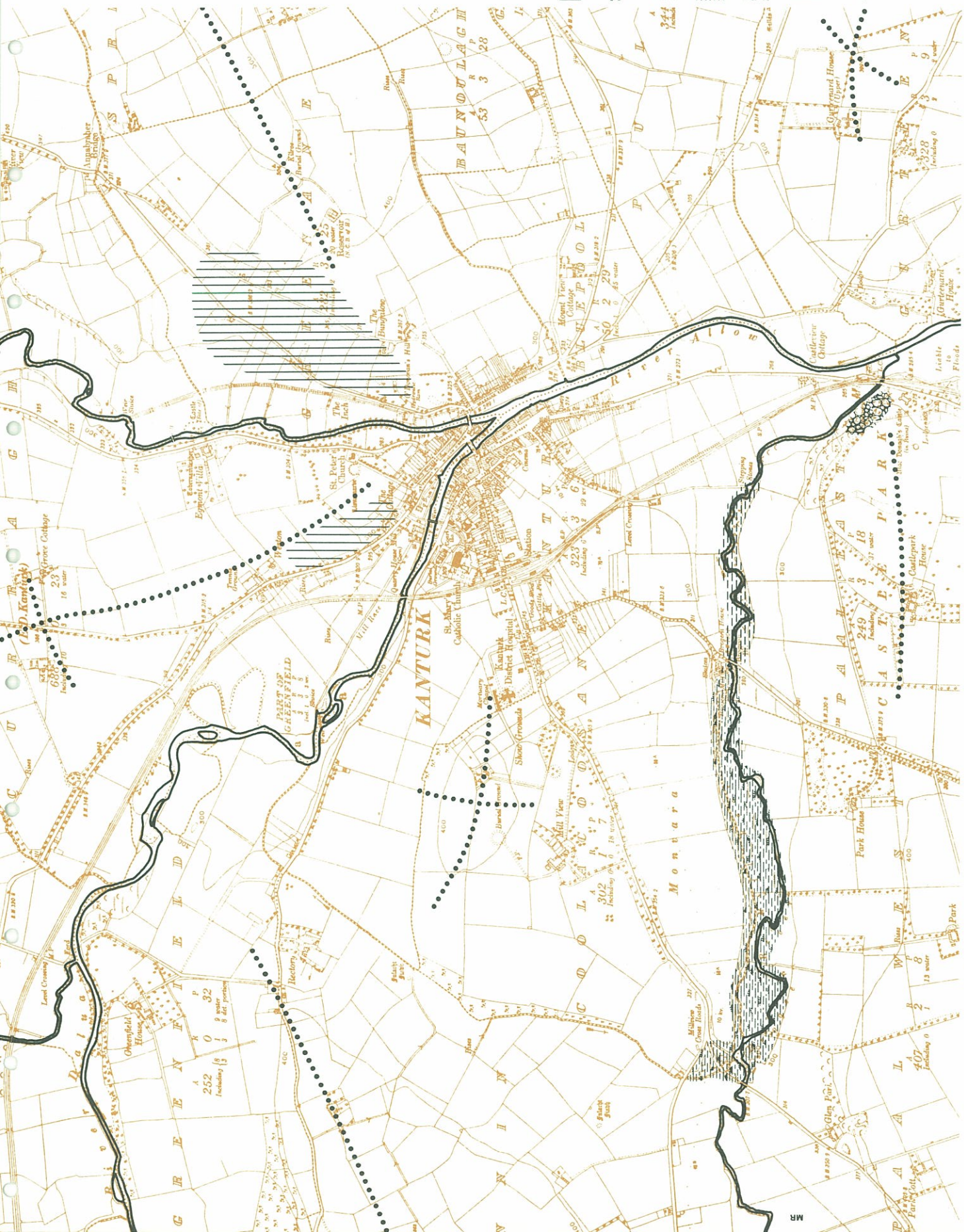


# LOCATIONAL CONTEXT







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



Based on Ordnance Survey by permission of the Government



# PHYSICAL FEATURES

-  River
-  Marsh
-  Land liable to flooding
-  Rock outcrop
-  Slope 1:10
-  Ridge line



1. SURVEY.

LOCATIONAL  
CONTEXT

1.01. Kanturk is a market town situated 35 miles north-west of Cork City, 12 miles west of Mallow and 3 miles north of National Secondary Route N. 72 (Waterford-Mallow-Killarney). See Map 1.

1.02 The service catchment covers an area of 170 square miles with a population of about 11,000 including the census towns of Kanturk, Newmarket and Boherbue.

PHYSICAL  
FEATURES:

1.03 The main physical features are shown on Map 2. The town stands at the confluence of the Dalua and Allow Rivers and is enclosed on all sides by a series of ridges. The southern reaches of the town along the Brogeen River are low-lying and liable to flooding.

NATURAL  
AMENITIES:

1.04 The two river valleys are the principal amenity resource. In some parts of the town, particularly at the Town Park and Egmont Place, the river bank is an attractive feature. Unfortunately, Strand Street and Lower Bluepool back onto the river and the view south from the bridges is spoilt by unsightly sheds and yards.

FEATURES OF  
HISTORICAL,  
ARCHITECTURAL  
INTEREST.

1.05 Buildings and groups of buildings which make an important contribution to the visual and historic character of the town are listed in Table 1.

TABLE 1. FEATURES OF HISTORIC AND ARCHITECTURAL INTEREST

LOCATION	ITEM	TYPE	IMPORTANCE
Paal East	McDonoughs Castle	Hist. & Arch.	National
Main Street	Dalua Road Bridge	Hist. & Arch.	Regional
Strand St.	Market House	Hist. & Arch.	Regional
Church St.	Court House	Arch.	Local
" "	St. Mary's Church	Arch.	Local
" "	Dalua Foot Bridge	Hist. & Arch.	Local
Freemount Rd.	St. Peter's Church.	Arch.	Local
Egmont Place.	Two-storey Terrace & Former Hotel	Arch.	Local
Greenane St. Lower	Greenane House	Arch.	Local
Greenane St. Lower.	Row of stone cottages.	Arch.	Local

RECREATIONAL FACILITIES:

1.06 The principal recreational facilities are the Town Park, Church Street; The G.A.A. Club, Greenane; The Tennis Club, Upper Bluepool; The Golf Club, Garraveasoge and the cinema, ballrooms and meeting halls.

TOWN STRUCTURE:

1.07 The town structure is defined by roads converging at the twin river crossing. On the west bank of the Dalua and between the bridges there is a high density of development which gives way, as the roads diverge, to strip development with vacant backlands. Sporadic ribboning continues for over a mile on the northern approaches.

LAND USE.

1.08 The main land use features are a compact central commercial district, scattered residential and industrial development and a consistent grouping of community facilities close to the Town Park. See Map 4.

VISUAL CHARACTER:

1.09 A number of aspects combine to give the town its particular visual character: the riverside setting; the surrounding hills and tree belts; some fine public buildings, the general layout with converging streets and good terminal features; an attractive feeling of enclosure and the quality of the streetscape. As in many Irish market towns, buildings are often simply proportioned but, taken together, form a fine street facade.

POPULATION

1.10 The population of Kanturk in 1971 was 2,063. There had been an increase of less than 3 per cent in 15 years, 1956 - 71. During the same period the population of Kanturk Rural District fell by 11 per cent.

1.11 Recent estimates indicate a slower rate of decline at Rural District level with a stronger rate of growth in Kanturk Town. The present town population is about 2,250 and on current trends this should rise to 2,400 by 1983 and reach 2,700 by 1991.

1.12 The 1971 population structures of Kanturk Town and the Cork County Town Areas are compared in Table 2. Kanturk had a larger female majority and a higher dependency in the 65 plus age groups.

TABLE 2 POPULATION STRUCTURE 1971

	% of total population aged			% of total population	
	0 - 14	15 - 64	65 +	Male	Female
Kanturk	30.2	56.2	13.6	46.4	53.6
Aggregate Town Areas, Cork County	29.8	57.8	12.4	48.5	51.5

(Source : C.S.O.).



EMPLOYMENT 1.13

Between 1966 and 1971 the number at work in Kanturk (as recorded in the Census) rose by almost 5 per cent, due mainly to expansion in the food and building industries. Table 3 shows the 1971 employment structures of Kanturk and the County Town Areas. The percentage employed in Industry and Autonomous Services was lower in Kanturk indicating a weaker base for employment generation.

TABLE 3 - EMPLOYMENT STRUCTURE.

% of total employment by sector.				
	Agriculture	Industry	Autonomous Services	Induced Services
Kanturk	6.2	27.1	20.2	46.5
Aggregate Town Areas Cork County	3.8	30.2	23.5	42.5

(Source C.S.O.)

1.14 Since 1971, five new manufacturing industries have been established in the Kanturk-Banteer area. At full production they will provide up to 250 jobs. This has greatly improved the employment structure and the prospects for future job creation.

TABLE 4 - MANUFACTURING INDUSTRY IN THE KANTURK AREA

FIRM	LOCATION	PRODUCT
* Blackwater Engineering.	Ballymaquirke	Metal Products
J. D. O'Connor & Sons.	Market Place.	Mineral Waters.
* Noel C. Duggan Ltd.	Ballymaquirke.	Precast Concrete.
Kanturk Hosiery Co. Ltd.	Bluepool.	Knitwear.
J. G. Fitzpatrick.	Percival St.	Building Contractor.
* Golden Vale Engineering Ltd.	Gurteenbeha.	Metal Products.
Keatings Bakery.	Percival St.	Bread & Confectionery
* Klostertoffeln Ltd.	Dromalour	Footwear.
North Cork Co-Op Creameries Ltd.	Strand St.	Dairy Products.
* System Cables Ltd.	Dromalour	Seismic & Geophone Cables.
* established since 1971.		

- 1.15 A National Manpower Service survey in 1974 indicated a substantial labour pool in the Kanturk Area. With the continuing decline in the agricultural workforce and the expected increase in the town population, the recent rate of job creation must be maintained over the next five years.

INDUSTRIAL  
LOCATION.

- 1.16 The new industries were located on rural sites rather than on lands zoned for light industry in the 1973 Kanturk Development Plan. This was largely due to the scale of the industrial processes involved and to the land acquisition policy of the Industrial Development Authority. Careful consideration was given to the impact of these industries on the rural environment.

EDUCATION.

- 1.17 There are two primary schools, a kindergarten, secondary school and vocational school. New classrooms will be needed in the vocational and secondary schools over the next five years. In the long-term provision must be made for new school and recreational facilities.

HOUSING:

- 1.18 Since 1966 about 90 houses have been built in Kanturk and its environs. Over 50 of these were provided by the Local Authority in estate developments at Greenane and Mill Road. The remainder are detached private houses built along the approach roads. Outline permission for a private estate development of 30 houses has not yet been taken up.

- 1.19 The Council has prepared plans for further housing and for the sale of serviced sites for private development.

OBSOLETE  
AREAS:

- 1.20 Over 40 per cent of housing units in Kanturk were built before 1900. A high rate of obsolescence can be expected in these older buildings unless there is continuous reconstruction and maintenance. Obsolete or derelict properties provide opportunities for infill development, creating open spaces and car-parks and securing access to backlands.

WATER  
SUPPLY:

- 1.21 The Newmarket-Kanturk regional water supply scheme is based on the abstraction of 1.2 million gallons per day from springs at Ballintona. The Kanturk area is served by a 300 mm trunk main supplying 628,000 g.p.d. to the 2500 m<sup>3</sup> storage reservoir (T.W.L. 153m. O.D.) at Kilroe, Greenane. The present consumption is 342,000 g.p.d. Allowing, for population growth and increased demand by the agricultural sector, a supply of up to 200,000 g.p.d. is available for new industry. The installations and existing and proposed water mains are shown on Map 5.

PUBLIC  
DRAINAGE:

- 1.22 The treatment plant at Bluepool consists of settlement tanks and drying beds discharging to the river. Although the dilution factor is generally good, the design capacity of the plant (equivalent population 2200) is now almost fully utilised. The installations, sewered area and catchment boundary are shown on Map 5. The drainage system consists mainly of 12 inch concrete pipes, except for a number of the older buildings which still remain connected to masonry culverts

discharging direct to the river. The co-operative plant has recently installed a new effluent treatment process.

- 1.23 A scheme has been designed to replace the towns treatment works with a new plant further downstream. This will allow for phased extension of the drainage network throughout the development areas. The new plant will cater for an equivalent population of 3,500, with provision for further expansion.

REFUSE 1.24 Domestic refuse is collected every week by compression loader and  
DISPOSAL: brought to a disused quarry at Sally's Cross for controlled tipping. Existing capacity is adequate for future requirements.

TELECOMM- 1.25 The manual telephone exchange is being replaced by an automatic  
UNICATIONS: system. There are 310 subscribers at the moment and the new system will have a design capacity for 700-800.

ELECTRICITY: 1.26 Electricity is supplied through a substation at Dromalour which transforms from 38KV to 10KV high tension single or three phase. The distribution capacity is adequate for any foreseeable growth in demand.
















ROADS: 1.27 Although the town is not on an arterial route it is a nodal point for a number of link and county roads. In spite of low traffic volumes, congestion occurs due to car-parking in narrow streets, peak loads during livestock sales and the bottleneck effect of the twin river crossing. Provision was made in the 1973 Development Plan for a peripheral route with a new river crossing South of the town.

PARKING: 1.28 Off-street car-parks have provided at the Catholic Church and the livestock mart. However, parking remains a problem in the town centre. The situation could be improved by delineating parking stalls and restricting parking on narrow streets.

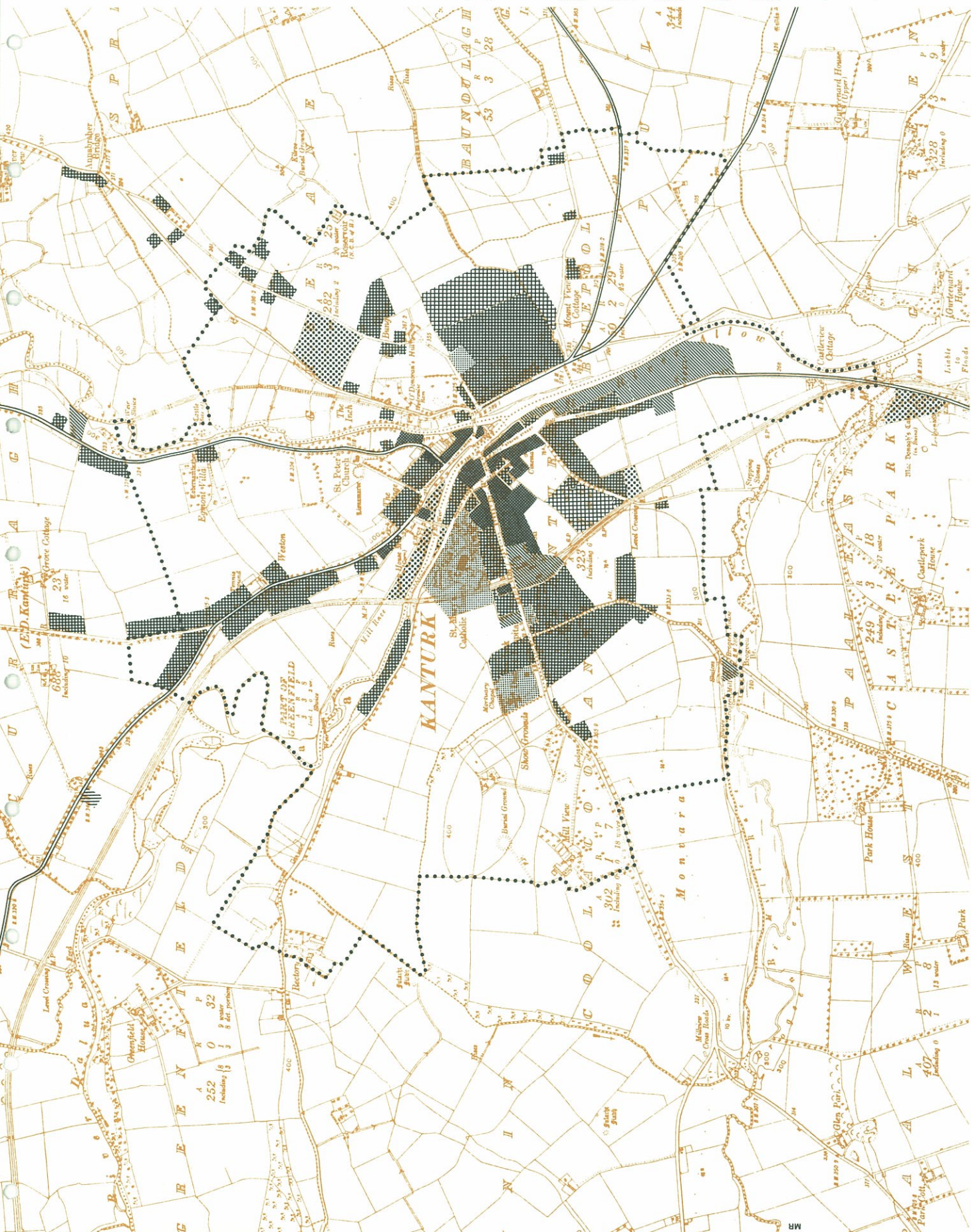
PUBLIC 1.29 Kanturk is served by the Cork-Newmarket-Meelin route with one bus  
TRANSPORT: each way on weekdays and two on Saturdays. Mainline trains serve Banteer Station, 4 miles south of the town.

# AMENITIES and COMMUNITY FACILITIES

-  Amenity / recreation open space
-  Area of landscape and recreational value
-  Shrubs, trees, woodland of scenic value

-  Church - R.C.
-  Church - C.of I.
-  Courthouse
-  Hospital
-  Fire station
-  Garda station
-  Post office
-  Primary school
-  Secondary school
-  Technical school
-  Feature of historic/ architectural interest
-  Cemetery
-  Hall
-  Bank
-  Playing field





# LAND USE

- Existing
- Proposed
- Residential
- Industrial
- Commercial
- Community facilities
- Amenity/recreation open space
- Main road
- Scheduled town boundary



- SUB-REGIONAL ROLE: 2.01 The Duhallo Area, consisting of Kanturk and Millstreet rural districts, has experienced a consistent pattern of population decline and poor economic performance for many years. An economical base must be established which is capable of generating the employment opportunities necessary to eliminate involuntary emigration. Kanturk has obvious locational advantages for new industry: good infrastructure; access to national road and rail networks; educational facilities and a central location within a large labour pool. The town and its environs will play a leading role in the industrial development of the Duhallo Area.
- INDUSTRIAL LOCATION 2.02 New industries have located on rural sites close to the town rather than on lands zoned for industry in the 1973 Development Plan. Some industrial processes generating a large volume of product or waste are more suited to rural locations. Urban sites should be reserved for industries which do not create problems of noise, traffic or waste disposal. As the availability of land is a decisive factor the land acquisition policy of the I.D.A. should be co-ordinated with the objectives of the development plan.
- TOWN CENTRE: 2.03 There is considerable scope for renovation and reconstruction in the town centre. Where development has taken place it has often been out of character with the visual quality of the town. Infill development should be in harmony with its neighbours and the street facade. The visual quality of towns like Kanturk is based not so much on the individual buildings, which are usually modest and unassuming, but rather on the way they are grouped to form terraces, streets and squares. They conform in the basic design elements while differing in colour and detail. Traditional shop fronts and sign writing are particularly important. They should be retained where possible and any replacements should respect traditional standards in design, scale and use of materials.
- RESIDENTIAL DEVELOPMENT: 2.04 Over the past ten years, practically all private house construction has taken the form of ribbon development along approach roads. This pattern is visually obtrusive and involves an uneconomic use of land and services with multiple access onto busy roads. To counteract this trend serviced sites will be provided which are sufficiently varied in size and layout to accommodate all income groups.
- TRAFFIC: 2.05 The peripheral route and river crossing proposed in the 1973 Development Plan must be seen as a long-term solution. In the short term, a relief route connecting Strand Street and Percival Street would ease congestion at Main Street and Market Square, open up backlands for housing development and provide parking and loading space at the rear of Strand Street. Kerbside parking should be controlled to improve circulation.
- SERVICES: 2.06 The water supply has been augmented and extended and there is

sufficient capacity for the projected growth in demand. The sewerage system is operating at full capacity and must be considered a serious constraint on development.

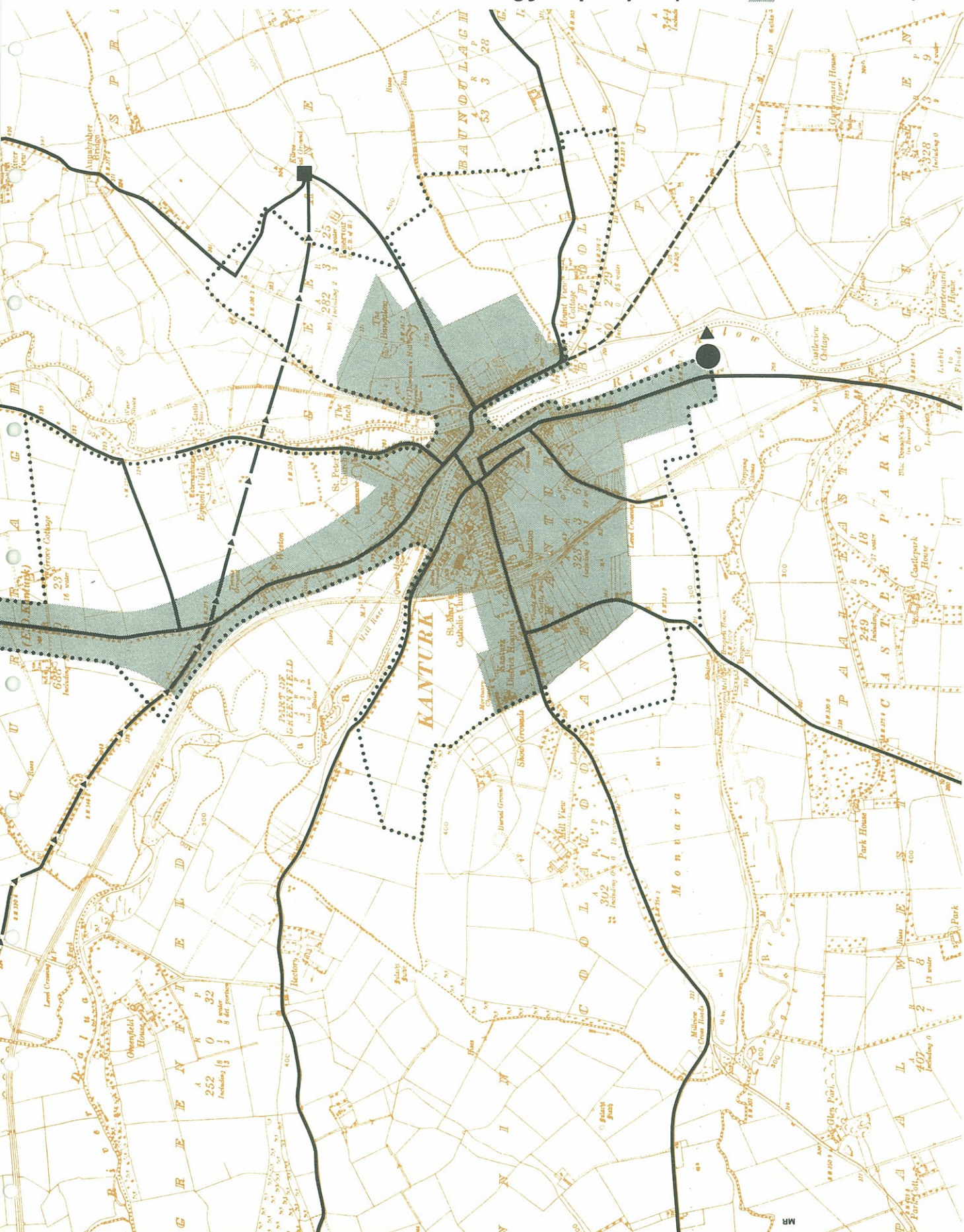
AMENITIES 2.07  
AND OPEN SPACE:

The Town Park is a fine example of the recreational and scenic value of the river valleys and further developments of this sort should be encouraged. As far as possible, educational, community, and recreational facilities should be grouped together in a central location. In general natural and man made features which contribute to the visual character of the town should be preserved.

SUMMARY OF  
DEVELOPMENT  
CONSTRAINTS  
AND DETER-  
MINANTS:

2.08 A number of factors will act as constraints and determinants as the town develops:-

- (i) Physical features, i.e. steep slopes, rock outcrops and land liable to flooding.
- (ii) Areas already developed or committed to development, i.e. the existing town structure and planning permissions which have not yet been taken up.
- (iii) Infrastructure - in some areas high threshold costs in providing access roads and services will preclude small-scale or piecemeal development.
- (iv) Many other factors will affect the pattern and extent of the town's growth including the actual growth of population and employment, the rate of public and private investment and the availability of land.



# SERVICES

- ▶— Trunk water main
- Water supply (existing)
- - - Water supply (proposed)
- Water supply installation
- Sewered area
- Sewerage installation
- ▼ Sewerage outfall
- ..... Sewerage catchment boundary





- GENERAL: 3.01 The aim of this document is to provide a framework for development so as to achieve a living, working and recreational environment of an acceptable standard in Kanturk. The framework consists of zones stating the purposes for which particular lands may be used and detailed objectives listed for implementation during the five year period of the plan.
- OVERALL POLICY: 3.02 It is the policy of the Council:-
- (i) to promote the growth of the town as an employment and service centre with particular emphasis on the role of the town in the development of the Duhallow Area:
  - (ii) To settle the pattern of future growth by designating land for particular uses and providing the appropriate services:
  - (iii) to make provision for present and future traffic flows.
  - (iv) to improve the physical character and environment of the town by encouraging infill development, conserving the town's visual character and developing the amenity potential of the river valleys.
- PRIMARY OR SOLE USE: 3.03 Land is zoned for primary and sole uses. Where a sole use is stated, land will be strictly limited to such use. Where a primary use is stated, other uses, which would not inhibit the primary use may be considered.
- INTERPRETATION OF ZONING: 3.04 Use-Zones are outlined on the Zoning and Objectives Map. This map should be interpreted by referring, through map reference numbers, to the relevant paragraph in the written statement (lightly printed numerals e.g. 3.04) and to the list of specific objectives (bold numerals e.g. **18** ).
- SERVICING OF DEVELOPMENT: 3.05 It is the intention of the Council to provide sanitary services in unserviced areas zoned for development. As the provision of services may take some years to complete, it should not be assumed that planning applications received in the interim for these areas will receive immediate permission. Services will be provided on a phased basis and applications which appear to comply with the general requirements of this document may be refused permission on grounds of prematurity.
- DEVELOPMENT CHARGES: 3.06 Under Section 26, (2), (g) of the 1963 Planning Act conditions may be attached to planning permission requiring contributions towards Council expenditure facilitating the proposed development.

LAND NOT  
INDICATED  
FOR ANY USE:

3.07 Where an area of land is not indicated for any purpose on the Zoning and Objectives Map, the use of such land shall be deemed to be primarily agricultural.

RESIDENTIAL  
ZONES:

3.08 The areas zoned for residential uses are primary use zones. Where necessary, shopping and community facilities will be allowed. Landscaped open spaces will be required and conditions relating to open space will be enforced under Section 25 of the 1976 Planning Act.

3.09 In residential areas which will be provided with public drainage, all development must connect to the sewer network. Applications may be refused on grounds of prematurity.

3.10 In some areas residential development may be permitted even though public drainage will not be provided. Such development must comply with health and sanitary services regulations and density may be restricted to 4 dwellings per acre. Factors such as topography, ground conditions and proximity to roads, watercourses and other developments may impose more severe limitations.

3.11 In all areas, the design and layout of residential development must be integrated with the visual character of the town.

COMMERCIAL  
ZONES:

3.12 Areas zoned for commercial uses are primary use zones - residential development will also be considered. In general, infill development must be integrated with the scale and detail of the street facade. Where sufficient off-street car-parking cannot be provided, contributions may be required towards Council expenditure on public car-parks.

INDUSTRIAL  
ZONES:

3.13 Areas zoned for industrial uses are primary use zones - commercial development will also be considered. Applications will be assessed in the context of the capacity of the traffic and sanitary services networks, acceptable standards of noise and dust emissions and the visual impact on the landscape.

AGRICULTURAL  
ZONES:

3.14 Agricultural zones include areas marked "A" on the Zoning and Objectives Map and areas not indicated for any use. While agriculture is the primary use, other uses may be considered under certain strict conditions.

3.15 It must be properly established that housing development will serve the agricultural community and occupation will be limited to a person solely employed in agriculture.

3.16 Industrial development may be allowed in selected areas where problems of visual intrusion, effluent disposal and traffic safety can be resolved.

OPEN SPACE  
AREAS:

- 3.17 Some areas are designated solely as open spaces. No development will be allowed unless it is necessary for recreational uses. Strict conditions of siting layout and design will be imposed on any permitted development.
- 3.18 Educational, Community and Recreational development will be allowed in areas reserved primarily as open spaces.

SCENIC  
LANDSCAPE:

- 3.19 Scenic landscape is marked on the Zoning and Objectives Map by vertical hatching. Scenic areas zoned for agriculture will be used solely for that purpose while strict conditions of siting, design and landscaping will be imposed in areas zoned for development.

SPECIFIC  
OBJECTIVES:

- 3.20 Specific Objectives, numbered in bold type on the Zoning and Objectives Map, are listed below. Some of these will be implemented by the Council, directly or indirectly. Others will depend on individual or collective action by persons or organisations. In all cases these objectives should be partially or fully achieved within five years of the adoption of this document.

TRAFFIC AND  
ROADS:

- \* 1 To provide an inner-relief road linking Strand Street and Percival Street.
- \* 2 To preserve the route of the proposed peripheral distributor road link.
3. To improve alignment and vision at dangerous junctions and corners as the opportunity arises.
4. To preserve access to backlands at the points shown. This will involve reserving road frontage sufficient to allow carriageways, footpaths and sightlines to Council standards.
5. To provide offstreet parking and loading space in conjunction with the proposed inner-relief road.
6. To revise parking regulations in the town centre.
7. To promote the development of an integrated pedestrian network throughout the development areas.

SERVICES:

8. To seek the phased implementation of a comprehensive sewerage scheme for the development areas.
9. To preserve free from development all sites and wayleaves necessary for the implementation of the proposed sewerage scheme.
10. To extend the public sewer to serve Greenfield Road.

HOUSING:

11. To prepare action area plans for public and private residential estate development.
12. To acquire derelict sites and backlands for housing development.
13. To provide serviced sites for private development.
14. To provide Council housing as the need arises.

AMENITY:

15. To encourage greater recreational use of the river valleys.
16. To provide riverside walks.
- \* 17. To make tree preservation orders for trees and woodland of scenic value at:  
Newmarket Road, Curragh.  
Freemount Road, Curragh.  
The Town Park.  
Castle Park, Paal East,  
Park House, Paal West.
18. To restrict roadside development on the approach roads west of the town.
19. To preserve the following features of Architectural and Historic interest:  
  
McDonough Castle.  
Dalua Road Bridge.  
Market House.  
Court House.  
St. Mary's Church.  
Dalua Foot Bridge.  
St. Peters Church.  
Edmont Place (terrace and former hotel).  
Greenane House.  
Row of stone cottages, Greenane St. Lower.

INDUSTRY:

20. To prepare guidelines for industrial location in the rural environs.

FINANCE:


3.21 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.

COST:

3.22 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.

# ZONING and OBJECTIVES

## LAND USE ZONES

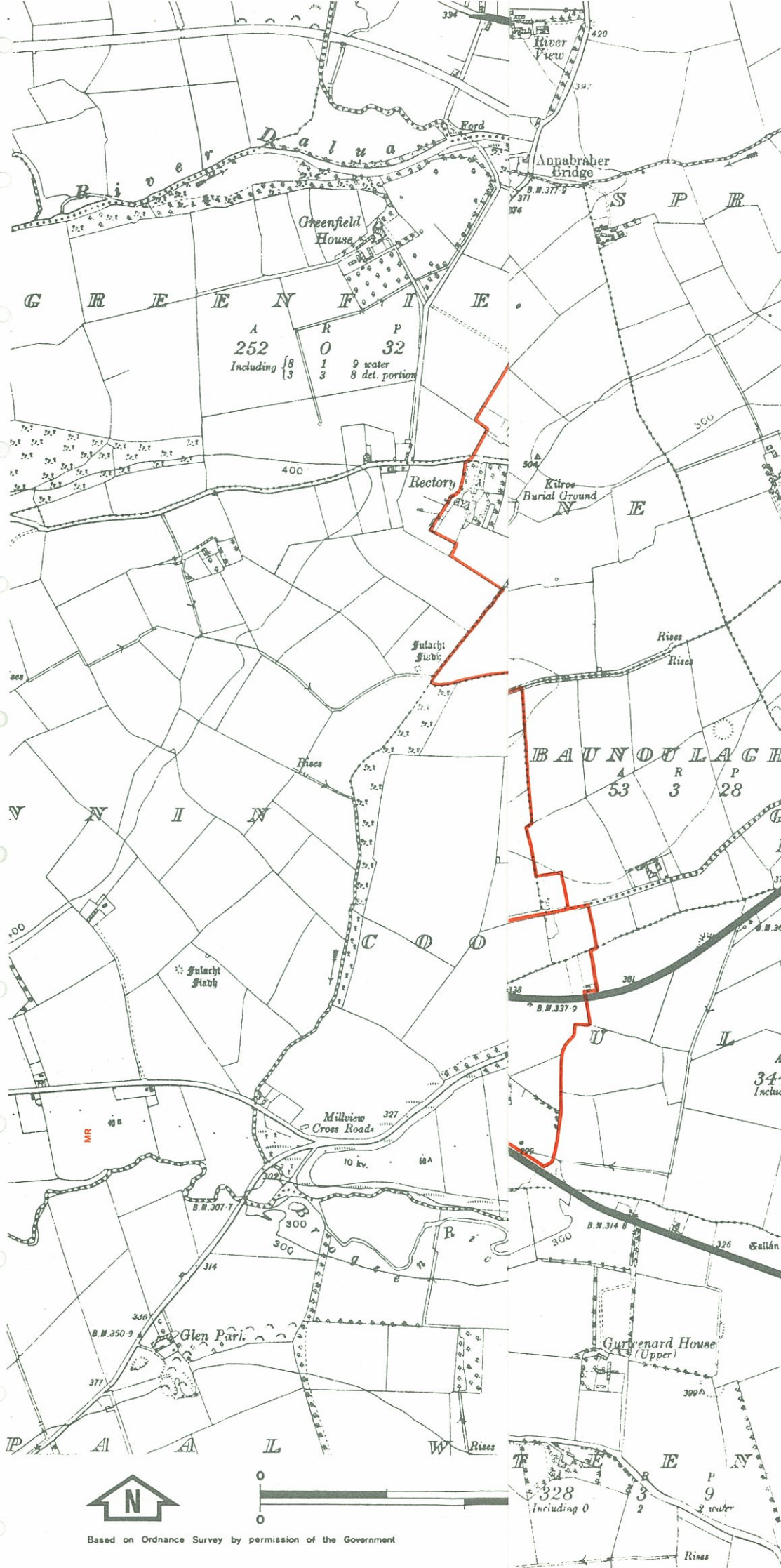
<b>R</b>	Residential	total 451 acres
<b>C</b>	Commercial	47
<b>I</b>	Industrial	28
<b>S</b>	Open space	67
<b>A</b>	Agricultural	401
	Scenic landscape	

Reference number (e.g. 3.14) relates to paragraph in written statement

## OBJECTIVES

-  Specific objective
  -  Distributor road
  -  Relief road
  -  Access point
- Reference number (e.g. 19) relates to list of objectives

 Existing link road



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**Kanturk Development Plan**

June 1979

# ZONING and OBJECTIVES

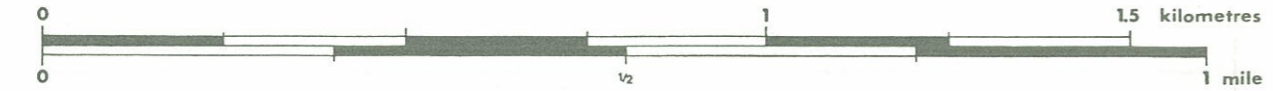
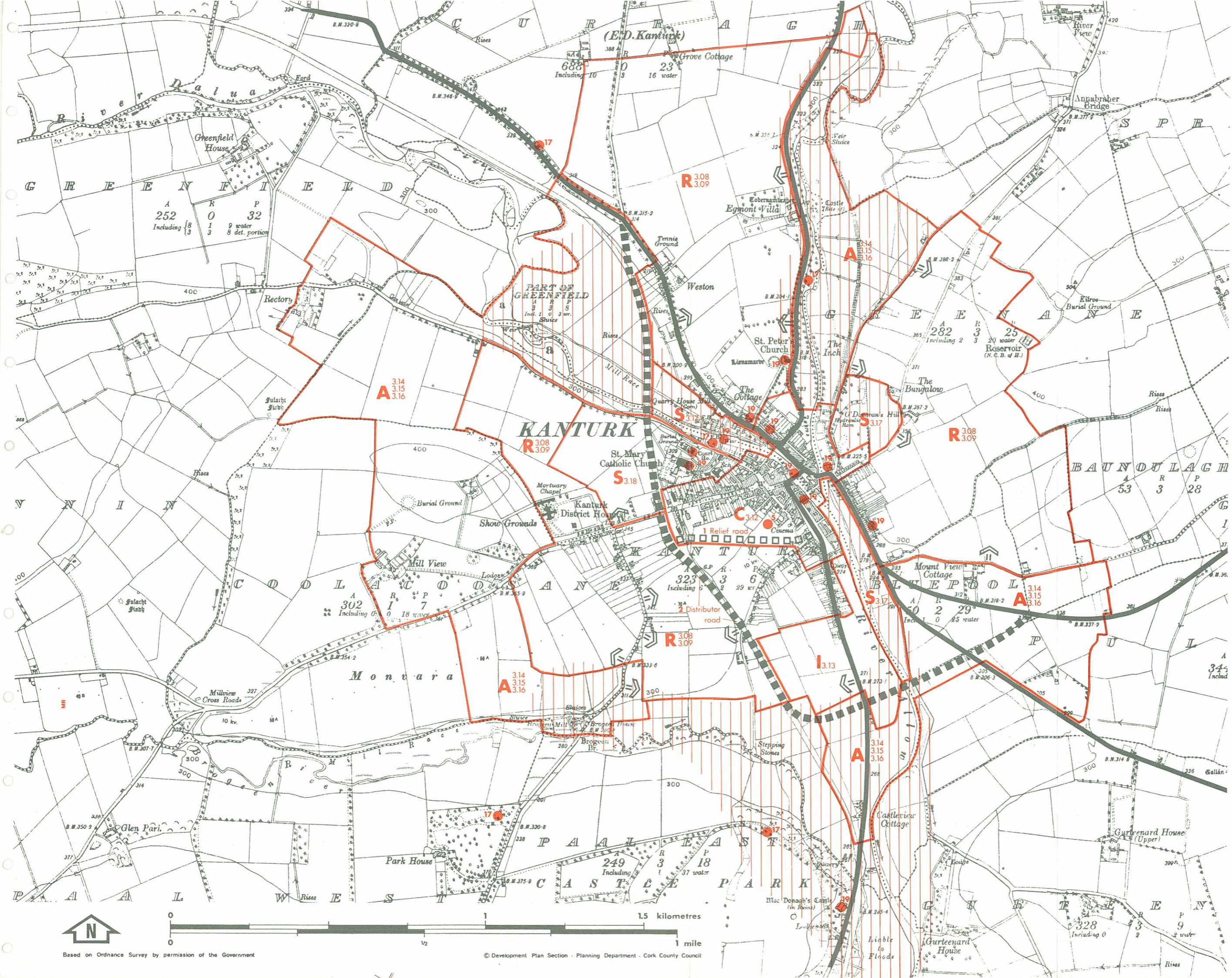
## LAND USE ZONES

- R Residential total
- C Commercial
- I Industrial
- S Open space
- A Agricultural
- Scenic landscape

Reference number (e.g. 3.14) relates to paragraph in written statement

## OBJECTIVES

- Specific objective
- Distributor road
- Relief road
- Access point
- Reference number (e.g. 19) relates to list of objectives
- Existing link road



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