

# MILLSTREET DEVELOPMENT PLAN



**Cork County Council**

**1979**

**Planning Department  
Cork County Council**

**MILLSTREET  
DEVELOPMENT PLAN**

**July 1979**

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

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 they consider proper, in the making of any review of the Plan. Millstreet 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.

The 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

---

Part	1	SURVEY
Part	11	ANALYSIS
Part	111	PLANNING POLICY








M A P S

---

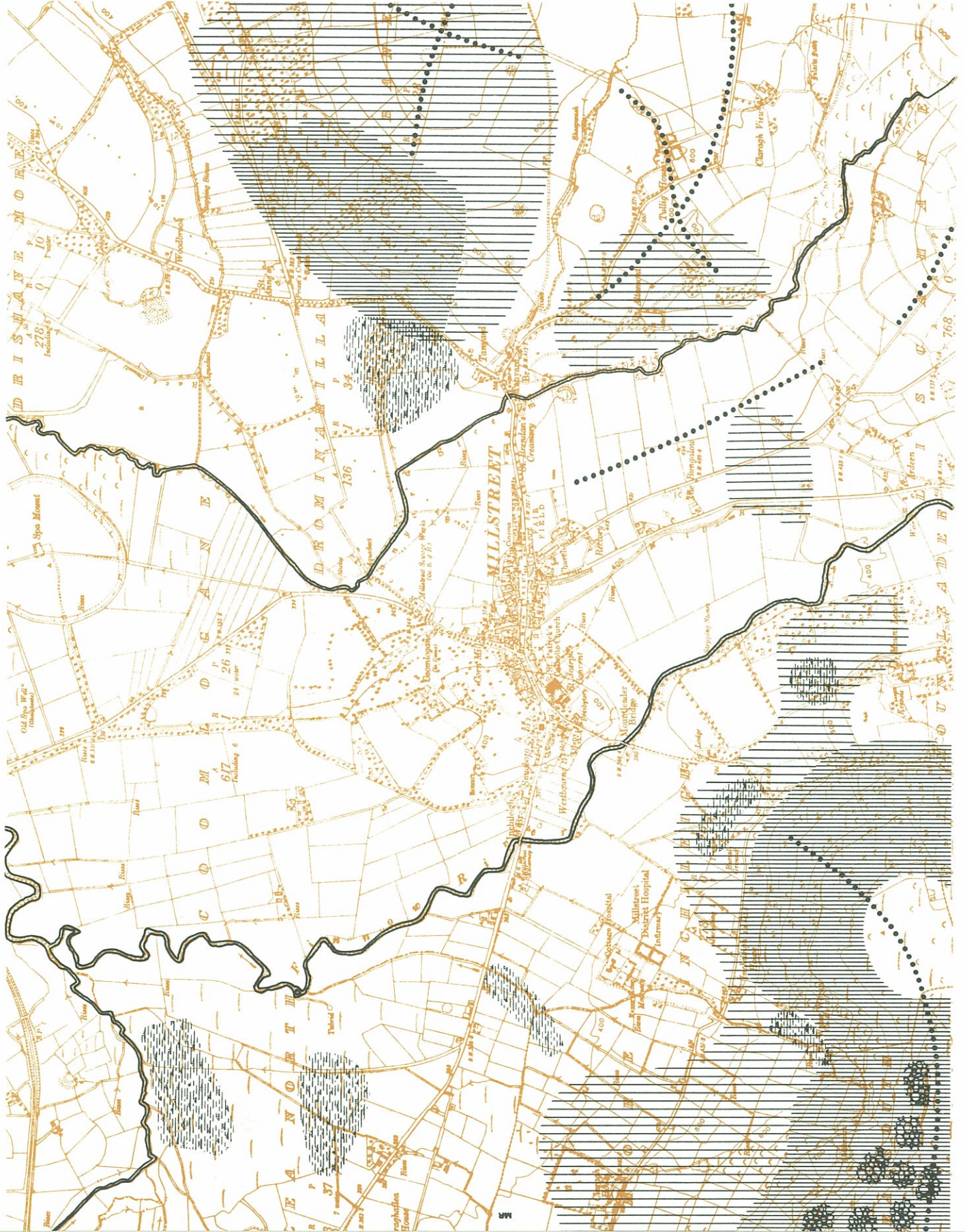
1	LOCATIONAL CONTEXT
2	PHYSICAL FEATURES
3	AMENITIES and COMMUNITY FACILITIES
4	LAND USE
5	SERVICES
6	ZONING and OBJECTIVES



# LOCATIONAL CONTEXT

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





# PHYSICAL FEATURES

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



Based on Ordnance Survey by permission of the Government

© Development Plan Section, Planning Department, Cork County Council



1. SURVEY

LOCATIONAL  
CONTEXT:

1.01 Millstreet is a market town situated 13 miles north of Macroom, 20 miles east of Killarney and 4 miles south of National Secondary Route N.72 (Waterford - Mallow - Killarney).

PHYSICAL  
FEATURES:

1.02 The town stands on the east bank of the River Finnow at the foot of the pass between the Derrynasaggart and Boggeragh mountain ranges. The mountains rise steeply to the south and lands to the north are low-lying and poorly drained.

NATIONAL  
AMENITIES:

1.03 There are very fine views of the surrounding foot hills along the approach roads and from elevated parts of the town. Although the River Finnow and the Tanyard Stream are not very prominent features, they have a considerable amenity potential.

FEATURES OF  
ARCHITECTURAL,  
HISTORIC  
INTEREST:

1.04 The main features of interest are St. Patrick's Church, The tower of the former St. Anna's Church, Mount Leader House and the Bank of Ireland.

RECREATIONAL  
FACILITIES:

1.05 Within the town the principal recreational facilities are the Town Park, the Community School, The Carnegie Hall and the Ballroom. There are a number of state forests within 5 miles of the town where parking and picnic facilities have been provided.

TOWN  
STRUCTURE:

1.06 The earlier, more compact town structure has been eroded by frontage development along particular sections of the radial road system. There is now a major axis of 1.5 miles from Priest's Cross to Inchileigh Bridge with a minor axis of 0.75 miles south along the Coachford Road. The town centre shows the same linearity with commercial and civic buildings clustering at opposite ends of the Main Street.

LAND  
USE:

1.07 The main land use features are ribbon residential development and commercial development, scattered industrial uses and a close grouping of community facilities at the western end of the town near the Town Park.

VISUAL  
CHARACTER:

1.08 The principal element in the towns visual character is the superb national setting against the back-drop of Claragh Mountain. The Main Street, which varies a lot in width and direction, opens out into pleasant informal "squares" at each end. Although individual buildings are simply proportioned, taken together they form streetscaped of considerable charm.

POPULATION:

- 1.09 The population of Millstreet in 1971 was 1319. There had been an increase of 3 per cent over the previous 15 years, 1956-71. During the same period the population of Millstreet Rural District fell by 8 per cent.
- 1.10 Recent estimates indicate a slower rate of decline at Rural District level with a stronger rate of growth in Millstreet Town. The present town population is about 1350 and on current trends this should reach 1465 by 1983 and 1600 by 1991.
- 1.11 The 1971 population structure of Millstreet Town and the Cork County Town Areas are compared in Table 1. Millstreet had a similar sex structure but a higher dependency in the under 15 age groups.

TABLE 1 POPULATION STRUCTURE 1971.

	% of total population aged:			% of total population	
	0 - 14	15 - 64	65 +	Male	Female
Millstreet	32.3	55.0	12.7	48.2	51.8
Aggregate Town Areas, Cork County.	29.8	57.8	12.4	48.5	51.5

(Source C.S.O.)

EMPLOYMENT:

- 1.12 Between 1966 and 1971 the number at work in the Millstreet Area (Coomlogane and Drishane district electoral divisions) remained constant. A decline in the agricultural work force was offset mainly by a sharp rise in the number employed in industry. In spite of this the percentage employed in industry remained well below the average for similar towns. See Table 2.

TABLE 2 EMPLOYMENT STRUCTURE.

% of total employment by sector:

	Agriculture	Industry	Autonomous Services	Induced Services
Millstreet	4.9	20.8	21.4	52.9
Aggregate Town Areas, Cork County.	3.8	30.2	23.5	42.5

(Source : C.S.O.)



- 1.13 Since 1971, except for a short period of decline in 1974/75, the level of industrial employment in the Millstreet Area has continued to increase. However, the industrial base is still relatively narrow. With the continuing decline in the agricultural workforce and stable employment in services, new manufacturing industries must be established to guarantee consistent growth in the overall level of employment.

**TABLE 3** MANUFACTURING INDUSTRY IN MILLSTREET.

<u>FIRM</u>	<u>PRODUCT</u>
Avonmore Electrical Co. Ltd.	Electrical Equipment.
Buckley's Stores.	Steel Buildings.
Celtic Toys Ltd.	Toys.
Drishane Knitwear.	Knitwear.
Noel C. Duggan Ltd.	Concrete Products.
Savannah Tubes.	Electrical Equipment.
South-Western Engineering.	Precision Engineering.

EDUCATION:

- 1.14 The new ~~community~~ school, combining the former secondary and vocational schools, has greatly improved the level of educational facilities. During the next five years a new girls primary school will be built and the vocational school building will be adapted for use as a boys primary school.

HOUSING:

- 1.15 Since 1966, 70 new dwellings have been constructed of which 25 were built by the County Council. Private residential development has generally been in the form of ribbon development. Outstanding planning permissions account for a further 20 dwelling units.
- 1.16 The Council is developing for serviced sites for private housing at Priests Cross.

OBSOLETE AREAS:

- 1.17 Over 40 per cent of housing units in Millstreet were built before 1900. Although building condition is not a serious problem, a high rate of obsolescence can be expected in the older buildings unless there is continuous reconstruction and maintenance. Obsolete or derelict sites provide opportunities for infill development, creating open spaces and car-parks and securing access to backlands.

WATER  
SUPPLY:

1.18 The Millstreet Water Supply is obtained from two spring sources, one at Tubrid Well to the west of the town and another at the foot of Claragh Mountain. The former source has an estimated ultimate capacity of 600,000 g.p.d. The latter yields a variable supplementary supply of at least 60,000 g.p.d. Both supplies are interconnected and discharge to two reservoirs near the Claragh Mountain intake. Total storage capacity is 250,000 gallons with a common T.W.L. of 551 ft. O.D.

1.19 Group schemes over the years have extended the distribution system in the town environs. Present demand is 150,000 - 160,000 g.p.d. and the residual capacity is adequate for reasonable future expansion. If necessary, the supply can be augmented by providing extra pumping capacity at the Tubrid source.

PUBLIC  
DRAINAGE:

1.20 The sewerage system consists of two separate catchments, one discharging to treatment works on Mill Road, the other to a septic tank near Inchileigh Bridge. During the past five years the treatment plant has been replaced and the drainage network extended. The design capacity is for an equivalent population of 1600.

1.21 Domestic refuse is collected every week. The material is used to fill disused gravel pits and quarries in the neighbourhood of the town.

ELECTRICITY  
SUPPLY:

1.22 The electricity supply to the town is carried on a 10 KV system which gives a single or three phase supply for general use.

TELECOMMUN -  
ICATIONAL:

1.23 Millstreet is served through a new manual exchange with a capacity of 400 lines. About 250 lines are presently in use and there is adequate spare capacity for the next five years. Provision has been made for conversion to automatic use.

ROADS:

1.24 The town is located on an important link route between the Lee and Blackwater valleys. Although traffic volumes are relatively low, the Macroom-Millstreet-Killarney route may be used increasingly in the future as an alternative to the N. 22. The main circulation problems in the town are Minor Row and the junctions along Main Street with Church Street and Mill Road.

PARKING:




















1.25 There is a heavy demand on available parking space in Main Street and Minor Row. Due to lack of organisation, parking habits are inefficient in terms of use of space, and traffic circulation is restricted at peak times. Provision has been made for an off-street car-park at the Fair Field.

PUBLIC  
TRANSPORT:

1.26

Millstreet Station is located  $1\frac{1}{2}$  miles north of the town on the Mallow-Killarney rail line. The town is also served by Cork-Killarney and Mallow-Killarney bus routes.

# AMENITIES and COMMUNITY FACILITIES

-  Amenity/recreation open space
-  Area of landscape and recreational value
-  Shrubs, trees, woodland of scenic value
-  Church – R.C.
-  Hospital
-  Garda station
-  Post office
-  Primary school
-  Secondary school
-  Fire station
-  Feature of historic/architectural interest
-  Cemetery
-  Hall
-  Bank
-  Library
-  \* Scenic viewpoint
-  >>>> Scenic route
-   Playing field



Based on Ordnance Survey by permission of the Government



# LAND USE

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



Based on Ordnance Survey by permission of the Government

© Development Plan Section, Planning Department, Cork County Council

1.5 kilometres  
1 mile

Millstreet  
Development Plan  
May 1977

11 ANALYSIS:

SUB-  
REGIONAL  
ROLE:

- 2.01 The Duhallow Area, consisting of Kanturk and Millstreet rural districts, has experienced a consistent pattern of population decline and poor economic performance for many years. An economic base must be established which is capable of generating the employment opportunities necessary to eliminate involuntary emigration. Millstreet has obvious locational advantages for new industry, good infrastructure; access to national road and rail networks, educational facilities and a substantial labour pool within its service catchment. The town will play an important role in the industrial development of the Duhallow Area.

TOWN  
CENTRE:

- 2,02 There is considerable scope for renovation and reconstruction in the town centre. Infill development must be in harmony with its neighbours and the street facade. The visual quality of towns like Millstreet 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:

- 2.03 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 should be provided which are sufficiently varied in size and layout to accommodate all income groups.

TRAFFIC:

- 2.04 The radial road system has had two adverse environmental effects:

- (i) Through traffic is channelled through the town centre causing problems in narrow streets and at difficult junctions;
- (ii) Extensive ribbon development along the approach roads is tending to isolate backlands near the town centre.

Although traffic volumes would not justify a bye-pass, there is a strong case for tackling access and circulation problems simultaneously with an inner relief route linking the Macroom and Killarney roads.

SERVICES:

- 2.05 There is sufficient capacity in the water supply and public drainage systems for the projected growth in **demand**. However further investment may be necessary to serve industrial development which requires a substantial water supply or which generates a large volume of waste.

OPEN SPACE  
AND  
AMENITIES:

2.06

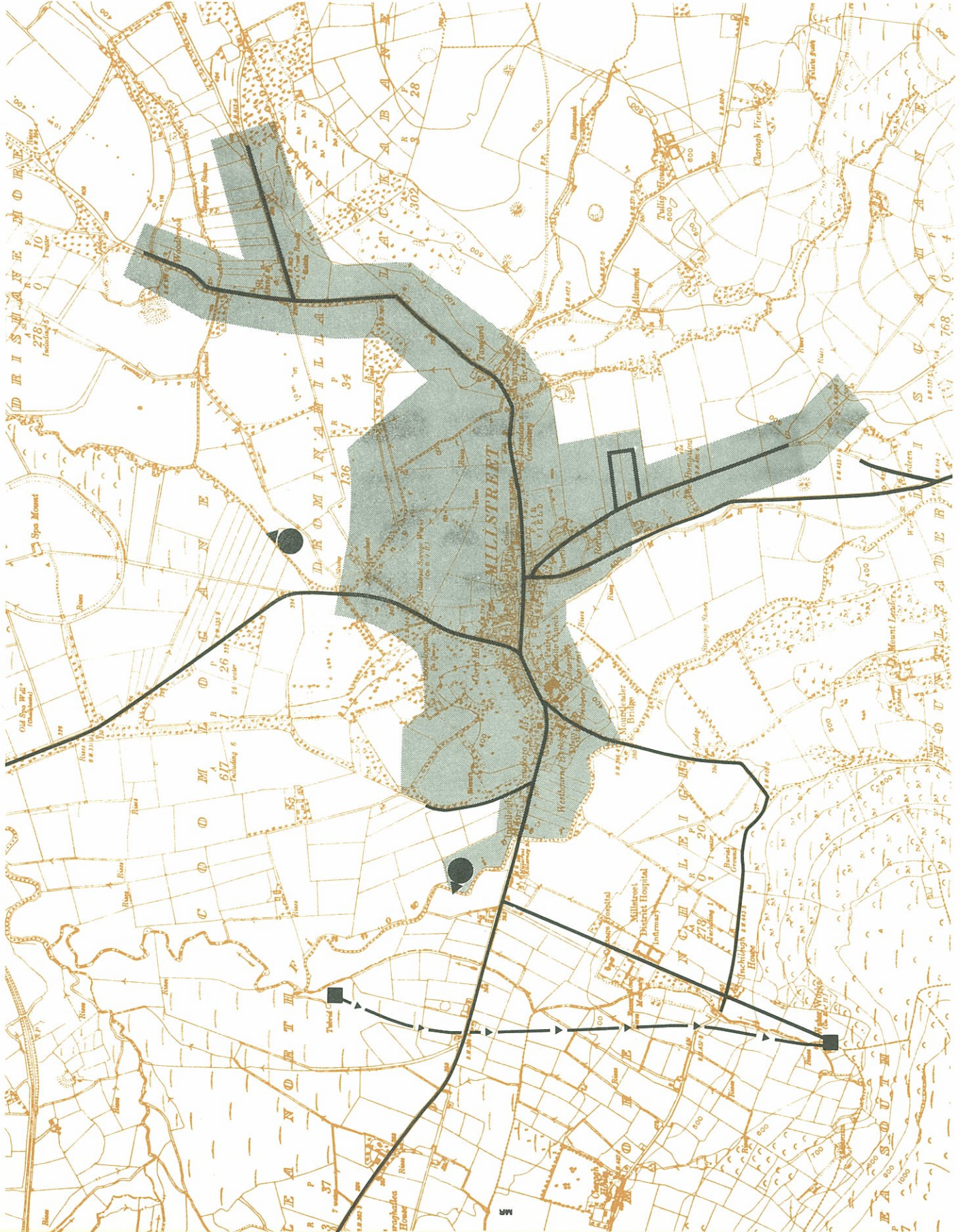
The Town Park is ideally located in relation to schools and community facilities and this allows the maximum benefit to be obtained from its recreational value. The River Finnow has potential as an amenity open space. By providing access, footpaths, seating and picnic facilities, the river bank could be developed as a linear park particularly in conjunction with the proposed inner relief route.

SUMMARY OF  
DEVELOPMENT  
CONSTRAINTS  
AND DETER-  
MINANTS:

2.07

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

- Water intake line
- Water supply
- Water supply installation
- Sewered area
- Sewerage installation
- ▼ Sewerage outfall



1.5 kilometres





- 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 Millstreet. 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 natural amenities of the area.
- 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. **16**).
- 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 spaces 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 developments 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 the Macroom and Killarney roads via Mount Leader Bridge.
- \* 2. To provide for the upgrading of the county road linking the Macroom and Coachford roads at Liscahane.
- \* 3. To provide for road widening along Minor Row.
- 4. To provide for the improvement of the junction between Main Street and Station Road.

- \* 5. To provide for the development of an off-street car-park at the Fair Field.
- \* 6. To provide for the delineation of car parking stalls in The Square.
- 7. To promote the development of an integrated pedestrian network within the development areas.
- 8. To preserve access to backlands at the points shown. This will involve reserving road frontage sufficient allow carriageways, footpaths and sightlines to Council standards.
- 9. To restrict multiple access onto main roads.

HOUSING:

- \* 10. To prepare an action area plan for the Mount Leader Bridge development area to coordinate housing development with proposals for servicing, open-space and the inner relief route.
- 11. To acquire derelict sites and backlands for housing development.
- 12. To provide services sites for private development at Priest's Cross.
- 13. To provide Council housing as the need arises.
- \* 14. To promote the development of the Town Park as a centre for recreational and community facilities.
- \* 15. To prepare a programme for the development of a linear park along the River Finnow.
- \* 16. To make tree preservation orders for trees and woodland of scenic value at Coomlogane and Mount Leader Bridge.

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.

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 213 c
<b>I</b>	Industrial	41
<b>S</b>	Open space	47
<b>A</b>	Agricultural	326
<b>C</b>	Commercial	55

Scenic landscape

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

## OBJECTIVES

- Specific objective
- Relief road
- Road re-alignment
- ⌋ Access point
- Reference number (e.g. 16) relates to list of objectives
- Existing link road

