

MITCHELSTOWN DEVELOPMENT PLAN



Cork County Council

1979

**Planning Department
Cork County Council**

**MITCHELSTOWN
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. Mitchelstown 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








Part	1	SURVEY
Part	11	ANALYSIS
Part	111	PLANNING POLICY

M A P S

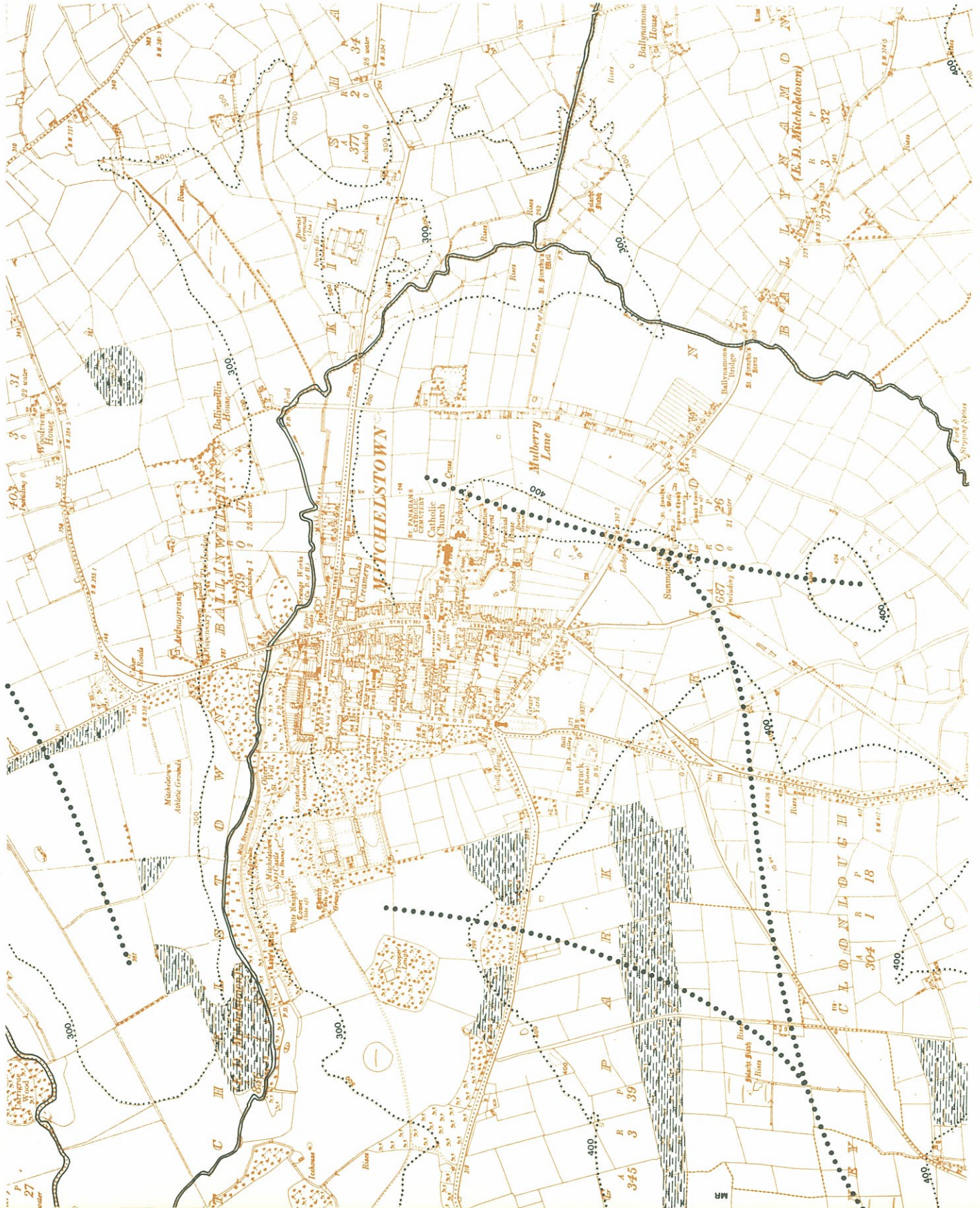
1.	LOCATIONAL CONTEXT
2.	PHYSICAL FEATURES
3.	AMENITIES and COMMUNITY FACILITIES
4.	LAND USE
5.	SERVICES
6.	ZONING and OBJECTIVES



LOCATIONAL CONTEXT

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





PHYSICAL FEATURES

River

Marsh

Ridge line

Contour line
- figures denote Ordnance Datum in feet



1. SURVEY.

LOCATIONAL
CONTEXT:

1.01. Mitchelstown is a market town and food processing centre located on National Primary Route N.8, 10 miles north of Fermoy and close to the county boundaries of Limerick and Tipperary. See Map 1.

1.02 The service catchment covers an area of 130 square miles with a population of over 10,000, 60 per cent living within Cork County.

PHYSICAL
FEATURES:

1.03 The town is situated on the southern slopes of the valley between the Kilworth and Galtee mountains. The River Gradogue flows to the east and north before joining the River Funsion, a tributary of the Blackwater. A series of local ridge lines enclose the town. The general altitude is between 300 and 400 feet. See Map 2.

NATIONAL
AMENITIES:

1.04 There are magnificent views of the Galtee mountains particularly from the ridge east of the town centre. The Gradogue valley has considerable amenity potential and this could be realised by providing riverside walks with seating and picnic facilities.

FEATURES OF
HISTORICAL,
ARCHITECTURAL
INTEREST.

1.05 The town itself can be considered a feature of architectural and historic interest as it is a fine example of early 19th century town planning. A number of buildings of particular importance are listed in Table 1.

TABLE 1 FEATURES OF ARCHITECTURAL, HISTORIC INTEREST.

<u>LOCATION</u>	<u>ITEM</u>	<u>TYPE</u>	<u>IMPORTANCE</u>
Kings Square.	Square with lime avenue and group of two-storey almshouses.	Arch & Hist.	International.
Georges Street.	Church of Ireland.	Arch.	National.
New Market Square.	Church of the Immaculate Conception.	Arch.	National.
New Market Square.	Market House	Arch.	Regional.
Brigown	Brigown Church & Kingston Tomb	Arch. & Hist.	Local

RECREATIONAL
FACILITIES:

- 1.06 The principal recreational facilities , the G.A.A. Park, Caher Cross Roads; the Tennis Club, Georges Street; the Golf Club, Ballaghaderg Bridge; the Swimming Pool, Clonmel Street, the Coursing Ground, Stagpark; and the Town Hall off Thomas Street.

TOWN
STRUCTURE:

- 1.07 Unlike most market towns, Mitchelstown is a planned town, laid out in the early 19th century by the Kingston family. Two principal thoroughfares running parallel from north to south are connected by a series of minor streets. There are two formal squares, New Market Square at the mid point of Cork Street and Kings Square at the southern end of Georges Street. The siting of public buildings takes advantage of the opportunities presented by the topography and the street pattern. The Church of Ireland and the King's Square Chapel are terminal features at opposite ends of Georges while the Market House and the Catholic Church, on the ridge behind, are set on the axis of King Street.

- 1.08 Peripheral development over the years has modified the original structure of the town. The most extensive development has taken place at the southern end. To the east there has been some infill development between Clonmel Street and Mulberry Lane North. Relatively little growth has occurred to the north and west.

LAND USE:

- 1.09 The main land use features are: a linear commercial zone along the national primary route; industrial uses spread along the river at the northern end; schools grouped together on the ridge to the east of the town centre and residential areas concentrated to the west of the national primary route.

VISUAL
CHARACTER:

- 1.10 The town visual character is a combination of the fine natural setting and the quality of the architecture and urban design. Cork Street has lost much of this quality due to heavy traffic and intensive commercial use. The Georges Street-Kings Square area has remained largely residential and traffic-free and thereby retained its original character.

POPULATION:

- 1.11 The population of Mitchelstown in 1971 was 2783. There had been an increase of 4.1 per cent over the 15 years, 1956-71. During the same period population of Mitchelstown Rural District fell by 4.4 per cent.
- 1.12 Recent estimates indicate stability at Rural District level with a stronger rate of growth in the town. The present town population is about 2960 and on current trends, this should rise to 3250 by 1983 and reach 3650 by 1991.

1.13 The 1971 population structures of Mitchelstown Town and the Cork County Town Areas are compared in Table 2. Mitchelstown had a younger dependent population and a slightly higher female majority.

TABLE 2: POPULATION STRUCTURE, 1971.

	% of total population aged:				% of total population
	0 - 14	15 - 64	65+	Male	Female
Mitchelstown	32.7	57.7	9.6	47.9	52.1
Aggregate Town Areas, Cork County.	29.8	57.8	12.4	48.5	51.5

(Source: C.S.O).

EMPLOYMENT:

1.14 Between 1966 and 1971 the number at work, living in Mitchelstown (as recorded in the Census) rose by 5 per cent. Employment in manufacturing industry rose by a third while there was a 9 per cent decline in services, principally in Building and Construction. Table 3 shows the 1971 employment structures of Mitchelstown and the Cork County Town Areas. The percentage employed in Industry was significantly higher in Mitchelstown while there was a relatively low percentage employed in Autonomous Services.

TABLE 3. EMPLOYMENT STRUCTURE 1971.

	Agriculture	Industry	Autonomous Services	Induced Services.
Mitchelstown	4.3	41.3	12.2	42.2
Aggregate Town Areas, Cork County.	3.8	30.2	23.5	42.5

(Source: C.S.O.)

1.15 Within the industrial sector, the food industry accounted for 95 per cent of total employment compared with an average of 34 per cent for the County Town Areas. This reflects the dominant position of the creamery and bacon factory as the main employment outlet in the area. Since 1971 the level of industrial employment has continued to

increase in spite of the economic recession. In the long term, however, a more diversified economic base may be necessary to maintain a consistent growth in employment.

EDUCATION: 1.16 There are two primary schools, two secondary schools and a vocational school. Permission has been granted for a new vocational school for 600 pupils on an 11 acre site at Brigown.

HOUSING: 1.17 Since 1966, 256 houses have been built in Mitchelstown and its environs of which 106 were built by the Council. Roughly half of the private housing was built in estate developments in Cloonlough and Ballinwillin. The remainder were single infill or ribbon developments.

1.18 Outstanding planning permissions account for about 45 housing units. The Council has prepared plans for a further 12 houses. At present 20 serviced sites for private development are being developed by the Council at Brigown.

1.19 Although more than a third of the housing stock was built before 1900, there is little blight or dereliction. This is probably due to the standard of design and construction of the original planned town.

WATER SUPPLY: 1.20 The present supply is derived from two ^{SOURCES} ~~SOURCES~~ services. A spring rising in the Kilworth Mountains to the south feeds a 6,250,000 gallon unponding reservoir at Glenatlucky - (T.W.L. 500' O.D.) which serves the town south of James Street. The second source is a stream at Carrigeen in the Galtee Mountains to the north in Co. Limerick. The treatment works nearby has 8 number slow sand filters with a maximum capacity of 400,000 g.p.d. and as 80,000 gallons clear water tank (T.W.L. 639.5' O.D.) The treated water flows to a 250,000 gallon water tower (T.W.L. 500' O.D.) at Carrigeen which serves the town north of James Street. Both schemes are chlorinated and fluoridated and their combined capacity is about 500,000 g.p.d. There is no spare capacity though the demand is being reduced by eliminating waste from old and badly deteriorated service connections.

PUBLIC DRAINAGE: 1.21 The present system consists of a network of built masonry and piped concrete and cast iron sewers conveying the effluent to a comprehensive treatment plant before discharge into the Gradogue River. The industrial waste from the creamery, milk powder and cheese factories is pre-treated in a separate unit on the south bank of the Gradogue before passing to a holding tank at the treatment plant. The industrial load is limited to 60,000 gallons per day with a maximum B.O.D. load of 1050 lbs.

1.22 The treatment plant includes coarse screens, venturi flume with meter chamber, 2 number sedimentation tanks, pumping station with 4 number sumps, 70,000 gallon holding tank primary and secondary percolating filters with primary and secondary humus tanks, 2 no. digestion tanks and 10 no. sludge drying beds. The plant is designed for an equivalent population of 11,000 and with the present industrial load there is no spare capacity.

1.23 The sewer network has been extended along Mulberry Lane North. A scheme is being prepared to serve Mulberry Lane South. Foul sewerage will be drained to a sump at Ballynamona Bridge and pumped into the existing system. Surface water will be collected separately and discharged to the Gradogue River.

REFUSE
DISPOSAL:

1.24 Domestic refuse is collected every week by compression loader and disposed of at the Council tiphead along the river bank, to the north-west of the town. Existing capacity is adequate for the next five years.

TELECOMM-
UNICATIONS:

1.25 The Mitchelstown Area is served by a fully automatic exchange with a capacity of 600 lines, of which 468 are now in use. Over the next five years the capacity will be increased to provide for the anticipated growth in demand.

ELECTRICITY:

1.26 Electricity is supplied through two substations to the south and west of the town which transform the 38KV supply to 10 KV for domestic and other uses. The distribution capacity is adequate for any foreseeable growth in demand.
























ROADS:

1.27 The town is situated at the junctions of national primary route N.8 (Dublin - Cork), national secondary route N.73 (Mallow - Mitchelstown), trunk route T.50 (Limerick - Mitchelstown), and link route L.28 (Clonmel - Kilmallock). As a result there is a large volume of through traffic in addition to local traffic generated by industry and services. With the main industrial sites scattered along the northern end of the town, a significant number of goods vehicles cross the the national primary at the Clonmel Street junction. Up till now wide carriageways and a regular street pattern have enabled the town to accommodate a large volume of traffic without serious hazard or restriction. In the long term national primary traffic will be diverted from the town centre. Provision was made in the 1973 Development Plan for a national primary relief route to the west of the town.

PARKING:

- 1.28 Although the car-park in New Market Square is close to the main shopping area, there is a heavy demand for available parking space along Lower Cork Street. Double parking occurs at peak periods and this can cause traffic delays, particularly when goods vehicles are involved. There is no direct road access to the R.C. church car-park from the town centre.
- 1.29 The bus service includes Cork-Mitchelstown and Limerick-Mitchelstown provincial routes and national expressway routes to Cork, Dublin, Clonmel and, in Summer, Athlone & Sligo.

AMENITIES and COMMUNITY FACILITIES

-  Amenity / recreation open space
-  Shrubs/trees/woodland of scenic value
-  Feature of historic/architectural interest
-  Primary school
-  Secondary school
-  Vocational school
-  Church - R.C.
-  Church - C of I.
-  Courthouse
-  Cemetery
-  Post office
-  Fire station
-  Garda station
-  Scenic viewpoint
-  Scenic route
-  Cinema
-  Library
-  Bank
-  Hall
-  Playing field
-  Swimming pool
-  Tennis court
-  Greyhound training track





LAND USE

- Existing
- Proposed
- Residential
- Industrial
- Commercial
- Community facilities
- Amenity/recreation open space
- Public utility
- National primary route
- Main road
- Scheduled town boundary



- SUB-REGIONAL 2.01 Traditionally a market town with a service catchment of 7-10 miles radius, Mitchelstown is now an important food manufacturing centre, processing milk from Counties Cork, Limerick, Tipperary & Waterford. Two-thirds of the industrial work-force live outside the town and about one fifth live outside the service catchment. The town has assumed the role of growth centre for a large rural area. Up till now, the growth in employment has been achieved within the food processing sector. A more diversified employment base should now be established to maintain the pattern of growth. Strategically located at the intersection of national arterial routes, the town is an ideal location for firms involved in light industry or distribution.
- ROLE:
- TOWN CENTRE: 2.02 The town centre has a feeling of spaciousness which is typical of planned Irish towns of the Georgian period. This is most apparent in Georges Street, a quiet residential area with little traffic or parking. Cork Street, on the other hand, is a busy shopping area where intensive commercial use gives a variety of colour and detail overshadowing the formal qualities of the street pattern. This contrast between the east and west of the town centre should be maintained by concentrating commercial redevelopment in the Cork Street area. It is important that development in the central area respects the architectural tradition of the town in terms of major design elements (building line, roof line and elevational treatment) and in detail (shop fronts, sign-writing, colour and use of materials).
- RESIDENTIAL 2.03 The pattern of residential development has been generally satisfactory. Most new housing has been in the form of small estates. A certain amount of ribboning has taken place to the north and east of the town and this could become a serious problem. The main activity at the moment is to the east of the town centre. Since 1973, the northern part of Brigown townland has been serviced and is now being infilled with public and private housing. Within the next five years the southern part will be serviced. An action area plan will be drawn up to co-ordinate development. In the medium term it is intended to reorientate development to the west of the town. An area west of Georges Street has been rezoned from industrial to residential use. Proposals will be drawn up within five years to provide sanitary services in this area.
- AREAS:

SERVICES:

2.04 The water supply and public drainage systems are both operating near full capacity. There are no proposals on hand for increasing the capacity of either system. In the case of water supply, the present daily demand is disproportionately high for the population served and the excess can be attributed to wastage from deteriorated service connections. Eliminating this waste should provide sufficient spare capacity for development needs. The sewerage treatment plant has a capacity of 11,000 equivalent population. Spare capacity for residential development can be achieved by reducing the industrial load. A pre-treatment plant for industrial waste was completed in 1973 and it should be possible to provide the treatment capacity for an increased domestic load.

TRAFFIC AND
ROADS:

2.05 The conflict between through and local traffic can only be resolved by diverting the national primary traffic around the town centre. The 1973 Development Plan provided for an N.8 relief route to the west of the town and this objective will be maintained. However as this is a long-term solution interim measures will be needed as traffic volumes continue to increase. These will involve controlled junctions and parking restrictions. Traffic lights are being installed at the N.8 - Clonmel Street junction and improvements will be made to the junctions at both ends of Church Street. The general approach to parking problems will be to encourage greater use of off-street car-parks while reserving space for loading along Cork Street. An access road will be provided linking Cork Street with the car-park behind the R.C. Church. In development areas access points will be preserved and a route will be reserved for a distributor road linking County Road 524 with the R.C. Church access road.

OPEN SPACE
AND
AMENITIES:

2.06 The River Gradogue is the main amenity resource in the town. Although as yet it has little direct amenity or recreational value it could be developed as a linear park. This would involve landscaping, tree planting and providing footpaths, seating, play facilities etc. The approach will be to develop the park in stages within the framework of an overall plan. Within the next five year this plan will be drawn up and the first stage, probably involving the section of river bank east of the N. 8 bridge, should be completed.

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 supply
- Sewerage area
- ▨ Proposed sewerage area
- Sewerage installation
- Proposed sewerage installation
- Sewerage catchment boundary
- + + + + + Electrical supply line
- ✕ Electrical installation



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 Mitchelstown. 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.
- (ii) to settle the pattern of future growth by designating land for particular uses and providing the appropriate services.
- (iii) to provide 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 Gradogue River valley.

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. 17).

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 preserve the route of the proposed national primary relief road to the west of Mitchelstown.
- * 2. To provide a link road between Cork Street and the car-park at the R.C. Church.
- * 3. To preserve the route of the distributor road linking County Road 524 Ballynamona Bridge with the R.C. church access road.
- 4. To restrict multiple access onto Main roads.
- 5. To improve alignment and traffic control at the following junctions:-
 - (i) the junction of N. 8, Church Street and County Road 524 (to Ballynamona Bridge);
 - (ii) the junction of N. 73, Church Street and Georges Street.
- 6. To preserve access to backlands at the points shown. This will involve reserving sufficient road frontage to allow carriageways, footpaths and sight-lines to Council standards.
- 7. To revise parking regulations in the town centre including reserving areas along Cork Street for loading and unloading of commercial vehicles.
- 8. To promote the development of an integrated pedestrian network throughout the development areas.

SERVICES:

- ⑨ 9. To augment public water supply and sewerage schemes.
- 10. To achieve a more economic use of the water supply.
- 11. To extend the public sewer to serve the Mulberry Lane South area.
- 12. To examine the feasibility of extending the public sewer to serve backlands to the west of Georges Street.

HOUSING:

- 13. To prepare an action area plan for residential development in the Mulberry Lane South area.
- 14. To acquire derelict sites and backlands for housing development.

HOUSING:

15. To provide serviced sites for private development.
16. To provide Council housing as the need arises.
17. To provide improved public lighting.

AMENITIES:

18. To prepare a programme for the development of a linear park along the River Gradogue.
- * 19. To restrict roadside development along the N. 73.
- * 20. To preserve scenic views from the R. C. church access road and Mulberry Lane.
21. To preserve the following features of Architectural and Historic interest:

Kings Square.
Church of Ireland.
Church of the Immaculate Conception.
Market House.
Brigown Church and Tomb.
22. To make tree preservation orders for trees and woodland of scenic value at:

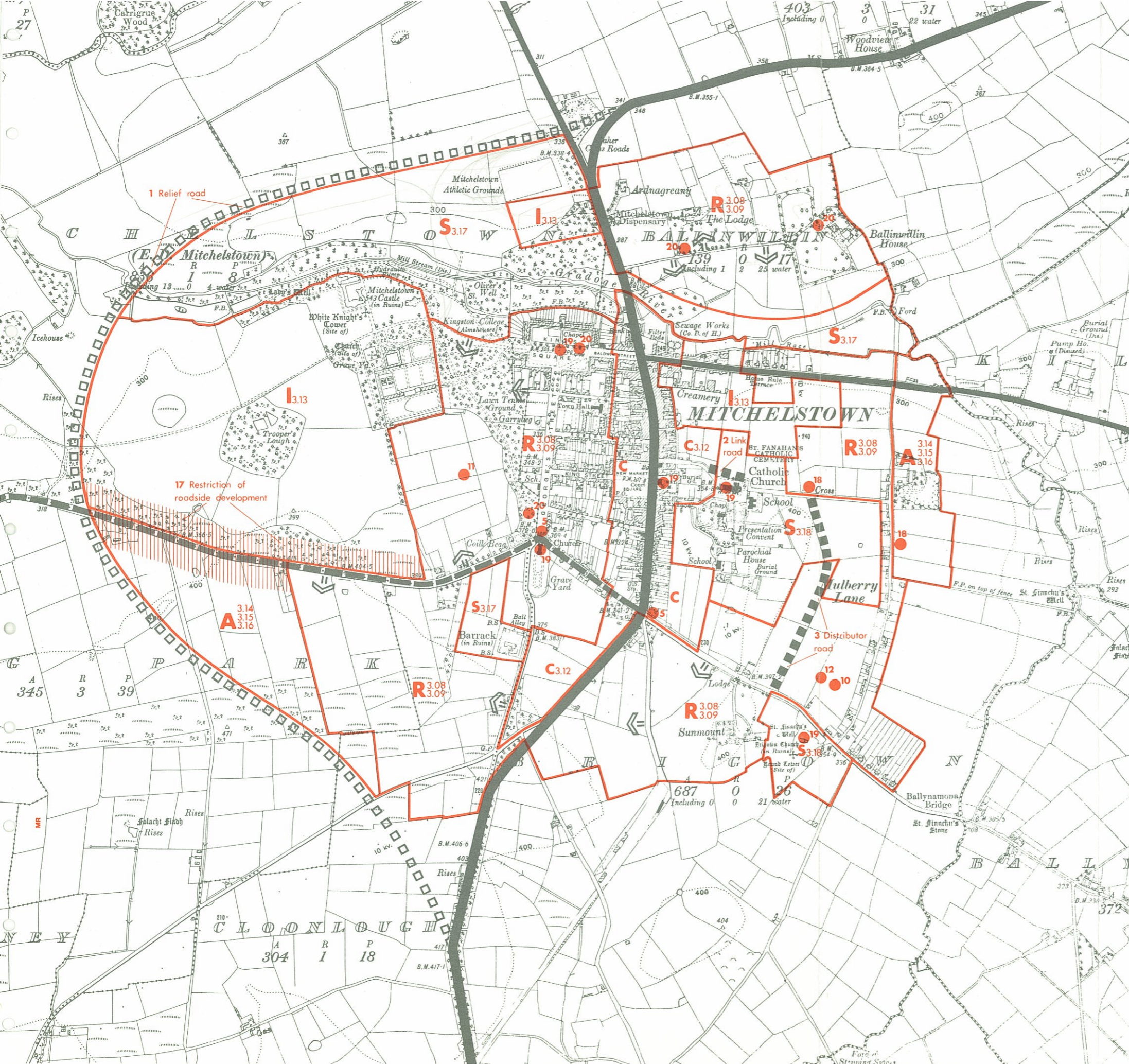
Kings Square.
Church of Ireland.
Ballinwillin Townland.

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

R	Residential	total 362 acres
I	Industrial	.. 179 ..
S	Open space	.. 179 ..
A	Agricultural	.. 66 ..
C	Commercial	.. 57 ..

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

OBJECTIVES

- Specific objective
- □ □ □ Relief road
- ■ ■ ■ Distributor/link road
- ⌞ Access point
- ||||| Restricted roadside development

Reference number (e.g. 17) relates to list of objectives

EXISTING

- National primary route
- National secondary route
- Link road

Mitchelstown Development Plan

June 1979