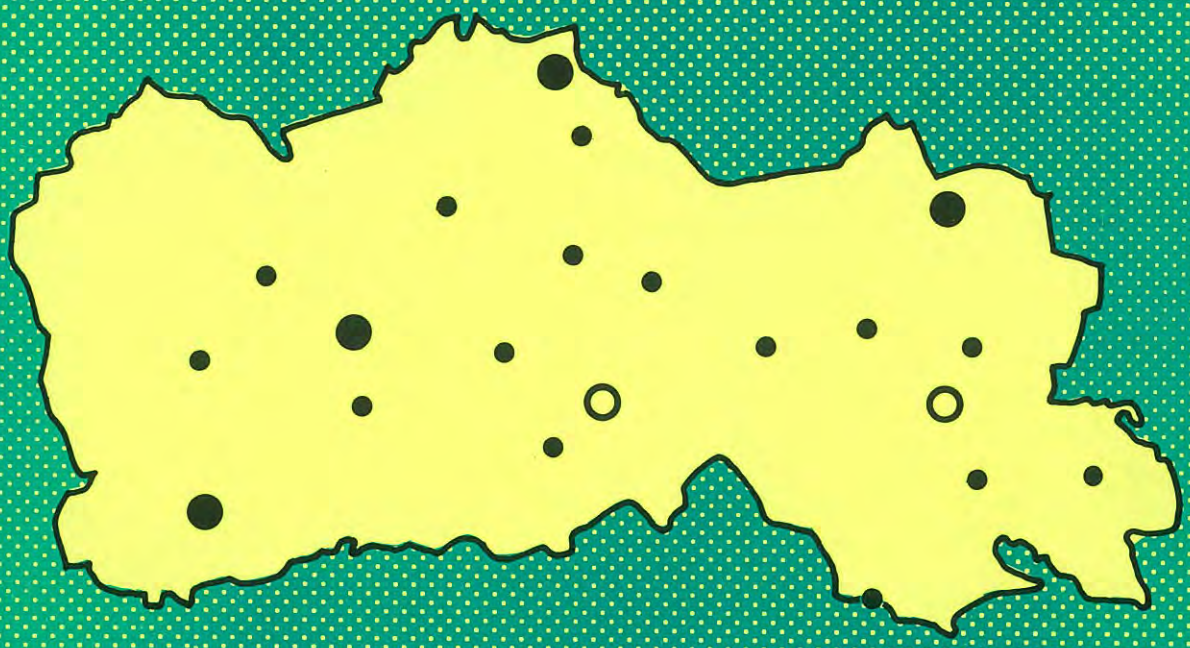
Plean Forbartha Chontae Chorcaí
CORK COUNTY DEVELOPMENT PLAN



NORTH CORK

CORK COUNTY COUNCIL
Comhairle Chontae Chorcaí
1986

INTRODUCTION

The 1986 County Development Plan constitutes a new plan for Cork County under the provisions of the Local Government (Planning & Development) Acts, 1963-1983. Reference was made to the Department of the Environment's manual on "Urban Development Plans for the 1980's" in the preparation of the town, town environs and village plans, which are included in the County Development Plan.

Due to significant changes in approach, this document will constitute a new rather than revised plan. The Plan is such that the separate administrative divisions of the County be treated in a readily understandable manner, within the overall framework of County-at-large policies.

This allows for a convenient presentation of Sub-County planning and development issues on a North, South and West basis. Integral to each area will be the role of the urban districts, many of which are the primary development centres within the more rural areas of the County. Consequently, this plan will refer to issues of mutual concern to both authorities.

CONTENTS

CHAPTER 1 : POPULATION

1.0 Over the period 1971-1981, North Cork's population grew significantly compared to the previous intercensal periods. However, the period 1979-1980 has been associated with either a lower growth rate for towns and villages in North Cork or with an absolute decline in population. Note that although both the Urban Districts of Mallow and Fermoy lost population in the 1979-1981 period, the population for the Mallow built-up area (i.e. the Census Town, which is roughly equivalent to the town and its environs), increased. (See Table 1).

1.1 The most significant finding is that the rural population of North Cork has continued to grow, and in fact the rate of growth increased over the 1979-1981 period. This is important since rural areas are normally disproportionally adversely affected by downward population trends. A closer examination of D.E.D.'s for the North Cork area shows that over half of the D.E.D.s lost population over the last intercensal period. In order for the aggregate rural figure to show an increase it means that some rural D.E.D.s grew at such a rate so as to compensate for the loss of population in others. Analysis shows that D.E.D.s around the main towns of Mallow, Fermoy, Mitchelstown, Charleville, Newmarket and along the Blackwater Valley have all shown increases in the last intercensal period. Many of these D.E.D.s have been growing at a higher rate of increase than the villages or towns in North Cork. (See Map 1).

1.2 Based on recent and anticipated demographic trends, a future population of c. 74,700 - an increase of 700 on 1981 - is forecast for North Cork by 1989. This contrasts dramatically with the much lower forecasts of the 1979 County Plan, and augurs well for the area.

1.3 The Council, however, considers the level of population increase too low relative to the area's ability to sustain a higher level of economic activity and consequent retention of population. The Counci's development strategy will be geared to a higher population level in North Cork by 1991. Infrastructural investment and employment policies over the next five years will be consistent with this over-riding objective and set the foundations for long-term growth.

CHAPTER 2 : EMPLOYMENT

2.0 North Cork, like much of the remainder of the County, has experienced a substantial decline in employment over the last four years (See Table 2). The numbers currently on the Live Register are in excess of 3,300. This is an increase of c. 11% on the same time last year and 120% more than January, 1980.

Table 2 - Numbers on Live Register of Local Offices in North Cork

	January 1978	January 1979	January 1980	January 1981	January 1982	January 1983	January 1984
Fermoy	464	422	408	599	649	877	e. 1,125
Mallow	619	473	484	637	825	1,099	e. 1,149
Newmarket	756	604	618	772	930	1,024	e. 1,046
TOTAL	1,839	1,499	1,510	2,008	2,404	3,000	e. 3,320

2.1 The escalating pace of redundancies reflects declines in employment across the board (See Table 3). Agriculture and the dairy processing industry, the construction industry and manufacturing have all been affected, as have the dependent service jobs.

2.2 Despite the recession some towns, like Kanturk and Mallow have retained a relatively high level of manufacturing jobs. However, the general picture (See Table 4) is one of declining employment in this sector.

Table 3 : Former Industrial Group of those on the Live Register signing at Employment Exchanges in North Cork, July, 1983

	NORTH CORK	FERMOY	MALLOW	NEWMARKET
Agriculture, Forestry, Fishing	468	150	48	270
Mining & Quarrying	8	-	2	6
Food, Drink and Tobacco	470	49	323	98
Textiles, clothing	76	45	19	12
Metals, Engineering, Manufacturing	253	35	86	132
Fertilisers, Chemicals	15	-	15	-
Paper, Printing	-2	-	-	2
Building and Construction	619	212	195	212
Transport and Utilities	80	10	52	18
Distributive Trades	146	44	72	30
Public Administration & Finance	83	34	31	18
Professions	67	29	16	22
Personal Services, Entertainments	115	50	35	30
Unspecified including those who have never worked	417	148	132	137
TOTAL	2,819	806	1,026	987

Table 4 : Number of people employed in Manufacturing Industry in North Cork Towns[1] 1973-1983

	1973	1977	1981	1983	% Change 1973-1983	% Change 1981-1983
Charleville	984	1,140	976	883	-15.4	-14.6
Fermoy	372	401	339	363	-2.5	+7.1
Kanturk	410	321	439	474	+15.6	+8.0
Mallow	1,689	1,822	2,051	1,935	+14.6	-5.6
Millstreet	361	406	415	324	-10.2	-21.9
Newmarket	160	170	147	93	-41.9	-36.7
NORTH CORK	5,192	5,672	5,757	5,739	+3.6	-6.6

2.3. Estimates of job needs based on population change, labour force and a range of other factors have been made for the plan period. Depending on future unemployment rates and related redundancy changes in existing employment, net and gross job requirements have been deduced (See Table 5). In view of the range of parameter used and the degree of uncertainty as to trends in the next five years, these figures should be regarded as broad indicators.

Table 5 : Estimated Net and Gross Job Requirements for North Cork 1984-1989

Unemployment Rate	5%	10%	15%	20%
Net Requirements				
Fermoy U.D. & R.D.	+780	+480	+190	-110
Kanturk R.D.	+860	+520	+190	-140
Mallow U.D. and R.D.	+1,150	+710	+280	-150
Millstreet R.D.	+370	+220	+80	-60
Mitchelstown R.D.	+350	+210	+80	-50
Gross Requirements				
Fermoy U.D. & R.D.	+1,010	+710	+420	+120
Kanturk R.D.	+1,170	+830	+500	+160
Mallow U.D. & R.D.	+1,520	+1,090	+660	+220
Millstreet R.D.	+500	+350	+210	+70
Mitchelstown R.D.	+480	+340	+210	+70
GROSS TOTAL	4,680	3,320	2,100	640

[1] Some towns are not included because of the small no. of firms involved. Consequently, the total jobs for the Administrative Area are greater.

2.4 The current unemployment rate of c. 13% would indicate a gross job creation need of c. 2,600 over the plan period. A lower rate of 10% would require the creation of a further 700 jobs. It is evident from this that the scale of the problem is quite substantial. It will be the Council's intention to help prevent the level of unemployment increasing further and help to bring the rate down to 10%. A diversification of the employment base from the predominantly agri-processing emphasis in manufacturing is desirable in this context.

2.5 The Council, through it's development policies, has a limited but important role in employment creation. It can directly influence it by providing work on major construction projects, like the Mallow Road, and indirectly by facilitating private entrepreneurship or community action.

2.6 As a development agency, the Council has over the years provided lands for private industry. In North Cork, the Council currently has detailed plans for the acquisition and disposal of sites for small industry (See Table 6).

2.7 Additionally, the Council will co-operate with he I.D.A., and other groups in the servicing and marketing of sites and the identification and development of local resources, as in the case of Kilworth's Craft Training Workshops and the conversion of Kilshannig (Newberry) Church.

2.8 Tourism is seen as an important resource, which can be more successfully exploited in North Cork. The Council will continue its promotion and development of the Blackwater Valley Drive in co-operation with Cork/Kerry Tourism and the other statutory authorities and community groups[2].

Table 6 : Public Industrial Lands in North Cork

Location	Area hectares	Ownership	Remarks
Mallow & Environs	-	Co.Council	Kilshannig Church Drafts Centre, units available.
Fermoy & Environs	3.25	I.D.A.	Originally purchased by County Council.
Charleville	4.0 8.5	I.D.A. Co.Council	Advance factory available. Sites available, partially serviced.
Mitchelstown	3.9 2.0	I.D.A. Co.Council	
Kanturk	4.0	I.D.A.	Advance factory currently being occupied, other factory will be available.
Millstreet[3]	3.2	I.D.A.	
Newmarket	0.5	I.D.A.	
Buttevant	2.0 4.0	I.D.A. Co.Council	Sites available, partially serviced.

[2] See Chapter 2 - "Tourism, Recreation & Amenities".
[3] Private serviced industrial estate also in town.

CHAPTER 3 : TOURISM, RECREATION & AMENITIES

3.0 The attractiveness of North Cork is largely associated with the River Blackwater and it's many tributaries. It's image is one of well wooded demesnes and fine countryhouses in a pastoral landscape. Many unspoilt villages and towns and a plentiful supply of historic abbeys, churches and castles add to the attractiveness of the area.

3.1 The natural amenities of North Cork are not confined to the Blackwater. Upland terrain in the Nagle and Boggeragh Mountains afford opportunities for hill walking and pony-trekking, and in the case of the latter, archaeological investigation.

3.2 Angling has traditionally been a strong point of the area's tourism economy and Fermoy in particular has benefitted from the seasonal trade.

3.3 Equestrian activities are evident in a number of locations throughout the area and the relationship between these and the local bloodstock industry is beneficial. The Millstreet International Show is a successful example of this. Opportunities also exist for development of pony-trekking in the area.

3.4 In the cultural sphere, North Cork has many local historical and literary societies based on its strong traditional resources. Cullen, near Millstreet, retains an attachment to the native tongue and has over the years been a minor centre for its revival. A number of festivals, the most recent being the Mallow International Folk Dance Festival, endeavour to extend the interest range of the cultural activities to a wider clientele.

3.5 The main Rosslare-Killarney route, which passes through the area, presents itself as an obvious touring itinerary for overseas visitors heading for the West Coast. Evidence of the Council's interest in exploiting this opportunity is the promotion, in conjunction with tourism and other interests, of the Blackwater Valley Drive.

3.6 Fermoy and Mallow are the key towns providing the main tourism bases for North Cork. Their continued attractiveness and ability to cater for visitor needs is an essential pre-requisite for the area's tourism economy. A number of other towns and villages also have the capacity to extend the diversity and range of visitor attractions[4].

3.7 The Council itself, in co-operation with Cork/Kerry Tourism, other statutory authorities and community groups, has attempted to exploit the areas inherent resources by promoting the Blackwater Valley Drive[5]. It has had the effect of co-ordinating and directing the often disparate actions of a wide range of interests.

[4] See "Town and Village Plans" for details on tourism role of towns and villages.

[5] Copies of the main brochure and supplementary pamphlets, including town trails for Mitchelstown, Kanturk, Fermoy (Lismore, Co. Waterford). "Antiquities of the Boggeragh Mountains", "Poets and Writers of the Blackwater Valley", "Stone carvings of Duhallow" available from County Council Offices.

3.8 Efforts will be made, in co-operation with these interested bodies, to further promote the Blackwater Valley Drive by improving it's attractiveness and the capacity of its hinterland to retail visitors in the following manner:-

(a) Publication of supplementary literature on the historic and literary attributes of the area and co-operation in the mounting of related exhibitions at suitable locations.

(b) Additional signposting of buildings and sites of interest, including the negotiation where feasible of public access to same.

(c) Provision of further picnic areas, scenic viewing points and lay-bys in selected locations along the main and subsidiary touring routes.

(d) Improvements to riverside and fishing paths and walks.

(e) Acquisition, restoration and conversion of Glanworth Mills, in conjunction with the Office of Public Works, to a display centre comprising sculptor's studio cum training workshop in stone masonry and carving.

(f) Provision of public access to Spenser's Castle, near Doneraile.

(g) Development of a touring caravan park at Doneraile Forest Park in conjunction with the Department of Fisheries & Forestry and Cork/Kerry Tourism.

(h) Conversion of Doneraile House into a major interpretative centre for the Blackwater Valley in conjunction with the bodies listed in (g).

(i) Establishment of a Youth Hostel in the Boggeragh Mountains to the south of Millstreet in conjunction with An Oige and Cork/Kerry Tourism.

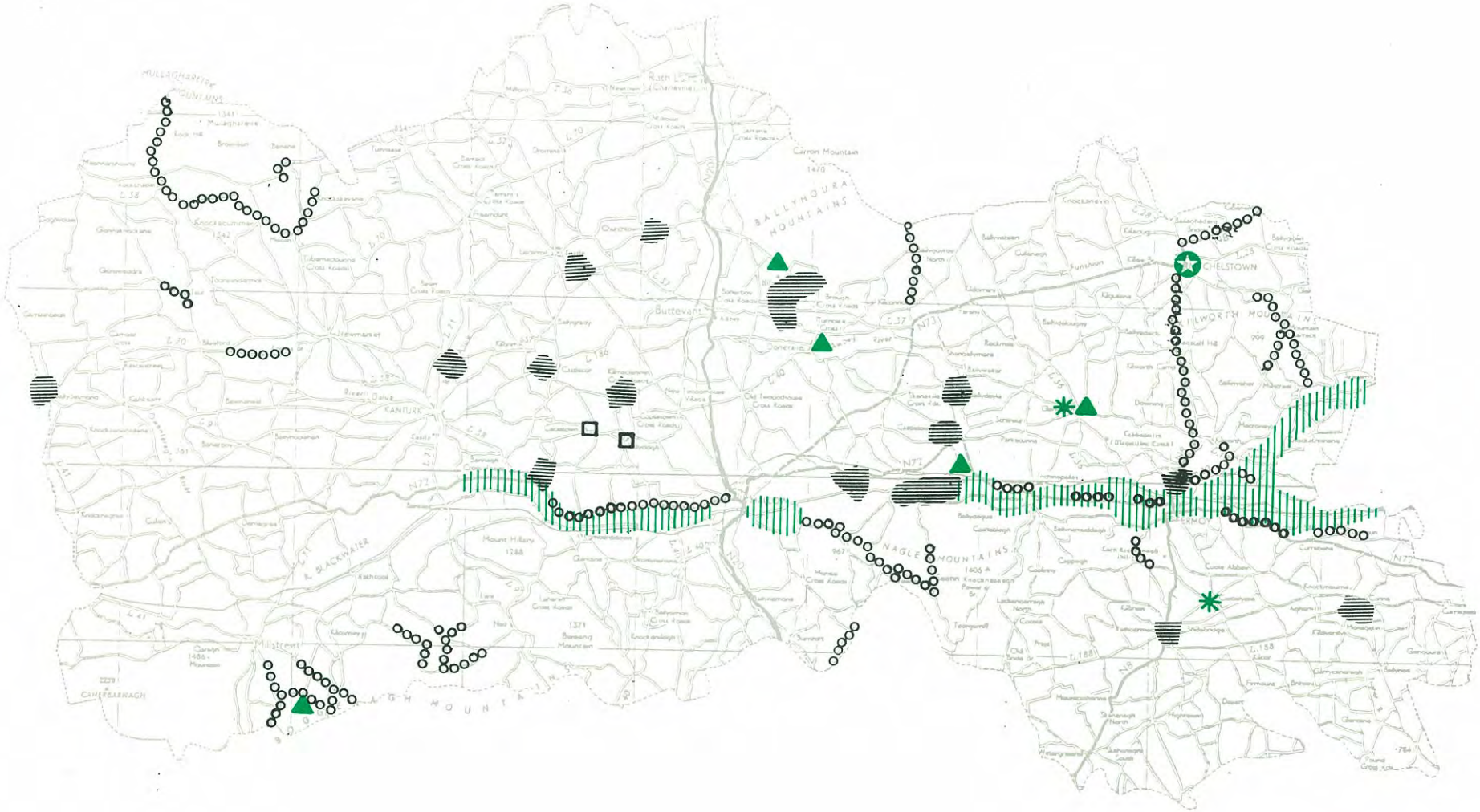
(j) Assistance will be given to Fermoy and Mallow Urban District Councils to improve the environmental image of the towns and exploit their tourism potential.

3.9 An investigation will be made of the feasibility of establishing an archaeological field centre in co-operation with the U.C.C.in the Millstreet/Kanturk area.

3.10 Restoration of monuments of historic interest will include Bridgetown Abbey, where it is planned to provide ancillary amenities, Brigown Church at Mitchelstown and other sites of importance. Assistance will be considered for selected projects where owners or community groups facilitate public access to historic monuments, as in the case of Kilshannig (Newberry) Church near Mallow.

3.11 Promotion of a "rent-a-cottage" scheme as a pilot project in a selected town or village in the area will be undertaken.

3.12 Mitchelstown has been designated a "heritage town"because of it's unique plan form, streetscapes and buildings. The town will be promoted in a manner similar to Kinsale and Youghal.



MAP 2 : Tourism, Recreation & Amenity

- Development Objective
- Heritage Town
- Village of Historic Interest
- Environmental Scheme
- Scenic Route
- Area of Scenic Amenity
- Area of Scientific Amenity

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5 0 5 10 15 20 25 30 35 Kilometres

5 0 5 10 15 20 25 Miles

Development Plan Section, Planning Department, Cork County Council

3.13 Castlelyons, Glanworth and Kilworth are designated "villages of historic interest" because of their content and potential for attracting tourists. In co-operation with local community interests and other bodies proposals to protect and enhance their amenities will be defined and implemented.

3.14 A programme of environmental improvements, including tree-planting and the removal of derelict sites, will be initiated for selected villages in the area, including Cecilstown and Ballyclogh. Proposals to re-develop or tidy-up dere lict sites are included in the various town plans for the area.

3.15 A survey will be undertaken of the principal wooded demesnes in the area with a view to securing their protection. Tree Preservation Orders will be considered for these and other wooded areas.

3.16 Encouragement will be given to the designation by the State of Kilcolman Bog as a nature reserve in order to ensure protection of its botanical characteristics.

3.17 Consideration will be given to the establishment of an outdoor pursuits centre at a suitable location in the area and the Council will, where possible, assist the provision and improvement of local recreational facilities in centres of population.

3.18 Assistance will also be given, where possible, to the development of cultural activities and the preservation of the linguistic traditions of the area.

3.19 The principle areas of scenic amenity (including views from scenic routes) and sites of scientific importance (See Map 2) will be protected[6].

[6] Refer also to Chapter 9, Development Controls and Standards.

CHAPTER 4 : RETAILING

4.0 Traditionally, shopping has tended to be a localised service. North Cork has a hierarchy of settlements offering a related scale of service. The main towns of Mallow, Fermoy, Charleville, Mitchelstown, Kanturk, Millstreet and Newmarket constitute the "back bone" of the area's retailing by providing a wide range of retail and other services.

4.1 The smaller towns and villages, such as those the size of Buttevant and Doneraile, primarily provide essential convenience outlets and cannot be compared to the larger towns. However, they perform an important local function, which due to reasons of distance and convenience, is of considerable community benefit.

4.2 Because of the wide area of influence of shopping facilities in Mallow and Fermoy urban districts, new retailing facilities in both towns are considered to be of relevance to the respective County hinterland areas, thus necessitating a co-ordinated approach by both planning authorities[7]. Likewise, the impact of new developments in both Mitchelstown and Charleville on catchments in the neighbouring Counties will be taken into account [8].

4.3 The Council considers the towns of Mallow, Fermoy, Charleville, Mitchelstown, Kanturk, Millstreet and Newmarket to be the primary service or district retailing centres for North Cork and will consider new developments in the light of the foregoing and the County-at-large policies.

4.4 Locational considerations and the potential impact of new shopping developments on the centres of town are dealt with in some detail in the individual town plans, as is the necessity for essential convenience shopping in residential areas outside the core area.

[7] Urban Development Plans for the 1980's, D.O.E., 1983 and Local Government (Planning & Development) General Policy, Directive, 1982 S.I. No. 264 of 1982

[8] Refer to County-at-large policies.

CHAPTER 5 : INFRASTRUCTURE INCLUDING WATER SUPPLY, DRAINAGE AND ROADS

5.0 The term "infrastructure" is taken in this context to denote water supply, drainage and roads primarily. Reference will also be made to other essential services such as waste disposal, public transport and telecommunications.

5.1 In the last five years, the Council has spent c. £14 m. on the principal services in North Cork, indicating the level of progress made in improving the area's infrastructure. Significant progress has been made on projects like the Mallow Road and Charleville's drainage, however, some of the towns' drainage systems are still inadequate, and the road network - particularly the County Roads system - is suffering from inadequate maintenance funding.

5.2 The Council will press for essential improvements in areas, where such investment would facilitate industrial location and urban housing demands. Conversely, and mindful of the present economic constraints, the Council will endeavour to ensure that development pressures are directed to areas where such services are available, or can be made available at an economic cost.

5.3 In regard to development areas, the Council's policy on priority towns and villages[9] suggests that improvements be made to essential services in these settlements to accommodate future demand directed into them.

5.4 The Council considers that up-grading of selected regional and intra-County roads is desirable in the interests of regional development and the promotion of development centres. In this context, the Council will press for special funding for the routes shown on Map 3. Strengthe ning and re-surfacing of sections of the principal roads is also being undertaken on a phased basis.

5.5 Over the next five years, subject to the necessary funds being made available by the Government, the Council plans to spend some £45 m. on infrastructure in the area.

Water Supply

5.6 The Council's programme for the next five years is shown on Table 11 and Map 3. Recent improvements have been made to the water supply systems in both Millstreet and Charleville and will facilitate further industrial development.

5.7 Some of the proposed works are unlikely to be completed before the end of the plan period. However, their initiation within the next five years will be necessary and preferably in the time scale proposed.

5.8 Investigations have also been made of ground water sources in the north-eastern part of the area. These have identified reserves (See Table 12) which can be used if the need arises over the plan period to augment existing supplies.

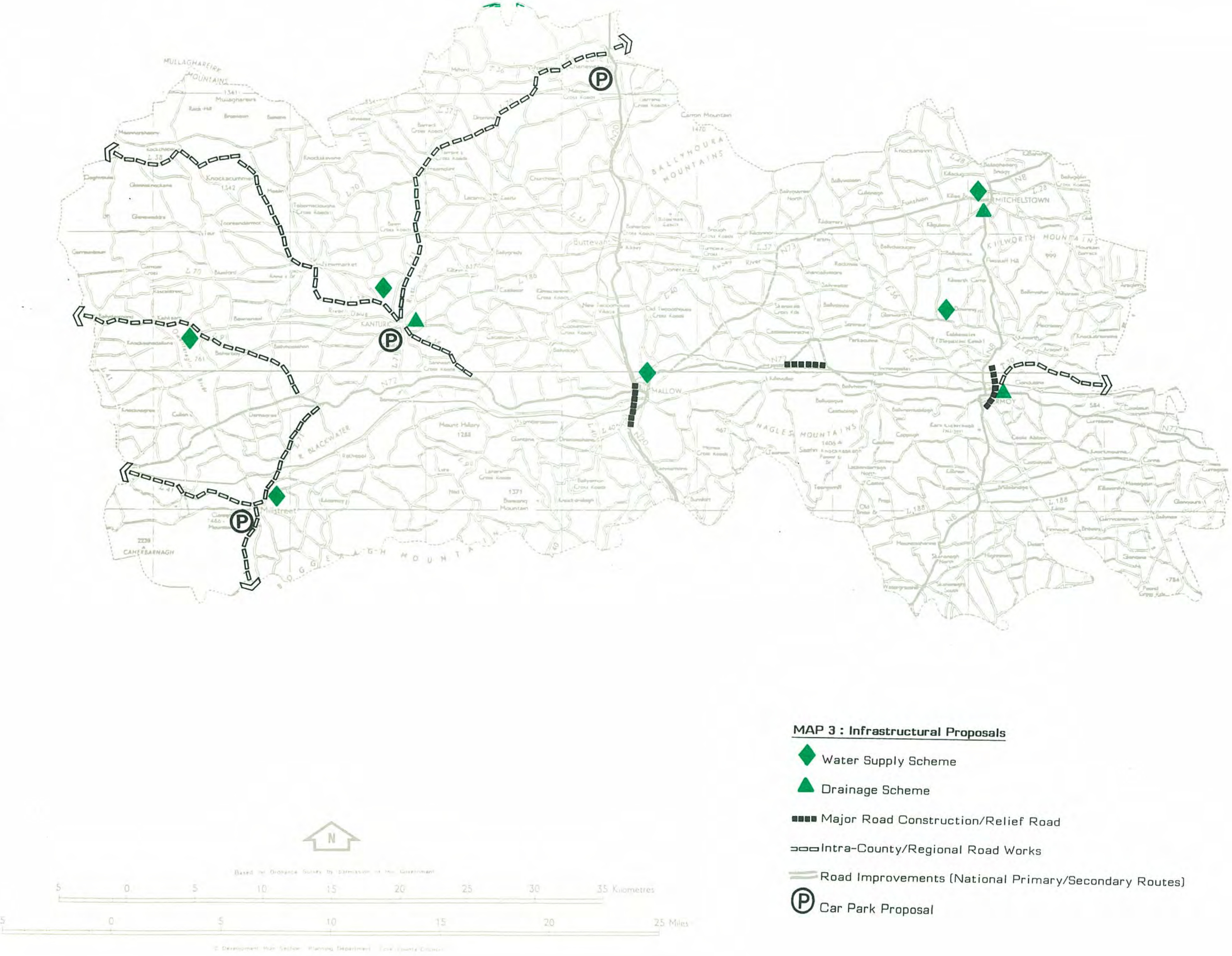
[9] See Chapter 6 - "Housing & Settlement".

Table 11 : North Cork Water Supply Programme, 1984-1989

Scheme	Status	Time Scale to Completion	Cost (1986 Prices)	Remarks
North West Cork (Ketra) Stage 1	Revised contract documents in Department of the Environment.	2-3 years	e.£2.0m.	Will release Kanturk & Newmarket from Ballinatona supply.
North West Regional (Ballinatona), Stage 2	Preliminary report available, Contract documents completed.	2 years	e.£1.8m.	Will serve Kiskeam, Knocknagree, Cullen and Ballydesmond areas.
Millstreet Stage 2 (high level)	Preliminary report available, contract documents being finalised.	18 months	n.a.	-
Eastern Regional Stage 1	Contract documents approved.	2 years.	£1.0m.	To serve Mitchelstown (See Table 12 re Kiltrislane).
Eastern Regional Stage 2	"	2-3 years	e.£1.5m.	To serve Glanworth, Kilworth (See Table 12 re Curraghoo Beg and Downing Bridge.
Mallow Augmentation (Ballyviniter)	Preliminary report available	Post 1989	n.a.	To serve Ballyviniter area and improve supply on north side of Mallow.

Table 12 : North Cork Groundwater Potential

Location	Source Capacity gals.per hour	Remarks
Kiltrisland, near Mitchelstown	18,000	Supplementary supply to Mitchelstown water supply scheme currently being developed.
Curraghoo Beg near Glanworth	20,000	Could supply Glanworth village and surrounding district.
Downing Bridge near Kilworth	20,000	Could serve Kilworth village and surrounding district; presently serving Kilworth.



MAP 3 : Infrastructural Proposals

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Drainage

5.9 Since 1979 the Council has made progress in eliminating deficiencies in the drainage system of some of the major towns, notably Charleville, part of Mitchelstown and latterly, Mallow in co-operation with the U.D.C. Work has recently been completed on an extension of the new Mallow system to serve the Ballyviniter area to the north-east of the town. Improvement of Fermoy's drainage is currently in progress.

5.10 However, a significant up-grading of the drainage system in Kanturk and re-furbishment of the treatment works at Mitchelstown is required to rectify existing problems and provide a capacity for growth. Additionally, many of the smaller villages - particularly those selected as "priority villages"[10] - require improvements to be made to their sewerage systems. This usually entails replacement of small septic tanks to give increased capacity and a higher quality of effluent.

5.11 The Council will assist, where feasible, local communities in the provision of group sewerage schemes.

5.12 The Council's drainage programme for the next five years is shown in Table 13 and Map 3.

Table 13 - North Cork Drainage Programme

SCHEME	STATUS	TIME SCALE TO COMPLETION	COST (1986 PRICES)
Kanturk, Stages 1 & 2	Contract documents being prepared.	2-3 years	e. £2.0m.
Fermoy and Environs	Work in progress	Finish by 1987/88	e. £3.0m.
Mitchelstown Sewage Treatment Works	Preliminary report being prepared.	1-2 years	e. £0.5m.

Roads, Parking & Traffic Management

5.13 Since 1979, the Council has made significant improvements in the National and Regional road network in North Cork, particularly in relation to the N20. The first and second sections of this road, south of Mallow, have now been completed, including the crossing of the Blackwater river east of Mallow. Work is progressing on the next stretch of the N.20 from Lissard southwards.

[10] See "Town & Village Plans".

5.14 Strengthening, re-surfacing and re-alignment of sections of the principal roads is also being undertaken on a phased basis. Further up-grading of the National Secondary Routes linking Killarney to Rosslare, N.72 and Mallow to Mitchelstown N.73 is considered necessary.

5.15 In regard to regional roads, as stated earlier, special consideration has been given to the identification of suitable routes where improvement would help to realise the economic potential of North Cork and, to some extent, adjacent parts of Counties Kerry, Limerick and Waterford. Some of these roads e.g. Millstreet-Macroom, R.582, provide for intra-County and regional movements, others such as the Kanturk-Abbeyfeale route, R.576, for regional and local flows between development centres.

5.16 The foregoing proposals, which form the basis for the Council's road programme for the next five years, are listed in Table 14 and shown on Map 3. In addition to the Council's policy for regional route selection, it is anticipated that the Government will view these considerably in the light of recent commitments to road investment in the current National Plan.

5.17 Additionally, the Council will require the reservation of relief routes for the following towns and villages:-
Buttevant[11], Fermoy[11], Mallow[11], Mitchelstown[11], Charleville[11] and Watergrasshill[11]. Construction of the relief road, via Baker's Lane, in Charleville is proposed during the plan period. Land will also be reserved for the further re-alignment of the Cork- Mallow road (N.20) and the Mallow-Fermoy (N.72) road to the south of Castletownroche.

5.18 Regarding the County road network, the Council is seriously concerned at its deteriorating condition and the lack of adequate finance to maintain it. Consequently, it will continue to press the Government for the necessary subventions.

5.19 The regulation of traffic within a number of North Cork's towns and the provision of adequate off-street parking is addressed in the individual townplans[11]. Progress has been made in relation to the latter in Charleville and the Council also proposes to provide car parks in Millstreet and Kanturk over the plan period. However, the introduction and enforcement of traffic bye-laws will do much to rectify existing problems and,in this context, the Council will co-operate with the Gardai in securing essential improvements in the main towns.

Public Transport

5.20 The principal towns in the area are well served by C.I.E.'s bus schedule. However, a number of smaller villages in the more remote parts of the area either have no bus service or a very limited one.

5.21 Where a public transport service cannot be economically provided, it will be the Council's policy to investigate the potential for community bus servivces, along the lines successfully being now run by "An Post" in Co. Clare, to a selected village grouping on a pilot basis and in co-operation with "An Post".

[11] See "Town and Village Plans".

TABLE 14 : North Cork Roads Programme

		Expenditure (1986 Prices)
(i) National Primary Routes		£m.
N.8 Construction of strengthening of Fermoy to Kilbehenny carraigeway		0.75
N.20 Re-alignment and improvement of Cork-Mallow road		22.00
(ii) National Secondary Route		
N.72 Re-alignment, widening and strengthening, including provision for by -pass of Castletownroche		6.75
N.73 Junction improvements and surfacing		0.30
(iii) Regional and Intra-County Routes		
R.582, R.583 Millstreet-Macroom and link with N.72 R.577 (Mallow-) Boherbue-Castleisland R.576 (Mallow-) Kanturk/Newmarket - Abbeyfeale/Listowel R.666 Fermoy-Lismore (touring route) R.626 Rathcormack-Midleton	) primarily for surfacing and re-alignment	3.50
TOTAL		£33.30m.

5.22 Apart from Mallow, the use of C.I.E.'s main line rail services is limited both for freight and domestic transport. The Council will co-operate with C.I.E. in endeavouring to ensure that uses conducive to the generation of rail traffic locate in the towns and villages served.

Waste Disposal & Water Quality

5.23 The Council is seriously concerned at the growing problem of littering and the lack of comprehensive facilities for the disposal of domestic and trade waste in North Cork.

5.24 Mindful of the present economic constraints, the Council will encourage community action in the collection and disposal of domestic waste. Environmental campaigns will be conducted to educate and stimulate a responsible public attitude to the problem of littering in the area.

5.25 Under the Local Government (Water Pollution) Act, 1977, the disposal of trade effluents to watercourses or public sewers will require licensing by the Council. The Council will strictly enforce the application of this enactment so as to preserve the water quality standards of receiving waters.

5.26 The Council is currently conducting, in conjunction with An Foras Forbartha, a survey of teh River Blackwater with a view to preparing a Water Quality Plan for its catchment. It is the Council's intention to use this plan as a guideline for future developments affecting the river.

Energy

5.27 North Cork is well served by the E.S.B.'s electrical grid which has a capacity to accommodate development pressures in most localities. The recently constructed national gas pipeline passes through the eastern part of the area and it will be the Council's policy to secure the utilisation of natural gas for essential needs, and in particular the requirements of industry.

Telecommunications

5.28 North Cork now has a fully automated telephoen system, which provides the area with a further infrastructural incentive to prospective developers. The Council, in co-operation with "An Bord Telecom" and the I.D.A. will highlight the facet of the area's infrastructure.

Public Library

5.29 It is planned to provide additional library facilities in Charleville in conjunction with renewal of formal church.

Cemeteries & Public Toilets

5.30 New cemeteries are currently being provided at Banteer[12] and Newtownshandrum and an extension is proposed to the existing cemetery at Goold's Hill, Mallow. The Council will also, subject to the availability of the necessary finance, consider the provision of public toilets at Charleville, Newmarket and Buttevant.

[12] Refer to local plans also.

CHAPTER 6 : HOUSING & SETTLEMENT POLICY[13]

6.0 The Council's Planning policies over the last 15 years have been directed towards building up the towns and villages in the County.

6.1 However, the population trends[14] particularly those of the period 1971-1981 clearly point to a growing rural population, which has increased further in the last intercensal period 1979-1981. This has manifested itself in a clearly defined pattern of ribbon building and rural scatter outside the main towns.

6.2 While recent population trends indicate a modest increase in population in the area over the next five years, it will be the Council's policy to use this as a firm base for future growth to the end of the century.

6.3 To this effect, the Council intends to control ribboning in the areas shown on Map 4 and direct growth into the "priority towns and villages" shown and listed in Table 15. Unless this is done, the area will continue to have a weak settlement structure, both in terms of towns and villages, and be incapable of economic servicing. This in turn will affect the ability of the area to attract and sustain new job opportunities and support facilities.

Table 15 : North Cork Priority Towns and Villages.

Towns	- Separate administrative authorities	- Mallow and environs Fermoy and environs
	- Scheduled in 1963 Planning Act	- Charleville, Kanturk Millstreet, Mitchelstown
	- Other	- Buttevant, Doneraile, Newmarket

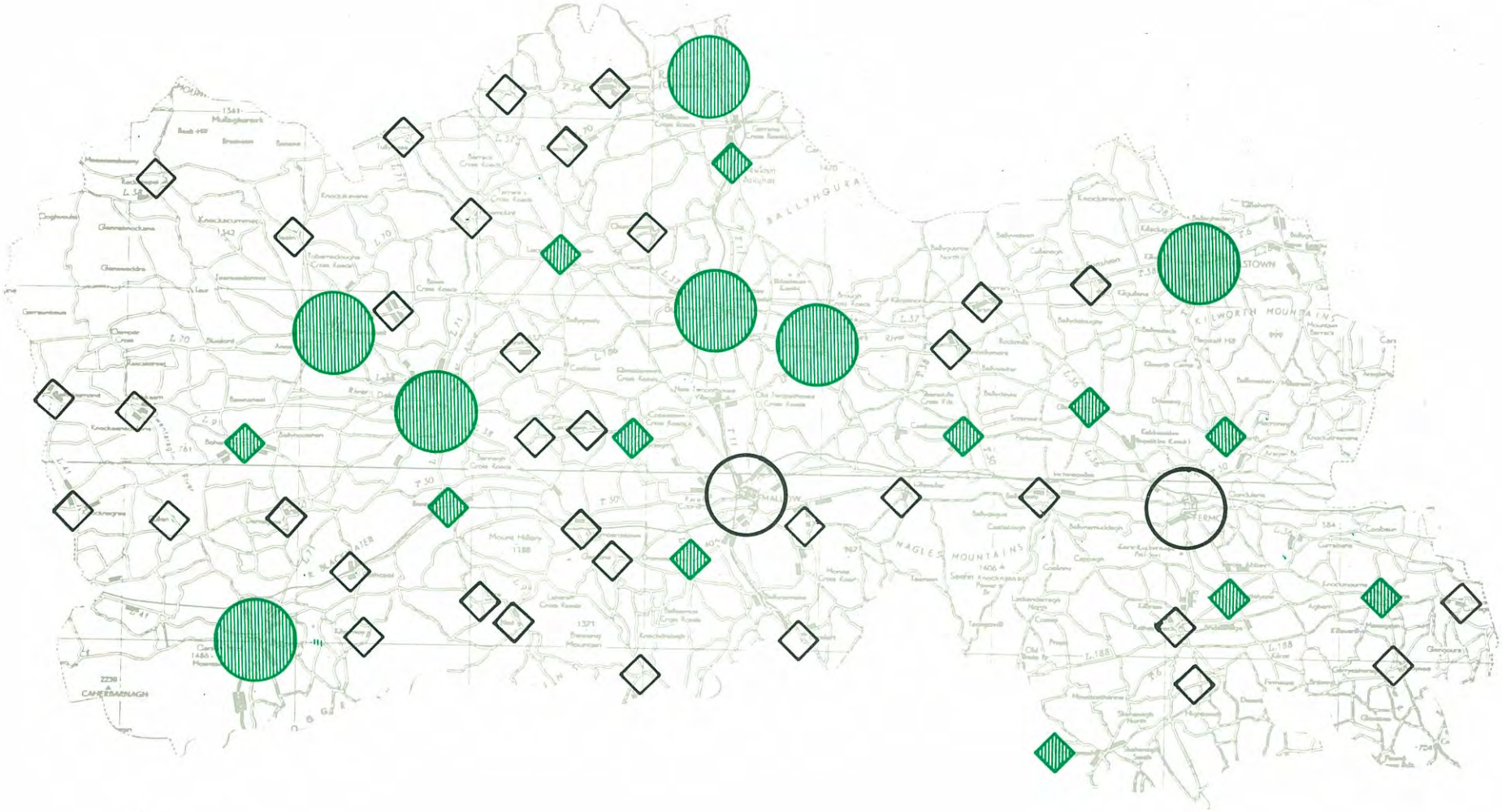
Villages - Banteer, Boherbue, Castlelyons/Bridebridge
Castletownroche, Conna, Dromahane, Glanworth, Ballyclogh, Kilworth, Liscarroll, Newtown/Ballyhea and Watergrasshill

6.4 Selection of priority towns and villages should be seen as a first stage approach in building a sound infrastructure in both physical and social terms in the area. The improvement of such key centres initially will be aimed at rationalising the many and diverse demands throughout the area for public funds. It can be argued that towns like Fermoy, Mitchelstown, Kanturk and Doneraile and villages such as Watergrasshill, Kilworth, Liscarroll and Boherbue - will have an important role to play in these respects.

6.5 Estimates of future housing needs, based on available data, indicate a need for c. 1,800 new dwellings over the plan period, in North Cork.

[13] Refer to County-at-large policies

[14] Refer to Chapter 1 : Population.



MAP 4 : Principal Settlements and Ribbon Development

- Urban District (with Plan or policy for Environs)
- Priority Town (also Scheduled Town)
- Priority Village
- Other Village
- Ribbon Development

N

5 0 5 10 15 20 25 30 35 Kilometres

5 0 5 10 15 20 25 Miles

6.6 Depending on the success of the measures, referred to earlier, in inducing people to reside in the area's main towns and villages, estimates have been made of future housing needs (See Table 16).

Table 16 - House Construction Requirements in North Cork

	Total Requirements
Charleville	195
Fermoy	270
Kanturk	45
Mallow	335
Millstreet	40
Mitchelstown	110
Rest of North Cork	805

6.7 Employment provision in or adjacent to the selected towns and villages will be encouraged in a number of ways[15]. This is essential to the longer term stability and growth of the settlements.

[15] Refer to Chapter 2 : Employment

CHAPTER 7 : THE PLAN - AN INTEGRATED POLICY

7.0 In the previous chapters various aspects of the Development Plan have been dealt with, presenting both conclusions from survey and analysis as well as policy proposals.

In this section of the document an attempt will be made to integrate the policy proposals in a Development Plan Map for North Cork.

In doing this, detailed policies and objectives will be omitted, but where such measures have been mentioned in previous sections, they remain unchanged.

7.1 The main objective in preparing a policy map for North Cork, is to present an integrated, consistent policy at County level. Where proposals are made at town level more detailed information can be found in the separate plans that have been prepared for these towns. However, the town plans form an integrated part of the County Development Plan and as such detailed maps for the various towns must be interpreted in conjunction with the map at scale 1:250,000 that is presented in this section.

7.2 General Policy

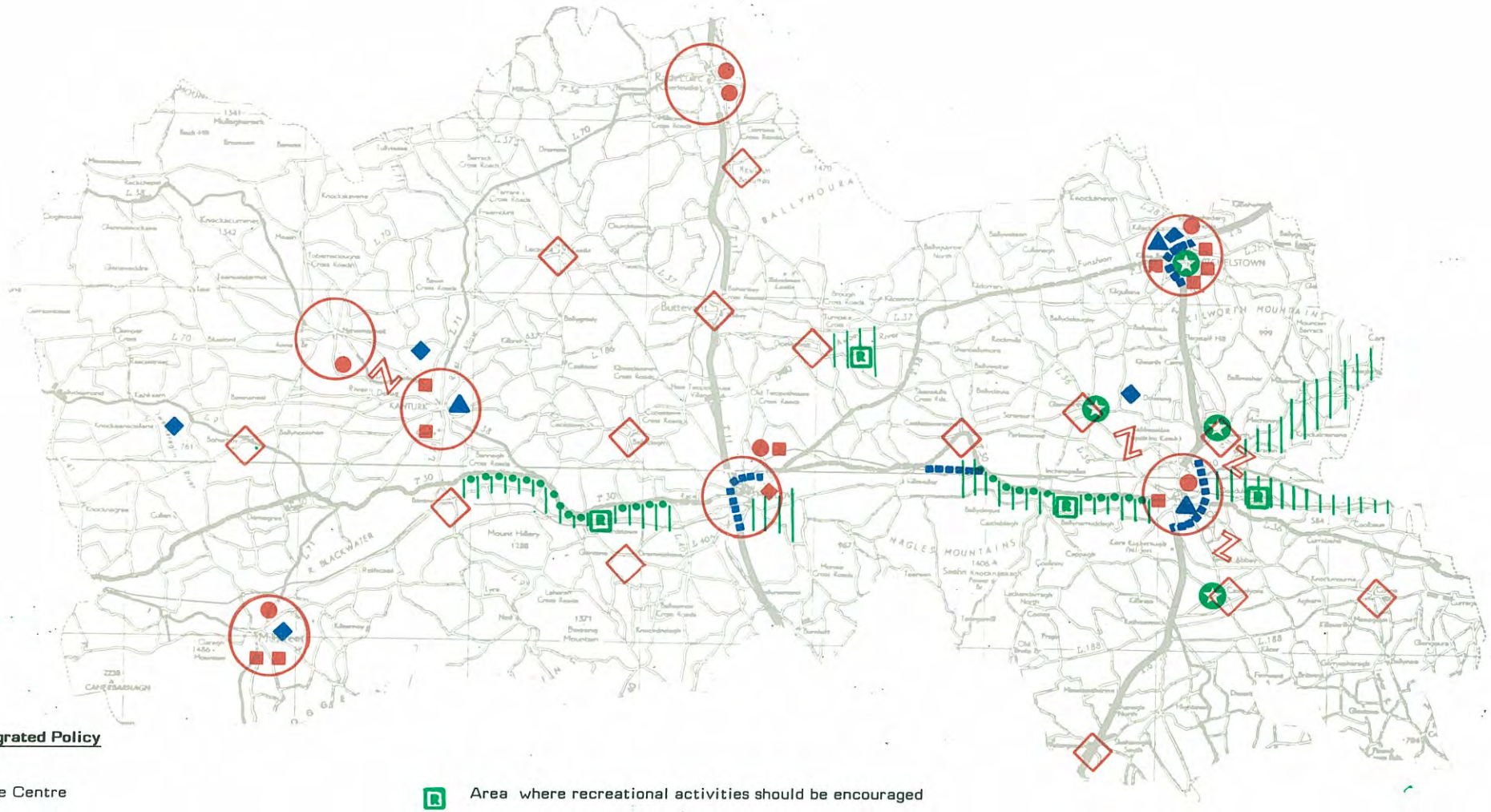
7.2.1. The main policy of the Development Plan (See Map 5) is the designation of "priority towns" and "priority villages".

7.2.2. For the first time in the Council's statutory County Development Plan, an integrated approach is being used in the treatment of both urban and rural areas in each administrative division of the County. This has been necessitated by the geographically widespread impact of what could best be termed "urban-generated housing", or more commonly "ribboning", increasing personal mobility, and the service influence of the main towns.

7.2.3. There is, for example, little point in making a plan for the environs of Fermoy, if either the development of Fermoy Urban District or outlying villages like Kilworth, Glanworth and Castlelyons - Bridesbridge are ignored. Similarly, the impact of ribboning in the intervening rural areas must be considered as a matter of direct relevance to the future growth of both urban centre and villages. The influence of major urban shopping facilities on the rural catchment also needs to be considered as also does the provision of new employment opportunities in the main centres.

7.2.4. Villages and small towns can act as stabilising forces in areas of population decline as well as providing a lifestyle conducive to community action, which may not be possible on an integrated scale in larger towns. Essential to such action, however, is the consolidation of the villages. This will enhance their prospects of retaining an adequate level of local services and of stimulating the development of local resources.

7.2.5. Therefore, a number of villages and small towns which have capacity to accommodate growth, have been designated as "priority settlements". Villages are chosen in areas where the pressures are greatest or, in areas of serious population decline. Most of these settlements were previously not referred to specifically in the County Development Plan. Plans for these settlements are largely descriptive with emphasis being put on specific objectives rather than zoning.



MAP 5 : Integrated Policy

- Service Centre
- Priority Town/Village
- Development Area for Housing
- Development Area for Industry/Commerce
- Zone where further ribboning development should be avoided
- Water Supply Scheme
- Drainage Scheme
- Amenity Area
- Area where recreational activities should be encouraged
- Heritage Village
- Major Road Construction/Relief Road
- Intra-County/Regional Road Works
- Scenic Route
- National Primary Route
- National Secondary Route

N

Based on Ordnance Survey by permission of the Government

5 0 5 10 15 20 25 30 35 Kilometres

5 0 5 10 15 20 25 Miles

Development Plan Section, Planning Department, Cork County Council

7.2.6. Larger "key" settlements in the County have been designated as priority towns. For most of these towns, additional plans have already been made in the present and previous Development Plans but towns for which no plans were made so far, have been included in this category. Within the parameters of the population and employment targets for the next five years, referred to in earlier sections of this document, a strategy has been formulated for the key settlements.

7.2.7. For a number of key settlements, priority villages outside the main town play a role of accommodating (mainly) residential development that would otherwise take place in the form of ribbon development outside the main town. Besides designation of priority villages near to the priority towns, a policy of limiting ribbon development in between the town and the villages, through effecitve development control, will be of equal importance. For that purpose, these areas have been marked on Map 5.

7.3 Infrastructure

The main infrastructure for North Cork is formed by the National Road Network and Mainline Rail Network. High-tension electricity lines and the gas pipeline can also be seen in this category.

Road reservations for realignment and by-pass routes have ben marked on the map although they may not always be implemented during the plan period. There are no changes proposed in the rail network. Major water supply and drainage improvements planned for the next five years are also indicated diagrammatically.

7.4 Residential Development

The main areas for residential development have been marked on the map. These areas consist of serviced land or land that will be serviced during the plan period, and as can be seen from the map the locations of these areas are in accordance with the priority town policy.

Proposals for cluster-type housing development for priority villages are shown in the industrial plans for these villages.

For the exact location and size of the areas for residential development, one has to refer to the individual town plans where detailed information is given on access-points, layout etc.

7.5 Industrial Development

In an approach similar to that for residential development,areas for industrial or commercial activities have been marked on the map. This includes industrial estates owned by either the I.D.A. or the County Council, and areas in general where industrial development is considered to be suitable and desirable. Again, most of the areas for industrial development can be found near priority towns where employment will be provided close to residential development and ancillary services.

Initiatives for small industrial development will be mostly situated in priority villages. Specific proposals can be found in the individual plans for these villages.

7.6 Tourism, Recreation & Amenities

Promotion of tourism is shown diagrammatically on Map 5 in the designation of touring routes, historic villages and the role definition for coastal resorts.

Locations of scientific, natural or amenity value have been given a designation of "amenity area" where development should be limited. Implications of this designation will be mainly found in the development control policy, where more attention will be given to scale and design of development proposals. This chapter will also include lists of sites and buildings of heritage importance whose protection is considered essential. Sites where recreational activities will be encouraged are indicated also.

CHAPTER 8 : TOWN AND ENVIRONS ZONING POLICY

8.0 The following zoning definitions and limitations apply to the plans for Mallow environs, Fermoy environs, Mitchelstown, Charleville (Rathluirc), Kanturk and Millstreet, which follow at the end of this Chapter. In the case of the smaller priority towns and villages, the zoning ordnances do not represent objectives as defined in the 1963 Planning Act, instead the plans outline constraints and identify opportunities for development. The plans also highlight opportunities for environmentally improving the settlements. In the event of planning applications being made for land so designated, the Council will have regard to the provisions of the plans in making decisions.

8.1 For the reasons quoted earlier in the Plan, a fresh approach has been made to the definition of zoned areas and the specification of objectives, bearing in mind the probable efficacy of both during the plan period.

8.2 The principal change here, compared to early plans, is the reduction in zoning. It is hoped that this will more realistically reflect the development needs of the towns over the plan period, while allowing for a judicious element of flexibility.

8.3 The reduction is partially demand-related, partially control-related. Most of the towns in North Cork have modest development land requirements over the next five years, hence the need for limited zoning. Built-up areas are usually composed of a heterogeneous mixture of land uses and which do not readily "fit" a single land use designation. It is felt that a verbal policy statement, which specifies controls or incompatible use, will result in a more flexible approach to the built-up areas and will therefore be more appropriate.

8.4 **Town Core**

This zoning defines the main business area in the town. "Town core" designation does not mean that all existing buildings or sites can be developed for all types of commercial purposes. While particular attention is given to retailing opportunities on specific street frontages in the core, consideration will be given to new shopping proposals on the basis of County-at-large and Divisional policies.

8.5 Within the core, residential needs will be maintained where indicated and buildings of aesthetic value will be preserved. Other objectives e.g. traffic management schemes, environmental improvements, parking proposals etc. are indicated as appropriate on the town core zoning maps.

8.6 **Residential**

The Plan distinguishes between prime serviced areas suitable for immediate development and other areas which will require neighbourhood layout plans[16] before development will be permitted, thereby , avoiding piecemeal development of the land. The latter has resulted in bad layout, failure to provide open space, multiple accesses onto public roads, no footpaths/lighting and eventually (for the landowner) uneconomic use of development land. Where necessary community facilities will be allowed in residential areas, but shopping facilities will be controlled in line with the Council's shopping policy.

[16] Refer to the "Council's Guidelines for Residential Estates".

8.7 Access points to backlands will be preserved to ensure orderly development of zoned land and land with a future development potential.

8.8 **Existing Built-Up Areas**

Generally such areas have not been zoned. Where this is the case, it is the Council's policy that the predominant land use(s) will prevail. Incompatible developments will acordingly be prohibitive in established residential, industrial, commercial and agricultural areas if they affect the predominant use(s) or are in conflict with other objectives in the Plan.

8.9 **Development Limits**

Constraints will be placed on development outside the town's drainage catchment in order to maximise the use of serviced land within the town. Development limits are indicated on the zoning and objectives map. Outside of these bounds direct frontage access will be curtailed.

8.10 **Land not indicated for any use**

Where an area of land is not zoned for any specific purpose and the area is not built up, the use of such land shall be deemed agricultural.

8.11 **Miscellaneous**

Other zoning categories used are largely self explanatory e.g. open space and industrial. Scenic landscape designation indicates that any development proposals on land so designated will be carefully controlled in terms of siting, design and landscaping.

NORTH CORK
Town & Village Plans

Town and Village Plans, including Plans for the Environs of Urban Districts

It would be impossible to ignore the contribution of the principal urban centres of Fermoy and Mallow to the development of North Cork. Accordingly their role and influence over the next five years is considered first. In both cases, environs plans have been prepared as a result of consultations with the urban authorities. This has enabled the production of a co-ordinated set of policies for both urban and County hinterland areas.

The other town and village plans follow in order of size, with priority villages considered, where relevant, in the context of the larger towns.

MALLOW ENVIRONS

DROMMAHANE & BALLYCLOGH

VILLAGES

INTRODUCTION

1.0 Mallow with a current population of c. 7,555[1] is the largest town in North Cork and provides a wide range of services and employment to an extensive rural catchment. It's continuing role as a major centre for new development is crucial to the well-being of the County.

1.1 The out-lying villages of Drommahane and Ballyclogh are seen, in the context of the pressures generated by the town, as settlements which can accommodate some of the demand - particularly, that of housing - which has resulted. Consequently they have been designated as "priority villages".

1.2 The drafting of an environs plan for the Ballyviniter area, to the north east of Mallow town, has been necessitated by the incidence of extensive ribbon development over the years and the subsequent need to service it properly. Measures are currently underway to do so.

1.3 It has not been considered necessary, or desirable, to extend zoning to other areas outside the town. Servicing of the Ballyviniter area and the completion of the town's new sewerage scheme will provide adequate development land for anticipated needs, in addition to the role that Drommahane and Ballyclogh are expected to play in the Council's Plan.

[1] Estimate for Towns and Environs

FIG. I - Mallow Environs

▨ Urban Area and Villages

●●● Ribbon development

MALLOW ENVIRONS

2.0 The area within the Urban boundary does not form part of the County Development Plan. However, the town, it's immediate environs and rural service catchment were subject to a joint analysis by the respective planning authorities.

2.1 The principal policy issues of material concern are:-

- residential location ;
- employment creation;
- infrastructure, including roads;
- shopping.

2.2 A population target of 8,010 has been set for the town and it's environs by 1989. However, it's attainment is dependent to a large extent on the control of ribbon development elsewhere. The above population increase would result in a need for approx. 335 extra dwellings[2]. Although enough land would seem to be available within the Urban District to accommodate this number of dwellings, a recent extension of public sewerage to the Ballyviniter area makes it necessary to regulate future development pressures by zoning.

2.3 This area has obvious disadvantages as an area for residential development. The distance to the town centre is considerable and the area will be isolated from the town to a certain extent once the relief road is completed. Also the housing needs during the plan period would not justify full development of this area.

2.4 It is considered that the new sewerage scheme for Mallow and the Ballyviniter extension will provide more than adequate building land for the plan period. Other one-off pressures outside the service area (See Map 1) should be directed towards the building up of the villages of Dromahane - a priority village - and possibly Ballyclough.

2.5 A phased development is necesary in the environs plan as present water supply is limited. A maximum of 50 dwellings can be accommodated on the present water supply. Further improvements in the storage capacity will be necessary to cater for large scale development in this locality and the adjacent urban area.[3]

2.6 Residential development will only be allowed in the zoned area (see Map 2) and in the form of in-depth development (see Map 3). A total number of 50 dwellings (and possibly 300 if the water supply is improved) can be allowed. Access points must be reserved for the purpose of giving access to the zoned area. No development shall be allowed on the eastern side of the County Road, which forms the eastern boundary of the zoned area.

2.7 Mallow's role as a service centre is, perhaps, most evident in relation to shopping. The recent addition to retail grocery floor space in the town centre has reinforced this, thus ensuring a viable future for the town.

[2]Refer to Chapter 6, Table 15, Housing & Settlement.
[3]Refer to Chapter 5, Infrastructure.

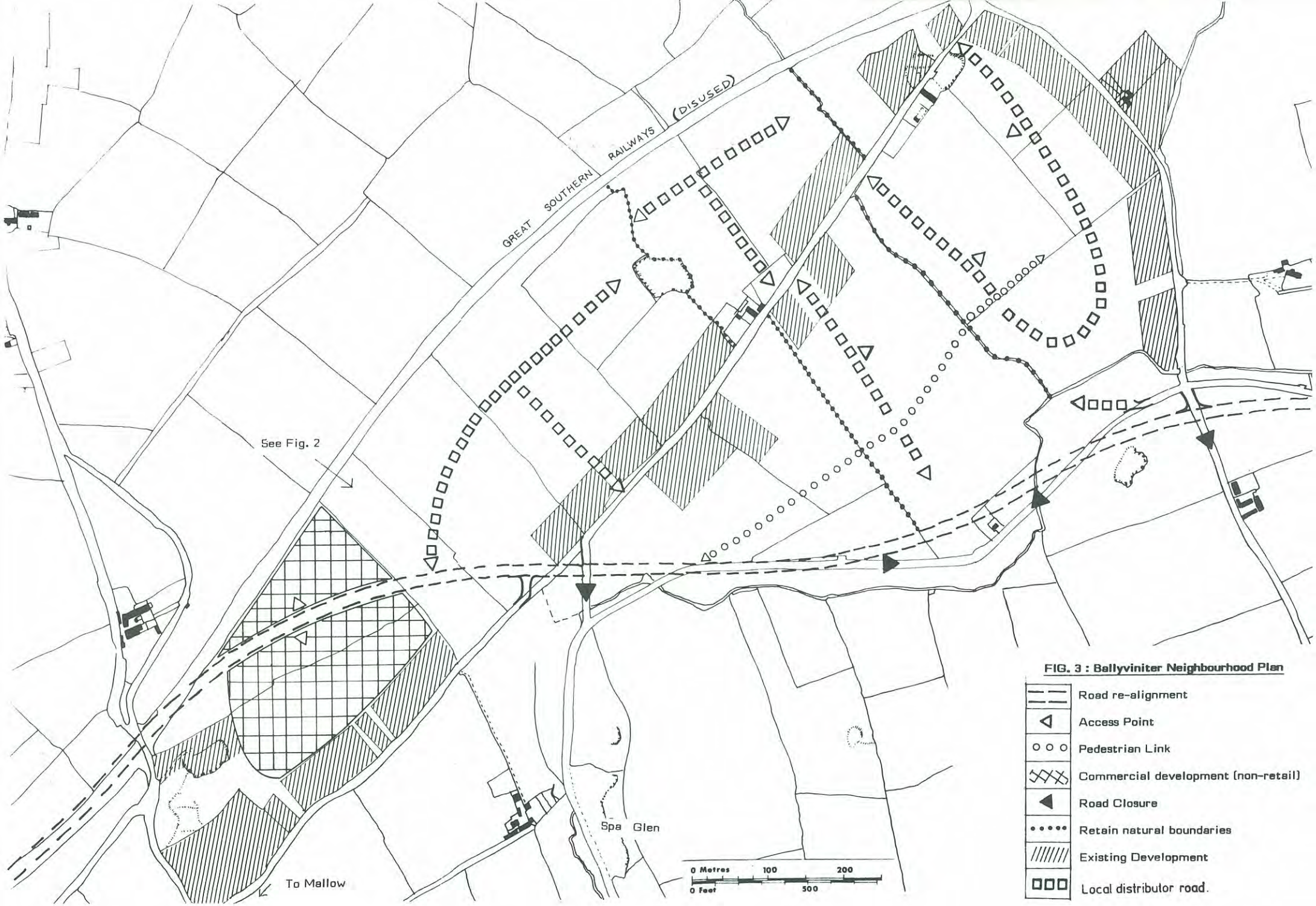


FIG. 3 : Ballyviniter Neighbourhood Plan

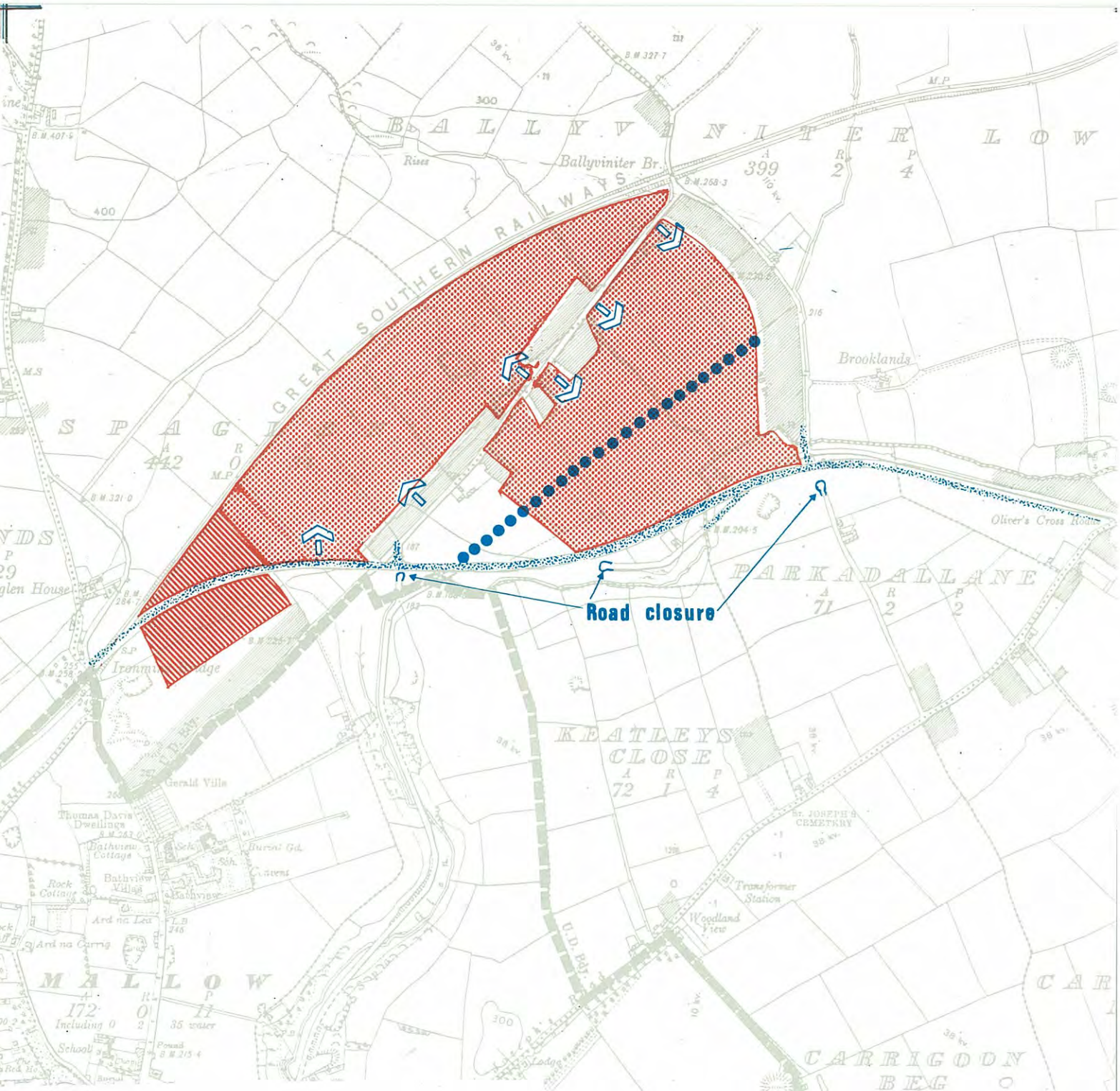


FIG 2 : Mallow Environs – Zoning

- Residential (as per neighbourhood plan)
- Commercial (non-retailing)
- Proposed Relief Road
- Access Point
- Proposed Pedestrian Link
- U.D.C. Boundary
- Existing Development.

2.8 In view of the low density of development, the provision of shopping facilities in the town, and an existing planning permission for a 1,000 sq. m. shopping unit in the area, no further shopping facilities should be allowed in the Ballyviniter area.

2.9 In the south-western part of the area, the relief road will cut through an existing field. Commercial development (e.g. warehousing or a petrol station) seems suitable for the remaining parts of the field, and would not conflict with the residential amenity value of the area. Access must be from the relief road (See Map 3).

2.10 An employment target[4] of 830 jobs has been set for Mallow Urban and Rural Districts. It is anticipated that a large proportion of these jobs will, however, locate in Mallow town and its immediate environs. The Council will give what practical assistance it can in promoting the industrial and service functions of the town.

2.11 Construction of the Blackwater sewer extension will be undertaken at a cost of £430,000 (1985 prices). Construction of the relief road will start towards the end of the plan period. This road will divert through traffic from Mitchelstown and Fermoy from the town centre. Some road junctions will have to be constructed (See Map 3).

2.12 The construction of a water reservoir for the immediate locality is unlikely to commence during the plan period. However, proposals to generally augment water supply for the town and its environs - including the construction of a new reservoir to the north of the town - will be clarified and, hopefully, initiated by the end of the plan period.

Dromahane Village

3.0 This village has a current population of c. 700, having grown a significant rate over the last ten years. It's proximity to Mallow and wide range of services and facilities make it a suitable location for limited development.

3.1 The Council will endeavour to consolidate the village by directing "one-off" housing pressures into suitable sites within Dromahane (See Map 4).

3.2 Consideration will be given to the up-grading of water and drainage commensurate with the future needs of the village.

Ballyclogh Village

4.0 While much smaller than Drommahane, with a population of c. 200, this village has a wide range of services and facilities and an urban structure in need of renewal.

4.1 It is potentially quite an attractive village with a well preserved castle [5], and other buildings of interest. The Council will endeavour to improve it's physical environment by tree planting and other measures, subject to the availability of finance and the involvement of the local community.

4.2 Although twice the distance from Mallow, c. 6.0 km., than Drommahane, the village has a capacity (See Map 5) to accommodate further housing and thereby take the pressure off the intervening rural area. New housing would also, in itself, help to stimulate the renewal of the village.

[4] Refer to Chapter 2, Employment
[5] Referred to in the "Blackwater Valley Drive" brochure.

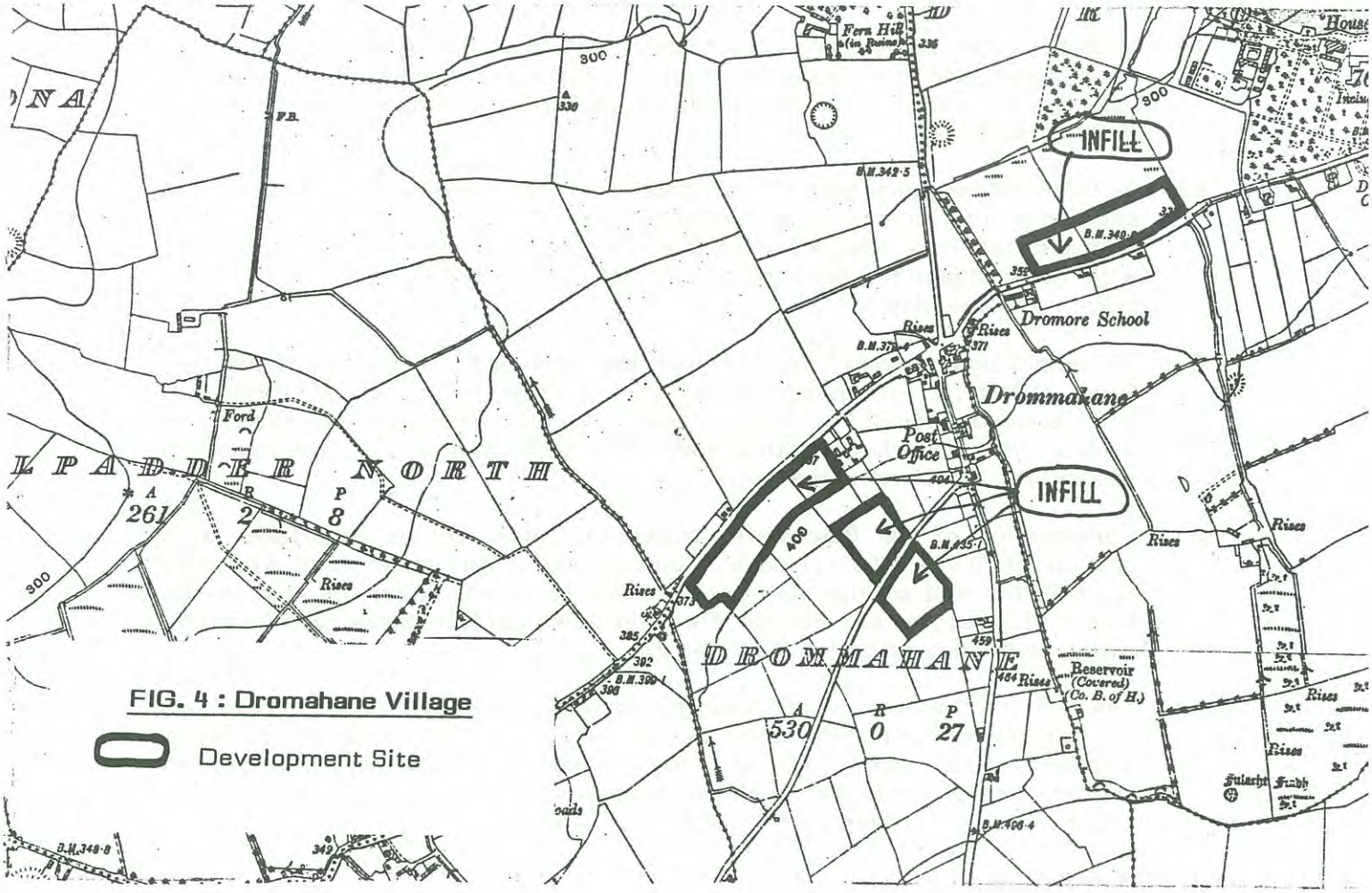


FIG. 4 : Dromahane Village

Development Site

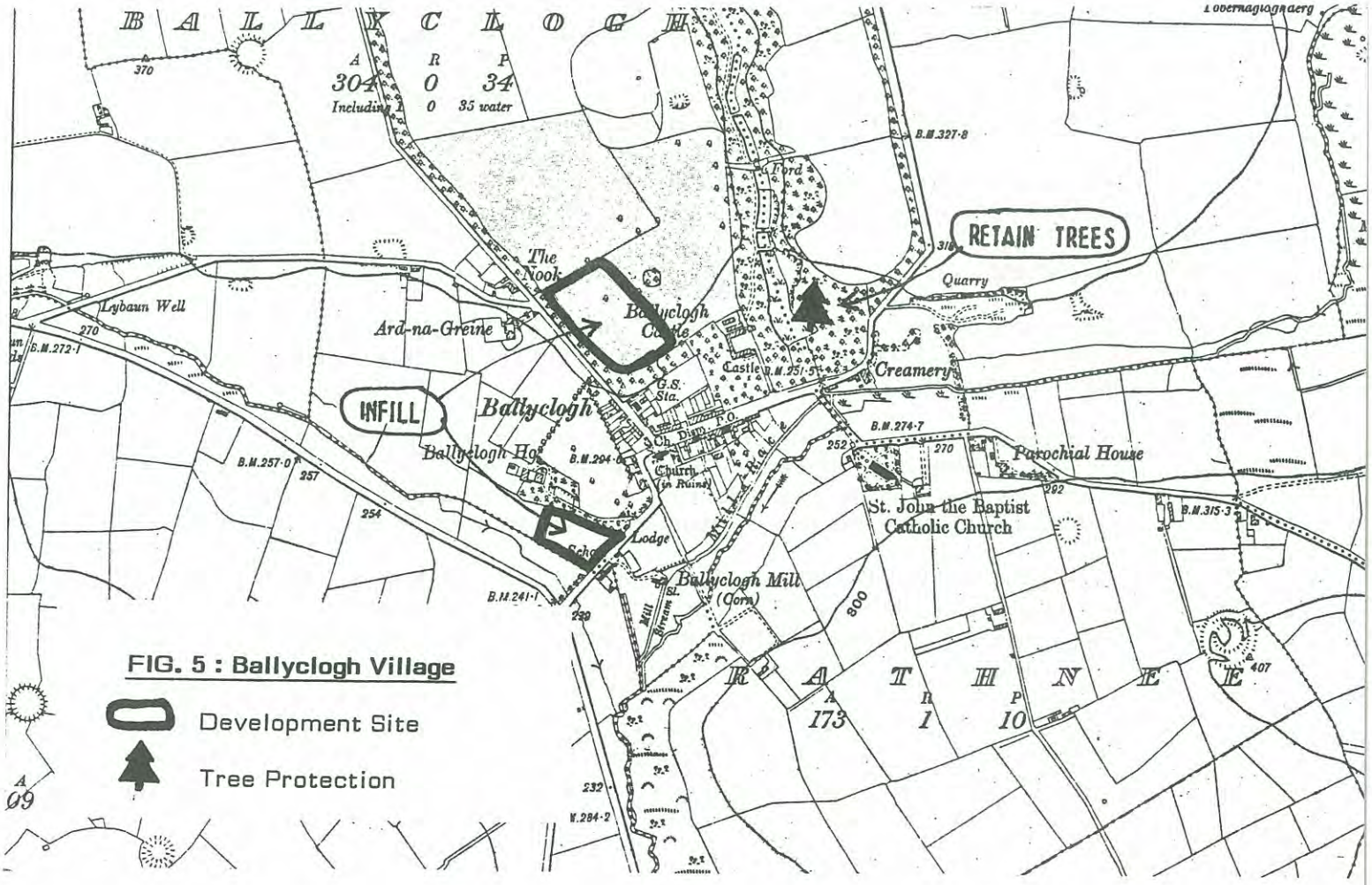


FIG. 5 : Ballyclogh Village

Development Site

Tree Protection

FERMOY ENVIRONS

KILWORTH, GLANWORTH

& CASTLELYONS, BRIDESBRIDGE VILLAGES

INTRODUCTION

1.0 Fermoy, with a current population of c. 4,810[1], like Mallow provides a wide range of services and employment opportunities to an extensive rural hinterland. Strategically, it's location on the main regional and national routes puts the town in a strong position to attract new development to this part of North Cork.

1.1 Fermoy's influence is manifest in the out-lying villages of Kilworth, Glanworth and Castlelyons-Bridesbridge and in the intervening rural area where pressures for "one-off" ribbon building is evident. With a view to channeling such development into these settlements - as an alternative to Fermoy - they have been designated "priority villages".

1.2 A previous plan was made for the environs of Fermoy. This current plan replaces it but incorporates some of the earlier proposals albeit in more detail. Some new development zoning on the east side of the town has been included to accommodate employment uses. Other changes, for example, in the amount of residentially zoned land and inclusion of quantitative shopping floorspace limits[2] have been included.

1.3 Adequate provision has been made in the new town environs plan and in the village plan for anticipated development needs over the plan period. The integral nature of both should be appreciated as a vibrant urban and rural community can, in the manner suggested, ensure the consolidation of Fermoy and renewal of the villages while protecting valuable farmland.

[1] Estimate for town and environs.
[2] Refer to Chapter 4, Retailing.

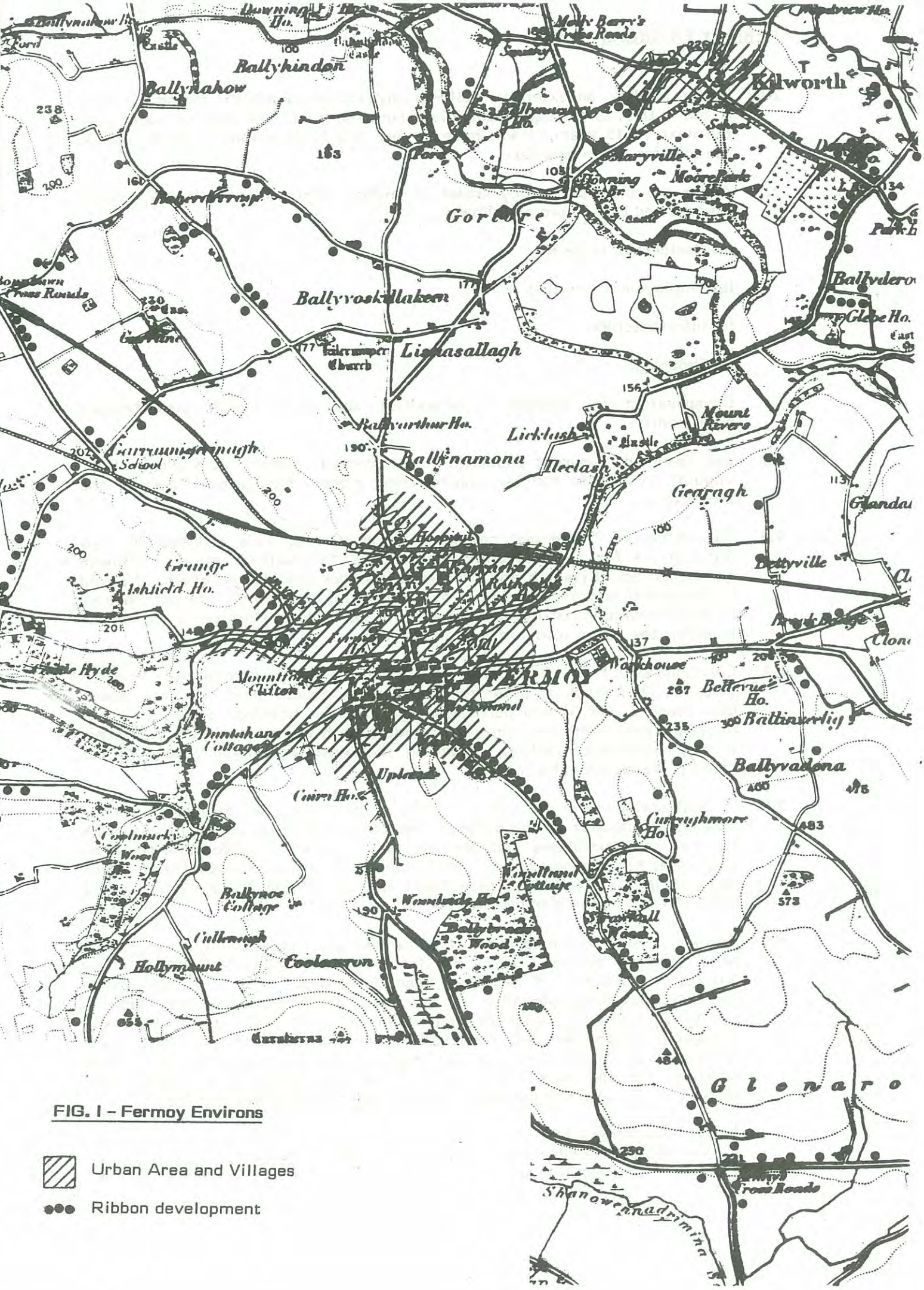


FIG. I – Fermoy Environs

Urban Area and Villages

Ribbon development

FERMOY ENVIRONS

2.0 Unlike Mallow, an extensive built-up environs surrounds the Urban District. If the U.D.C. is to acquire sufficient land for it's future housing needs over the next 10-15 years, it will have to rely to a large extent on lands outside the existing urban boundary.

2.1 Again the principal policy issues of mutual concern to both the County Council and U.D.C. are as follows:-

(a) Residential location.

(b) Employment creation.

(c) Infrastructure.

(d) Shopping.

Co-operation in relation to amenities and tourism will also feature prominently.

2.2 The town and environs population[1] is expected to reach c. 5,250 by 1989. Implicit in this is stricter control over ribbon development outside the zoned area.

2.3 The extent of "ribboning" can be seen on Map 1. This will have serious implications for the economic drainage of the built-up area, if allowed go unchecked. Kilworth and Glanworth villages are also adversely affected and deprived of growth potential by the random location of "one-off" houses in the intervening rural areas. Efforts will be made to re-direct such housing to either the zoned town areas or these villages.

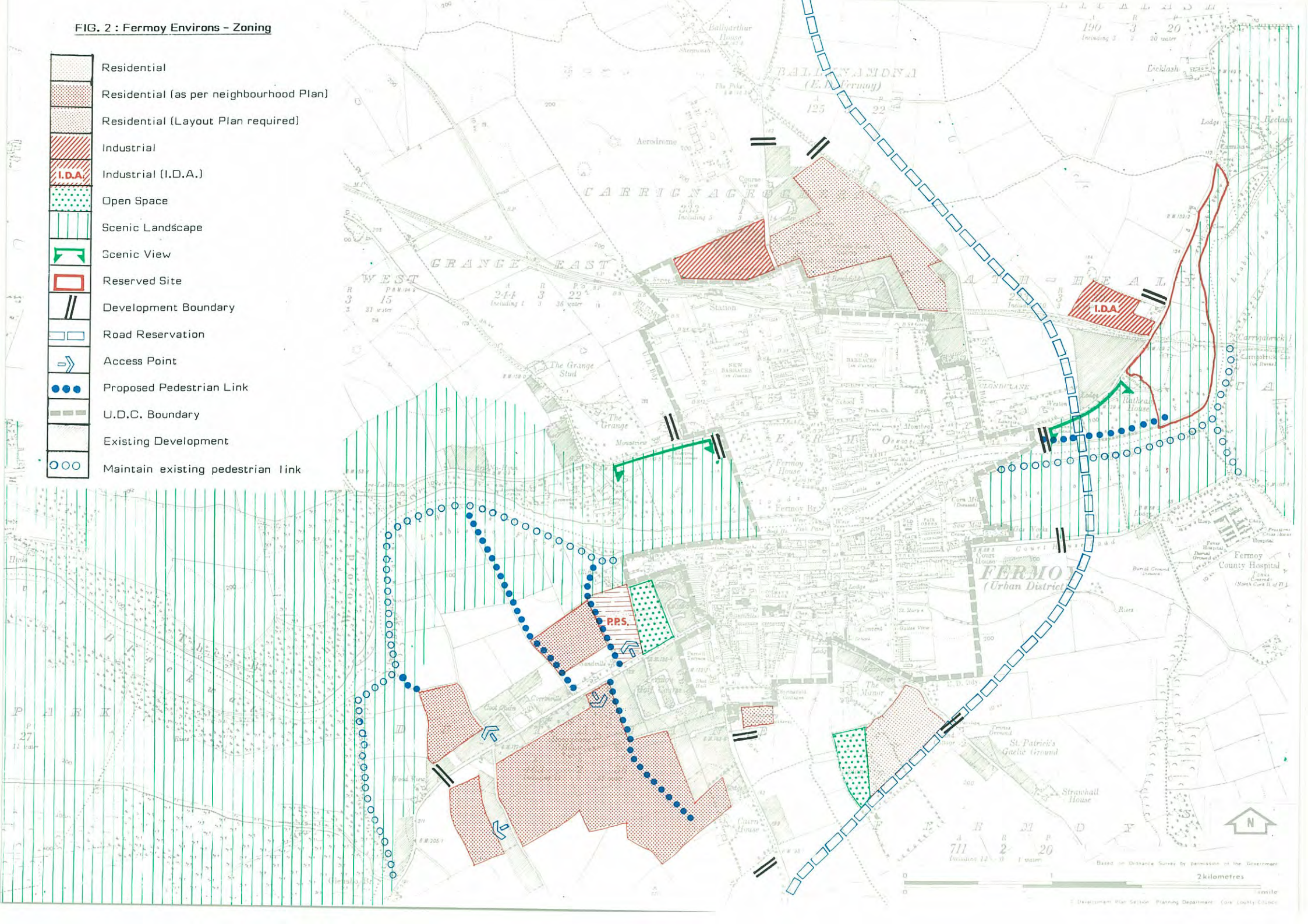
2.4 Construction of the first stage of Fermoy sewerage scheme will open up lands at Duntaheen suitable for housing. Adequate land has been zoned (See Maps 2 and 3) and permissions granted for housing. Some of this is in public ownership and can accommodate both private and public housing. A new community college, replacing the older Vocational School in the town, is planned for the area.

2.5 In conjunction with the U.D.C. a site of c. 11 ha. has been acquired for housing at Uplands to the south of the town. The Council also owns a 4.5 ha. site at Duntaheen suitable for joint venture private housing. The equivalent housing capacity of the combined sites is c. 300 dwellings, which is more than sufficient to meet both the public and private needs up to 1989, the end of the plan period[2].

2.6 Fermoy is well poised to avail of an up-swing in the economy. Lands have been acquired by the Council for the I.D.A. at Rathealy Road, totalling 7.0 ha., of which 3.75 ha. have been developed. Permission also exists for industrial development in c. 4.0 ha. at Ballynamona to the north of the town, and the Council in conjunction with the U.D.C. and I.D.A. will endeavour to provide a site for small industry on the north side of the town. A target[3] of c. 530 new jobs has been set for Fermoy Urban and Rural Districts for the next five years. It is anticipated that a significant proportion of these will locate in Fermoy and its immediate environs.

[1] 1981 Population 4,888.
[2] Total housing need estimate, 1984-1989, is 270 dwellings.
[3] Refer to Chapter 2, Employment.

FIG. 2 : Fermoy Environs - Zoning



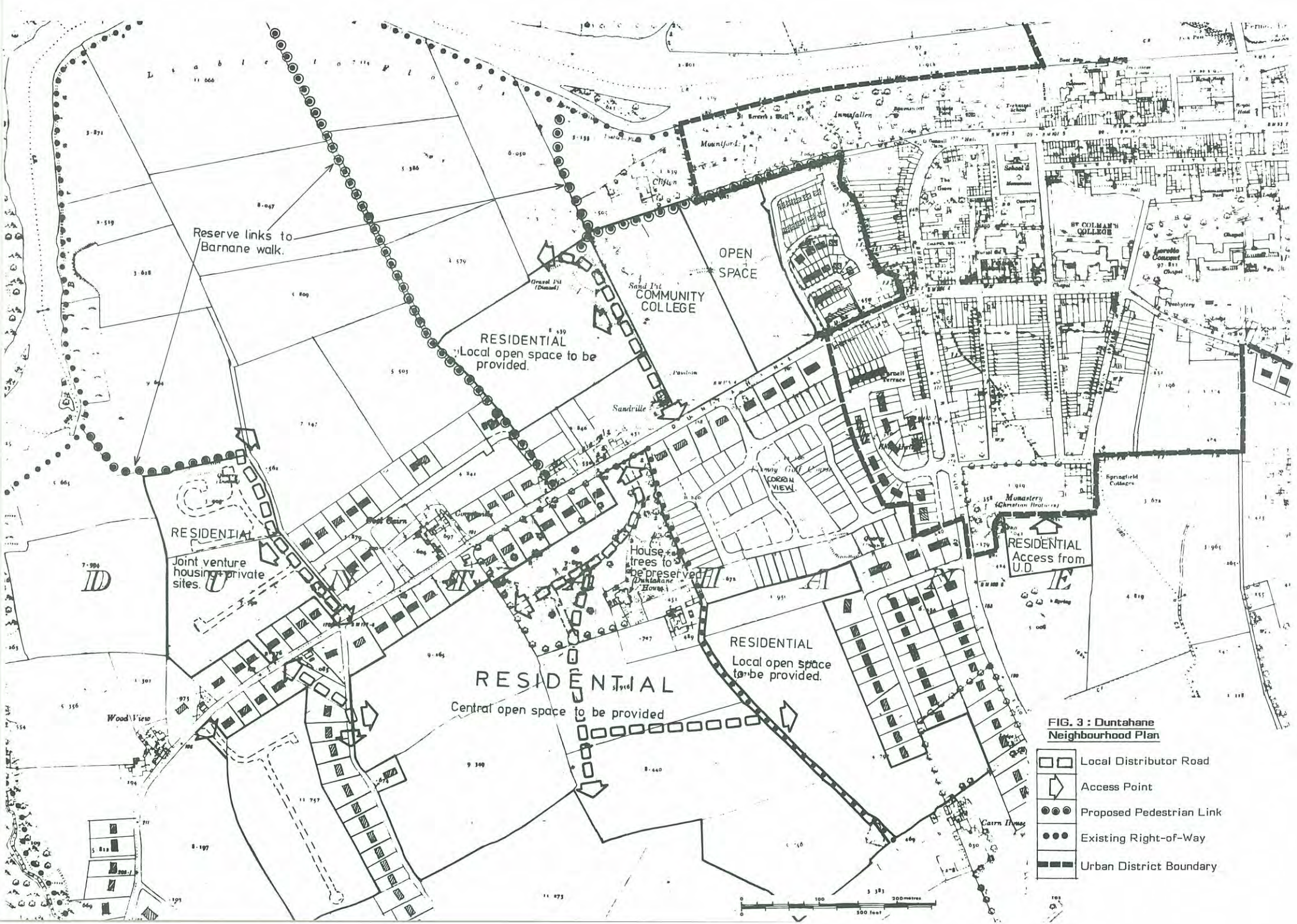


FIG. 3 : Duntahane Neighbourhood Plan

- Local Distributor Road
- Access Point
- Proposed Pedestrian Link
- Existing Right-of-Way
- Urban District Boundary

2.7 Apart from these industrial land commitments, Fermoy as the main service centre for a rich agricultural hintherland, has the capacity to generate further service job opportunities. It is envisaged that these will largely locate within the urban district, although favourable consideration will be given to non-retail commercial uses e.g. warehousing on the industrial site north of the town.

2.8 It is intended to complete the first stage of the town's sewerage scheme by 1989. This will facilitate further development in the Duntaheen and Uplands area. Drainage extension to serve the industrial areas to the north and north east of the town are also planned for commencement during the plan period. Water supply improvements, principally to provide elevated storage to the industrial areas to the north and Uplands (residential) areas to the south of the town, will be made.

2.9 A road reservation for the proposed by-pass will be maintained and it is planned to carry out a detailed definition of the road line within the plan period. Construction of the by-pass is expected to be initiated post 1989.

2.10 The Council considers that the town should maintain its traditional retailing role, as long as this is consistent with the maintenance of an adequate level of shopping facilities in the smaller hintherland settlements.

2.11 Apart from a modest increase in the magnitude of local shopping facilities in the Duntaheen area, any further large-scale retail outlets should locate in or immediately adjacent to the town's commercial core. The Council's attitude towards such developments has already been clearly outlined[4].

2.12 Fermoy's importance as a key tourism centre in North Cork has been referred to earlier[5]. Promotion of the town, in this context, will receive the assistance of the Council through the Blackwater Valley Drive project.

2.13 Furthermore the Council will, in conjunction with Bord Failte, endeavour to attract a holiday home (time-sharing) development as part of a more extensive tourism complex to Fermoy.

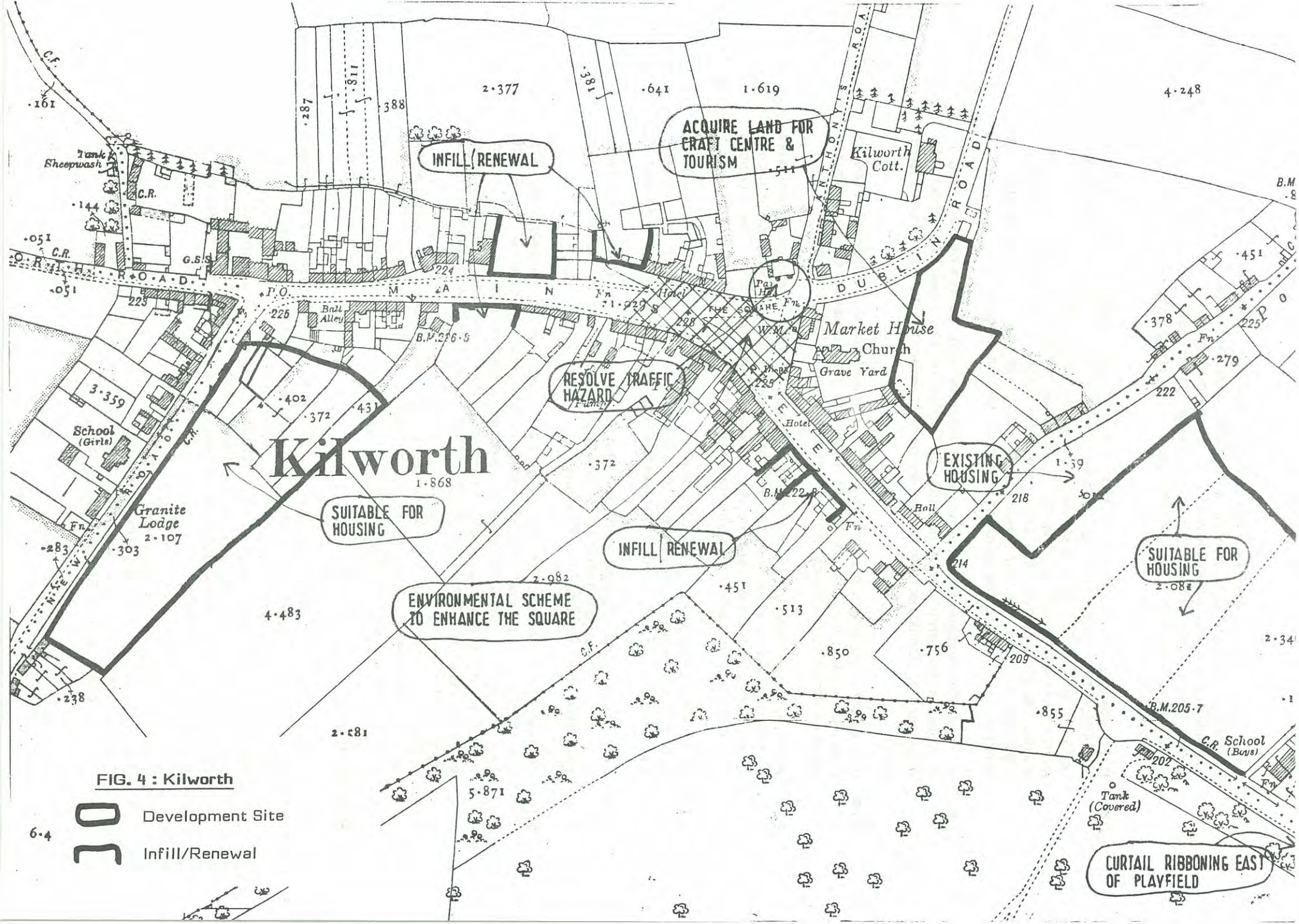
2.14 Improvements to the Barnane Walk will continue in co-operation with the U.D.C. and availing of youth employment financing from the Department of the Environment. An investigation will be made of the provision of further pedestrian links into the town from the Duntaheen and Uplands areas. The existing public-right-of-way on the Barnane Walk will be maintained.

2.15 Public open space will be augmented by the reservation and development of additional lands at Uplands (c. 3.0 ha.) and Duntaheen (c. 1.2 ha.) adjacent to the proposed community college.

Kilworth Village

3.0 Kilworth, with a current population of c. 390, has the capacity to attract further housing and its wide range of community facilities offers an attractive alternative to Fermoy. "One-off" housing pressures in the environs will be directed into the village in order to encourage renewal and infill. A recently published village study[6] suggests how this might be done. Some of its recommendations co-incide with the Council's own proposals (See Map 4).

[4] Refer to Chapter 4, Retailing.
[5] Refer to Chapter 3, Tourism, Recreation and Amenities
[6] "Kilworth - A Town Study", Department of Architecture, College of Technology, Bolton Street, Dublin, 1984.


Kilworth
1·868
INFILL/RENEWAL
ACQUIRE LAND FOR CRAFT CENTRE & TOURISM
RESOLVE TRAFFIC HAZARD
SUITABLE FOR HOUSING
INFILL/RENEWAL
ENVIRONMENTAL SCHEME TO ENHANCE THE SQUARE
EXISTING HOUSING
SUITABLE FOR HOUSING
CURTAIL RIBBONING EAST OF PLAYFIELD
Market House
Church
Grave Yard
Kilworth Cott.
Granite Lodge
School (Girls)
School (Boys)
Tank Sheepwash
Tank (Covered)
Ball Alley
Hotel
Hall
MAIN ROAD
DUBLIN ROAD
NEW ROAD
ST. ANTHONY'S ROAD
FIG. 4 : Kilworth
Development Site
Infill/Renewal

3.1 The village contains some remarkable examples of "self-help" in the form of the craft training workshops, cultural centre and recreational/environmental facilities. The Council is impressed by these community based efforts and will continue to give what practical assistance it can to further them[7]. The restored market house, church and nearby Cloghleagh Castle justify the designation of Kilworth as an "historic village". It is desirable that access to the castle be provided as this would considerably enhance the attractiveness of the village to tourists.

3.2 Improvement of the village water supply, which is partly completed, will facilitate the construction of a further 12 fully serviced houses. The limited sewerage system will have to be enlarged to cater for demand in excess of this. An investigation will be made of the costs involved in doing so.

Glanworth Village

4.0 This historic village with a population of c. 335 has not grown over the last ten years and has largely relied on Council housing for it's survival. The Council is concerned that opportunities for improving the village's prospects will be further reduced by the absence of new private housing.

4.1 Consequently efforts will be directed towards renewing the structural and social fabric of the village by directing "one-off" housing into the village and by generating local employment through a re-development of the old woollen mills and by improving local amenities (See Map 5).

4.2 The Council, in co-operation with the Office of Public Works, will endeavour to acquire and restore the mills and convert them to a local centre of employment[8]. Essential support funding will be sought from other public agencies. Adjacent amenities, already being developed, are seen as an integral part of these proposals.

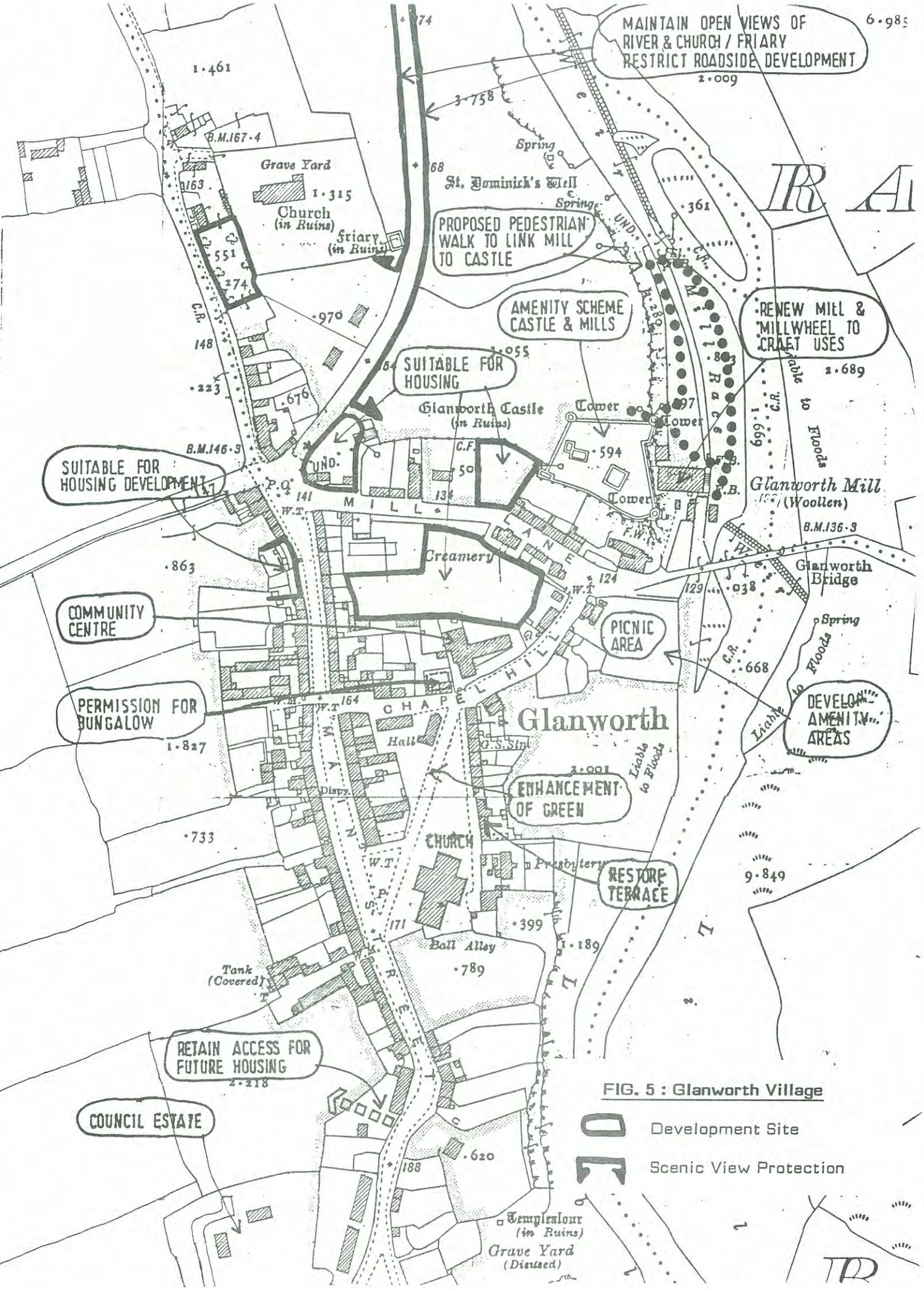
4.3 An investigation will be made of the most economic manner of accommodating new development, in view of the current deficiencies in the village's sewerage system, and efforts made to improve the system.

Castlelyons/Bridebridge Villages

5.0 These two contiguous villages, 6 km. south-east of Fermoy are, for planning purposes treated as a single unit. Castlelyons village, however, is considered to be worthy of designation as an "historic village" and proposals to enhance it's attractiveness to tourists are proposed .

5.1 Because of their relatively small scale, statistical data on population change for the villages is not readily available. However, it is evident that little new development has taken place - with the exception of Council housing - in recent times. Most new housing has tended to locate outside in the form of "one-off" and ribbon building, particularly on the Fermoy side of the town. This is detrimental to the village structure and inhibits renewal and infill.

[7]Refer to Chapter 3, Tourism, Recreation & Amenities
[8] Refer to Chapter 2, Employment


MAINTAIN OPEN VIEWS OF RIVER & CHURCH / FRIARY
RESTRICT ROADSIDE DEVELOPMENT
PROPOSED PEDESTRIAN WALK TO LINK MILL TO CASTLE
AMENITY SCHEME CASTLE & MILLS
RENEW MILL & MILLWHEEL TO CRAFT USES
SUITABLE FOR HOUSING
SUITABLE FOR HOUSING DEVELOPMENT
COMMUNITY CENTRE
PERMISSION FOR BUNGALOW
PICNIC AREA
DEVELOP AMENITY AREAS
ENHANCEMENT OF GREEN
RESTORE TERRACE
RETAIN ACCESS FOR FUTURE HOUSING
COUNCIL ESTATE
Glanworth
Glanworth Castle (in Ruins)
Church (in Ruins)
Friary (in Ruins)
Grave Yard
St. Dominick's Well
Spring
Glanworth Mill (Woollen)
Glanworth Bridge
Creamery
Hall
CHURCH
Presbytery
Ball Alley
Tank (Covered)
Templetalour (in Ruins)
Grave Yard (Disused)
Liable to Floods
MILL LANE
CHAPEL HILL
MAIN STREET
Mill Race
Tower
FIG. 5 : Glanworth Village
Development Site
Scenic View Protection

5.2 Castlelyons has an active community, which has received the co-operation of the Council in improving local amenities. It's annual "Cork Makes It" exhibition and fine community centre, pitch and putt course, village park, and playfield are indicative of the efforts of the inhabitants. The Council will continue to assist, where feasible, the attainment of desirable community goals aimed at consolidating the villages.

5.3 As an employment centre, Castlelyons-Bridebridge is fortunate in having a diverse employment base for its size. Accessibility to other job opportunities at Fermoy further enhances the residential attractiveness of the villages.

5.4 An adequate infrastructure can accommodate further housing within the villages and the Council's policies will be directed towards ensuring a channeling of private "one-off" housing to them. Other proposals are detailed in the accompanying Map 6.

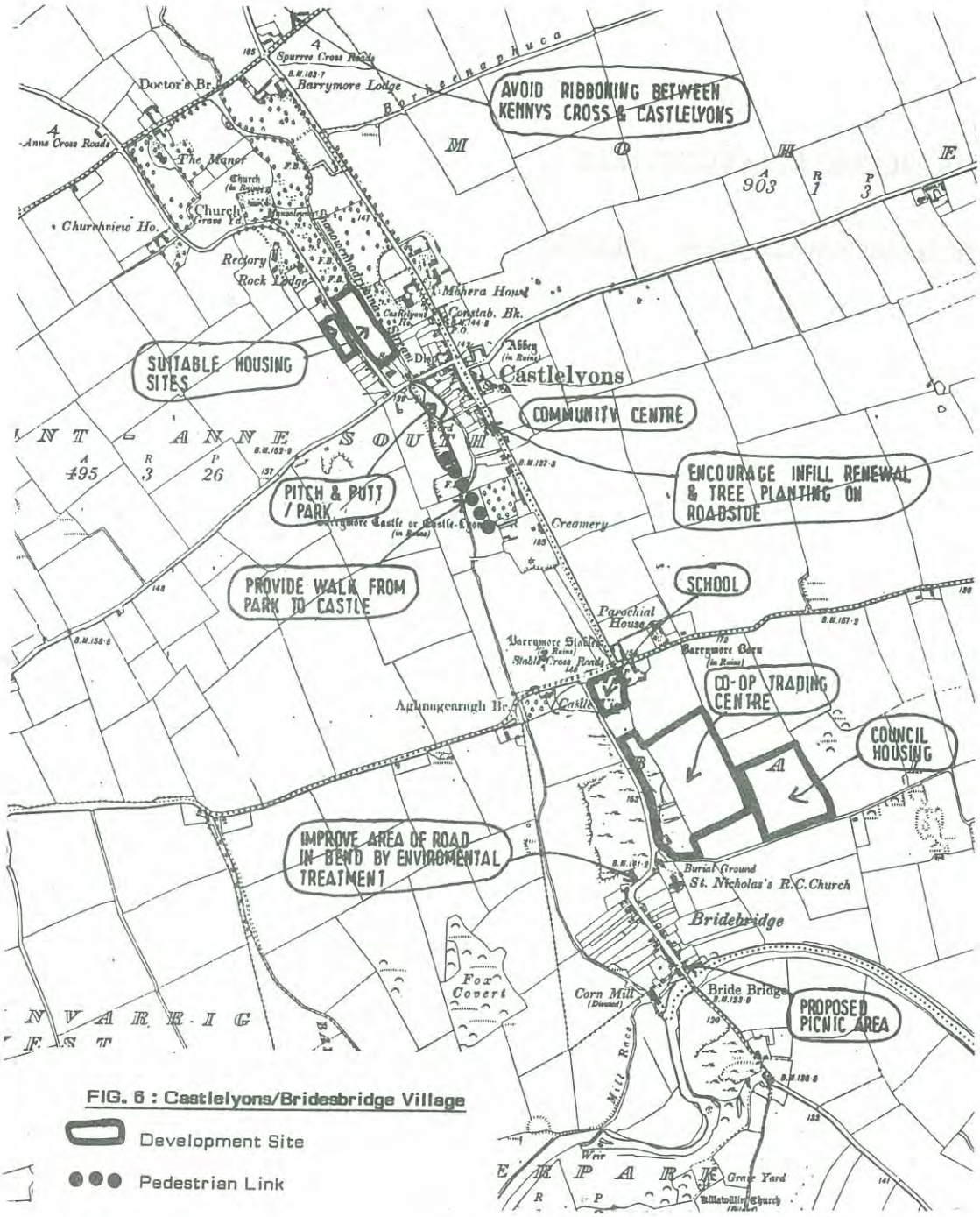


FIG. 6 : Castlelyons/Bridesbridge Village

Development Site

Pedestrian Link

RATHLUIRC (CHARLEVILLE) &

NEWTOWN/BALLYHEA VILLAGE

INTRODUCTION

1.0 Charleville, with a current population of c. 2,700, is one of a number of smaller North Cork towns, which act as important employment and service centres for the rural hinterlands remote from Mallow and Fermoy. It's service catchment also extends into south County Limerick.

1.2 Like Mitchelstown, it is heavily reliant on the activities of the local dairying Co-Op. In terms of retailing activity, Charleville occupies a key shopping role in the area intervening between Mallow and Limerick City. The maintenance of the town's status is thus of crucial concern to this part of Cork County.

1.2 As is the case with most of the main towns in North Cork, demand for housing sites is evident in the rural environs of Charleville, and particularly to the south of the town. The village of Newtown/Ballyhea is, in this context, seen as a "priority village" into which some of these pressures can be usefully channeled. Consequently, the town and village plans should be regarded as integral to each other.

FIG. 1 – Rathluirc

RATHLUIRC (CHARLEVILLE)

2.0 Problems & Capacity for Change

While the town's population has grown steadily over the last decade (See Table 1), much of the new house building has occurred in ribbons along the roads leading out of the town and most noticeably along Smith's Lane and at Ballyhea (See Fig. 1).

Table 1 - Population Change

	1971	1979	1981	% 1971-1981	% 1979-1981
TOWN	2,309	2,808	2,874	+24.5	+2.4
D.E.D.	2,768	3,248	3,334	+20.4	+2.6

2.1 Rathluirc's population is estimated to grow to c. 3,250 by 1989. Implicit in this is stricter control over ribbon development outside the zoned areas. This is further justified by the extensive drainage catchment recently provided by the new sewerage scheme. Alternative accommodation, up to certain limits, can be afforded in the village of Newtown/Ballyhea to the south of the town.

2.2 Like many other towns, Rathluirc has suffered in the economic recession particularly in the last two years. However, both the I.D.A. and County Council are actively involved in promoting new job opportunities and have acquired lands suitable for manufacturing and small industrial projects.

Table 2 : Employment Change - Manufacturing Industry

	1973	1977	1981	1983	% 1973-1983	% 1981-1983
Town	984	1,140	976	833	-15.4	-14.6
North Cork	5,192	5,672	5,757	5,379	+3.6	-6.6

2.3 Of the estimated 2,600 newjobs required for North Cork over the plan period, if the prevailing unemploment is not to be exceeded[1], upwards of 300 will be needed for Charleville and its rural hinterland. The town is seen as a prime location for the bulk of these.

[1] c. 13% at January, 1984 - Refer to Chapter 2, Employment.


Rathluirc Town Plan
CHARLEVILLE PARK NEIGHBOURHOOD DEVELOPMENT
PROPOSED LINK ROAD
PROPOSED DISTRIBUTOR ROAD
ACCESS POINTS
TREES TO BE RETAINED
LANDSCAPING
PEDESTRIAN WAY
0 100M
0 500FT
RESIDENTIAL 1
RESIDENTIAL 2
RESIDENTIAL 3
RESIDENTIAL 4
Quarries (Disused)
Deer Park Hotel
Gaelic Athletic Grounds
Broom Court Estate
OPEN SPACE
RETAIN HOUSE
Charleville Park
Reserved Site
Open Space
RETAIN LODGE
Knight's Lodge

Fig. 2

2.4 Congestion caused by indiscriminate car parking on the main street has made shopping difficult and inhibited the free flow of traffic. The Council has plans to provide off-street car parking, new road construction and traffic management measures to improve the situation.

2.5 Deficiencies in town water supply have inhibited development over a number of years. Current improvements are designed to remedy the situation by 1986.

2.6 Rathluirc has an attractive streetscape with a number of individual buildings and terraces, which should be protected particularly from insensitive advertising and external changes. Excessive advertising can be counter-productive in it's adverse impact on a town's environment and its inevitable self-defeating clutter. In this context, the Council will endeavour to inform the public of the need for sensitive design and will itself attempt to show how renewal can contribute to the town's image.

2.7 The town's environment can also be improved by developing natural amenities like the town park and Glen River and by tree planting and the protection of mature trees. In this respect a programme of works has been defined for the plan period, subject to the continuous availability of monies from the Department of the Environment's Youth Employment (Environmental Improvement) Schemes.

2.8 In the last five years, the Council invested almost £2.25m. in an extensive improvement of the town's sewerage system. New housing and road works have added a further £0.75 m. to this. Further expenditure on water supply and road improvements house construction and amenity development is projected for the period of the plan. At current 1984 prices, an investment of approximately £5.0m. is likely.

Zoning Policy

3.0 The Council's basic policy for Charleville is its consolidation through an orderly development of suitable serviced lands and a reduction in the amount or ribbon building outside the town. The zoning provisions are shown on Maps 4 and 5 and are subject to the definitions given in Town & Environs Zoning Policy - see Chapter 8 (paragraphs 8.0 to 8.11 inclusive). In order to maximise use of the Council's substantial investment in drainage infrastructure a range of development options have been identified within the town.

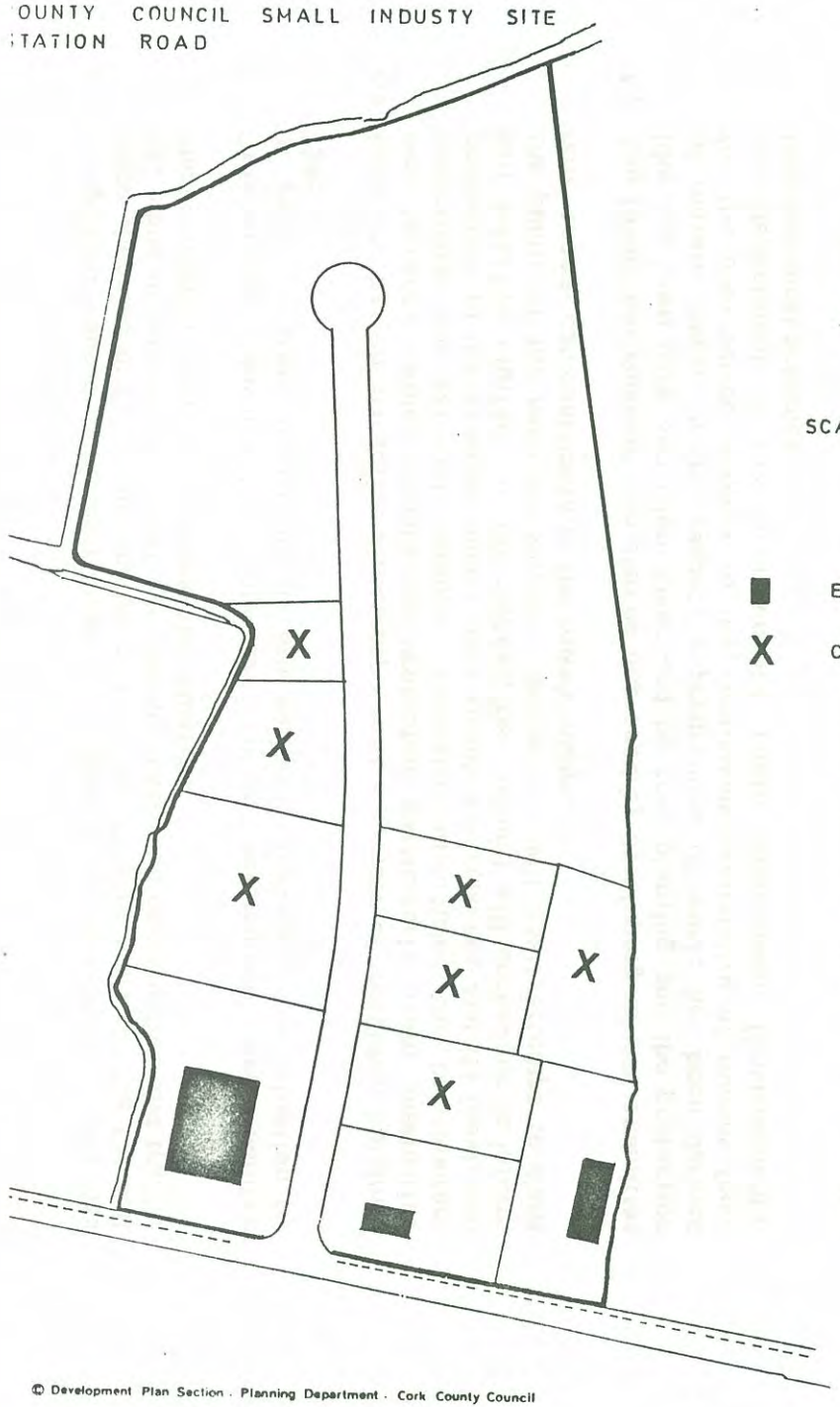
North-West Sector of Town

3.1 This area, bounded by the N20 to the North-West and Smith's Lane (Newtownshandrum Road) to the South-East, has the capacity to accommodate the towns entire housing needs for the plan period. Planning permission exists for c. 70 dwellings on housing estates at Charleville Park (See Fig. 2). Private sites are also available on the Council's lands at Love Lane.

3.2 Charleville Park House, the circular shaped lodge at the entrance to Broom Court and the Catholic Church are listed for preservation. Mature tree belts at Admachchree and along the adjacent roadside should be retained as they contribute significantly to the amenity fo the locality.

3.3 A new link road, connecting the Broghill area to the N20 is planned for construction in phase with development of the lands through which it passes.

3.4 Direct frontage access directly onto the N20 outside the speed limit will be prohibited,and ribboning curtailed outside the development boundaries on the Broghill and Smith's Lane roads.



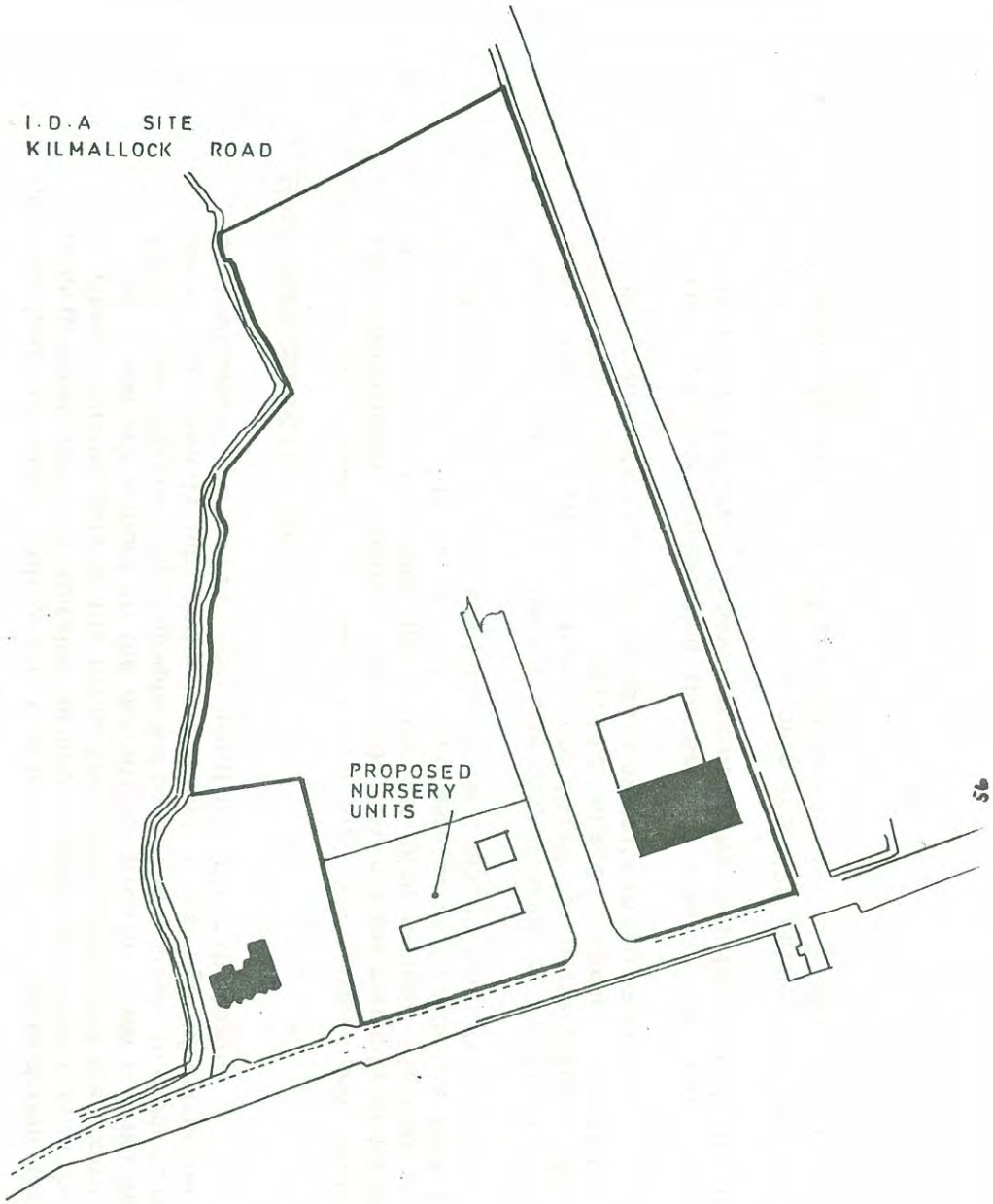
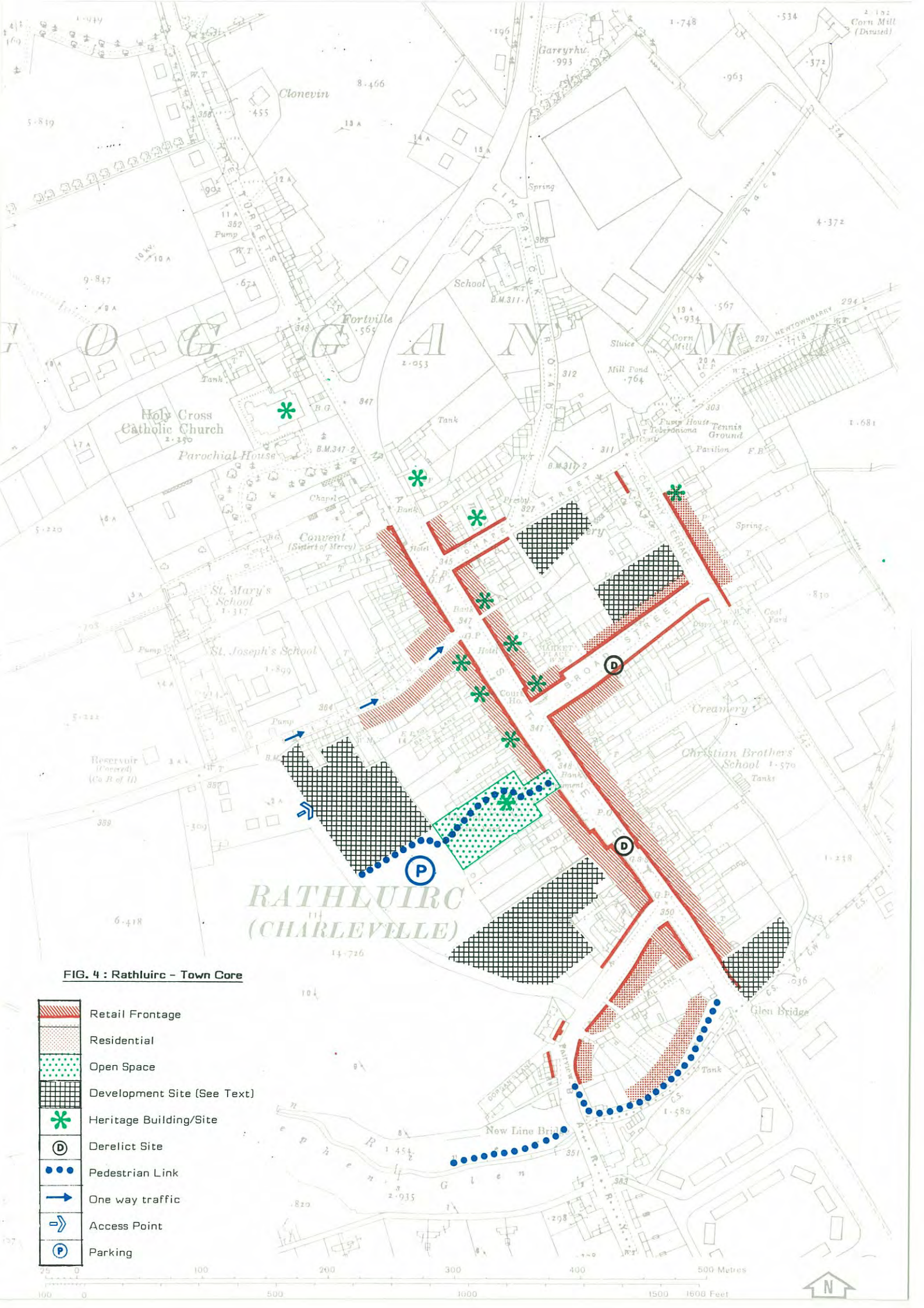


FIG.3 Rathluirc Industrial Estates


Clonevin
Holy Cross Catholic Church
Parochial House
Convent (Sisters of Mercy)
St. Mary's School
St. Joseph's School
Fortville
School
Garryrhu
Corn Mill (Disused)
Corn Mill
Mill Pond
Sluice
Pump House
Tennis Ground
Pavilion
Creamery
Christian Brothers' School
Reservoir (Covered)
Glen Bridge
New Line Bridge
RATHLUIRC
(CHARLEVILLE)
BROAD STREET
MARKET PLACE
CHAPEL STREET
CLANCY TERRACE
LIMERICK ROAD
NEWTOWNBARRY
Spring
Tank
Bank
Hotel
Pump
Chapel
Presby.
Court Ho.
Dispy.
Coal Yard
Tanks
Fortview
Glen
Parade
Rathluirc
Glen
FIG. 4 : Rathluirc – Town Core
Retail Frontage
Residential
Open Space
Development Site (See Text)
Heritage Building/Site
Derelict Site
Pedestrian Link
One way traffic
Access Point
Parking
25 0 100 200 300 400 500 Metres
100 0 500 1000 1500 1600 Feet
N

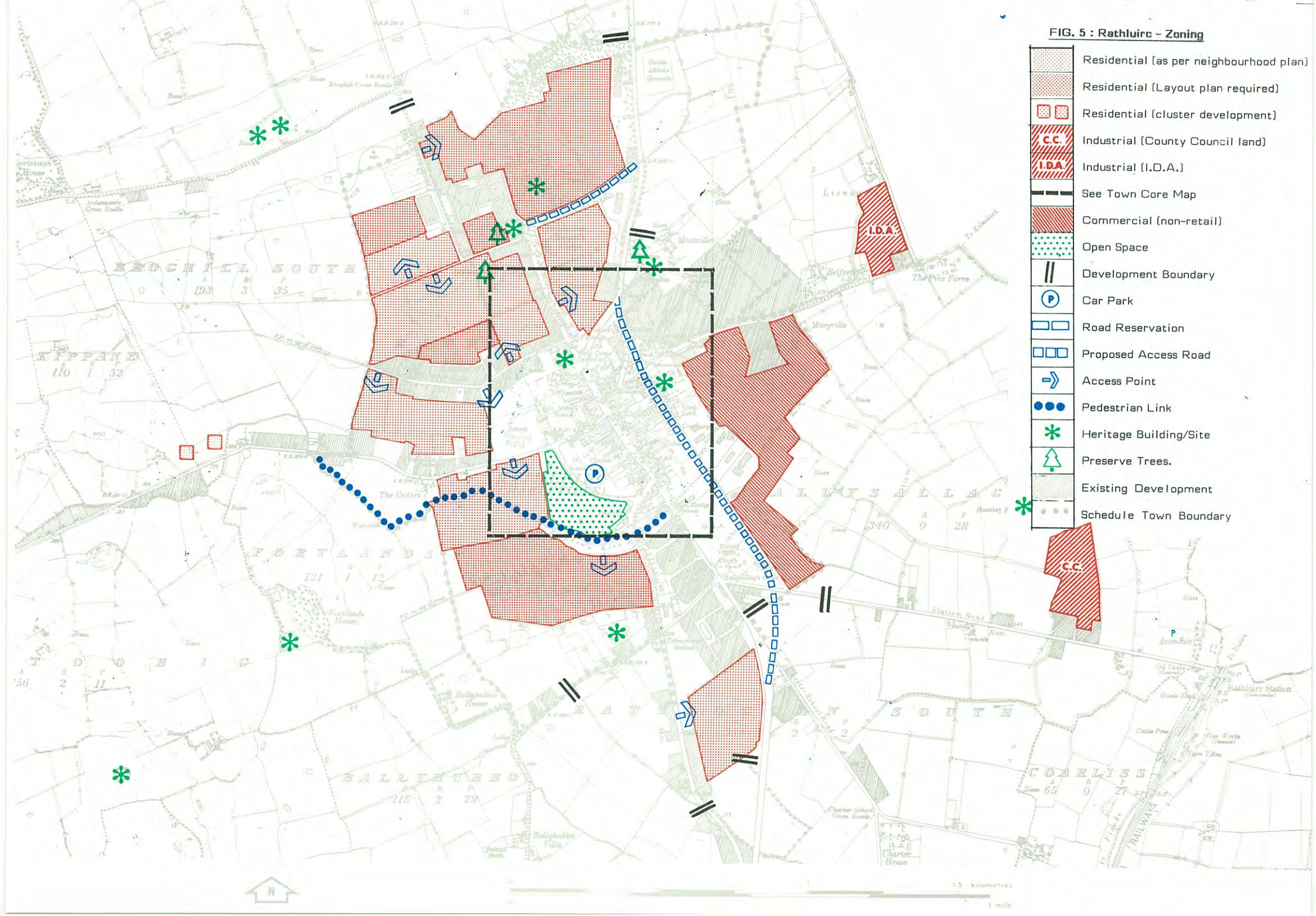


FIG. 5 : Rathluirc – Zoning
Residential (as per neighbourhood plan)
Residential (Layout plan required)
Residential (cluster development)
C.C.
Industrial (County Council land)
I.D.A.
Industrial (I.D.A.)
See Town Core Map
Commercial (non-retail)
Open Space
Development Boundary
Car Park
Road Reservation
Proposed Access Road
Access Point
Pedestrian Link
Heritage Building/Site
Preserve Trees.
Existing Development
Schedule Town Boundary
I.D.A.
C.C.
N
1.5 kilometres
1 mile

Smith's Lane (West End)

3.5 A recent sewer extension makes it possible to permit further limited housing along this road as far as the development boundary. Small groups of dwellings, from a minimum of three upwards, having a single common access point will be allowed. "Leap-frogging", that would entail further un-economic expenditure by the Council, will not be permitted beyond the development boundary.

South-West Sector

3.6 This area, bounded by Smith's Lane to the North and the N20 to the South-East, has limited potential for estate type development. Lands bounding either side of the Glen River, to the north of Harrison Place, may be developed, subject to an overall layout plan which makes provision for an amenity walk along the valley.

3.7 Harrison Place has large house plots which can be economically serviced to accommodate infilling in an orderly and economic manner. The Council will encourage such a development. The co-operation of the plot owners is, however, essential to its success.

3.8 Enhancement of the town park, through landscaping and other amenity works will be assisted by the Council with monies obtained through the Government's Environmental Improvement (Youth Employment) Schemes. This will include a landscaped pedestrian link to the main street.

3.9 Direct frontage access to the N20 outside the speed limits will be prohibited and ribboning curtailed outside the development limtis on the Ballyhubbo and the Old Cork Roads.

East Sector

3.10 These lands east of the N20 and Baker's Lane, and including the Golden Vale premises, are consdiered to have further potential for industrial/commercial (non-retail) uses. The I.D.A.'s 10 acre site and the Council's small industrial site, recently extended from 6 acres to 14 acres (See Fig. 3) will provide adequate capacity for industrial needs over the plan period.

3.11 An investigation will be made of the partially serviced lands lying between Kilmallock and Station Roads and fronting Baker's Lane with a view to identifying opportunities for non-retail commercial uses, such as warehousing and distribution.

3.12 In the interim, favourable consideration will be given to applications for such uses provided the applicants make connections to the public sewers to the Council's requirements and provided such developments do not inhibit the orderly development of the area.

3.13 Two ring-forts are listed for preservation and the trees at Moatville will be protected.

3.14 Limits on housing on Station Road will endeavour to maintain its predominantly rural character and protect its longer-term p otential for industrial uses. Ribbon building outside the development boundary on Charter School road will be curtailed.

Town Core

3.15 Rathluirc has a compact centre with a well defined principal shopping street. Quantitative estimates[2] of shopping needs indicate that present commitments (i.e. existing and approved) are adequate for the duration of the plan. This, however, will not exclude minor additions to retail floor space on the main shopping frontages (see Town Core Map, Fig. 5).

3.16 A number of prime development sites, which have a capacity for longer-term retail or, short-term non-retail commerci al uses (e.g. offices) have been identified. Included are lands abutting the proposed off-street car park. Their development will be carefully controlled so as to consolidate the central area uses.

3.17 Within the core area, residential uses will be maintained where indicated and buildings of aesthetic value e.g. Market House, Hall in Chapel Street, Clanchy Terrace are listed for preservation. Important streets, whose facades should be maintained or sensitively re-developed are also indicated. The ruined Church of Ireland building will be converted into a library/museum with monies obtained from the Youth Employment Agency.

3.18 An off-street car park and relief road will be completed during the plan period. This will entail a one-way (inward only) traffic flow on the lower (town) end of Smith's Lane. It is also planned to commence construction of the relief road extension of Baker's Lane at the north and south ends of the town.

Newtown/Ballyhea Village

4.0 This small village approx. 5 km. to the south of Charleville has a population of less than 200 people. It has, however, a primary school, community hall, church and some basic retail facilities as well as being adjacent to a bus route.

4.1 In recent years, the Council has built a scheme of 14 houses in this village. Capacity exists in the drainage system for c. 30 extra dwellings. Water supply is adequate to meet demand over the plan period.

4.2 In view of the excessive ribboning in the area intervening between the village and Charleville, and the lack of facilities in that area, the Council will endeavour to re-direct further such demands either into suitable sites identified in the village (See Map 6) or into Charleville's extensive serviced catchment.

[2] Refer to Chapter 4, Retailing.

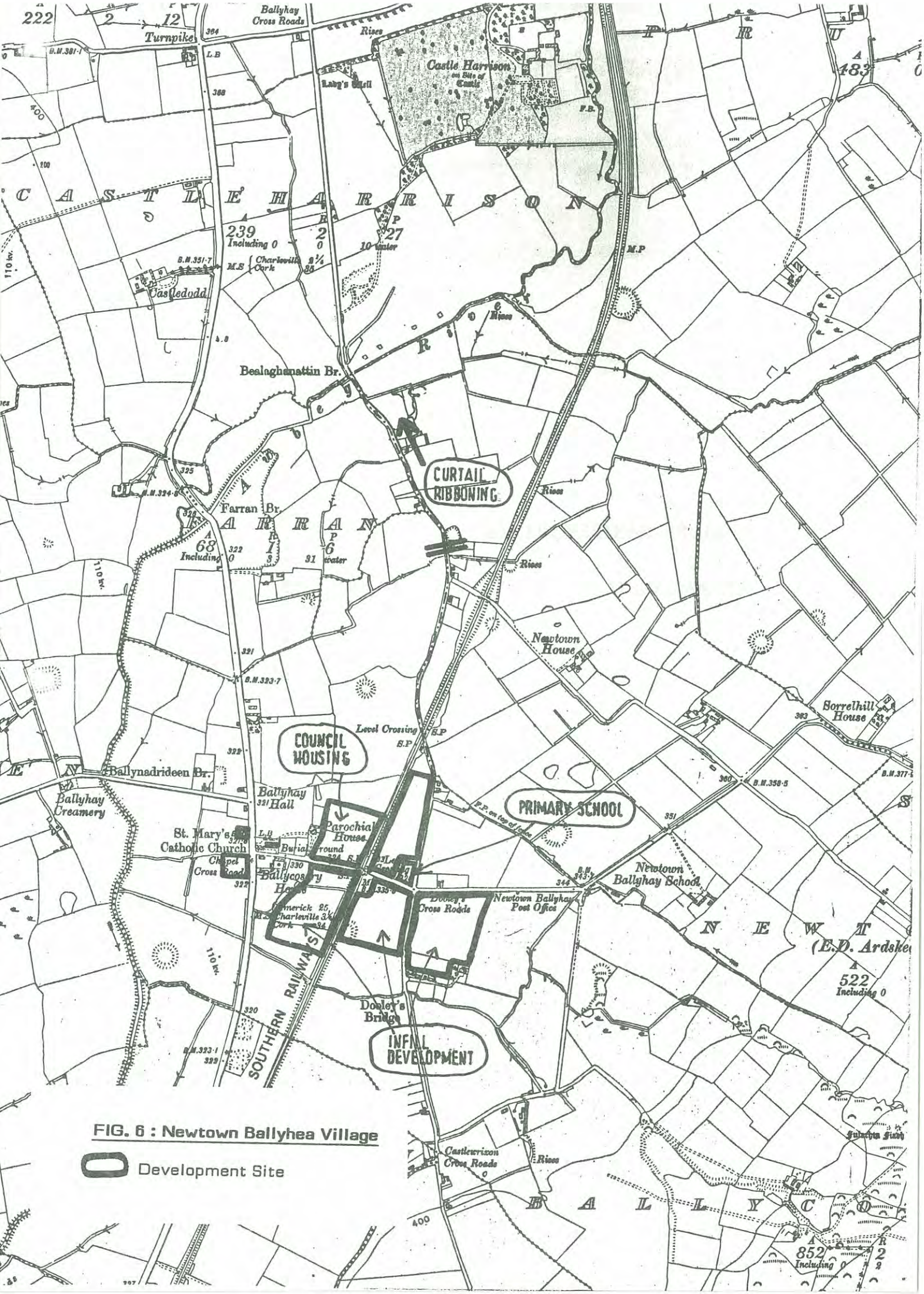


FIG. 6 : Newtown Ballyhea Village

Development Site

KANTURK, BANTEER VILLAGE

& NEWMARKET

INTRODUCTION

1.0 Kanturk is an important market town and attractive service centre in the Duhallow area of North Cork. It has a current population of c. 1,990 and, taking the surrounding hinterland into account, a reasonably diverse employment base.

1.1 Unusually, for this predominantly rural part of the County, the town is within 5 km. of another market town, Newmarket, of half its size. Both towns are regarded as sharing a common service catchment for retailing purposes[1] and any strategy for their development e.g. industrially will be pursued on an integrated basis.

1.2 Similarly, the location of a number of new industrial sites to the south of Kanturk, coupled with the incidence of ribbon building in this area, has justified the designation of Banteer as a "priority village". It is felt that the village is in a good position to accommodate future "one-off" residential demand by concentrating it close to services and facilities.

1.3 Involvement of the Rural Housing Organisation in the provision of houses in both Newmarket and Banteer is an encouraging aspect of local efforts to arrest decline. Positive measures like this, however, require supplementary planning control policies on ribbon building if these are to succeed in consolidating the settlements. The local town and village plans will detail the manner in which this should be done.

1.4 The proximity of all three settlements to the Blackwater Valley touring route is also considered to be of importance in the development of an active tourism role for this part of North Cork. Assistance will be given, where possible, to locally sourced initiatives aimed at exploiting their tourism potential.

[1] Refer to Chapter 4, Retailing.

FIG. I – Kanturk

KANTURK

2.0 The town's population has declined somewhat marginally over the last twelve years (See Table 1). This decline is also mirrored in most of the town's immediate hinterland but should be viewed in the context of a marginal increase in Rural District population over the 1971-1981 period.

Table 1 : Population Change

	1971	1979	1981	1984 Estimate	% Change 1971-1981	% Change 1979-1981
Kanturk	2,063	1,980	1,976	1,990	-0.4	-0.1

2.1 Council housing in the town between 1973 and 1982 accounted for 37 dwellings, with a further 17 built in the past two years. The majority of private housing has, despite extensive zoning, taken the form of ribbon building along the main roads leading out of the town (See Fig. 1).

2.2 Despite the consistent existence of zoned lands for both housing and employment uses within the town's economic service catchment in successive town plans, the actual location of both residential and industrial development outside of these zones is to say the least, unsatisfactory, and has serious implications both for urban renewal and infrastructural provision.

2.3 Dependent on the success of measures adopted to encourage more development in the town as proposed in this plan, Kanturk's population should by 1989 be held at its estimated current level of 1,990. In the absence of such measures, the town's population is likely to decline further.

2.4 Unlike many other areas in North Cork, Kanturk and its environs has performed comparatively well in manufacturing employment over the decade 1973-1983 with a 15% increase. The town's diverse economic base and the existence of an I.D.A. site of 4.0 ha. places Kanturk in a favourable position to attract further employment.

2.5 An estimated 2,500 new jobs are needed in North Cork over the plan period if the prevailing unemployment rate [1] is not to be exceeded, of this figure Kanturk's share is about 350 new jobs.

2.6 As stated earlier, the existence of industrial zoning in previous plans has not produced the desired end result of directing such development into economically servicable locations convenient to the town (See Fig. 1). The Council is concerned by the implications this will have for economic servicing, urban renewal and travel to work.

[1] 13%, January, 1984.

2.7 The town's water supply system including a 150 mm. extension to the south, is satisfactory and adequate to meet anticipated demands over the plan period. However, the drainage system is inadequate in a number of respects. Improvements in both carriage and treatment capacity for foul sewage are necessary, and storm-water disposal needs to be investigated and corrected.

2.8 Vehicular circulation within the town is complicated by the narrow and complex street system, indiscriminate parking and inadequate service access to shops. The introduction and enforcement of parking bye-laws should ease parking problems. Other supplementary measures will however be needed to regulate flows and parking generally. A town relief road or by-pass is no longer considered necessary.

2.9 Kanturk is featured in the Blackwater Valley Drive brochure[2] as a town of considerable charm and interest. This is due to no small extent, to the enthusiasm of the local Tidy Towns Committee. Unfortunately, the prevalence of urban dereliction detracts from the town's image. If tourism is to benefit the town, positive measures will be required to improve it's physical environment[3].

3. Zoning Policy

3.0 The zoning policy is similar to that adopted for other towns in North Cork in that it seeks to consolidate the town through an orderly development of zoned servicable lands. This entails a reduction in the amount of ribbon building on roads outside the town. The zoning provisions are shown on Maps 2 and 3 and are subject to the definitions given in the introductory - see Chapter8 (paragraphs 8.0 to 8.1 inclusive).

4. Policies and Proposals

4.0 The Council will assist local efforts to promote the development of the town with a view to reversing its population decline and that of its immediate hinterland. In this context, demand for "one-off" housing will be channeled into either the town's development areas (in depth) or directed on a modest scale to the priority village of Banteer to the south.

4.1 The I.D.A. will be assisted in promoting Kanturk and its environs as an attractive location for manufacturing industry and the Council itself will endeavour to acquire a suitable site for small industry, and develop same.

4.2 Improvements to the existing water supply system, serving both Kanturk and Newmarket, are planned for initiation towards the end of the plan period. These involve the development of a new source and construction of a reservoir, costing c. £2.0 m. Essential upgrading of the town's drainage system, costing c. £2.0 m are also planned for this period.

[2] A tourist "trail" is also available.
[3] Refer to Chapter 3, Tourism, Recreation Amenities.

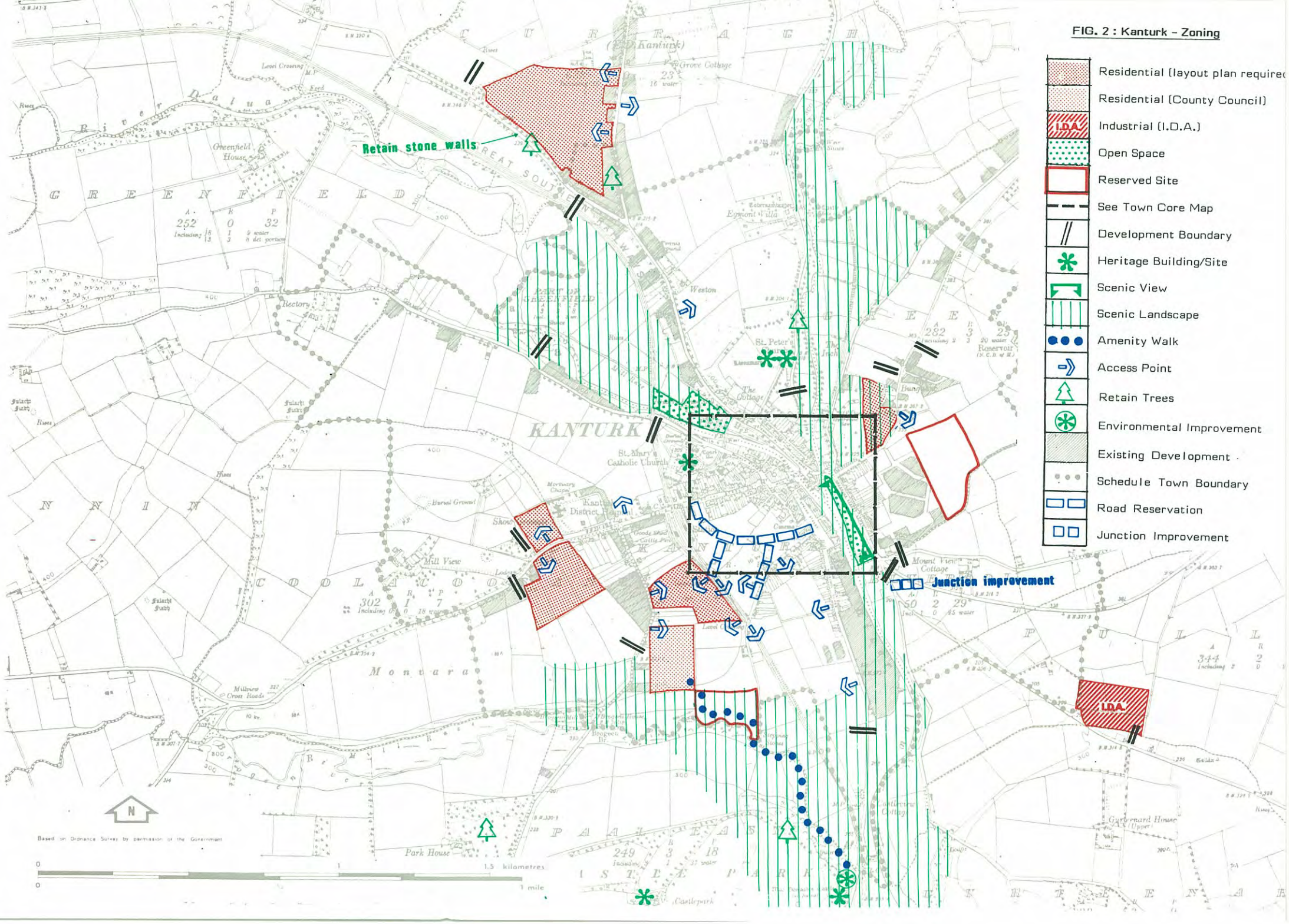


FIG. 2 : Kanturk - Zoning
Residential (layout plan required)
Residential (County Council)
I.D.A.
Industrial (I.D.A.)
Open Space
Reserved Site
See Town Core Map
Development Boundary
Heritage Building/Site
Scenic View
Scenic Landscape
Amenity Walk
Access Point
Retain Trees
Environmental Improvement
Existing Development
Schedule Town Boundary
Road Reservation
Junction Improvement
Retain stone walls
Junction improvement
I.D.A.
KANTURK
N
Based on Ordnance Survey by permission of the Government
0
1
1.5 kilometres
0
1 mile

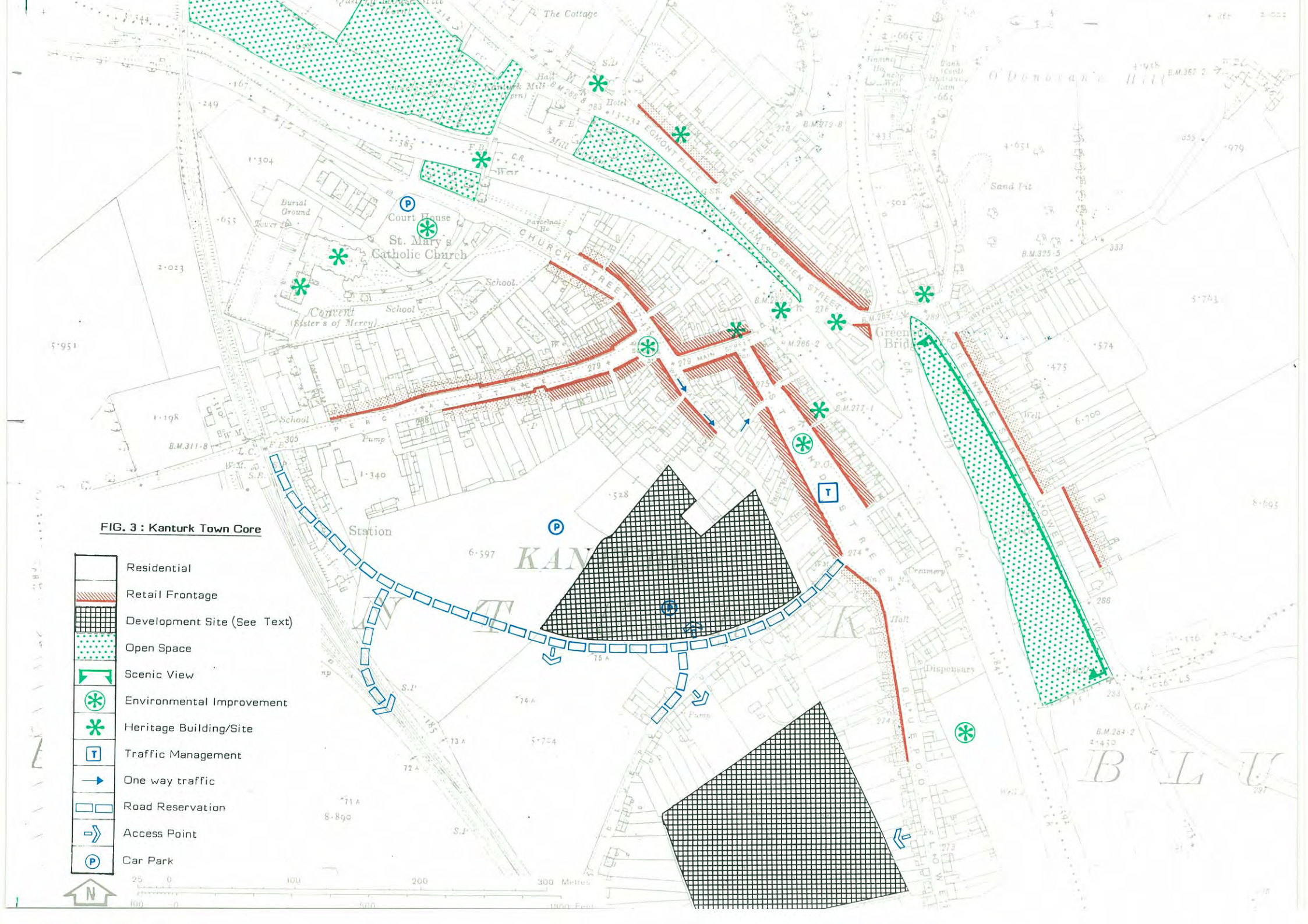


FIG. 3 : Kanturk Town Core
Residential
Retail Frontage
Development Site (See Text)
Open Space
Scenic View
Environmental Improvement
Heritage Building/Site
Traffic Management
One way traffic
Road Reservation
Access Point
Car Park
N
25 0 100 200 300 Metres
100 0 500 1000 Feet
The Cottage
Hotel
Mill
Weir
Burial Ground
Court House
St. Mary's Catholic Church
Convent (Sister's of Mercy)
School
Pump
Station
Green Bridge
Sand Pit
Creamery
Hall
Dispensary
CHURCH STREET
EGMONT PLACE
EARL STREET
WILLIAM O'BRIEN STREET
MAIN STREET
GREEN STREET
LOWER
BLUEPOOL
KANTURK

4.3 While the by-pass road proposals for Kanturk have been dropped for a variety of reasons e.g. obstruction on the original alignment, low traffic volumes and non-availability of finance, it is planned to retain a corridor for a future road link between Strand Street and Percival Street with a spur to Mill Road. Essential access points will also be retained. Available finance will be channeled into improved traffic management, car parking and other essential road works. New road construction will largely depend on the co-ordination and encouragement of desirable in-town developments.

4.4 Some of the planned environmental works incorporate both car parking regulation and landscaping. The co-operation of the local community and business interests will be sought in this context. This is particularly desirable as the visitors initial impressions of Kanturk are coloured by the blighted appearance of Bluepool Lower and the south end of Strand Street. Additionally, the walled and tree-lined approaches to the town from the north and south should be retained as they contribute much to Kanturk's scenic setting.

Town Core Area

5.0 Kanturk's service role as a retail centre will be maintained commensurate with the retention of an adequate level of convenience shopping in the smaller hinterland settlements[4] and the protection of Newmarket's established service function.

5.1 The main shopping frontage is concentrated in Strand Street, Main Street and Lower Percival Street with a smaller frontage across the river on Wm. O'Brien Street. It will be the Council's policy to prevent the spread of retailing to the fine residential terrace at Egmont Place and also to maintain the primarily residential uses on other streets shown on Fig. 3.

5.2 Where adequate parking can be provided, and subject to the criteria established in the shopping policy, further opportunities for commercial development will be favourably considered on the main shopping frontage.

5.3 There is, subject to car parking and access improvements, considerable potential for renewal and development of lands to the west of Strand Street. An Action Area Plan, detailing the manner in which a mixture of land uses could be accommodated here, will be prepared.

5.4 The town possesses many buildings of townscape merit and some fine individual buildings of archaeological merit. These are worthy of preservation[5]. Visual enclosure of the streets will require the retention of relatively mundane buildings, or their re-development to a similar scale, and the landscaping of areas like Lower Strand Street. Further landscape treatment for the remainder of this Street and Market Square will be detailed and implemented during the plan subject to the availability of the necessary finances.

5.5 In order to maintain the town's harmonious street facades and simple scale the Council will endeavour to ensure that alterations to buildings and facades and the placement of advertisements will not detract from the streetscape .

5.6 Dereliction is most pronounced along Bluepool Lower and to a lesser extent throughout the central area. The Council will endeavour to have these blighted areas renewed and will, in this context, seek the co-operation of other parties. The Council will also encourage the development of prime development lands between Bluepool Upper and Lower.

4 Refer to Chapter 4, Retailing.
5 Refer to Chapter 9, Development Controls & Standards

Southern Sector

5.7 The Council has sufficient serviced land for c. 70 houses on its site at Mill Road. Further blocks of land, suitable for private residential uses have been identified to the north. Ribboning will be curtailed outside of the limits shown on Fig. 2.

5.8 Some of the Council's holding, along the Brogeen River, will be developed for amenity purposes and the Council will endeavour to negotiate a pedestrian link between it and Kanturk (Mac Donagh's) Castle to the south-east.

5.9 The co-operation of the Office of Public Works will be sought in the provision of ancillary amenities such as car parking and picnic facilities in the grounds of Kanturk Castle.

5.10 The landscape of the Brogeen River and the wooded parkland of both Castlepark and Park Houses are important scenic assets of this area. They will be suitably protected, as will the Castle and Castlepark House. Similar protection will be extended to the tree lined approach to Percival Street, west of the hospital and efforts made to retain the characteristic stone walls of the area.

Eastern Sector

5.11 Apart from a small site at O'Donovan's Hill suitable for private housing, no further housing land has been designated in this sector as sufficient servicable land exists elsewhere in the town.

5.12 The Council's reserve holding nearby will be held for the moment with a view to negotiating some arrangement with the V.E.C. over the acommodation of a future community school and ancillary playfields on the lands. A separate access will be required.

5.13 Localised road improvements are planned for Bluepool Cross subject to the availability of the necessary finance.

Northern Sector

5.14 A substantial and attractive residential zone has been identified for comprehensive development in this sector. It can be served by the minor County Road, maintaining its trees and stone wall lined boundaries on both this and the Main Newmarket Road. Further ribboning should be curtailed outside of the limits shown and "one-off" housing directed instead to this zone.

5.15 The valleys of both Allow and Dalua Rivers will be protected as will the wooded, stone-walled approach road to the town along the former. St. Peter's Church - now a museum - and the adjacent Lisnamarve Ringfort will be protected.

5.16 Suitable access points to other potential development lands will be reserved.

Banteer Village

6.0 With a current population of c. 220 the village is much smaller than either Kanturk to the north or Millstreet to the south, but is strategically situated close to the Mallow-Killarney road, N.72 and is served by the MallowTralee railway line. It is also positioned to "capture" traffic on the CorkTralee/North Kerry road, which passes through the village.

6.1 As mentioned earlier, Banteer is also convenient to industrial employment opportunities on sites within 4 km. of it.

6.2 The village has grown considerably over the 1971-1981 period despite an unexceptional population trend in the rural hinterland. To some extent, the Council has contributed to the village's growth through it's own house building programme. More recently, however, the entry of the Rural Housing Organisation into the village is an encouraging sign, which will hopefully be availed of through the adoption of a restrictive policy on ribbon building outside Banteer.

6.3 Improvements in both water supply and sewerage facilities will be necessary if the outstanding housing commitments (c. 30 units) are realised. In the short term, however, it is likely that a modest expansion will be possible on existing services.

6.4 Other development proposals are indicated on Map 4.

Newmarket

7.0 In relation to its size, c. 1,000 population, and proximity to Kanturk, Newmarket has a surprisingly good level of facilities. Unlike Kanturk, which actually declined, the town's population has achieved an above-average[1] growth rate over the 1971-1981 period.

7.1 The town is, however, very spread out with a relatively large amount of unused land in its centre and extensive ribbon building out the Kanturk Road. Fortunately, the recent development of a housing estate by the Rural Housing Organisation in the grounds of Newmarket House has provided an attractive and central alternative. Council policy will be directed towards stimulating such developments.

7.2 For its size, the town has a diverse employment base. Unfortunately, Newmarket has not been immune to the recession and its industrial employment level has halved in the last four years[2]. The existence of an I.D.A. advance factory must be seen against the perceived remoteness of the town from the national road network. Proposals to establish a regional agricultural training centre in Newmarket House, may in this context be more relevant tot he area's employment needs.

7.3 Although the town does not have a particularly attractive townscape, Newmarket House and its environs and Island Wood, to the south-west of the town are attractive features, which could be further exploited to the town's benefit. The development of a park in the grounds of the "big house" and the renewal of the town centre by the infilling of backlands between Scarteen Street, Church Street and Main Street should be encouraged (see Map 5).

[1] Refers to the average rate for North Cork.

[2] From a level of c. 160 in 1979.

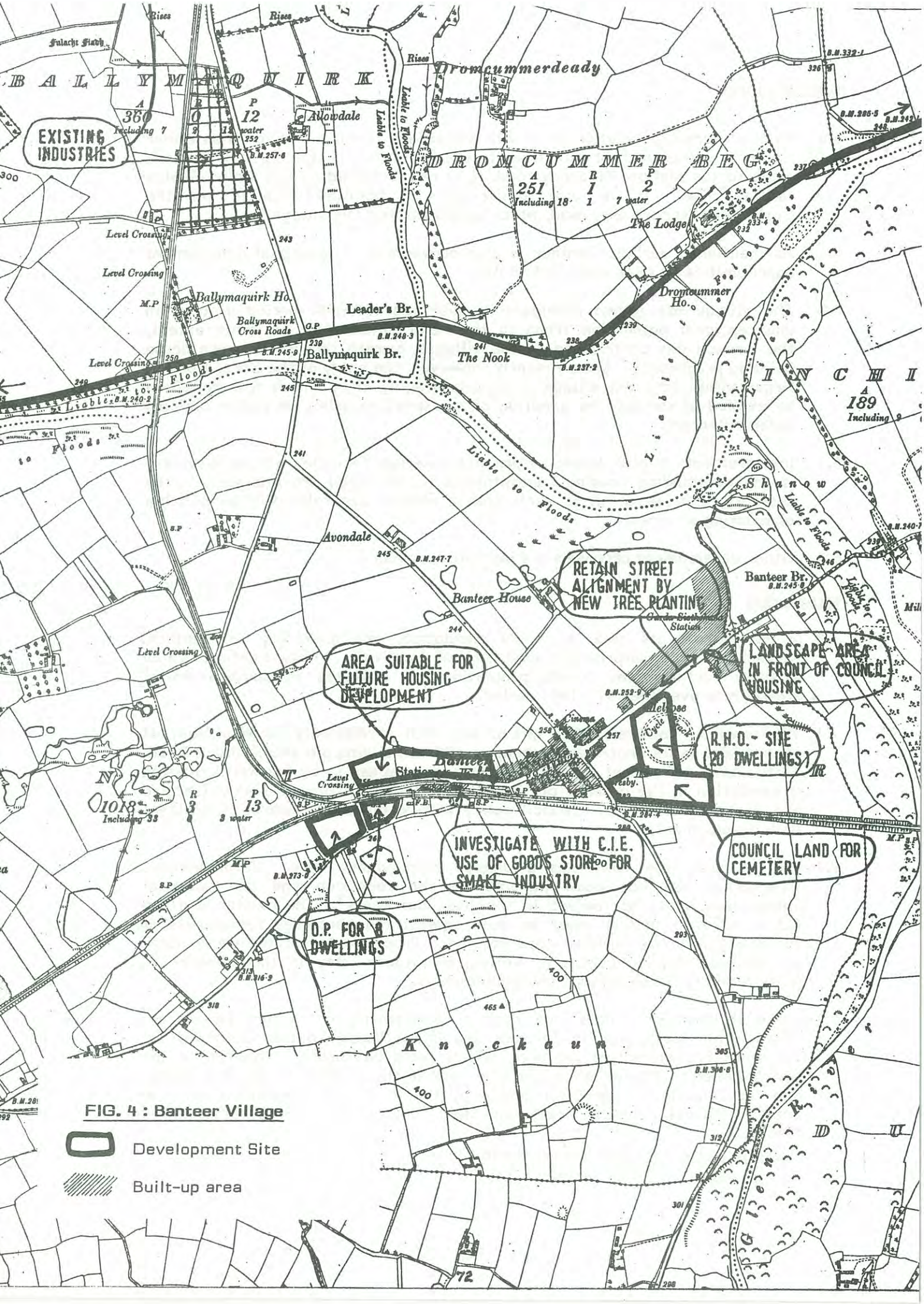


FIG. 4 : Banteer Village

Development Site

Built-up area

7.4 While the water supply and drainage system are adequate in capacity to accommodate anticipated growth during the plan period, it is proposed to undertake repairs to the treatment works.

7.5 The Council considers Newmarket's role in North Cork as being complementary to that of Kanturk. In promoting employment creation in the area it will endeavour to link the industrial/commercial and tourism attractions of both. However, the "separateness" of the towns in terms of compact, economic and self-renewing residential growth points to controls on ribboning between the two settlements.

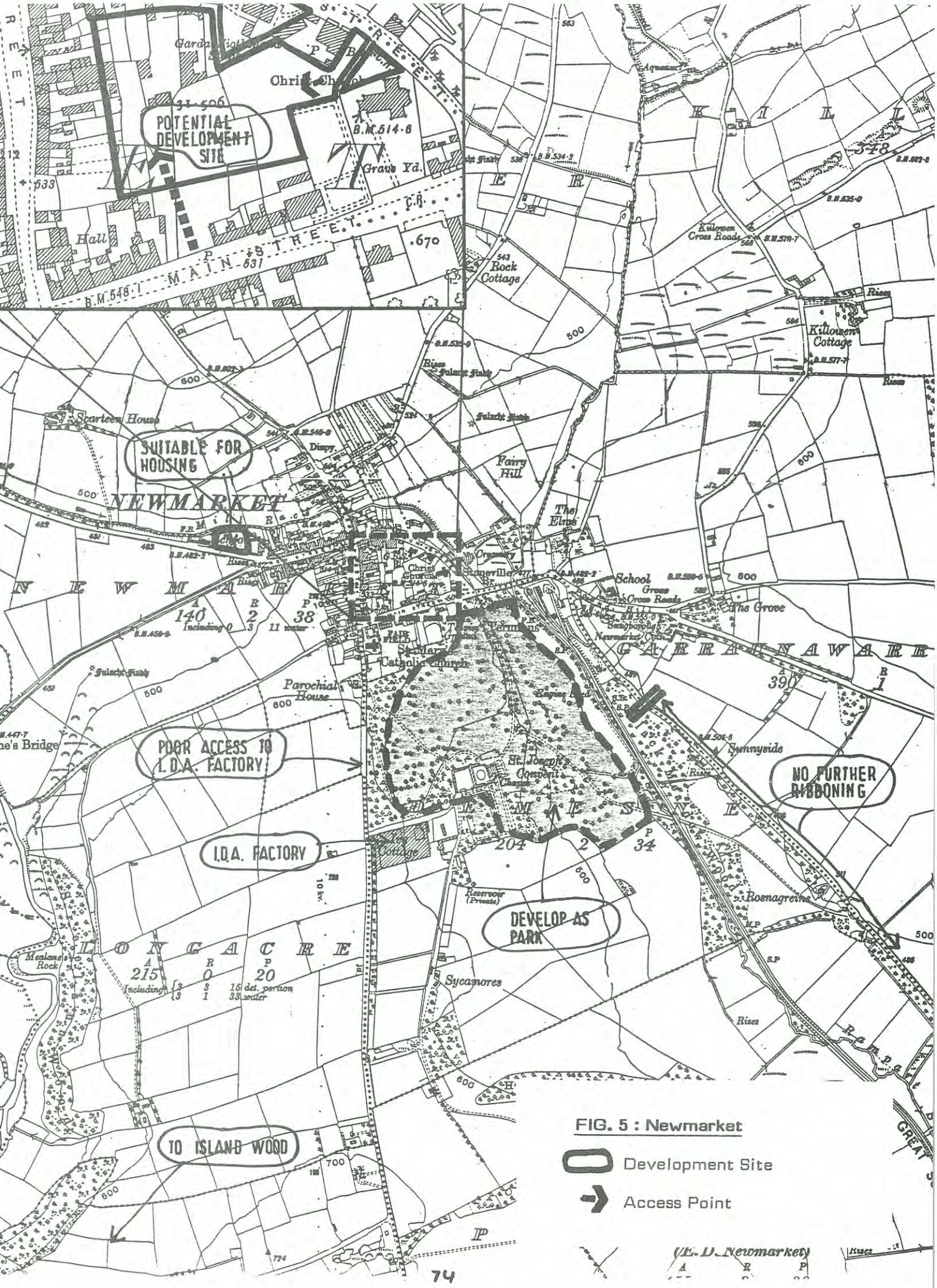


FIG. 5 : Newmarket

Development Site

Access Point

MILLSTREET

INTRODUCTION

1.0 Millstreet with a current population of c. 1,421 is a service centre for a declining rural hinterland and possesses a diverse employment base. It's growth is fundamental to the well-being of the surrounding area.

1.1 The town's population increased marginally over the period 1971-1981 with a decline recorded in the period 1979-1981 (see Table 1). However, both the immediate hinterland and wider rural district population has continued to fall over the decade. Apart from a small scheme of Council houses, the majority of new housing has tended to locate in ribbons along the main roads outside the town (See Fig. 1).

Table 1 - Population Change

	1971	1979	1981	1984 (Estimate)	% Change 1971-1981	% Change 1979-1981
Millstreet	1,374	1,464	1,435	1,395	+0.4	-1.0

1.2 Like many of the smaller North Cork towns, Millstreet sprawls into the surrounding countryside. The different topography exacerbates the ribbon pattern of growth in this case. However, opportunities do exist for infill housing which would be economical of services and convenient to facilities in the town.

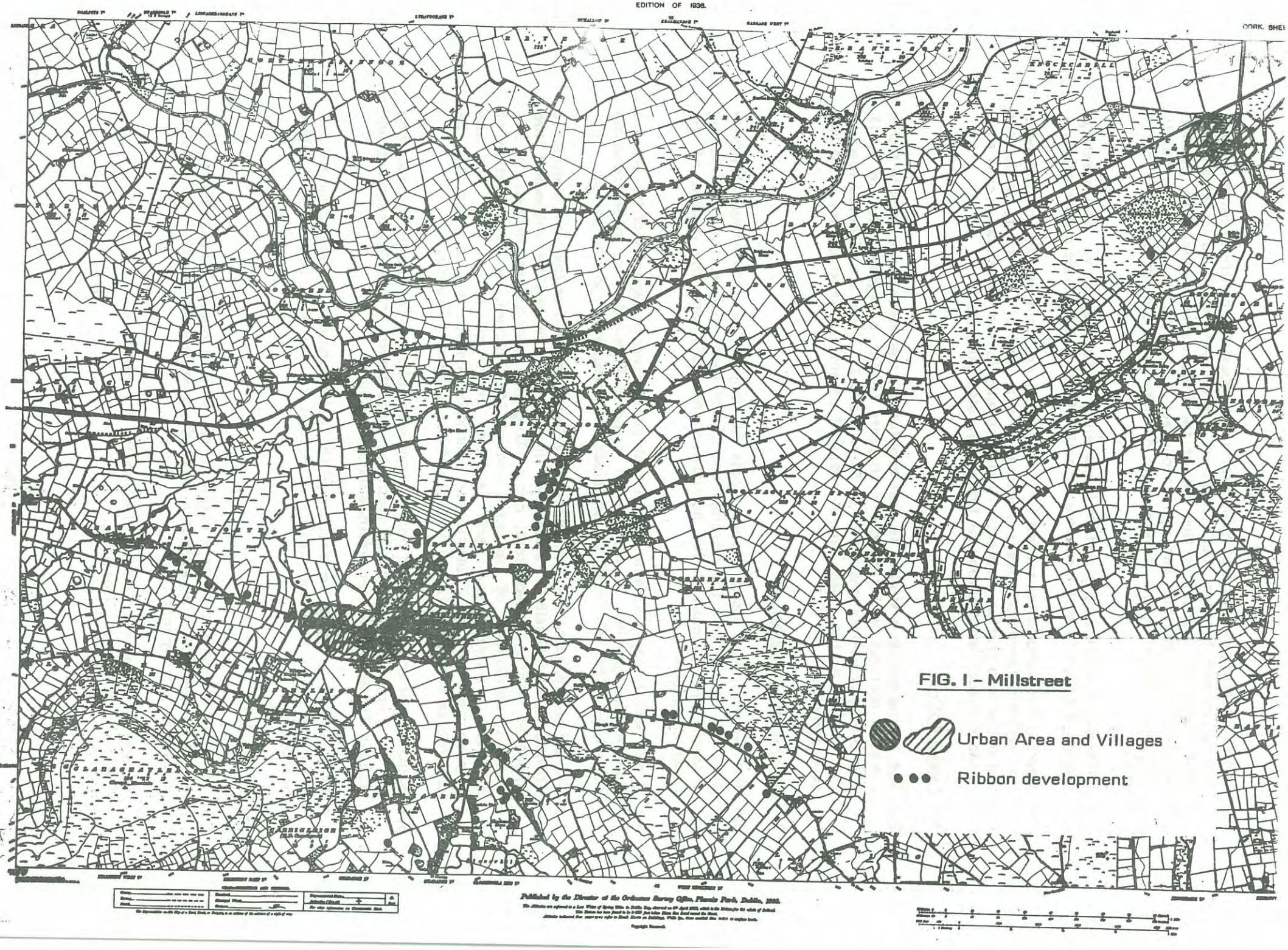
1.3 In the absence of positive measures to counter the decline in the town's population it should continue to fall, despite recent advances on the employment front. Consolidation of the town through the control of ribbon development will ensure that this can be minimised. In such circumstances, a 1989 town population of c. 1,435 is likely.

1.4 Following a period of significant decline in local manufacturing employment the town has recently reaped the benefits of a well-organised, community based drive to attract new firms. This has secured an important diversification in the town's employment base and until the recent closure of one of these new industries, augured well for the future.

1.5 Both the County Council and I.D.A., which has a prime site of c. 3.2 ha. at Drishane, are anxious to attract further job opportunities to Millstreet, as it's employment role has an important stabilising influence on population trends over a wide area. The development of small industry in the town is seen as a further adjunct to the I.D.A.'s activities and the Council will endeavour to secure progress on this.

1.6 Of a projected new job need of 2,500 for North Cork over the plan period assuming that the prevailing unemployment rate[1] is not exceeded, Millstreet's share should be in the region of 250. However, the achievement of the job targets of the two new firms in the town would exceed this, if realised. The recent closure has dramatically altered the situation. A higher job target will be necessary to compensate for these losses.

[1] 13% at December, 1983. Refer also to Chapter 2, Employment.


EDITION OF 1936.
CORK, SHEE
FIG. I – Millstreet
Urban Area and Villages
Ribbon development

1.7 The successful promotion of Millstreet as an equestrian centre of international repute, largely through the efforts of a prominent local businessman, has done much for tourism at this end of the Blackwater Valley. The Council hopes to build on this and will co-operate fully with the local community and Bord Failte in the development of other tourism attractions[2] in the area.

1.8 Millstreet's water supply system is currently at full capacity. The sewerage system is adequate with a reserve capacity of 200-250 equivalent population.

1.9 Apart from congestion caused by car parking on Main Street and the need for supplementary off-street parking at this end of the town, Millstreet has no serious traffic problems. Improvements to the industrial access road to Mountleader, at Mountleader Bridge, are also necessary.

2. Zoning Policy

2.0 The zoning policy is similar to that adopted for the other town plans in North Cork as outlined in introductory chapters (Refer paragraphs 8.0 to 8.11). The zoning provisions are shown on Maps 2 and 3. These are directed towards the infilling of the town, improvement of essential infrastructure industrial development.

3. Policies and Proposals

3.0 The Council will assist local efforts in conjunction with other statutory agencies, to promote the development of the town with a view to achieving a significant increase in it's population and stabilising the decline of the rural hinterland.

3.1 A new water supply scheme, which doubles the storage capacity of the present system and provides a reserve of some 0.2 m.g.d., has been recently completed. This will facilitate anticipated demand over the plan period.

3.2 The by-pass proposals for Millstreet have been dropped as they are considered economically infeasible. Available finance will instead be channeled into improved traffic management, car parking and essential roadworks. In this context, delineation of the east end of Main Street, an investigation of adjacent off-street car park facilities south of Minor Row and the improvement of the Mountleader Industrial Estate access road will be undertaken subject to the availability of the necessary finance.

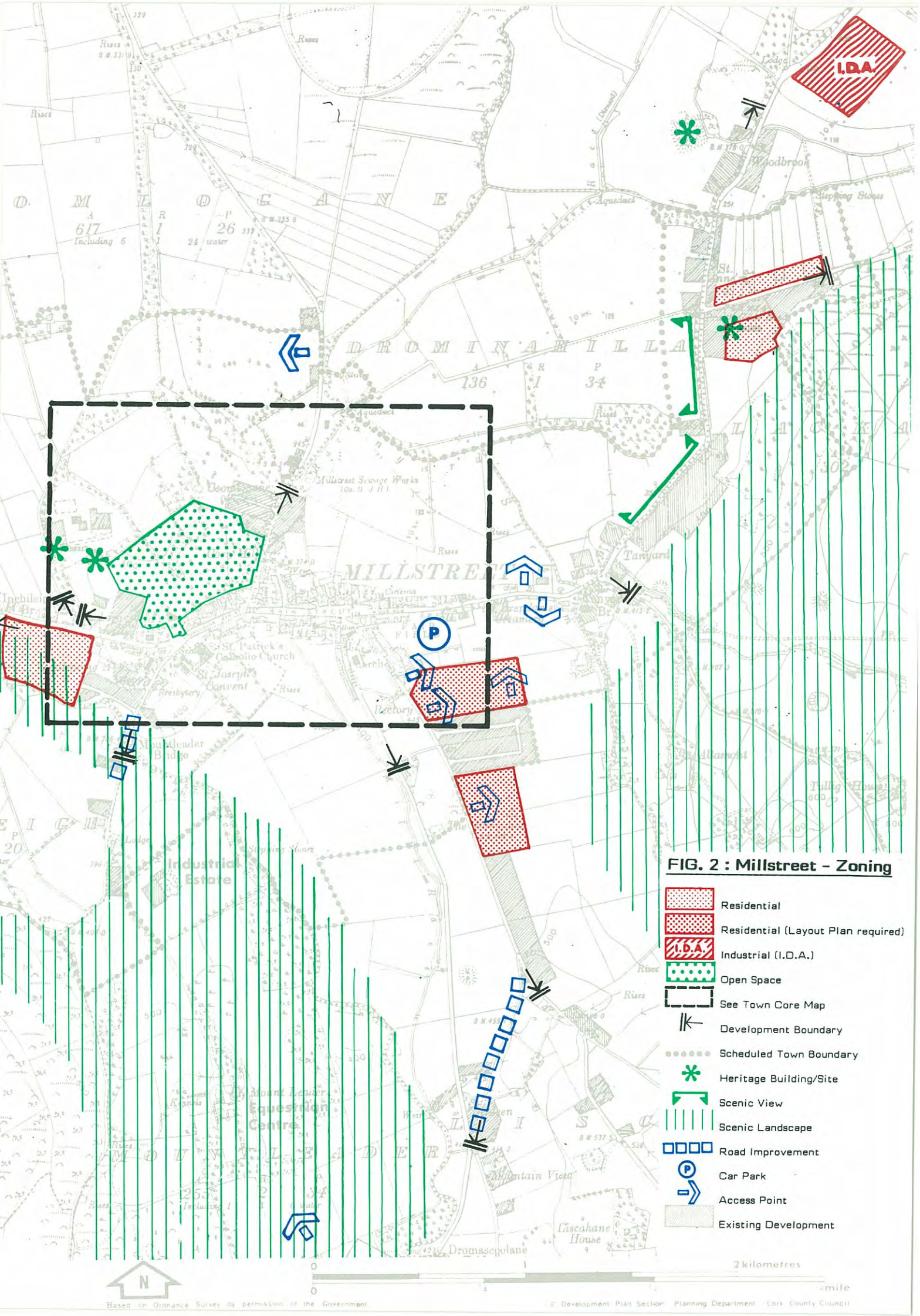
3.3 A number of environmental improvements are planned for the town, depending on the availability of finance from the Department of the Environment and Y.E.A. These will further enhance its appearance.

3.4 Efforts will be made to encourage the establishment of an archaeological field centre in the town, as it is central to the area rich in megalithic antiquities.

Town Core Area

3.5 Millstreet's service role as a retail centre will be maintained commensurate with the retention of an adequate level of convenience shopping in the smaller hinterland settlements[3].

[2] Refer to Chapter 3, Tourism, Recreation & Amenities.
[3] Refer to Chapter 4, Retailing.


I.D.A.
MILLSTREET
Industrial Estate
Equestrian Centre
Dromascopane
Liscahane House
Mountain View
Woodbrook
Millstreet Sewage Works
St. Patrick's Catholic Church
St. Joseph's Convent
Presbytery
Tanyard
Cinema
Rectory
Mount Leader Bridge
Aqueduct
Stepping Stones
Lodge
Rivers
FIG. 2 : Millstreet - Zoning
Residential
Residential (Layout Plan required)
I.D.A.
Industrial (I.D.A.)
Open Space
See Town Core Map
Development Boundary
Scheduled Town Boundary
Heritage Building/Site
Scenic View
Scenic Landscape
Road Improvement
Car Park
Access Point
Existing Development
N
0
1
2 kilometres
0
1
mile
Based on Ordnance Survey by permission of the Government
© Development Plan Section Planning Department Cork County Council

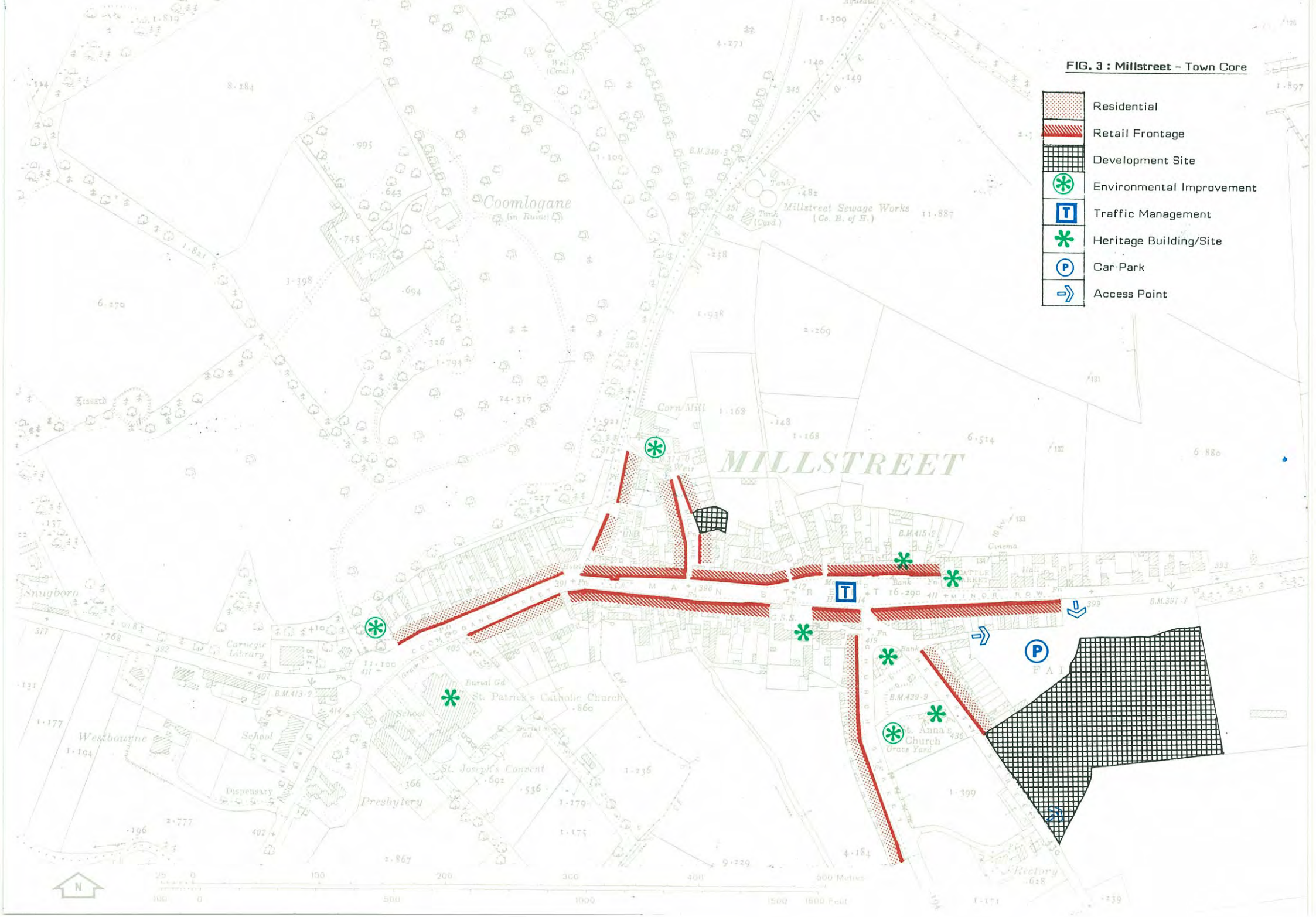


FIG. 3 : Millstreet – Town Core
Residential
Retail Frontage
Development Site
Environmental Improvement
Traffic Management
Heritage Building/Site
Car Park
Access Point
MILLSTREET
Coomlogane
(in Ruins)
Millstreet Sewage Works
(Co. B. of H.)
Corn Mill
Cinema
Hall
Snugborn
Carnegie Library
Westbourne
School
Dispensary
Presbytery
St. Patrick's Catholic Church
St. Joseph's Convent
St. Anna's Church
Grave Yard
Rectory
N

3.6 The main shopping frontage is concentrated (see Fig. 2) along Main Street in a traditional mix of housing and retail units. Coomlogane Street is still primarily residential and it is felt that this use should be maintained here and also on Church Street and Hegarty Street. The north side of Minor Row, which has a limited residential content, could be considered for intensified retail uses, subject to the criteria in the shopping policy and the provision of off-street car parking nearby.

3.7 While the town has a pleasant, well-maintained appearance, it possesses relatively few buildings of notable architectural merit[4]. The churches, banks and some details on individual buildings, however, are worthy of preservation. Semi-closure of the eastern end of Main Street by existing buildings is an important townscape feature.

3.8 Because of the relative paucity of architectural features, the retention of the town's simple scale and harmonious street facades will require particular consideration. The Council will endeavour to ensure that alterations to buildings and the placement of advertisements will not detract from the streetscape .

3.9 It is planned to improve the town's environment by landscaping and other measures in the following locations subject to the availability of the necessary finance:-

(a) Main Street, east end-definition of on-street parking, tree planting.

(b) Coomlogane Street, west end, entrance to Town Park - kerbing, landscaping.

(c) Mill Lane, north end - improve footpath, road surface.

(d) St. Anna's (former) Church - investigation of potential use as central amenity area.

3.10 A limited number of infill or re-development opportunities are available within the town core. A site at Mill Lane is suitable for housing and the former fairfield and adjoining lands between Hegarty Street and Minor Row, could be developed for small industry and off-street car parking.

Southern Sector

3.11 This area has limited potential for further housing largely east of the Hegarty Street - Liscahane Road, where a number of serviceable land blocks are capable of accommodating in-depth development. Other housing, in the form of "one-off" sites may be allowed along this road as far as the stop limits subject to shared access, which would reduce the number of individual dwellings.

3.12 Some scope exists for a more intensified use of the large sites on the south side of the Rathmore Road, east of Inchileigh Bridge.

3.13 Direct frontage access along both the Rathmore and main Macroom Road will be curtailed and ribboning prevented outside the set development limits on the other roads.

3.14 It is proposed to remove access to the Mountleader industrial estate by replacing the bridge. Further lands are being considered for light industry subject to stringent design requirements in this scenic area.

[4]Refer to Chapter 9, Development Controls & Standards.

Northern Sector

3.15 Apart from the Council's Priest's Cross site, which it is planned to use for private housing, limited potential exists for frontage development, subject to shared access, on the north side of the Rathcool Road.

3.16 Frontage housing along the west side of the main Millstreet Road will be strictly curtailed to prevent interference with the scenic views of Millstreet. This is essential to maintaining an attractive entry to the town.

3.17 Ribbon development will be strictly curtailed outside the stop limits indicated (see Fig. 3). Access points will be maintained for long-term development of other lands e.g. those of Coomlogane, now de-zoned.

3.18 The Council will assist, by whatever means possible, the early development of the I.D.A.'s industrial site at Drishane.

MITCHELSTOWN

Introduction

1.1 This new town plan has been proposed as part of the five year review of the County Plan. The document should be read in the context of the relevant policies of the County Plan, which provides the framework for development in North Cork over the next five years.

Context

1.2 Mitchelstown is a planned town, laid out in the early 19th Century with a current population of about 3,040. In terms of employment the town is largely dependent on Mitchelstown Co-Op. The town's service catchment extends into Counties Limerick and Tipperary.

Problems and capacity for change

1.3 The town's population increased quite rapidly between 1971 and 1979. A large decline occurred between 1979-1981 (See Table 1). The town's increase in population during the 1970's is largely due to local authority house construction programme viz., 115 houses were constructed over the 1973-1982 period. Conversely, the majority of private house building has occurred in ribbons along roads leading out of the town (See Fig. 1). The most significant example of this being the Ballyporeen Road, where approximately 40 individual permissions for houses have been granted since 1970.

Table 1 - Population Change

	1971	1979	1981	1984 (Estimate)	1971-1981	% Change 1979-1981
Mitchelstown	2,795	3,150	3,106	3,040	+11.1%	-1.7%

1.4 As with many of the other towns in North Cork, the problems of lack of development of zoned land and the incidence of ribboning need to be effectively tackled if Mitchelstown is to generate both renewal of its older central area and achieve service economies.

FIG. 1 – Mitchelstown

1.5 Dependent on the success of measures adopted to encourage more development in the town referred to in this Plan, Mitchelstown's population could increase up to 3,205 by 1989.

1.6 There has been no significant change in the number of people employed in manufacturing sector in Mitchelstown over the last decade, but a diversification of industrial employment opportunities is needed in order to safeguard against the dominance of Mitchelstown Co-Op in employment terms. To this end, both the I.D.A. and the County Council are at present actively involved in promoting new job opportunities and have acquired suitable lands for manufacturing and other small industrial projects.

1.7 An estimated 2,500 new jobs are needed in North Cork over the plan period if the prevailing unemployment rate is not to be exceeded, of this figure Mitchelstown's share is about 260 new jobs. It is anticipated that the majority of these will locate in the town and its environs.

1.8 Deficiencies exist in both the water supply and drainage infrastructure of the town. Inadequate water pressure on the south side, limitations on storm water disposal in the town centre and structural defects in the aged trunk sewers only allow for a small spare capacity in these systems. Refurbishment of the sewage treatment works is also required.

1.9 Congestion caused by indiscriminate car parking on Cork Street and heavy commercial through traffic are major problems. The introduction and enforcement of the parking bye-laws should ease parking problems and the eventual construction of the proposed bypass should eliminate much of the through traffic.

1.10 Mitchelstown is an important town in that it has many features of architectural and historical interest, including two formal town squares and a number of prominent public buildings closing vistas along principal streets in the town.

Zoning Policy

2.1 The Council's basic policy for Mitchelstown is its consolidation through an orderly development of properly serviced lands and a reduction in the amount of ribbon building on roads outside the town. The zoning provisions are shown on Maps 2 and 3 and are subject to the definitions given in the introduction relevant to Chapter 8 (See paragraphs 8.0 to 8.11 inclusive).

FIG. 2 : Mitchelstown – Zoning

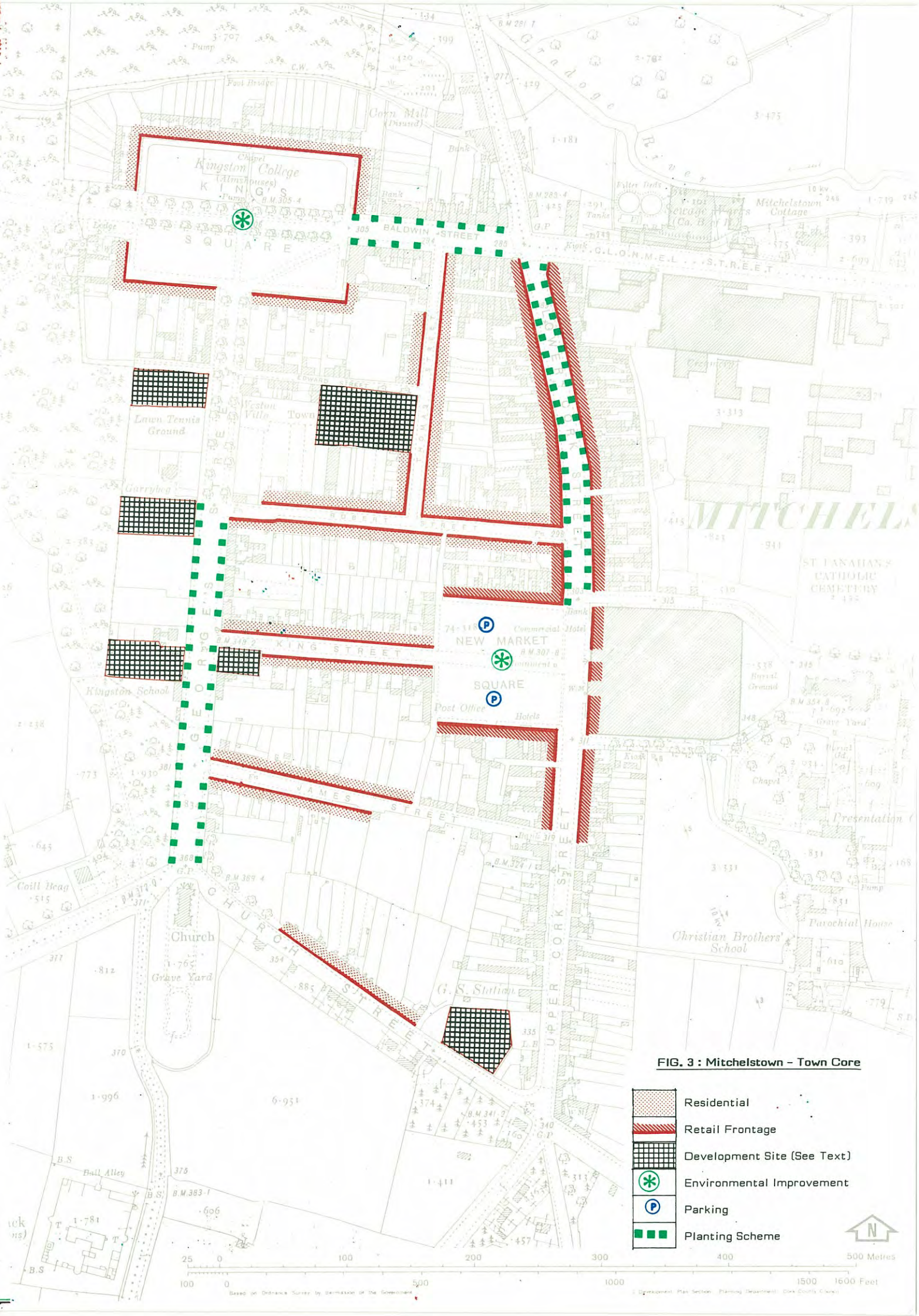


FIG. 3 : Mitchelstown – Town Core

- Residential
- Retail Frontage
- Development Site (See Text)
- Environmental Improvement
- Parking
- Planting Scheme

Policies & Proposals

3.1 The Council has designated Mitchelstown a "heritage town" and has had an architectural study undertaken, which confirms its status. Any new developments or rehabilitation schemes in the town will be strictly controlled in keeping with this status.[1]

3.2 The exact route of the proposed by-pass will be defined and land reserved accordingly. However, construction work will not commence within the plan period.

3.3 An investigation of the town's drainage system (foul and storm) is currently under way. This will identify measures necessary to improve the network and provide additional capacity. A new water supply scheme costing £1.0m. which would give the town a reserve capacity of 0.2 m.g.d., has been designed. The Council will endeavour to ensure that improvements in both services will be initiated before the end of the plan period.[2]

Town Core Area

3.4 Quantitative estimates of grocery shopping needs indicate that some spare capacity i.e. c. 5,500 sq. ft. (net), in excess of present commitments (i.e. existing and approved) may be available in the town over the next five years.[3]

3.5 The town has a number of fine traditional shopfronts and it will be the Council's policy to retain and preserve such features.[4] New shopfronts will be strictly controlled as will advertising signs on buildings fronting New Market Square and will be limited to the sizes etc., specified in the regulations.[5] The Council's Planning Department will be glad to discuss and advise on such matters with prospective developers.

3.6 A number of parking and environmental improvements schemes will be carried out during the plan period, subject to the availability of finance, namely:-

(a) New Market Square - the car parking area will be kerbed and resurfaced, a casual trading area provided, planting schemes will be prepared and the land entering the square from the south-west will be made into a cul-de-sac to allow for safer pedestrian access from James St., and car parking arrangements will be also rationalised.

(b) Lower Cork Street - car parking will be controlled by delineating and by remodelling the footpath. An investigation will be made of other possible environmental improvements.

1 Mitchelstown Heritage Town, Housing Research Unit, U.C.D., 1984.

2 Refer to Chapter 5 - Infrastructure

3 Refer to Chapter 4 - Retailing

4 Free leaflets by An Foras Forbartha are available from the Council on "Old Shopfronts and their features" and "Maintenance and Repair of old shopfronts"

5 Local Government (Planning and Development) Regulations, 1977 S.I. No. 65 of 1977.

(c) King's Square - will be environmentally improved by a number of measures including renewal of the footpaths, provision of some seating, additional tree planting and minor realignment to some of the carriageways.

(d) Georges Street and Baldwin Street - improvement schemes will be carried out on these approach roads to King's Square. On George's St., an avenue of trees will be reinstated for the entire length of the street and car parking bays will be demarcated.

3.7 The Council will ensure that in the case of new building or alterations within the older part of the town, the existing character of the particular street and the town itself is maintained by paying attention to the proportion,heights, massing and materials of surrounding buildings. In the main, existing building lines, roof pitches and window details should be maintained in both new developments and infill schemes.

3.8 Opportunities for infill development and the consolidation of existing uses exist along Edward, Robert and James Street and along Church Street. A number of development sites are available along Georges Street (See Fig. 2), these sites are suitable for office or housing developments only.

Western Sector

3.9 This area west of the Town Core and the Cork-Dublin National Primary Road (N8) has limited development potential, due in the main to the lack of serviced land and the proximity of existing industrial and agricultural land.

3.10 New industrial sites are available on the I.D.A. holding of c. 4 ha. off the Limerick Road. The Council has six sites for small industries available at Cloonlough.

3.11 Direct frontage access onto the N8 outside the speed limits will be curtailed and ribboning prevented outside the set development limits on other roads.

North Eastern Sector

3.12 This area bounded by the N8 to the north and west and by the Ballyporeen road to the south is seen as the main priority area for housing over the plan period. A Tree Preservation Order will be prepared for the trees around Ballinwillin House. A neighbourhood plan, detailing the layout and land uses of this area, will be prepared as a guide to its future development.

South Eastern Sector

3.13 This area bounded by the Ballyporeen Road, the town core and the Cork-Dublin Road, has potential for fairly extensive housing developments.

3.14 Residential land between Mulberry Lane, Brigown Road and the V.E.C. School can be developed for housing. Three access points will be preserved. Any proposed development within this area will be subject to its fitting into an overall layout for the entire residential zone.

3.15 Lands between the Old Station Road and the N8, which are convenient to the town can only be developed when essential water supply improvements are made for this area. These may fall outside the plan period. If not, a new access to the lands from Brigown Road together with closure of the Station Road at its northern end, or alternatively a roundabout at that location will be an essential pre-requisite to large scale development.

3.16 Lands to the rear of the semi-detached houses opposite Brigown Church are extensive. These ½ acre plots could be economically serviced to accommodate infill in an order manner. The Council will play an active role in ensuring that this happens. Accordingly, piecemeal development of the rear gardens through existing driveways will be prohibited.

3.17 Development will be discouraged on the east side of Mulberry Lane, from the entrance to St. Fanahan's Well to Ballyporeen Road so as to maintain the unspoilt and scenic rural landscape.

3.18 A Tree Preservation Order is being prepared for the double row of trees leading to and surrounding St. Fanahan's Well. Further restoration works on Brigown Abbey are also planned.

3.19 The car park opposite the Catholic Church will be kerbed. Some tree planting will be undertaken to environmentally improve the area. The footpath on the northern side of the road leading from New Market Square to the Church will be improved, and efforts made to preserve the arched gateway by having it relocated nearby. These works will be dependent on the availability of finance.

DONERAILE

1.0 Doneraile, like Buttevant, is a small, attractive County town with a current population of c. 900. It is situated in scenic countryside and is dominated by Doneraile Forest Park, which confers a potentially significant tourism role on the town. The Council intends to exploit this to the benefit of the town in co-operation with other public agencies.[1]

1.1 While the town is largely compact and well-defined, it owes a lot of its renewal to the Council's infill housing policy which has contributed to Doneraile's above average growth performance. A divergence of public and private house location patterns is very evident in the considerable ribboning that has occurred both to the north and south-west of the town (See Map 1). This trend, if it continues, will result in an undesirable social stratification within the town. Efforts will be directed to achieving a better mix of housing in the town and controlling ribbon building outside it.

1.2 Doneraile's relative remoteness from the national road network may inhibit the attraction of new firms when the town is compared with Buttevant. Consequently, locally sourced activities aimed at generating employment opportunities from the town's considerable tourism resources will be necessary. Employment created in both Buttevant and Mallow could also provide accessible jobs to at least some of the town's workforce.

1.3 Like Buttevant, the town's sanitary infrastructure is limited in capacity and, in the case of water supply, could jointly benefit with Buttevant from proposed regional network improvements during the plan period. Plans are on hand to upgrade the town's sewerage system, providing spare capacity for an extra 20 dwellings[2] towards the latter stage of the plan. The current deficiencies will not prevent other developments e.g. proposed touring caravan park from proceeding.

1.4 Development proposals, some of which have already been referred to elsewhere , are indicated in Map 1 and will constitute the principal elements of the plan.

1 Refer to Chapter 3, Tourism, Recreation and Amenities.

2 Accounting for approx. 66% of estimated need.

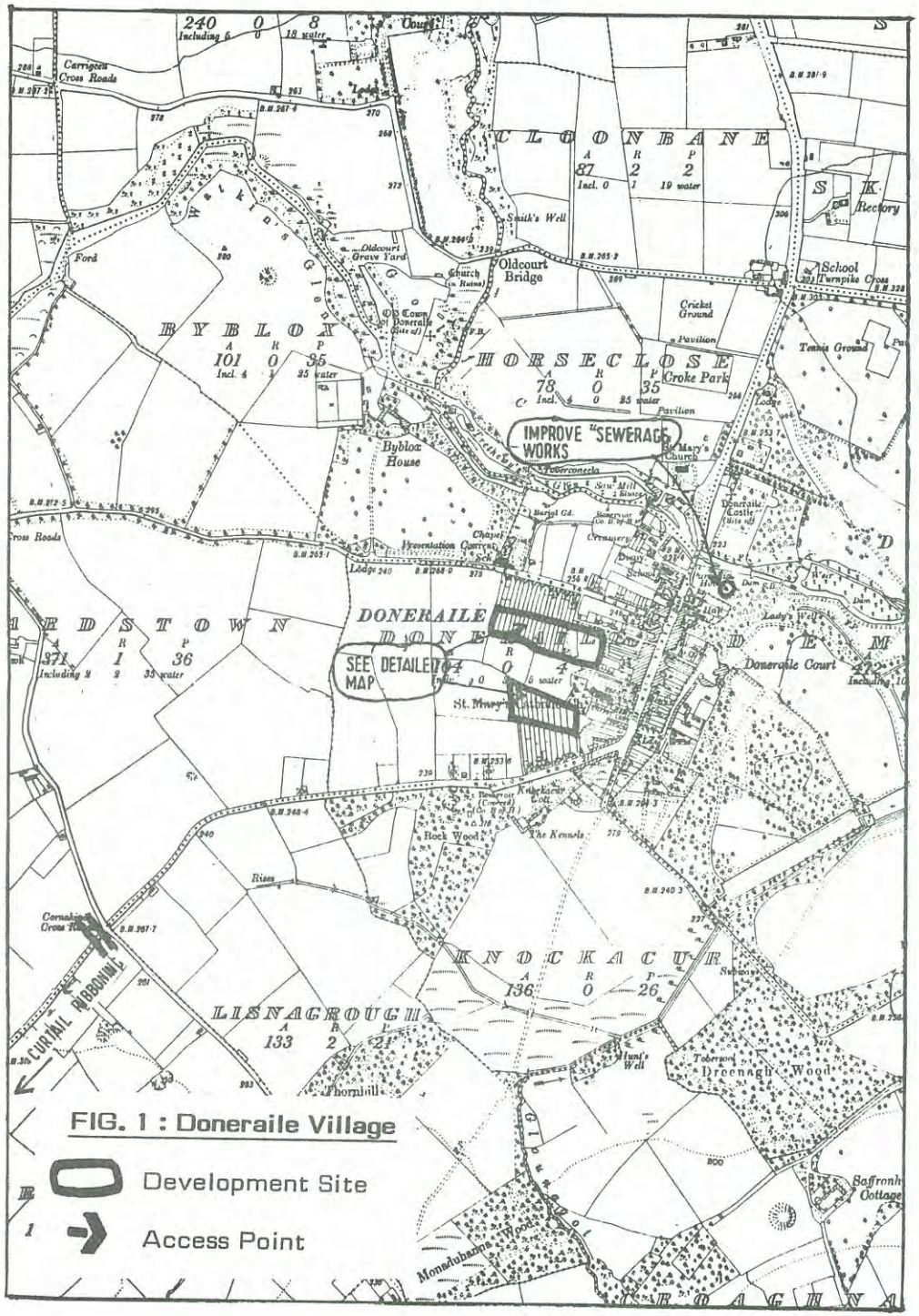
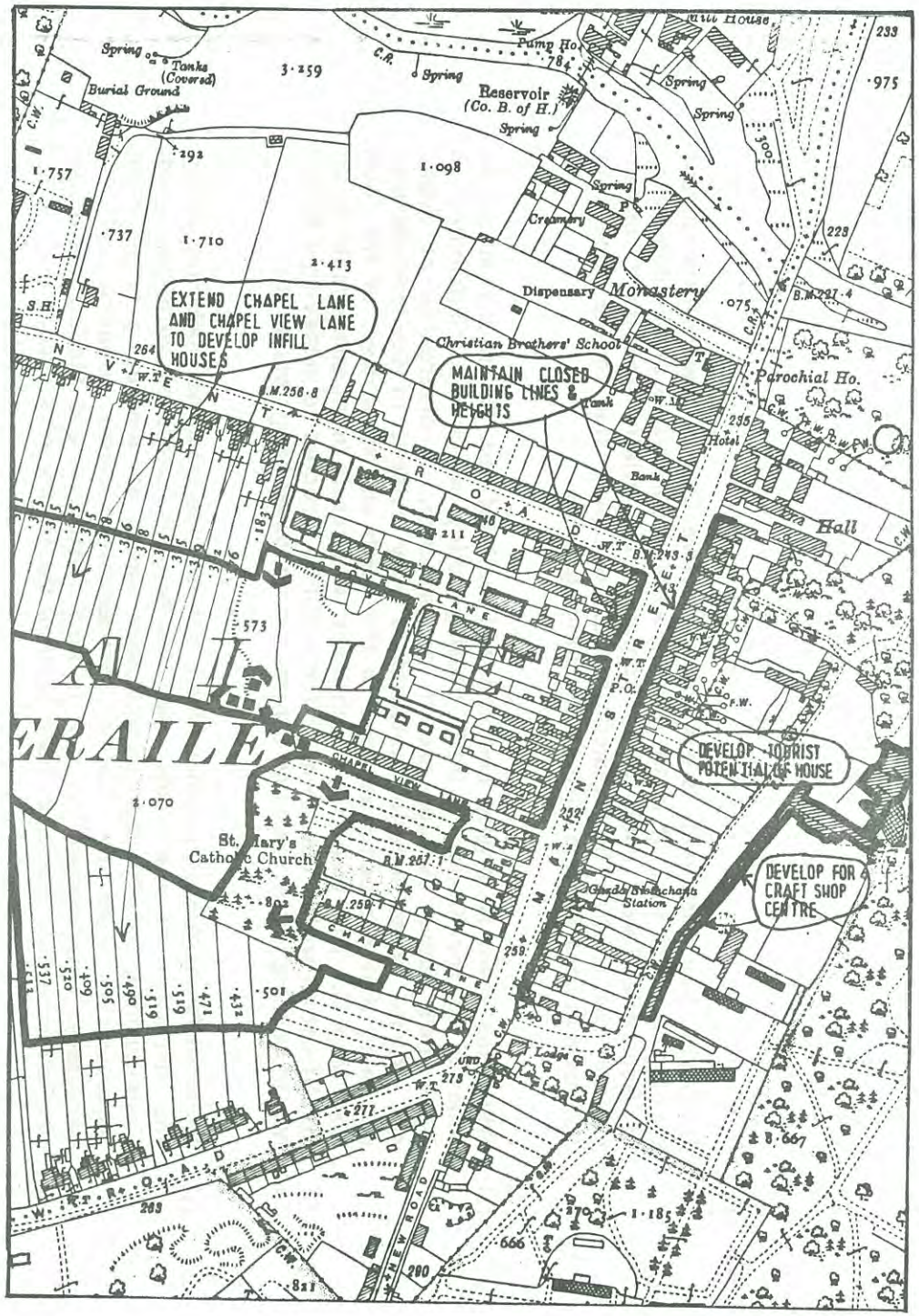


FIG. 1 : Doneraile Village

Development Site

Access Point



BUTTEVANT

1.0 Buttevant with a population of c. 1200 inhabitants has the potential to act as a small service and employment centre for its rural catchment. The town can also contribute to tourism growth based on the Blackwater Valley. The Council is committed to promoting Buttevant's expansion.

1.1 The town has grown slowly over the past ten years and further expansion is likely to be gradual with an estimated need for approx. 40 extra dwellings over the next five years.

1.2 Buttevant is a fairly compact, well-defined town, with some ribboning evident on the Doneraile and Grange Roads. The Council's house building programme has consolidated the town and further proposals for lands at New Street and Main Street will continue this. The Council may consider the disposal of land at New Street for private sites.

1.3 Employment in the town has been disproportionately affected by the closure of a building firm. However, some replacement employment has been provided and the Council has itself recently acquired a 4 ha. site for small industry. Together with the I.D.A. site of c. 2 ha. to the south of the town, this puts Buttevant in a competitive position to attract further employment.

1.4 Buttevant is situated on the Blackwater Valley Drive. The Franciscan Friary in the town, and Ballybeg Abbey to the south, are featured in the brochure. The town's tourism potential in conjunction with that of nearby Doneraile, could be further enhanced by constructing a riverside walk along the west bank of the Awbeg River and linking Buttevant Castle and the attractive Church of Ireland chapel.

1.5 The town, which has a planned layout and fine townscape, contains a number of important buildings and landmarks worthy of preservation.[1] The Old Market House should be renovated and a suitable use (e.g. craft or exhibition centre) found for it.

1.6 Limitations in both the water supply and drainage facilities will require improvements to be made if Buttevant is to realise its potential. Such improvements should, however, be possible in phase with development requirements and subject to the availability of finance.

1.7 Improvement of the N.20 to the south of the town is desirable. However, it is suggested that the alternative options of either total re-alignment or simple widening of the existing road be considered in the context of impact on traffic speed, townscape and cost.

1.8 The principal development proposals are outlined in Fig. 1, and show the opportunities for infill and renewal.

[1] Refer to Chapter 9, Development Controls & Standards, Table 5(d).

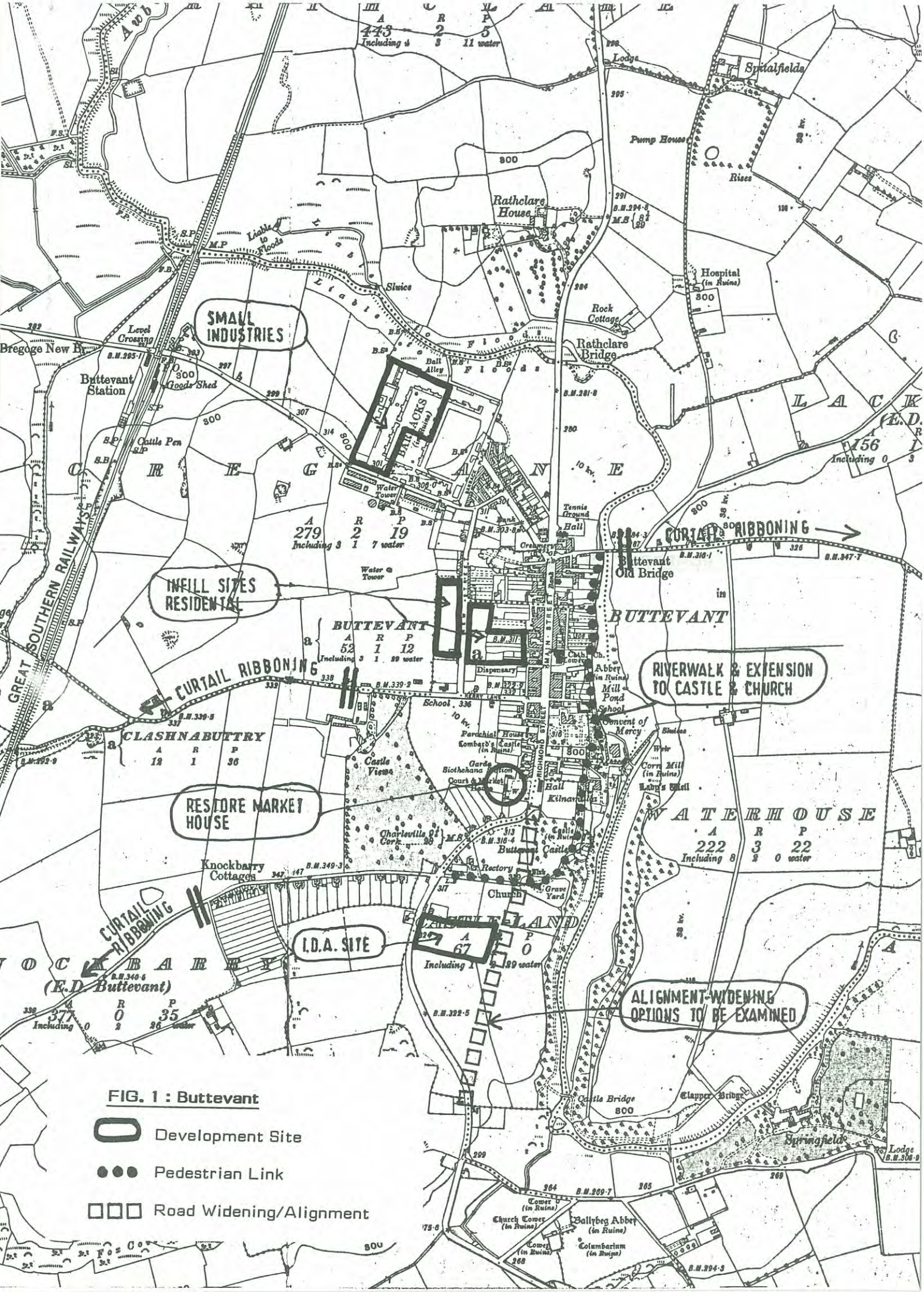


FIG. 1 : Buttevant

Development Site

Pedestrian Link

Road Widening/Alignment

BOHERBOY VILLAGE

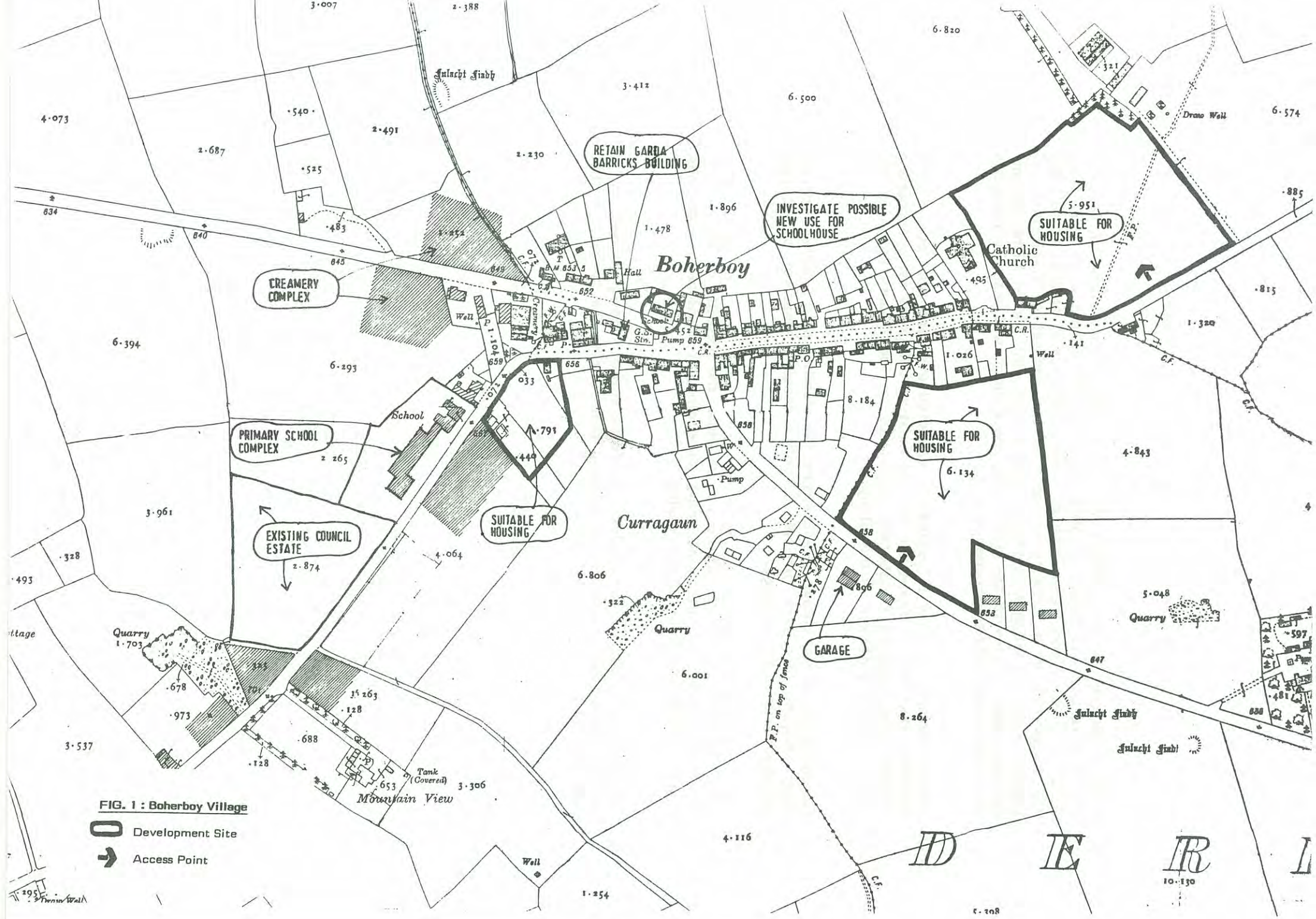
1. With a steadily growing population, now c. 400, a good range of facilites for its size and a strategic location on the R.577 linking north west Cork with the Castleisland/Tralee area of Kerry, Boherboy is considered suitable for designation as a "priority village". In the context of stabilisation of population in the village's immediate rural catchment and in Kishkeam and Ballydesmond villages to the north-west, the Council will promote Boherboy as a local service and employment centre.

2. With a modest increase in population expected over the plan period it is desirable that this be chanelled into the existing village so as to encourage renewal and counteract ribboning tendencies on the County roads to the north-east and south-west of the village.

3. Consolidation of the village should ensure the viability of it's present service level. Beyond this, it is difficult to define specific measures to increase job opportunities at this stage.

4. While an adequate water supply is available, the capacity of the sewage treatment works is limited and could, depending on development demands, require upgrading during the plan period.

5. Development proposals are, unless otherwise stated, shown on Map 1. It will be the Council's intention to achieve them during the period of this plan.


RETAIN GARDA BARRICKS BUILDING
INVESTIGATE POSSIBLE NEW USE FOR SCHOOLHOUSE
SUITABLE FOR HOUSING
CREAMERY COMPLEX
PRIMARY SCHOOL COMPLEX
EXISTING COUNCIL ESTATE
SUITABLE FOR HOUSING
SUITABLE FOR HOUSING
GARAGE
Boherboy
Curragaun
Catholic Church
Hall
School
Creamery
Pump
Quarry
Quarry
Quarry
Mountain View
Tank (Covered)
Drain Well
Well
Inlucht Fiadh
Inlucht Fiadh
Inlucht Fiadh
P.P. on top of fence
FIG. 1 : Boherboy Village
Development Site
Access Point

LISCARROLL VILLAGE

1.0 Situated 9.0 km. north-west of Buttevant, Liscarroll occupies a strategic position in an area of declining rural population. In contrast, the village has exhibited a relatively considerable population increase compared to other villages in this part of North-West Cork. Furthermore, it's local accessibility and facilities make it suitable for designation as a "priority village", which will help to counter decline in the hinterland area.

1.1. It's current population of c. 280 is planned to grow to c. 300 by the end of the plan period, 1991. Encouragement will be given to the realisation of infill housing opportunities rather than to a continuation of ribboning on the main approach roads. Involvement of the Rural Housing Organisation could be seen as a possible means of attaining both objectives.

1.2 The creation of further employment opportunities, involving the co-operation of the active local community, will be pursued by the Council with an investigation made of locally sourced initiatives.

1.3 Liscarroll Castle and the attractively situated village, together with the undulating, rock-outcropping terrain impose restrictions on the availability of suitable sites for development. However, sufficient land has been identified (See Map 1) to cater for anticipated needs.

1.4 While water supply is currently adequate and was improved further in 1985, some improvements in the village's sewage treatment works is desirable. Consideration will be given, subject to the availability of finance, to achieving these during the plan period.

1.5 Development proposals are, where not already indicated, shown on Map 1. It is the Council's intention to implement these during the plan period.

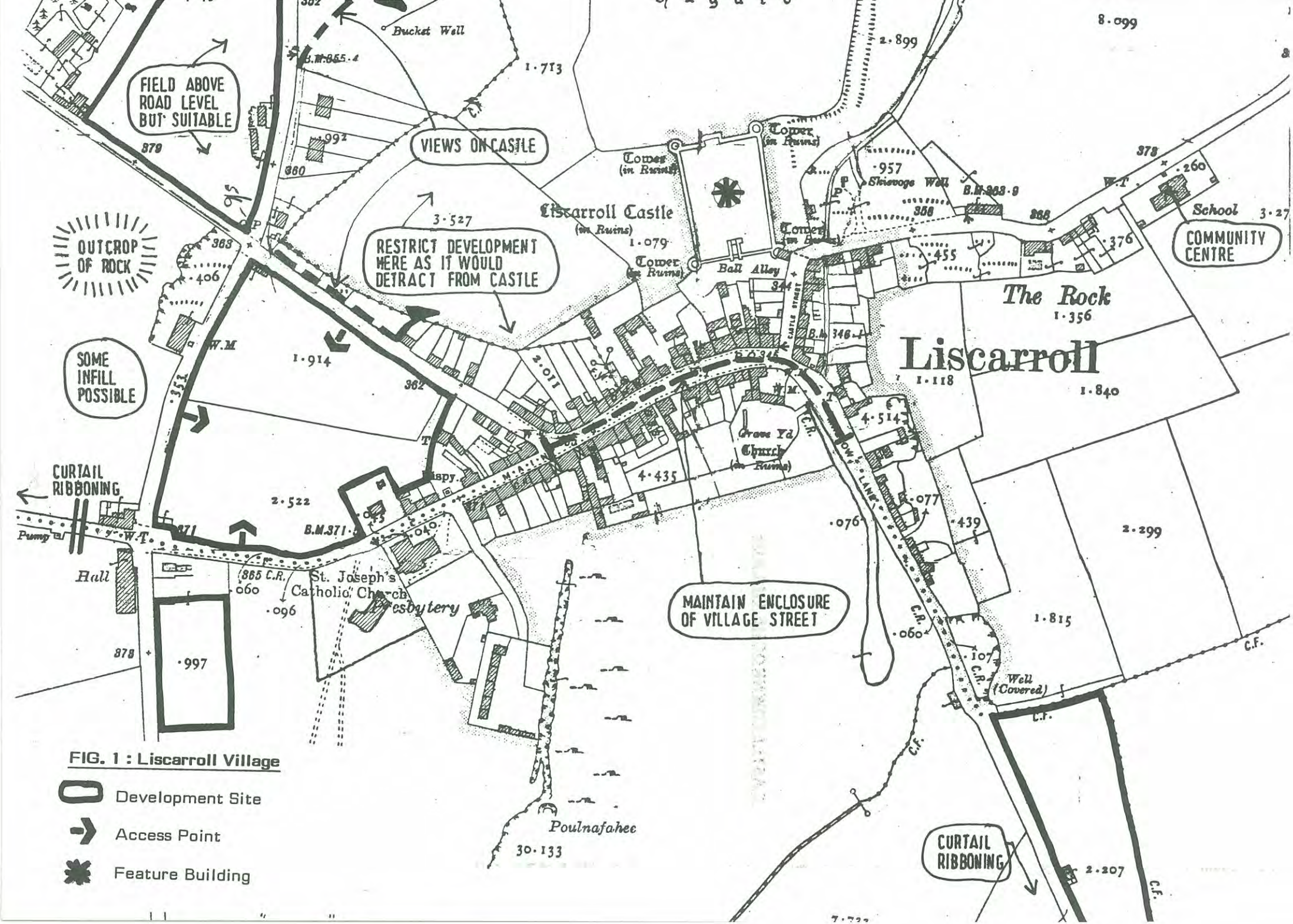


FIG. 1 : Liscarroll Village

Development Site

Access Point

Feature Building

CASTLETOWNROCHE VILLAGE

1.0 This attractive village with a current population of c. 466, is situated on the main route of the Blackwater Valley Drive, the N.72. It's role as a local service and employment centre could benefit from this locational advantage. The Council will assist the active local community in further enhancing the village and developing, where possible, new employment opportunities.

1.1 A modest increase in population over the plan period is expected. It is hoped that the village's compact urban form will be maintained and demand channeled into the renewal and infilling of derelict or vacant sites in the village rather than by ribboning, outside.

1.2 Such renewal could help to strengthen the inherently attractive "streetscape" of the village. Care should also be taken to protect the views of important feature buildings e.g. Church of Ireland chapel and Castle Widenham (Blackwater Valley Castle).

1.3 Castletownroche is convenient to some of the Blackwater Valley's more impressive features viz., Annesgrove Gardens and Bridgetown Abbey. While public access is available to both, it is particularly unfortunate that the village's most immediate attraction - the castle - is not currently accessible or visible from close quarters. Local efforts in providing a scenic riverside amenity are indicative of the response that is necessary to achieve enhanced public facilities.

1.4 Improvements planned for the water supply system this year will provide a sufficient reserve to accommodate anticipated development needs for some time to come. An improved sewerage system, including treatment works, is required and should, subject to the availability of finance, be constructed during the plan period. A reservation for a re-aligned N.72 will be maintained well south of the village. [1]

1.5 Development proposals are for the most part shown on Map 1. It will be the Council's intention to achieve them during the period of this plan.

[1] Refer to Chapter 5, Infrastructure.

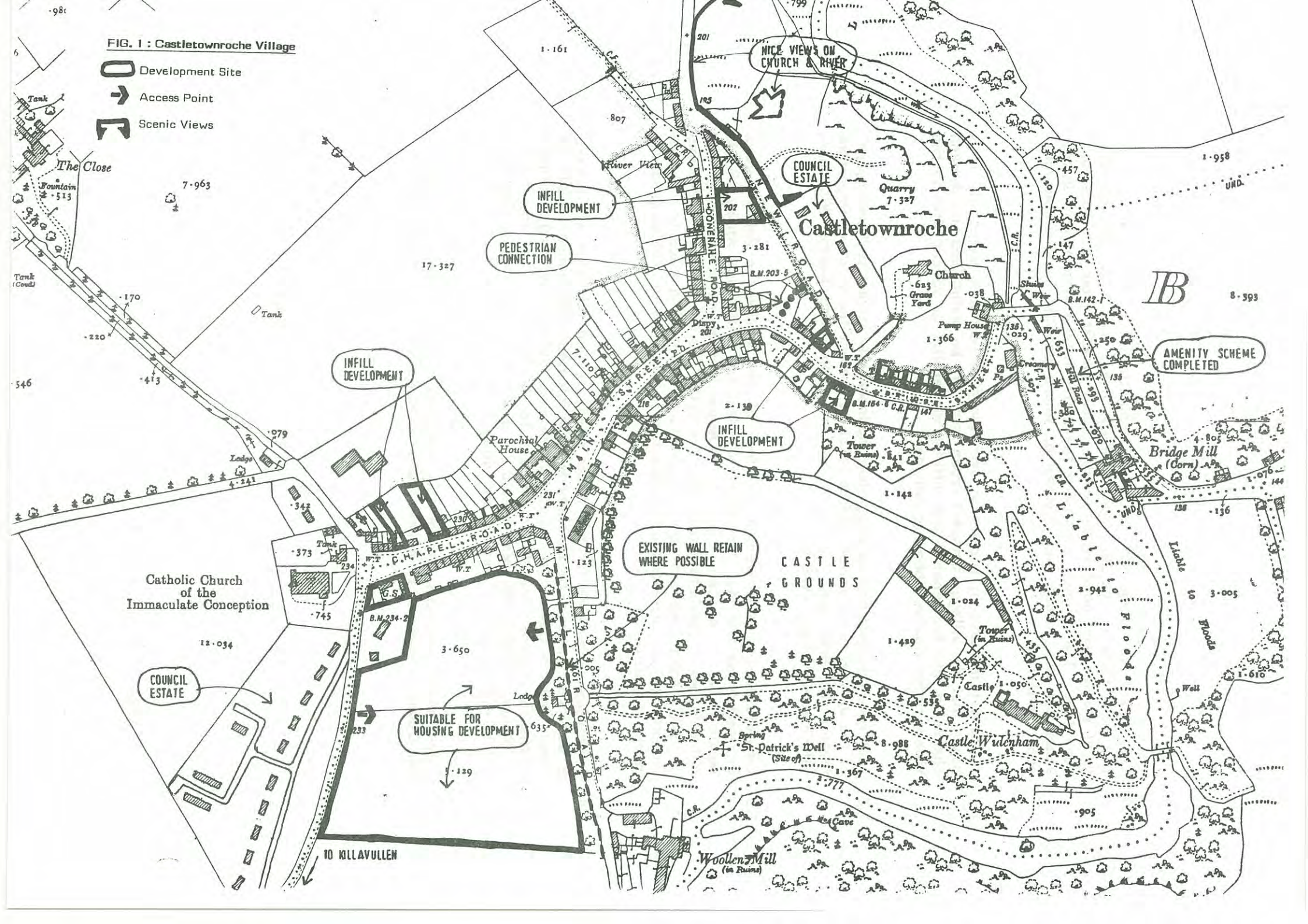


FIG. 1 : Castletownroche Village
Development Site
Access Point
Scenic Views
NICE VIEWS ON CHURCH & RIVER
COUNCIL ESTATE
INFILL DEVELOPMENT
PEDESTRIAN CONNECTION
Castletownroche
Quarry
Church
Grave Yard
Pump House
Creamery
AMENITY SCHEME COMPLETED
Bridge Mill (Corn)
Tower (in Ruins)
Parochial House
INFILL DEVELOPMENT
INFILL DEVELOPMENT
EXISTING WALL RETAIN WHERE POSSIBLE
CASTLE GROUNDS
Catholic Church of the Immaculate Conception
COUNCIL ESTATE
SUITABLE FOR HOUSING DEVELOPMENT
Castle
Castle Widenham
St. Patrick's Well (Site of)
Woollen Mill (in Ruins)
Cave
Liable to Floods
TO KILLAVULLEN
The Close
River View
Lodge
Tank
Fountain

CONNA

1.0 Conna is an attractive village, pleasantly situated in the scenic valley of the Bride River some 17 km. south east of Fermoy and close to the County Waterford boundary. It has developed an important role as a local employment centre, largely due to the efforts of the local community, and has also the potential to benefit from tourism promotion in North Cork. Consequently, the Council considers Conna to be worthy of designation as a "priority village".

1.1 Although too small - less than 200 inhabitants-to be recorded, the characteristics of population change in the surrounding D.E.D. show that the area has grown at a steady rate over the 1971-1981 period and in excess of the North Cork average.

1.2 The linear form of the village has been exacerbated by ribbon development along the Knockmourne and Aghern roads. This is considered undesirable, particularly in the former instance, and the Council will endeavour instead to stimulate cluster type housing near the village centre (See Fig. 1).

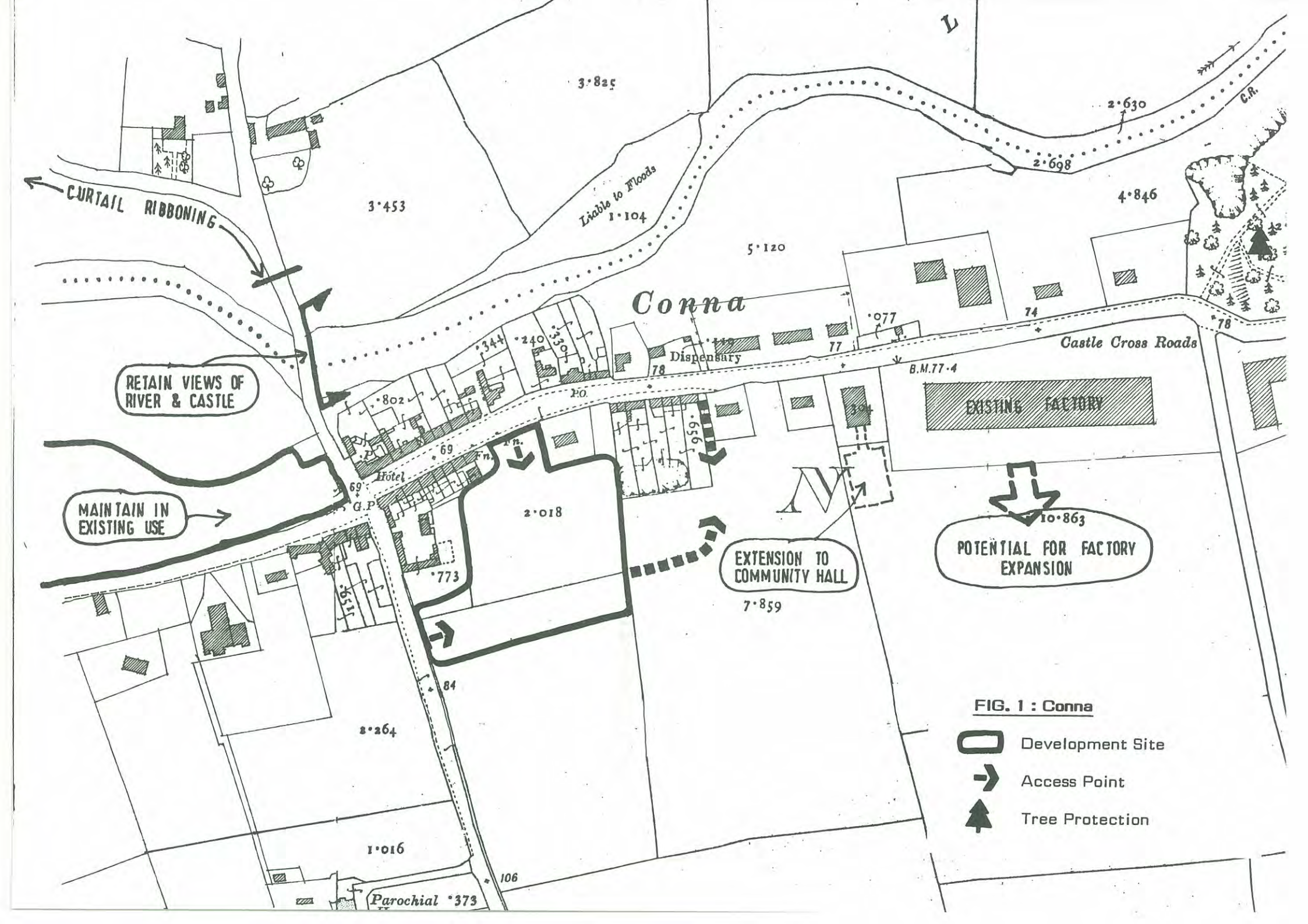
1.3 As stated earlier, the actions of the local community council have facilitated the establishment of two manufacturing companies on the village's industrial estate. Further site capacity exists for additional development. Some further local employment is provided by an agricultural co-operative. The Council will assist the efforts of the community council, where possible, inconsolidating the village's employment role.

1.4 Due to its scale and proximity to Tallow in County Waterford, Conna has a limited but adequate service function. The existence of a community hall further enhances the process of community development.

1.5 The village is featured in the Blackwater Valley Drive tourism project and with it's impressively sited 16th tower house has the potential to attract visitors. Promotion of angling on the River Bride, which has been undertaken as part of this project, should also benefit the village. The development of riverside facilities will ensure that the most is made of these opportunities. In this regard, the Council will endeavour to assist local efforts aimed at exploiting these resources.

1.6 Because of it's scenic location, some attractive views of the rivers and surrounding countryside are worthy of protection (See Fig. 1). Retention of the trees adjacent to the castle is also desirable and the development of a picnic area in its vicinity should be considered.

1.7 The public water supply, which presently utilises the Co-Op source, will ultimately be replaced by the Conna Regional Water Supply Scheme. At present, it is estimated that a reserve capacity of some 20,000 gallons per day exists. The public sewerage system, which includes a communal septic tank, has a capacity to serve some 25 additional houses.


CURTAIL RIBBONING
RETAIN VIEWS OF RIVER & CASTLE
MAINTAIN IN EXISTING USE
Conna
Liable to Floods
Dispensary
Castle Cross Roads
B.M.77·4
EXISTING FACTORY
EXTENSION TO COMMUNITY HALL
POTENTIAL FOR FACTORY EXPANSION
Hotel
G.P.
P.O.
Parochial
3·825
3·453
1·104
5·120
2·630
2·698
4·846
2·018
7·859
10·863
2·264
1·016
FIG. 1 : Conna
Development Site
Access Point
Tree Protection

WATERGRASSHILL

1. Watergrasshill is situated on the National Primary Route Cork - Dublin, halfway between Cork and Fermoy. The village is seriously affected by heavy through traffic. As a result of good accessibility and the availability of level sites, it forms an attractive location for warehouse development.

2. Watergrasshill is located on the boundary between South Cork and North Cork and consequently the village proposals will be included in both area plans.

3. The population has been virtually static over the 1971-1979 period and grew at a marginal rate between 1979 and 1981 to a size of 202 persons in 1981. Council housing development has been marginal over the past decade.

4. The water supply would allow for a modest increase in demand which seems just adequate for the plan period. A new sewerage scheme has been proposed for Watergrasshill and this may be provided during the plan period.

5. A relief road has been proposed on the western side of the village, but the route may have to be adjusted as a result of development on the reserved line. There is also a problem of access for heavy traffic to industries east of Watergrasshill. This road should be upgraded and a new link to the main road is desirable. Implementation of these improvements will be dependent on the availability of the necessary finance.

6. It is proposed to encourage housing development north-east of the village, with access from the County road. When the relief road has been completed a further access point from the Dublin road can be considered. Frontage and cluster development will be permitted to the south-east of the village as far as the stop limits.

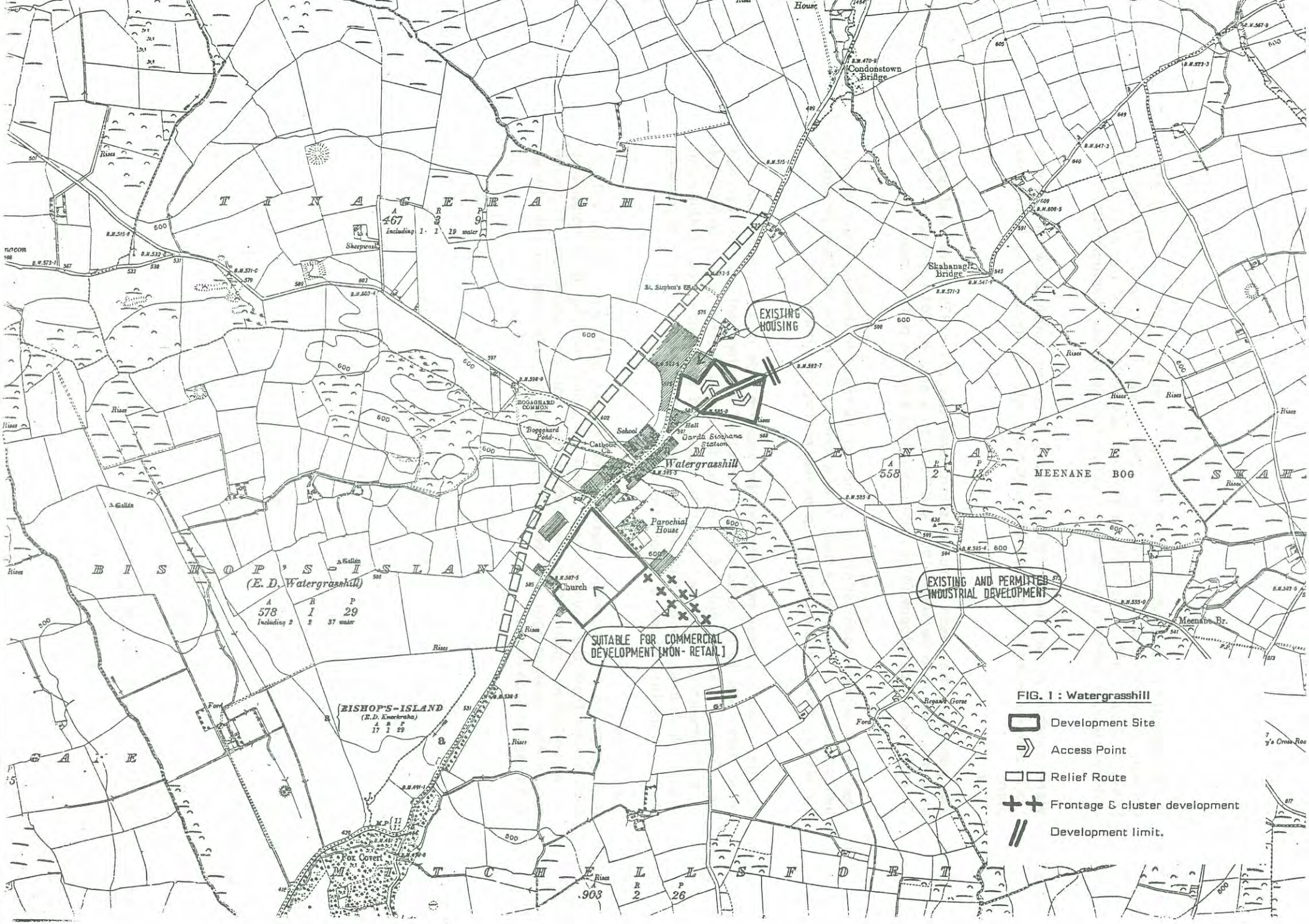


FIG. 1 : Watergrasshill

Development Site

Access Point

Relief Route

Frontage & cluster development

Development limit.

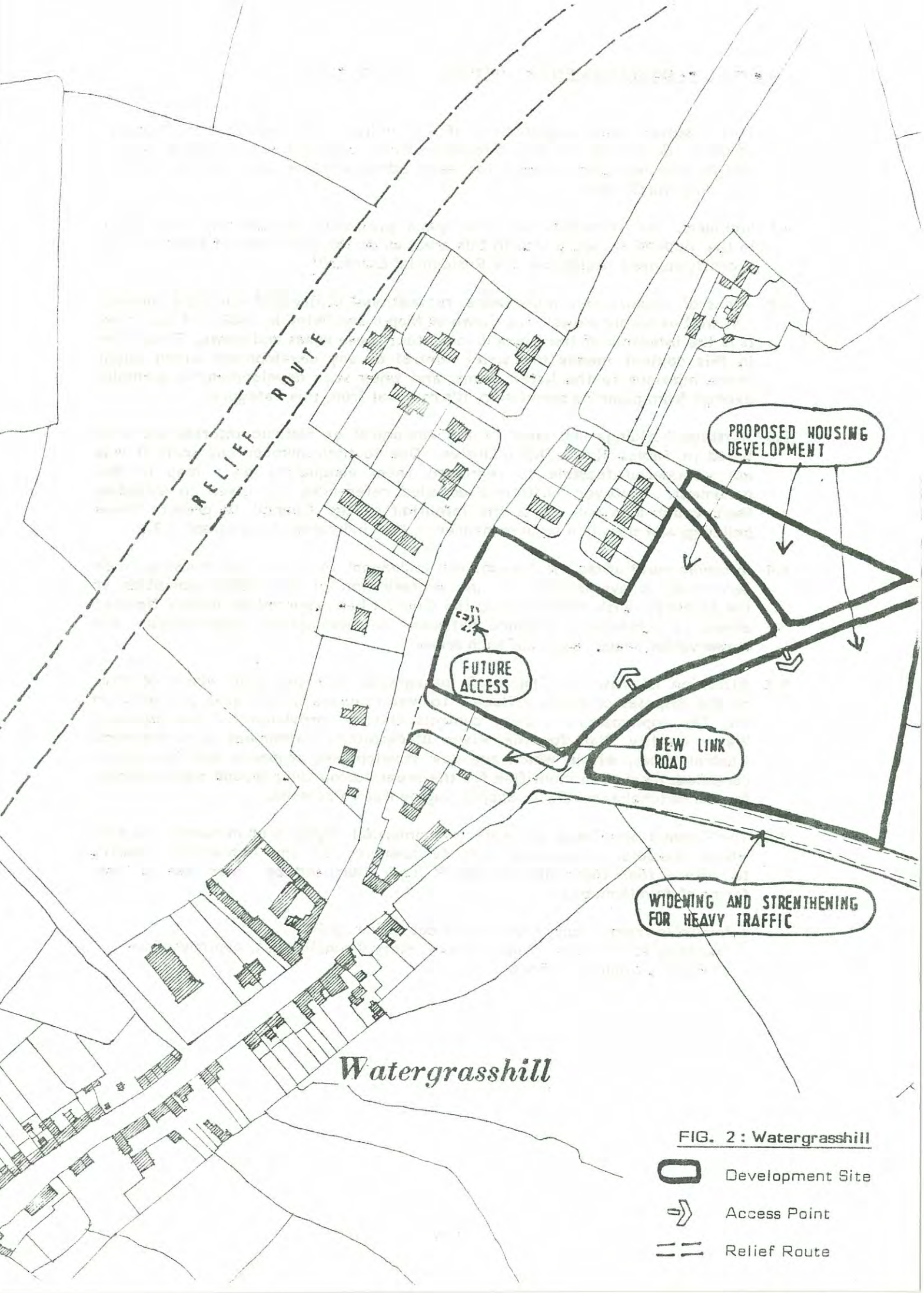


FIG. 2 : Watergrasshill

CHAPTER 9 : DEVELOPMENT CONTROLS & STANDARDS

9.0 This Chapter takes cogniscance of the policies outlined in the "County-at-large" document. These policies over-ride and dictate to a large extent the location-specific policies for each administrative area of the County, including North Cork.

9.1 Similarly, the standards on open space provision, car parking etc., given in the Appendix, apply also to this area, as do the provisions of the Council's recently revised "Guidelines for Residential Estates"[1].

9.2 Areas of visual/scenic importance, recreational utility and scientific interest - as well as scenic views - are shown on Map 6 and listed in Table 1-4 inclusive. It is the intention of the Council to protect these areas and views. Protection in this context means the strict control of any development which might prove injurious to the listed items, and when such development is normally exempt from planning permission, it's removal from this category.

9.3 Heritage buildings and sites of archaeological or historic interest are also listed in Tables 5(a) - 5(d) inclusive. Due to their number and scale it was not considered feasible to represent them adequately on a map in this document. However, sufficient detailed references are given to establish their exact location. It is the intention of the Council to protect these buildings and sites in a similar manner to that indicated in paragraph 9.2.

9.4 In scenic rural areas the Council will endeavour to ensure that housing, when permitted, is sympathetic to the preservation of the visual amenities of the locality. With this in mind, the Council has prepared an Advice Notice[2] aimed at achieving a balance between the development opportunities and conservation requirements of such areas.

9.5 Attention is drawn to Chapter 5 (paragraphs 5.23 and 5.26) where controls on the disposal of trade effluents to watercourses in the area are referred to. The application of these controls and the provisions of the proposed Water Quality Plan for the River Blackwater's catchment is re-iterated. Control zones, within which any new development proposals will be strictly curtailed, have been identified for the areas surrounding ground water sources for the Mitchelstown Water Supply Augmentation Scheme.

9.6 The Council also hopes to protect commercial deposits of minerals and will, where possible, co-operate with landowners and the extractive industry to ensure that these are not unwittingly sterilised by other less suitable forms of development.

1 Available from County Council Offices, price £3.00.
2 "Building in the Countryside", Cork County Council, 1984, available free at County Council Offices.

MAP 6 – Amenity Controls

oooo	Scenic Route	See Item A
|||||	Area of Visual/Scenic Importance	See Item B
R	Area of Recreational Importance	See Item C
≡	Area of Scientific Importance	See Item D

N

Based on Ordnance Survey by permission of the Government

5 0 5 10 15 20 25 30 35 Kilometres

5 0 5 10 15 20 25 Miles

TABLE 1 : SCENIC ROUTES (VIEWS & PROSPECTS)

Item No.	Views to be preserved or improved
	Views from:-
A1	Mitchelstown-Kilbeheny Road to County Boundary
A2	National Primary Route between Moorepark and Mitchelstown
A3	Road adjoining Kilworth Mountains
A4	Road from Ballynamuddagh overlooking Araglin River & part of road from Ballyduff over the river
A5	Road between Fermoy and Kilworth
A6	Road between Bellevue Cross and Kilbarry overlooking Blackwater Valley
A7	Road to Coolquane
A8	Road between Castlehyde and Fermoy Bridge
A9	Road over Hollymount
A10	Road at Cregg Castle - north view of river, castle and mountains
A11	Road adjoining Ballyhooly with view to Philip Wood, Johnson Wood and Gurteen Wood
A12	Roads at Nagle Mountains and Ross River Valley
A13	Road between Knuttery and Daly's Cross Roads (continues into South Cork)
A14	Kilfinnan-Shanballymore Road
A15	Road between Mallow and Roskeen Bridge
A16	Road north of Meelin
A17	Mullaghareirk overlooking mountains
A18	Road northwards from Meelin to Rockchapel to County Bounds.
A19	Road at Taur
A20	Road west of Newmarket
A21	Mountain roads between Seefin and Nad.
A22	Roads at Mushera in the Boggeragh Mountains and roads from Mushera to Ballynagree, Lackdoha and Rylane Cross (continues into South Cork).

TABLE 2 : AREAS OR FEATURES OF VISUAL/SCENIC IMPORTANCE

Item No.	Item	Location
B4	Philip, Johnson and Gurteen Woodlands	South of Ballyhooley
B12	Blackwater Valley	Banteer to Waterford (County Bounds)
B49	Araglin Valley	N.E. of Fermoy

TABLE 3 : AREAS OF RECREATIONAL IMPORTANCE

Item No.	Item	Location
C1	Doneraile Forest Park	Grounds of Doneraile Demesne
C2	Blackwater Valley	West of Fermoy along the River Blackwater
C3	Blackwater Valley	West of Mallow along the River Blackwater

TABLE 4 : AREAS OR FEATURES OF SCIENTIFIC (HIGH AMENITY) IMPORTANCE

Item No.	Townland	Item	Interest	Value	Grid Ref.
D16	Kingwilliamstown	Ballydesmond Quarry	Geological	(N)	21.5
D19	Ballyshane/ Oldcourt	Castlepark Caves	Geological	(N)	17.11
D24	Anne's Grove	Gardens	Ecological Zoological Botanical	(N)	26.6
D33	Gortmore	Gortmore Caves	Geological	(R)	32.9
D34	Kilcolman East	Bog	Botanical and Ornithological	(R)	17.6
D97	Clonrobin	Woodland near Kanturk	Botanical	(L)	23.3
D101	Rockspring	Poulnafahee Caves (North and South)	Geological	(L)	16.1/5
D102	Castlecor Demesne	Poulnagat Cave	"	(L)	24.1
D103	Derryorgan	Clashnabrack Cave	"	(L)	24.6/11
D104	Churchtown	Poulnabrien Cave	"	(L)	16.3
D105	Kilcolman West	Kilcolman Castle Cave	"	(L)	17.6
D106	Castletownroche	Castletownroche Caves	Archaeological	(N)	26.10
D107	Grange East	Moorpark Cave	"	(L)	38.3/4
D108	Dromraham	Dromraham	"	(L)	33.4
D109	Killavullen	Kilavullen Cave	"	(R)	34.1
D110	Monanimy Lower	Poulcam Cave	"	(L)	34.1/2
D112	Knockaduff	Ileclash Caves	"	(L)	44.8
D113	Aghern East	Aghern Karot Area	"	(L)	45.4

[3] "I" donates international importance, "N", National, "R" Regional and "L" Local on this scale.

TABLE 5A : STRUCTURES & FEATURES OF HISTORIC, ARCHAEOLOGICAL, ARCHITECTURAL OR ARTISTIC IMPORTANCE VESTED IN THE COUNCIL

Item No.	Townland	Item	Value	Map Ref.
F1	Bridgetown Lower	Abbey	(N)	34.2
F2	Dromiscane	Castle	(N)	39.2

TABLE 5B : STRUCTURES & FEATURES OF HISTORIC, ARCHAEOLOGICAL, ARCHITECTURAL OR ARTISTIC IMPORTANCE IN CEMETERIES MAINTAINED BY THE COUNCIL

Item NO.	Townland	Item	Value	Map Ref.
F12	Knockanevin	St. Mologa's Church	(L)	10.13
F13	Marshalstown	Church	(L)	19.1
F14	Brigown	Church	(L)	19.4
F15	Glanworth	Castle & Church	(L)	27.10
F16	Macroney	Castle & Church	(L)	28.10
F17	Conva	Kilcummer Church	(L)	34.4
F17A	Rathcormac	Gortroe Church	(L)	44.8

TABLE 5C : STRUCTURES & FEATURES OF HISTORIC, ARCHAEOLOGICAL, ARCHITECTURAL OR ARTISTIC IMPORTANCE VESTED IN THE COMMISSIONER OF PUBLIC WORKS OR SUBJECT TO PRESERVATION OR LISTING ORDERS BY THE O.P.W.

Item No.	Townland	Item	Value	6".25" Map Ref.
E1	Kilbolane	Castle	(N.M.)	1.16.4
E2	Liscullane	Moated Site	(L.O.)	2.11
E3	Ardskeagh	Church	(N.M.)	3.14.5
E4	Tullylease	Church, Sculptured Slabs	(N.M.)	6.5.2
E5	Cloonsilagh	Ringfort	(L.O.)	6.7
E6	Labbamologa	Church & Slabs	(N.M.)	10.6.1
E7	Ballyarthur	Moated Site	(L.O.)	10.11
E8	Garrane	Moated House Site	(L.O.)	10.12
E9	Garryleagh	Ringfort	(L.O.)	11.13.2
E10	Liscarroll	Castle	(N.M.)	16.1.5
E11	Ballinvonear	Ringfort	(L.O.)	17.2
E12	Ballybeg West	The Abbey Columbarium	(N.M.)	17.13.4
E13	Buttevant	Franciscan Abbey	(N.M.)	17.9.4
E14	Cahermee	Ringfort	(P.O.)	17.4.4
E15	Carkerbeg	Ringfort	(L.O.)	17.12
E16	Killeens	Three Fulachta Fiadh	(L.O.)	17.1
E17	Ballynamona	Castle	(P.O.)	18.13.6
E18	Oldcastletown	Ringfort	(L.O.)	18.8
E19	Killeenemer	Church	(N.M.)	19.14.6
E20	Flemingstown	Five Fulachta Fiadh	(L.O.)	19.11
E21	Gurteenard	Castle	(N.M.)	23.15
E22	Paal East	Kanturk Castle	(N.M.)	23.14.6
E23	Ballyhest East	Monastic Site	(L.O.)	24.5
E24	Garranenageevoge	Ringfort & Annexes	(P.O.)	24.2
E25	Kilmaclenine	Church & 17th Century House	(L.O.)	24.3.6

Item No.	Townland	Item	Value	6",25" Map Ref.
E26	Clogheen	Ringfort	(L.O.)	25.12
E27	Kilcummer Upper	Barrow	(L.O.)	26.15
E27A	Labbacallee	Gallery Grave	(N.M.)	27.1
E28	Boherash	Abbey	(P.O.)	27.6/7
E29	Boherash	Friary	(P.O.)	27.6/7
E30	Boherash/Glanworth	Castle	(P.O.)	27.6/7
E31	Moneen	Cairn	(L.O.)	27.9.5
E32	Dromaneen	Castle	(N.M.)	32.11.2
E33	Dromaneen	Bawn Walls	(P.O.)	32.11.2
E34	Lackanalocha	Ringfort	(L.O.)	33.3
E35	Castlelands	Mallow Castle	(N.M.)	33.6.4
E36	Ballymacmoy	Kilavullen Caves	(P.O.)	34.1.5
E37	Reany Upper	Ringfort	(L.O.)	34.4
E38	Corrin & Coolcarrow	Hillfort & Cairn	(N.M.)	35.12
E39	Cregg North	Cregg Castle	(P.O.)	35.6.2
E40	Coole Upper	Churches	(N,M.)	36.14.2
E41	Drishane More	Drishane Castle	(N.M.)	39.6.5
E42	Shanacloon	St. Abban's Grove (Cairn, 3 Ogham Stones)	(L.O.)	41.7
E43	Castlebarrett	Castle	(P.O.)	42.6.1
E44	Greenhill	Ogham Stone	(N.M.)	42.6.7
E45	Island	Wedge Grave	(N.M.)	42.11.3
E46	Mourneabbey	Abbey	(P.O.)	42.6.2
E47	Ballinterry	Late 18th Century House	(L.O.)	44.12.3
E48	Bushypark	Ringfort	(L.O.)	44.14.4
E49	Garryantaggart	3 Fulachta Fiadh	(L.O.)	44.16
E50	Ballyrobert	Ringfort	(P.O.)	45.3
E51	Mohera	Castlelyons Abbey and slabs	(N.M.)	45.1.5

Item No.	Townland	Item	Value	Map Ref.
E52	Kill Saint Ann South	Barrymore Castellated Mansion ruins	(L.O.)	45.1.5.
E53	Conna	Castle	(N.M.)	46.1.1.
E54	Lisnabrin South	Fulacht Fiadh	(L.O.)	46.10.3
E55	Brookpark	Group of Standing Stones	(P.O.)	48.4.2.
E56	Cloghboola Beg	Circle of Loose Stones	(P.O.)	48.7.5
E57	Tullig	Alignment	(P.O.)	48.4.4
E58	Tinageragh	Moated House Site	(P.O.)	53.6
E59	Garryduff	Ringfort c. A.D. 650-750	(L.O.)	55.1.4

TABLE 5D: ITEMS AND STRUCTURES OF HISTORIC, ARCHAEOLOGICAL, ARCHITECTURAL, OR ARTISTIC IMPORTANCE FOR PROTECTION[1] OTHER THAN THOSE PROTECTED BY THE O.P.W. OR VESTED IN THE COUNTY COUNCIL

Item No.	Townland	Item	Value	6",25" Map Ref.
F18	Milford	Village	(L)	1.16
F19	Newtown	Catholic Church	(R&L)	2.10
F20	Rathluirc	Market House	(L)	2.12
		Catholic Church	(N&L)	
		Old C. of I. Church		
		18th Century Houses	(R)	2.13
F.21	Maine South	Gibbings Grove & Lodge	(N)	3.13
F.22	Ballyhea	12th Century Church	(N)	3.13
F23	Tooreenagrena	Rockchapel R.C. Church	(R)	4.12
F24	Prohust	Prohust House	(L)	6.4
F25	Milltown	Milltown Castle 1780	(N)	7.3
F26	Cooliney	Cooliney House	(R)	7.3
F27	Dromina	R.C. Church	(L)	7.5
F28	Altamira	Late 18th Century House, good doorway, and gate lodge	(N&R)	7.13
F29	Pruntus	Castle Harrison	(L)	8.1
F30	Ballyhoura	Ballyhoura Lodge	(L)	8.13
F31	Ballinavonear	Ballinvonear House 18th Century	(N)	8.14
F32	Mitchelstown	King's Square, 1780	(I)	10.16
		Church of Immaculate Conception	(N)	
		Church of Ireland	(N)	
		King's St. east and 2 small shopfronts		
		Red painted ionic shopfront	(N)	
		New Market Square "Evans"	(L)	
		Market House 1823	(N)	

1 Protection in this context means the strict control of any development which might provide injurious to the listed items and, when such development is normally exempt from planning permission, it's removal from this category.

Item No.	Townland	Item	Value	6".25" Map Ref.
F32	Mitchelstown	Upper Cork St.		
		- O'Brien House	(L)	
		- "M. O'Brien & Son"	(L)	
		- Warehouse, Forde	(L)	
		- Lower Cork St. "W. Murphy", N.15	(N)	
		- J. Houlihan & Son	(L)	
		- Dunne, Foodmarket	(L)	
		- No. 48	(L)	
F33	Glenlohane	Glenlohane House	(R)	13.9
F34	Meelin	Catholic Church	(R&L)	14.3
F35	Demesne	Shop Front (Bloonan) Gothic Gate Lodge and Newmarket Court	(N&L)	22.4
F36	Freemount	Village	(L)	15.3
F37	Knockballymartin	Kilbrin R.C. Church	(R)	15.16
F38	Liscarroll	Village	(L)	16.1
F39	Egmont	Egmont House	(R)	16.2
F40	Creggannacourty	Cregane House	(L)	16.2
F41,42	Egmont	Egmont Lodge & Barn	(L)	16.2/3
F43	Burton Park	Country House & Lodge	(N)	16.3
F44	Churchtown	Catholic Church	(R&L)	16.3
F45	Dunbarry	Dunbarry House	(L)	16.7
F46	Mountcorbitt	Farmhouse & Stables	(R)	16.7
F47	Templemary	Smithy at Annagorp Bridge	(L)	16.10
F48	Ballygrady North	Fortwilliam	(L)	16.13
F49	" "	Ballygrady School	(L)	16.13
F50	Lisgriffin	Lisgriffin Castle	(R)	16.14
F51	"	R.C. Church	(R)	16.14
F52	Buttevant	C. of I. Church by the Pains	(N&L)	16.16

Item No.	Townland	Item	Value	6",25" Map Ref.
F52 (contd.)	Buttevant	Catholic Church 1837 incorporating earlier tower	(N&L)	
		Lombard's Castle		
		Buttevant Castle		
F53	Velvetstown	Ruined House	(R)	17.1
F54	Kilcolman West	15th Century Castle	(L)	17.6
F55	Kilbrack	Laurentium County House	(R)	17.6
F56	Ballyellis	Ballyellis House	(R)	17.10
F57	Rossagh	Early Medieval Church	(L)	17.10
F58	Corker	House, Gates Stables, & Church	(R)	17.12
F59	Ballybeg East	Springfield	(R)	17.13
F60	Waterhouse	Mediaeval clapper bridge	(R)	17.13
F61	Oldcourt	Country House Gates and Avenue		17.15
F62	Horseclose	C. of I. Church and St. Leger Monument	(L)	17.15
F63	Demesne	18th Century Doneraile Court and Demesne	(N)	17.5 & 25.3
F64	Doneraile	R.C. Church Shop Fronts Canon Sheehan's House	(R&L)	17.15 & 25.3
F65	Park South	Park House	(R)	17.16
F66	Kilbrack	Kilbrack House, Yard and Avenue	(L)	17.16
F67	Kilcolman Middle	Ballinvonear School-house	(L)	17.16
F68	Farahy	C. of I. Church Glebe House & Bridge	(N&R)	18.10
F69	Graig	Graig House	(R)	18.10

Item No.	Townland	Item	Value	6",25" Map Ref.
F70	Farahy	Bowen's Court Lodge Stables & Glebetto	(R)	18.10
F71	Kilshannig Upper	Kilshannig House	(N)	18.12
F72	Ballyenohan South	Ballyenohan House	(R)	18.12
F73	Scart	Kildorrery R.C. Church	(R)	18.12
F74	Clogher Demesne	Clogher House	(R)	18.14
F75	Shanballymore	R.C. Church, Old School, Handball Court	(R&L)	18.14
F76	Shanballymore Lower	Shanballymore House	(L)	18.14
F77	Ballyvoddy	Rockmills C. of I. Church	(L)	18.15
F78	Ballynahalisk	Rockmill Lodge	(L)	18.16
F79	Carrigdownane Lower	Stannard's Grove Gates & Obelisk	(L)	18.16
F80	Marshalstown	Mount Eagle Country House	(L)	19.1
F81	"	Bridge	(L)	19.1
F82	Ballindangan	Balynahow Bridge	(N)	19.10
F83	Castleterry	Ballindangan R.C. Church	(L)	19.10
F84	Carrig Demesne	Carrig House & Lodge	(L)	19.13
F85	Ballykenly	Ballykenly Bridge	(N)	19.14
F86	Billeragh East	Chinnaghtane R.C. Church	(L)	20.15
F87	" "	Araglin Cottage	(L)	20.15
F88	Ballydesmond	Village	(L)	21.9
F89	Ballyheen	Ballyheen Piers	(L)	23.3
F90	Springville	Springville Country House	(L)	23.11
F91	Rathmaher	House, Quarry, Lime-Kiln	(L)	23.12
F92	Paal East	Castle Park House	(R)	23.14
F93	Kanturk	Bridge	(I)	23.14
		Market House, early 19th Century	(N)	
		Catholic Church	(R)	
		Pedestrian Bridge	(R)	

Item No.	Townland	Item	Value	Map Ref.
F93 (contd.)	Kanturk	Court House	(R)	23.14
		C. of I. Church	(L)	
		Row of stone almshouses, Mallow Road: Garda Station	(R)	
		Main St.	(R)	
		Tall brick house (facing south to Strand St.)	(R)	
F94	Assolas	Castle Magner	(N)	23.16
F95	Lisduggan South	Castlemagner R.C. Church	(R)	23.16
F96	Castle Cor Demesne	Castle Cor		24.1
F97	Kilmaclenine	Medieval Deserted Town		24.3
F98	Dromin	Castlecor School & Pub	(L)	24.5
F99	Ballygiblin	B. House, 18th Century		24.9
F100	"	R.C. Church	(R)	24.9
F101	Ballylass	Ballygiblin National School	(L)	24.9
F102	Ballyclogh	C. Castle, 15th Century & 16th Century	(L)	24.11
F103	"	18th Century Monuments Catholic Church	(N&L)	24.11
F104	"	Ballyclogh House	(L)	24.11
F105	Copsetown	Abbey	(R)	24.12
F106	Castlemagner	C. of I. Church & Glebe House	(R)	24.13
F107	"	Castlemagner House, Tower & Lawn	(N)	24.13
F108	Castlelohart Demesne	Lohort Castle 15th Century	(N)	24.14
F109	Mountnorth	Mount North House	(L)	24.15
F110	Clogheen	Moated Medieval Homestead	(R)	25.2
F111	"	Clogheen House	(L)	25.2
F112	Castlesaffron	Creagh Castle Gates 19th Century House	(N)	25.4
F113	Ballydaniel East	Springfort Hall	(L)	25.5
F114	Twopothouse	Hazelwood House, Lodge & Gates	(L)	25.5

Item No.	Townland	Item	Value	Map Ref.
F115	Kilmacoom	Fort William C. House & Gates	(R)	25.6
F116	Clenor North	C. of I. Church	(L)	25.8
F117	Ballydaniel East	Beechfield House & Lodge	(L)	25.10
F118	Castle Kevin	Castle Kevin, 19th Century Folly Fortress	(R)	25.12
F119	Annesgrove	Annesgrove, Country House & Gates & Gardens	(N)	76.6
F120	Wallstown	Ballynamona Bridge & Toll House	(R)	26.1
F121	"	Wallstown Glebe House - & Church	(L)	26.1
F122	"	Wayside Cross	(L)	26.1
F123	Doonawanly	'Castle Curious' or Roches Castle (Wallstown)	(R)	26.2
F124	Ballywalter/Demesne	Trees & Gardens	(N)	26.6
F125	Ballydoyle	Trees & Gardens	(N)	26.7
F126	"	Rockvale House	(L)	26.7
F127	Castletownroche	C. of I. Church Bridge, Flour Mill	(N&L)	26.10
F128	Castlewidenham	House, 15th Century & 19th Century	(N)	26.14
F129	Kilcummer Upper	Kilcummer House	(L)	26.15
F130	Boherash	Airhill Country House	(L)	27.5
F131	Dunmahon	Dunmahon Castle	(L)	27.6
F132	Cuppage	Stone Circle or Cairn Base	(L)	27.6
F133	Clontinty	Stone Head	(L)	27.6
F134	Glanworth	Village	(L)	27.9
F135	"	Mill	(R)	27.9
F136	"	Medie val bridge & weir	(N)	27.9
F137	Manning	Manning Castle	(L)	27.10

Item No.	Townland	Item	Value	Map Ref.
F138	Ballynacarriga	Ballynacarriga House	(R)	27.12
F139	Labbacalee	Labacalee House	(L)	27.14
F140	Moorpark	Cloghlea Castle	(L)	27.14
F141	Maryville	Maryville Country House	(L)	27.16
F142	Billeragh West	Baker's Bridge	(L)	28.3
F143	Castlecooke	Medieval Castle	(L)	28.6
F144	Kilworth	Market House	(N)	28.9
		Catholic Church	(R)	"
		C. of I. Church	(R)	"
F145	Ballyderown	Castle	(L)	28.13
F146	"	Araglin Bridge & Mills	(R)	28.13
F147	"	Douglas House	(L)	28.13
F148	Billeragh East	Elizabeth's Bridge (Araglin Bridge)	(R)	28.3
F149	Kilmurry South	C. House	(R)	28.15
F150	Boherboy	Village	(L)	30.2
F151	Clonbannin East	Two Thatched Cottages	(R)	30.7
F152	Dromagh	15th Century Castle	(R)	30.8
F153	"	Coolclough R.C. Church	(N)	30.8
F154	"	C. of I. Church	(R)	30.8
F155	Duarrigle (E.D. Derragh)	Castle	(R)	30.13
F156	Derrinagree	R.C. Church	(R)	30.15
F157	Fort brady	Raith Breasail, Mediaeval enclosure.	(R/N)	31.13
F158	Banteer	Village	(L)	31.6
F159	Clonmeen	Castle, 15th Century	(L)	31.7
F160	Gougane	Clonmeen House	(N)	31.11
F161	Gearanaskeagh	Waterloo C. House & Lodge	(L)	32.6

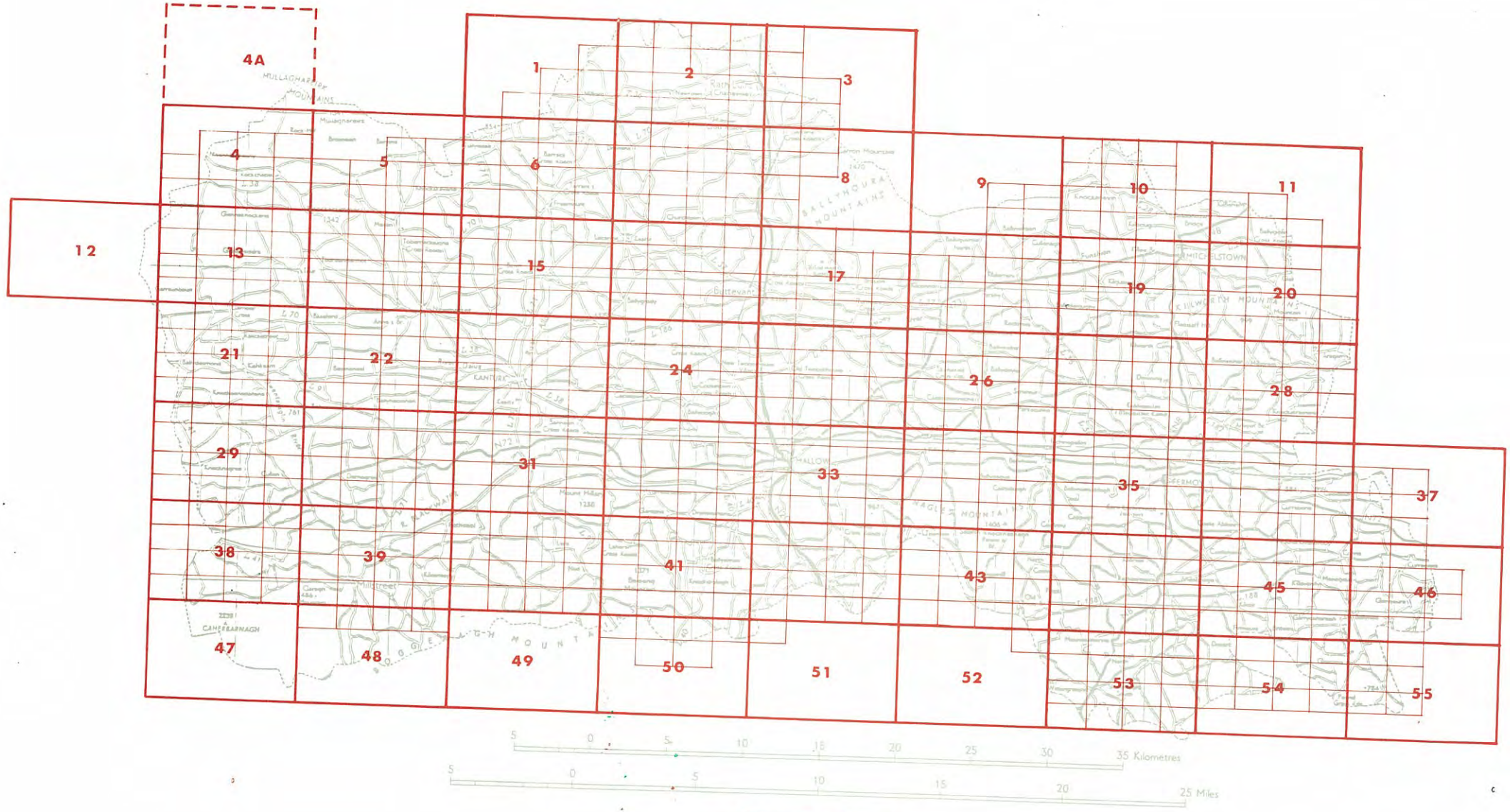
Item No.	Townland	Item	Value	Map Ref.
F162	Longueville	19th Century House & conservatory	(N)	32.7
F163	Firville West	Firville Country House	(N)	32.8
F164	Lombardstown	Lombardstown Bridge	(R)	32.10
F165	Newberry	Kilshannig C. of I. Church & Cross Slab	(R)	32.11
F166	"	Newberry House & Gates	(L)	32.11
F167	Kilvealton East	Woodfort C. House & Folly (now Immaculate, Mount Alvernia Hospital)	(N)	32.12
F168	Dromore	Newberry Manor (now Nazareth House Hospital)	(R)	32.16
F169	Kilconway	Carrig Viaduct	(R)	33.4
F170	Rockforest East	C. House & Gates	(R)	33.4
F171	Dromrahan	Dromrahan House and Stables	(L)	33.4
F172	Ballyellis	Avondlen House (now Colaiste de la Salle)	(L)	33.6
F173	Ballymagooly	Garrison C. of I. Lodge	(L)	33.7
F174	"	The Garrison Stables	(L)	33.7
F175	Quartertown Lower	Quartertown House	(L)	33.9
F176	" "	Quartertown Mills	(L)	33.9
F177	Ballygarrett	Ballygarrett House Gates	(L)	33.11
F178	Monanimy	Castle	(L)	34.1
F179	Clifford	Clifford House	(L)	34.2
F180	Conva	Convamore C. House Lodge & farm buildings	(R)	34.4
F181	Ballyhooly	Castle. St. Mary's Church	(R&L)	34.4
		Market House	(L)	
		Courthouse	(L)	
F182	Conva	Upper Convamore C. House		34.4

Item No.	Townland	Item	Value	Map Ref.
F183	Ballymacmoy	Killavullen, Ballymacmoy House, St. Nicholas R.C. Church, 18th Century Bridge	(L)	34.5
F184	Carrigacunna	Carrigacunna Castle House & Tower	(L)	34.5
F185	Creggolympry North	Cregg House	(N)	35.2
F186	Mountrivers	Mountrivers Country House	(R)	35.4
F187	Licklash	Licklash Country House	(L)	35.4
F188	Creggolympry South	Country House	(R)	35.6
F189	Castlehyde East	Castlehyde Country House and Gardens	(N)	35.7
F190	" "	C. of I. Church	(N)	35.7
F191	" "	Carriganeedy Castle	(L)	35.7
F192	Carrigabrick	Carrigabrick Castle	(L)	35.8
F193	"	Viaduct	(L)	35.8
F194	Carn Thierna	Hill Fort & Round Cairn	(N)	35.16
F195	Carrigabrick	Licklash Castle	(L)	36.1
F196	Clondulane North	Country House & Mills	(L)	36.1
F197	Careysville	Country House	(R)	36.2
F198	Ballyvadona	"Belleview" House & Viaduct	(L)	36.5
F199	Clondulane South	C. of I. Church & School	(L)	36.5
F200	" "	Clondulane House	(L)	36.5
F201	Kilmagner	School	(L)	36.11
F202	Modelligo	Modelligo C. House & Folly	(R)	36.12
F203	Coole Abbey Upper	Coole Abbey, Duckart 18th Century House	(N)	36.14
F204	Castleview	Castle View, C. House & Gates	(L)	37.14
F205	Rathduane	Rathduane House	(R)	38.7
F206	"	Old R.C. Church	(L)	38.7

Item No.	Townland	Item	Value	Map Ref.
F207	Derreen	Boulder Burial	(L)	38.12
F208	Ballydaly	Rathduane R.C. Church	(L)	38.12
F209	Gortageen	Flintfield House	(L)	39.2
F210	Keale South	Keale Bridge House & Gates	(R&L)	39.3
F211	Drishane More	Drishane C. House and Lodge	(R)	39.6
F212	Millstreet	Catholic Church	(N)	39.10
		Wallis Arms Hotel	(R)	39.10
F213	Glenleigh	Stone Circle	(L)	39.12
F214	Kilmeedy East	Tower House	(L)	39.13
F215	Mount Leader	Mount Leader Country House	(L)	39.14
F216	Glandine	Beenlaght Stone Alignment	(R)	41.14
F217	Ballynamona	18th Century Templemichael C. of I. Church	(N)	42.2
F218	Mourneabbey	Graveyard, walls and gatehouse	(R)	42.6
F219	Monaparson	Lisnagrave Ring Fort		42.7
F220	Burnfort	Stone Circle	(L)	42.11
F221	"	Ringfort	(L)	42.11
F222	"	Ogham Stone	(L)	42.11
F223	Coom West	Ringbarrow	(L)	43.9/14
F224	Lisnagar Demesne	Lisnagar House	(R)	44.7
F225	Rathcormac	C. of I. Church	(N)	44.8
F226	Shanaclogh	Desmond Castle	(L)	44.10
F227	Bridestown	Bridestown House, Glenville	(N)	44.18
F228	Hollyhill	"Sheelabuynaskeranes" remains of Tower House		44.16

Item No.	Townland	Item	Value	Map Ref.
F229	Kill-Saint-Anne South Castlelyons	C. of I. Church	(N)	45.1
		Barrymore Mausoleum	(I)	45.1
		16th Century Castle	(N)	45.1
		Two pairs of gates, good piers	(L)	45.1
F230	Mohera	One Standing Stone	(L)	45.1
F231	Ballyarra	Two Standing Stones	(L)	45.1
F232	Aghern East	C. of I. Church	(L)	45.1
F233	Aghern West	Aghern House	(R)	45.3
F234	Kilcor North	Kilcor Castle & Conservatory	(R)	45.3
F235	Britway	Early Church &	(N)	45.15
		St. Brigid's Stone	(L)	"
F236	Ballyvolane	Ballyvolane House	(L)	45.15
F237	Conna	C. of I. Church	(N)	46.1
		17th Century Bridge	(R)	"
		R.C. Church	(R)	"
F238	Curraheen	Knockmauna C. of I. Church	(R)	46.2
F239	Lisnabrin Lodge	Late 18th Century Residence	(L)	46.2
F240	Glengoura Lower	R.C. Church	(R)	46.7
F241	Templevalley	House & Offices	(L)	46.7
F242	Ballynoe	Catholic Church	(N)	46.9
F243	Shanakill Upper	Bivallate Ringfort Two Soutterains	(L)	46.14
F244	Kilcronat	Killeen	(L)	46.14
F245	Tullig	Megalithic Tomb	(L)	48.3
F246	Glantane	Stone Circle	(L)	48.6
F247	Cloghboola More	Stone Circle	(L)	48.7
F248	Mushera	Stone Circle	(L)	48.7
F249	Goulane North	Stone Circle	(L)	50.2

Item No.	Townland	Item	Value	Map Ref.
F250	Beenalaght	Stone Alignment	(L)	50.7
F251	Ahadallane	Ringfort	(L)	50.8
	Rathcoole East	Large circular enclosure	(L)	50.8
F252	Cronovan	Large enclosure (possible early church site)	(L)	53.4
F253	Ballinlegane	Large Gallaun	(L)	53.9
F254	Watergrasshill	Village	(L)	53.10
F255	Knockeennagroagh	Three Standing Stones	(L)	53.11/12
F256	Scartbarry	Scartbarry Bridge	(L)	53.11/12
F257	Desert	Medieval Church	(R)	54.1
F258	"	6 Millstones from Horizontal Mill	(R)	"
F259	"	Eight Fulachta Fiadh and Flax Retting Pond		"
F260	Killasseragh	Rectangular ecclesiastical enclosure with Church site	(L)	54.4
		Megalithic Tomb	(L)	"
F261	Rathaneague	Dolmen	(L)	54.5
		"Lisanuisce" half ringfort	(L)	"
		Wedge tomb	(L)	"
		Standing Stone	(L)	"
F262	"	Ogham Stone	(L)	54.9



1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16

INDEX SHOWING 6 INCH AND 1/2,500 SCALE MAPS

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Based on Ordnance Survey by permission of the Government

APPENDIX STANDARDS & DESIGN GUIDELINES

Standards for Car Parking

The following standards will apply to new developments. In cases where adequate on-site provision is not possible, the Council will consider levying financial contributions to cover the full economic cost of providing the facilities itself:-

LAND USE	UNIT	PARKING SPACES PER UNIT
Community Centres, Auditorium	1,000 sq. ft. ($100m^2$) of gross floor area	14.00
Stadium	Seat	0.33
Greyhound Tracks, local Football Fields	Per Head attending	0.20
Church	Seat	0.33
Bank	1,000 sq. ft. ($100m^2$) of gross floor area	5.00
Library	"	4.00
Offices	"	8.00
Shopping Centres, Retail Stores	"	8.00 [1]
Cash & Carry Outlets etc.	"	4.00
Driving Ranges (Golf) Archery Ranges	Seven feet of base line	1.00
Golf or Pitch & Putt Courses	Per hole	3.00
Bowling Alley	Lane	6.00
College Vocational Sch.	Student Seats	0.50
Schools	Per Class Room	1.00
Dwellinghouse	Dwelling	2.00 [2]
Flat	Dwelling	1.25
Hospital	Per Bed	1.50
Hotel, Motel, Motor Inn etc. (excl. function rooms,bars,etc.)	Bedroom	1.00
Manufacturing	1,000 sq. ft. ($100m^2$) gross floor area	5.00
Warehousing	1,000 sq. ft. ($100m^2$) gross floor area	1.00
Ballroom, Private Dance Clubs	100 sq. ft. ($10m^2$) dance floor and sitting out space	3.00
Restaurant	100 sq. ft. ($10m^2$)dining room	2.00
Bars, Lounges, Function Rooms	80 sq. ft. ($8m^2$) net public space	2.00

[1] A requirement of 6 spaces per $100m^2$ nett. leasable floorspace will be accepted for large purpose built centres with a wide range of commercial activities.

[2] This includes provision for visitor and resident parking.

Car Parking Standards (continued)

Required Dimensions	Car Parking Bay	16 ft.(4.9m.) x 8 ft.(2.4m.)
	Loading Bay	20 ft.(6.1m.) x 10 ft.(3.0m.)
	Circulation Aisles	20 ft.(6.1m.) in width

Open Space Standards

For housing estates, details as to open space requirements are given in the Council's "Guidelines for Residential Estates", copies of which are available from the Council's offices. It should be noted that incidental open space and excessively sloping ground will not be regarded as a reckonable contribution to the total open space requirements of a housing development submitted for planning permission.

Residential Density

Unless otherwise specified, guidelines for maximum densities are as given in the Council's "Guidelines for Residential Estates".

Rural Housing

"Building in the Countryside" advice note, aimed at advising those who intend applying for planning permission to build a house in a scenic rural part of the County, is available from the Council's offices.

Advertising

Two advice notes can be obtained free from the Council's offices with regard to the following:-

(i) General Advertising

This gives the Council's requirements for advertising in both rural and built-up areas.

(ii) Fingerpost Signs

This outlines the Council's policy regarding the erection of directional signs for a wide variety of activities and details the licencing system, which the Council operates.

Other Advice

The Council also makes available free of charge advice notes prepared by the Conservation & Amenity Advisory Service of An Foras Forbartha, and the Archaeology Department of U.C.C. dealing with the protection of both the natural and built environment.