

**DEVELOPMENT  
PLAN  
FOR  
CORK COUNTY**

**Cork County Council,  
Planning Department,  
Cork.**

**November,  
1967**



C O N T E N T S.

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NOTE:

All the maps referred to in the Statements are separately bound and appropriately titled.



PLANNING AREA.PART ONE:-

1.1 The area to which this Plan relates is the administrative area of the Council of the County of Cork excluding the Urban Districts.

1.2 The development Plan for County Cork consists of this written statement and maps numbered 1, 2 and 3 and dated 20th November, 1967 together with the Development Plans for the scheduled towns, towns and parts of towns set out in Tables 1 and 2.

TABLE 1.

Scheduled Towns.

<u>Town</u>	<u>Map Reference</u>
Bandon	T.D.M. 1
Bantry	T.D.M. 2
Blarney	T.D.M. 3
Dunmanway	T.D.M. 4
Kanturk	T.D.M. 5
Millstreet	T.D.M. 6
Mitchelstown	T.D.M. 7
Passage West	T.D.M. 8
Rathluirc	T.D.M. 9

TABLE 11

Part Towns.

<u>Town</u>	<u>Map Reference</u>
Cobh	T.D.M.10
Fermoy	T.D.M.11
Kinsale	T.D.M.12
Midleton	T.D.M.13

NOTE:

Table 11 contains a list of the parts of Urban Districts environs which are within the county planning area.



INTRODUCTION

1.3 The County of Cork exclusive of the City and of the Urban Districts which are within its boundaries comprises 1,800,000 acres of land. It is the largest County in Ireland. Its coastline is one-fifth of the total coastline of the Republic and is estimated at being over 500 miles in length taking into account estuaries and islands which would not normally be reckoned in arriving at a figure for the length of the coastline. The County's population is 217,000 people again exclusive of Cork City, which has itself a population of 122,000. There are over 7,000 miles of public roads in the County, over 1,000 of which are main roads. Even by Irish standards the County is possessed of an extraordinarily mild climate being directly influenced by the Gulf Stream and being the southernmost County in the Country.

Cork Harbour which is in the County area and Bantry Bay in West Cork are two of the largest and finest natural harbours in the world.

From a planning point of view, the County might be divided into four major regions:-

- (1) The area adjacent to Cork City including The Airport and The Harbour Area.
- (2) The south-west with its large mountainous areas and superb coastline.
- (3) The remainder of the County to the east and north.
- (4) The larger towns including nine Urban Districts and nine towns scheduled for Town Plans under the Local Government

towns are:-

Bandon	Blarney	Millstreet
Bantry	Dunmanway	Mitchelstown
Passage West	Kanturk	Rathluirc

All four areas, particularly <sup>the</sup> south-west, are possessed of great scenic amenity and tourist potential.

A Plan has now been drawn up for the County as a whole. It will be readily appreciated that it is flexible in nature and limited in the scope of its specific objectives. It is, except where otherwise stated, a policy and a programme of action for the next five years. The objectives set out are those which can be achieved within that time, are economically feasible and are either valid or essential from a planning point of view in the light of the surveys carried out in the time available for its preparation.

The Plan proper takes the form of a statement of development policy, of planning control considerations arising from that policy and a series of specific objectives to be realised within the five year period together with a number of maps illustrating the objectives and the policy.

The Policy and the Objectives cater for the protection of amenity, roads and traffic, the provision of further water supply and sewerage schemes and dealing with areas of dereliction and blight. In addition, consideration has been given to the promotion of industry, tourism and the provision of community facilities.

The written statement should be read with continual reference to the maps in the interest of full understanding of the Plan. Finally, there are the Appendices, which are also important in so far as they contain a great deal of the Survey Data on which the Plan is based. The Appendices also include an examination of long term considerations and items of special interest for the future, some of which have already been referred to.

#### THE IMPORTANCE OF AGRICULTURE.

In 1966, 55% of the County's population were living outside both the City and Urban districts. 1,306,000 acres of the area is land used for cultivation and pasture. There are approximately 24,000 agricultural holdings over 10 acres in size in the County. Of these 36% are in the 50-100 acre size group and nearly 20% are over 100 acres. The small farms tend to appear mainly in the south-western region of the County. Farm produce for the year 1966 is briefly summarised as follows:-

Wheat	.. .. .	14,400 acres
Barley (Feeding and Malting)		122,900 "
Oats	.. .. .	31,800 "
Sugar Beet	.. .. .	13,700 "
Potatoes	.. .. .	14,300 "
Dairy Cows	.. .. .	257,600
Other Cattle	.. .. .	460,000
Sheep	.. .. .	265,200

Pig numbers tend to fluctuate but have remained generally in the region of 240,000 in recent years. It is of interest

to note that the production of sugar beet and potatoes seems to have been adversely affected by scarcity of labour. However, in both cases, mechanisation and weed control are likely to give good increases in the years to come. The acreage of wheat is not likely to decrease although it dropped considerably in the past few years. Wheat, Barley and Sugar Beet is mainly grown in North and Mid-West Cork and also in the Middleton District. Oats tend to be grown mainly in West and North-West Cork. Dairy cows are, apart from the districts around Cork City, generally concentrated in North Cork from Rathmore to Mitchelstown and in the areas of Bandon, Macroom and Dunmanway. Other cattle tend to be sold as calves or yearlings to outside Counties although in bigger farms some are kept to two years old. Sheep are to be found mainly on the Macroom and Rathmore mountain districts. Some lowland sheep are kept particularly in the Middleton, Fermoy and Mallow areas. The heaviest concentration of pigs are found among the small to medium size farms in the Mid-Western Region of the County, i.e. the Bandon, Dunmanway, Macroom and Clonakilty districts. These figures are an indication of the immense importance of agriculture to the County. The crops referred to above together with the milk from dairy cows have a value at current average prices of approximately £21,000,000. This figure, over half of which represents the value of milk, does not take into account other cattle, sheep or pigs.

The Survey Data supplied in the Appendices to the Plan provides further information on population variations, employment patterns, farm sizes and rural land uses. Agriculture provides the basis for much of the industrial activity in the County. A detailed survey of Agriculture

has been carried out in West Cork by An Foras Taluntais and this will be extended in due course to the rest of the County. The Council co-operates in every possible way in efforts to serve the interests of this vital industry. An obvious example is the great advances made in the provision of black top road surfaces in rural areas.

Sea-Fishing which is often interlocked with farming activity is also an important part of the industrial picture and in 1965, the fish landed in the County's ports amounted to approximately 21% of all sea fish landed in the Country in that year.

#### GENERAL.

It is recognised that there is a strong interplay between planning needs and development forces affecting urban and rural areas in the County and Region. It has been the aim in preparing the Plan to ensure the necessary co-ordination of objectives in matters of common concern to the County Planning Area and to other Planning Areas within or contiguous to the County. For a complete picture of planning policies and programmes affecting the County this statement and the related maps must be read in conjunction with those for the town and rural areas referred to above and for the urban districts of Clonakilty, Cobh, Fermoy, Kinsale, Macroom, Mallow, Middleton, Skibbereen and Youghal. Cork County forms part of the Planning Region which also includes Cork City, the County of Kerry and the Urban Districts in both Counties. It is expected that a fuller elaboration of the function and development needs of towns in the County and Regional context will be facilitated by the regional planning studies which have been commissioned by the Minister for Local Government and that this will be reflected in future plans.

LAND ACQUISITION FOR DEVELOPMENT.

All persons who contemplate seeking permission for development should bear in mind that, in addition to the specific controls referred to in the Draft Plan, all development will continue to be regulated by the Council through the use of its general powers of control, and that no development that is not exempted development may be carried out, without the prior permission of the Council.

Accordingly, land should not be acquired, with a view to development, unless Outline Permission, at least, attaches to the land in question, or, alternatively, unless the purchaser is safeguarded by the terms of the sale, i.e. unless the latter is made contingent, upon Planning Permission being forthcoming for the development contemplated.

DEVELOPMENT POLICY.PART TWO (a)

2.1 General: It is intended to facilitate the development of existing industrial undertakings and the establishment of new ones. It is also the intention to encourage the development of the County's potential for tourism, while at the same time protecting amenities, both scenic and recreational. Agriculture and forestry will be assisted in every way possible. These general aims will be pursued in a manner consistent with good planning for the County, the Region and the Country. Survey work will continue with a view to having the plan developed and revised by 1972 at the latest.

2.2 Population: It is not the intention in this first Plan to differentiate between the various parts of the County on a population forecast or growth centre basis.

2.3 Employment: Basically, the encouragement of industrial growth will be designed to provide more employment. This encouragement takes the form of zoning certain areas for industry- mainly in towns or adjacent to them. The provision of services to meet the needs of developers will proceed. Similarly in encouraging the development of the County's tourist potential, the main aim is to increase the number of jobs which the industry creates directly or indirectly. The Council recognise that a great deal remains to be done in the field of providing accommodation for visitors and will co-operate with the various other bodies concerned in ensuring that the work will continue in the best possible way. (See Appendix B.9)

The importance of employment in Agriculture is recognised and it is the Council's aim to use all reasonable means to improve the physical and social environments of people in such employment.

Surveys of the mineral and geological resources are at present under way and care will be taken through Planning Control to safeguard possible developments.

2.4 Services: Areas to be served by The Regional Water Supply Schemes and Sewerage Schemes scheduled for completion within the next five years are shown on Map 3. Provision for future schemes will be made on a planned basis related to further surveys and studies of population trends, housing and industrialisation. It is recognised that the provision of these services can play an important role in the long term planning of our physical environment, insofar as such services tend to attract development of all kinds. The studies and surveys referred to above will provide the basis for action designed to induce or inhibit development in accordance with the dictates of good planning, and in accordance with this and future plans.

2.5 Roads and Traffic: The development of the County's roads will continue as heretofore consistent with the needs of the various areas of the County and the financial resources available. The need for landscaping roads to conform with the surrounding area is recognised and also the need for studies with a view to the provision of good road side fencing from a planning point of view, particularly on new or improved roads.



The Council recognises that "ribbon" building of houses on heavily trafficked roads provides low environmental living conditions for the people residing in such houses. It is also recognised that such development restricts the traffic capacity of such roads and creates a multiplicity of access points involving positive traffic hazards, particularly for the people who live in such houses.

It is the policy of the Council therefore to discourage such development. In particular no further development which would create access points where no roadway or passage way previously existed will be allowed to take place adjacent to the following arterial routes:-

T.6 Cork - Fermoy - Mitchelstown - Kilbehenny

T. 12 Cork - Youghal

T.11 Cork - Mallow - Charleville

In addition permission for such development will also be refused on the Cork - Bandon - Skibbereen route if this road is reclassified (as is anticipated) as an arterial Route.

Exceptions to this policy will be development proposed by farmers and others who have an obvious and essential need for dwellings or farm buildings on their lands adjacent to these roads and also, large scale industrial or other development which might be considered of extreme necessity for any particular area from the economic point of view.

Furthermore, strict control involving the close examination of each application involved will be exercised on development fronting the following heavily trafficked roads:-

Cork - Macroom (Southern Road)  
 Cork - Crosshaven  
 Cork - Kinsale  
 Fermoy - Mallow  
 Killarney - Mallow - Fermoy - Waterford County  
 Boundary  
 Mallow - Mitchelstown

It will be clearly seen from the foregoing that no land should be acquired with a view to development on it until the purchaser has got at least outline permission from the Planning Authority, or unless he is safeguarded by the terms of the sale, i.e. unless the completion of the sale is made conditional upon Planning Permission being forthcoming for the development contemplated.

The programme for the provision of black top surfaces on county roads is very far advanced and will be continued as resources permit. (Road works made necessary by the closing of the West Cork Railway Lines will continue).

It is intended to develop the arterial routes:

Cork - Fermoy - Mitchelstown - Kilbehenny  
 Cork - Mallow - Charleville - Limerick County  
 Boundary  
 Cork - Youghal

Other routes for major improvement are:

Fermoy - Mallow - Killarney  
 Cork - Kinsale - Clonakilty (L. 42)  
 Cork - Macroom - Killarney  
 Cork - Crockstown - Bantry

) See Map 2.

A comprehensive survey and analysis of the traffic needs in the Cork City and Harbour Area will be carried out in conjunction with Cork Corporation. (see Appendix C.2)

It is also intended to develop as resources permit those parts of the trunk and link roads not so developed to date to fully adequate standards consistent with their estimated future traffic plans. These roads are also indicated on Map No. 2.

2.6 Housing: It is recognised that there is a continuing drift of people from rural areas to the larger Urban areas. Taking this into account and the tendency among people in Urban Areas to create undesirable ribbon development and sprawl (see Roads and Traffic above) adjacent to the City and the towns, housing policy will seek to gather new houses into existing settlements in the interests of the people involved. This applies to Local Authority, private and holiday housing. Sites for such housing will be made available where it is considered desirable and is economically feasible to do so.

In pursuing this policy, the Council recognises value of developing existing villages and towns as units capable of supporting adequate services and communal facilities. Accordingly, all future Local Authority Housing will be concentrated in the towns and villages of the County. Similarly, the Council will seek to concentrate holiday development on the coastline in existing settlements where this appears essential to the preservation of amenity. The Council intends to purchase land with a view to facilitating good development, particularly on the coastline, in the interests of Tourism and Amenity.

The Housing Act, 1966 makes provision for co-operation between Local Authorities on Housing matters. The Council will co-operate with Urban District Councils and as heretofore, with Town Commissioners, in the furtherance of this aim. It is recognised that this co-operation will involve further studies as referred to in Appendix D. It is the aim that as such villages or towns develop they will form better social, commercial and cultural centres for the hinterlands they serve. Adequate <sup>housing</sup> provision will continue to be made for persons engaged in agricultural employment, in conformity insofar as possible with the policy outlined above. In the context of the foregoing, people living on the land are seen to be in a special category. In such cases, where the area of land involved, its location, or the type of husbandry in question warrants it, special consideration will be given to proposals from such people and if it does not appear reasonable to bring them into conformity with the policy for other types of housing, it is not the Council's intention to do so. For specific objectives during the next 5 years see 3.8 and Appendix B.8.

On the other hand, it is equally recognised that there is a certain tendency in recent years for people to desire to set up homes and holiday chalets and retire to isolated rural areas, particularly along the coastline of County Cork rather than build in towns, villages and existing settlements. Development of this nature will be entertained and permitted at the discretion of the Council in which they are satisfied on the merits that such development will not seriously adversely conflict with the preservation of the amenities both scenic and recreational or give rise to unreasonable demands for the provision or extension of public services to isolated or outlying districts.

### The Environs of Cork City:

In addition to the controls envisaged under "Roads and Traffic" above, it will be the Council's Policy to contain suburban overspill outside the Borough Boundary. Suburban "sprawl" is regarded as providing low environmental living standards, As an alternative to this further spreading of the built-up area, the Council's policy will be to induce new development away from the environs of the City into the villages and towns capable of growth in their own right, (see Appendix C.2), except in suburban areas already serviced or capable of being economically serviced by way of extensions.

2.7 Communal Facilities: Specific works to be carried out in the five year period are listed on Table VI below. In general as populations rise to the point where the provision of further communal facilities, e.g. playgrounds etc. can be justified and where such provision would be proper to the Council's function, it is the aim to have such facilities provided. The Council will purchase land with a view to the provision of further community facilities as the need arises.

2.8 Tourism and Amenities: The importance of opening up and developing the amenity areas and recreational facilities of the County for public enjoyment, in particular beaches, coastal and mountain areas, lakes and waterways is recognised. Insofar as Cork County has a very long coastline and also has large mountainous areas, the Council recognises that it is presented with an unusually difficult task in preserving the amenities involved. It also recognises however that these amenities with their potential for recreation and tourism

provide great opportunities in these areas and every effort will be made to make use of this opportunity, insofar as it is possible (See Appendix B.9). In Part Town (b) of the Plan which relates to Development Control, this intention to preserve and develop amenity is again touched upon. Generally, it is the Council's policy to preserve or make rights of way where required to obtain this objective, and to preserve and improve views and prospects and made viewing and parking places. (See Table III) Important areas of trees or shrubs will be protected where necessary as will also areas or features of scientific or other interest. The following are areas of high scenic amenity (or recreational amenity).

1. Glengarriff - Lough Hyne, Gougane Barra and Glandore which are of high scenic amenity ( See also 2.16 (c) and Table 4 (b))
2. Castlefreke - Owenahincha and Crookhaven - Barleycove which are areas of both scenic and recreational utility.
3. Youghal - Redbarn and Garretstown - Garrylucas which are areas of high recreational utility.

It is intended to exclude from these areas any development which would be prejudicial to their natural beauty or recreational utility. For specific objectives see Tables III, IV and V below.

2.9 New Development: The permission of the Council is as provided in the Act required for all new development that is not exempted development. Control in all cases will be directed towards the improvement of the physical environment of the people.

2.10 Blight and Renewal: The Council has problems in common with many areas, created by dereliction, misplaced advertising and unsightly car dumps. Insofar as the latter problem is concerned, the Council intends to investigate the feasibility of co-operation with other Planning Authorities with a view to producing a comprehensive scheme in dealing with these dumps. The possibility of providing central dumping places such as old quarries remote from the public eye and of co-operation with scrap merchants and steelmakers, will be investigated. (See Appendix B.9) It is also intended to gather information from other Counties where studies of this particular problem have been carried out. In dealing with dereliction, careful redevelopment and rehabilitation will be encouraged. The statutory powers of the Council will be used where possible. These powers will also be brought into play in the removal of objectionable advertisements - For specific objectives see Paragraph 3.7. (See 2.15 also)

2.11 Finance: With the exception of the provision of industrial sites (dealt with in more detail in the Town Plans) and the development of tourist potential both of which may be expected to yield returns in due course, all the developments proposed involve expenditure which the Council will be in a position to provide for subject to the necessary resources being available and to Ministerial or other approval, where necessary.

P A R T T W O (b)

CONSIDERATIONS RELATING TO DEVELOPMENT CONTROL.

2.12 In amenity areas uses and structures will not be permitted which conflict with the preservation of the amenity. In other areas new uses or structures will not be permitted which would seriously conflict with the established uses of the area or its amenities. In areas containing mineral or other deposits it will be the policy to safeguard the future working of such deposits.

In all parts of the area the Council will require the quality of buildings to be erected to be such that they conform to accepted architectural standards and so far as may be practicable and reasonable, to harmonise with their surroundings and such other buildings as may exist in the vicinity. The Council considers the preservation of amenity in the context of the foregoing as involving the careful control of development which would obstruct views from a scenic road or which would be prejudicial to the character of any area of natural beauty. In such areas, only development which is by design; elevational treatment and structure sensitive to the particular area in question and which tends to enhance rather than detract from the attractions of the place will be permitted. In particular, applications for permission to establish caravan parks, will not receive such permissions unless provision has been made by the applicants for the proper draining, servicing and screening of the site. Caravan parks should not be of such a size that they would interfere by reason of their extent alone with the



amenities of areas. As indicated in Part 2(a) of the Plan (Development Policy) the number of areas of natural beauty in Cork County is extremely large and the particular areas mentioned in that section form a very small part of the total, being in the Council's opinion the more outstanding of what could be a very long list involving further surveys and study. (See Appendix B.9)

2.13 Areas of special development control: The area within a radius of  $2\frac{1}{2}$  miles of Cork Airport is an area of special development control within which development proposals will be considered in the context of compatibility with Airport activities. The approval of the Department of Transport and Power may be an additional requirement.

2.14 Structures: In addition to the special control to be exercised as outlined in paragraphs 2.5, 2.8, 2.12 and 2.13, it is the objective that all structures will conform to good architectural and design standards. Standards of density and space will be in conformity with the location of any development and all proposed structures will insofar as may be practicable and reasonable harmonise with the surroundings and such other structures as may exist in the area. Such buildings as tend to generate the parking of cars adjacent to them must be provided with parking space adequate to meet the particular needs involved.

2.15 Advertisement Structures: The Council will not allow outdoor advertising in the open country or in small villages. However, within the built up areas of towns such advertising may be allowed subject to the general policy statement that:-

Signs attached to buildings are preferable to those on free standing hoardings. Signs should not interfere with windows or other features of the facade, or project above the skyline. The size and scale of signs should not conflict with those of existing structures in the vicinity. Signs will not normally be permitted in residential areas. Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety.

Local Advertising: It is accepted that there is a need for "local advertising" outside the above general category. Such advertising may be permitted where it advertises a local facility available to the passing traveller (e.g. Hotels, Hostels, Guesthouses) and where it does not contain any commercial or trade name, brand etc. other than the name of the local establishment. Such advertisements must conform to the Council's standard design and colour scheme where provided and generally, where the facility is in a built up area, be located not more than  $\frac{1}{2}$  mile outside the built up area in which the advertised facility is located. Where the Council provide special sites for such advertisements for facilities in any area, no advertisements shall be permitted other than those grouped on these sites to conform with the Council's design.

## 2.16 Amenity Areas:

### (a) Areas of Scenic Importance:

These areas are those which have special importance in the landscape. In these areas development may be permitted which will not obtrude on the skyline or materially alter the visual character of the area.

(b) Areas of High Amenity:

Those are areas which are of high amenity value because of their scenic quality or recreational attractiveness. In these areas development control policy will consider primarily the effect of any proposed development on the amenity of the area or any part thereof. No development will be permitted which would be seriously injurious to the area or any part of it. (See Map 1)

(c) Areas of Special Amenity:

High amenity areas which will be surveyed with a view to considering whether a special amenity order should be made in respect of any part of these areas. They are the areas of Glengarriff, Lough Hyne and Gougane Barra. (See also Paragraph 2.8 and Table IV (b))

2.17 The Lower Cork Harbour Area: Except in Scheduled Towns no area is specifically zoned for particular use or uses in the Draft Plans. However, the Council recognizes the Lower Harbour Area as being one of particular importance, in the context of industrial development and of recreational and scenic amenity. The Harbour shore from Crosshaven to Fountainstown and the adjacent area to it is regarded as particularly important, insofar as it provides recreational and holiday facilities, particularly for the people of Cork City and its environs. It is proposed to develop these amenities, as resources permit, in the light of further studies. (See Appendix C.2) In general, the remainder of the harbour area is regarded as having great potential for industrial development. This potential has already been

underlined by the establishment, in recent times, of several industries, providing a high level of employment in the area. The lower harbour is also regarded as being of great importance as a port which has significance, not only for the county, but for the planning region and the country as a whole. It is expected that the regional studies, commissioned by the Minister for Local Government, at present taking place, will take this factor into account. (See Appendix G.2)

P A R T T H R E E.

DEVELOPMENT OBJECTIVES RELATING TO PARTICULAR AREAS.

SITES AND STRUCTURES.

3.1 In the absence of any specific statement to the contrary the period of this plan should be taken as being five years from its adoption. (Matters arising beyond this period are noted in Appendix G.)

3.2 VIEWS AND PROSPECTS: In general it is the policy to preserve, improve and open up places or areas from which views or prospects of high amenity value may be enjoyed. Parking places and viewing places may be constructed, and where feasible it is policy to have lowered or removed walls, fences, hedges or other obstructions to these views generally. In particular, it is an objective to preserve existing views in the locations listed on the attached Table III. (See Map 1)

TABLE III.

<u>Views to be preserved or improved</u>	<u>Construction or other works</u>	<u>Map Ref.</u>
Dublin Road - from Moorepark to Mitchelstown	Car park at Gortnahoun	A1
Mitchelstown - Ballylanders Road to County Boundary		A2
Roads adjoining Kilworth Mountains		A3
Road at Ballynamuddagh overlooking Araglin River		A4
Road from Bellevue Cross to Kilbarry overlooking Blackwater Valley		A5
Road at Coolquane		A6
Road from Fermoy to Kilworth		A7
" " Castlehyde to Fermoy Bridge		A8
Road at Gregg Castle - view of river, castle and mountains		A9
Roads adjoining Ballyhooley with views of Philip Wood, Johnson Wood and Gurteen Wood		A10
Scenic view from Musherah in the Boggeragh Mountains		A11
View from Mullaghereirk overlooking mountains		A12
Road from Mallow To Roskeen Bridge	Car park at Pallas, Lombards-town	A13
Scenic views from Nagle Mountains		A14
Scenic views on Kilfinnan - Shanballymore Road		A15

TABLE III (Contd.)

Views to be preserved or improved	Construction or other works	Map Ref.
Road from Youghal to Tallow		A16
" " Youghal to Ballyvergan		A17
" " Youghal towards Ardmore to County Bounds		A18
Scenic View from Walshtown		A19
Road from Cloyne to Ballycotton (Back Road)		A20
Road from Inch towards Ballycotton		A21
Road from Inch to Ballybranagan		A22
" " Inch to Aghada		A23
Scenic view from road at Cashnegarriffe N.W. Carrigtwohill		A24
Portion of road east of Cabh		A25
Road from Dunkettle to Sallybrook.		A27
Road from Carrigaline to Crosshaven		A28
Road from Carrigaline to Crosshaven to Myrtleville to Fountainstown		A29
Road from Classis to Currabeg		A30
Road from Leemount to Macroom		A31
" " Macroom to Derrynasaggart Mountains (County Bounds)		A32
Road from Ballymakeera to Mullaghanish to Caherdowney		A33
Road from Lissacresig to Mouth of Glen		A34
Road from Coolea to Coom (County Bounds)		A35
Road from Gougane Barra to Mouth of Glen		A36
Road from Inchigeela to Rossmore		A37
Road from Dromearra to Rossmore		A38

TABLE III (Contd)

Views to be preserved or improved	Construction or other works	Map Ref.
Road at Carriganima		A39
Road from Bandon to Innishannon		A40
Road from Innishannon towards Ballinadee		A41
Road from Kinsale to Barrett's Cross (Coast Road)		A42
Road from Kinsale to Clonlee via Summercove		A43
Road from Ballinclashet to Oysterhaven		A44
Road from Barrett's Cross to Old Head to Garrettstown, Coolmaine and Harbour View	Car park at Harbour View	A45
Road from Timoleague to North Ring		A46
Road from Rosscarbery to Leap		A47
Roads to both sides of Rosscarbery Bay		A48
Road at Galley Head		A49
" " Red Strand		A50
" " Duneen to Clonakilty		A51
" from Barry's Cove to Lehenagh to Dunworley		A52
Road from Clonakilty to North Ring.		A53
Portion of road from Rosscarbery to Reenascreena		A54
Road from Skibbereen to Baltimore		A55
Road from Skibbereen to Ballydehob		A56
Road from Castletownsend to Tragumna to Lough Hyne to Baltimore		A57
Road from Baltimore via Old Court to Skibbereen		A58
Road from Skibbereen to Dreeny Bridge to Drimoleague		A59
Road from Skibbereen to Lissacclarig to Ballybane to Barnaghgocha		A60



TABLE III (Contd.)

Views to be preserved or improved	Construction or other works	Map Ref.
Road from Castletownsend to Rineen to Union Hall, Glandore, to Kilfinnan to Cregg, to Drombeg, to Rosscarbery		A61
Road from Inchigeela to Kealkill		A62
View from Ballingearry - Branch off south Lake Road to Kealvaugh		A63
View from South Lake Road - Inchigeelagh to Ballingearry		A64
Scenic Road at The Pass of Keimaneigh to Gougane Barra		A65
Road from Ballineen to Ballinacarriga		A66
Road adjoining Terelton - scenic views		A67
Road from Schull to Toormore to Goleen to Crookhaven to Mizen Head		A68
Road from Dunmanus to Lissagriffin		A69
Road from Lissagriffin to Mizen Head		A70
Road from Lissagriffin to Barley Cove to Crookhaven	Car park at Crookhaven	A71
Road from Toormore to Durrus		A72
" " Schull to Guarranes		A73
" " " " Colla		A74
" " Ballydehob to Parkana	Car park at Hollyhill	A75
" " Schull to Mount Gabriel	Car park at Mount Gabriel	A76
" " Aghadown to Turk Head		A77
" " Lahern to Coolconlaghta		A78
" " Lissagriffin to Three Castle Head		A79
Road from Bantry to Durrus to Ahakista to Kilerohane		A80
Road from Bantry to Gerahies to Kilerohane	Car park at Seefin	A81
Road from Bantry to Snare		A82

TABLE III (Contd)

<u>Views to be preserved or improved</u>	<u>Construction or other works</u>	<u>Map Ref.</u>
Road from Ballylickey to Glengarriff to Traffackto Adrigole to Castletownbere		A83
Road from Glengarriff to Kenmare (County Bounds)	Car Parks at Skeha and Rossnagrena	A84
Road from Adrigole to Tim Hoaly Pass		A85
Road from Castletownbere to Ballydonegan		A86
Road from Castletownbere to Eyeries to Ardgroom to County Bounds		A87
Road from Allihies to Eyeries		A88
Road from Eyeries to Kilcatherine to Ardgroom		A89

RIVERS AND LAKES: At the present time all rivers throughout the area are free from any serious pollution and it is an objective that they shall be protected from such pollution.

out in Table 4 is an objective. (See Map 1) Preservation, in this context, means -

- 1) The strict control of any development which might prove injurious to the amenity value of each item, and
- 2) The removal of any such development from the category of exempted development where such development would normally be exempt.

In addition to the items specifically listed below, all such items in the County will receive the protection provided by normal Planning Control.

TABLE IV.

Items for Preservation.

(a)

<u>Item and Location</u>	<u>Purpose of protection</u>	<u>Map ref</u>
Kilshannig House	Architectural Interest	A90
Riverstown House	" "	A91
Dunboy Castle	Architectural & Historical Interest	A92
Round Tower at Castletown-Kenneigh.	" " "	A93
Round Tower at Cloyne	" " "	A94
Clodagh Castle	" " "	A99
Cloughlea Castle	" " "	A107

(b)

(See also Paragraphs 2.8 & 2.16(c) of Plan)

<u>Item and Location</u>	<u>Purpose of protection</u>	<u>Map Ref</u>
Lough Hyne - near Siibbereen	Area of botanical and Marine biological interest	A116
Woodlands at Currabinny	Of high amenity value	A117
Philips, Johnston and Gurteen Woods, South of Ballyhooley.	" " "	A118

NOTE: Items under (b) above may become the subject of Preservation or Conservation Orders.

3.4 The Council propose to develop the Survey Data contained in Appendix B.9 (Tourism and Amenity) as soon as possible and to continue to make such use of its statutory powers as may be necessary to conserve and

3.5 Amenity Facilities: It is an objective to make provision by purchase of land or otherwise for the establishment of amenity facilities and in particular those facilities listed below: (See Map 1)

TABLE V.

<u>Item</u>	<u>Location</u>	<u>Map Ref.</u>
New Burial Ground	Kilcrumper, Fermoy	A119
New Burial Ground	Rathcormac	A120
New Burial Ground	Charleville	A121
Extension to Burial Ground	Barnaholy, Ringaskiddy	A122
Extension to Burial Ground	Curraghkippane, (Clogheen)	A123
Extension to Burial Ground	Lisgoold	A124
Extension to Burial Ground	Grenagh	A125
Extension to Burial Ground	Clondrohid	A126
New Burial Ground	Ovens	A127
New Burial Ground	Passage West	A128
New Burial Ground	Upper Aghada	A129
New Burial Ground	Timoleague	A130
New Burial Ground	Rosscarbery	A131
New Burial Ground	Ardfield, Clonakilty	A132
New Burial Ground	Glengarriff	A133
New Burial Ground	Drimoleague	A134
New Burial Ground	Kilmichael - Macroom	A135

3.6 Community Facilities: It is an objective to establish or to have established community facilities to serve the area and in particular those facilities listed below. (See Map 1)

TABLE VI.

<u>Item</u>	<u>Location</u>	<u>Map Ref.</u>
Public Convenience	Coachford	C1
" "	Garryvoe	C2
" "	Ballycotton	C3
" "	Fountainstown	C4
" "	Ballingeary	C5
" "	Schull	C6
" "	Courtmacsherry	C7
" "	Castletownbere	C8
" "	Cape Clear	C9

As stated in the Policy statement (See 2.7) the Council will purchase land with a view to the provision of further community facilities as the need arises.

Development and Renewal of Obsolete Areas:

3.7 Elight: The renewal, clearance or screening of objectional factors or items, in particular those items which come under the headings listed below will be pursued:-

- (a) Derelict structures
- (b) Misplaced advertisement signs and hoardings
- (c) Unsightly scrap yards and car dumps.

Reference is made in Appendix B.9 (Tourism and Amenity) to the need for further study of the problem created by unsightly dumping of scrapped cars.

### 3.8 Housing:

"The Housing Act, 1966 which came into operation on 31st December, 1966 puts a statutory obligation on the Housing Authority to carry out a comprehensive survey on Housing needs in their respective areas and to revise these surveys at least every five years. This survey has not yet been carried out, but when it has been completed it will form the basis for the Council's Housing Policy. In the meantime, the programme of action will be that contained in Appendix no. B.8."

3.9 Roads and Traffic: It is the policy progressively to improve the roads of the county to modern standards adequate to their anticipated traffic flows, by the construction of new roads, and the improvement of existing routes including landscaping and planting, and the provision of good roadside fencing. Specific objectives to be achieved under the present Plan are shown on Map 2 and listed below. It should be noted that road lines are shown diagrammatically and are not intended to indicate either the precise width or alignment of any improved road.

TABLE VII.

(a) Improvement of Arterial Routes:

Route	From	To
T.6	Cork	Kilbehenny
T.11	Cork	Rathluirc
T.12	Cork	Youghal
T.65, L.63, L.42.	Cork	Bandon, Clonakilty and Skibbereen.

(b) Trunk Roads:

Route	From	To
T.65	Enniskean	Bantry & Glengarrif
T.30	Mallow	Clonbanin
T.29	Macroom	Ballymakeery

(c) Link and County Roads:

Route	From	To
L.39	Cork	Macroom
L.40	Cummernamart Cross Roads	Kealkil
L.42	Skibbereen	Ballydehob
L.61	Curryglass	Castletownbere
L.66	Douglas	Hilltown
Co. Road 1924	Hilltown	Ringaskiddy



3.10 Rights of Way: It is not the intention of this Plan to list particular rights of way to be preserved. However, should the need arise, the Council will use its statutory powers to act in accordance with good planning to ensure that rights of way are not interfered with during the five year period.

3.11 Water-Ways. The water-ways which are present navigable water-ways will be maintained as such insofar as good planning dictates and in consultation with such other bodies as may be involved in any particular case.

3.12 Car Parks: It is an objective to establish car parks where vehicular congestion may occur. These will be in addition to those indicated on Table III which are intended for amenity purposes.

TABLE VIII

<u>Location</u>	<u>Map Ref.</u>
Barleycove	CP.1
Castlefroke	CP.2
Coolmain	CP.3
Garrylucas	CP.4
Garryvoe	CP.5
Inchydoney	CP.6
Owenahincha	CP.7
Redbarn	CP.8
Robert's Cove	CP.9
Tragumna	CP.10

3.13. Services: It is an objective to extend both water and sewerage within the limits of reasonable cost to meet the needs of the area. The following proposals will form part of this objective.

(a) Water

TABLE IX

1. Regional Water Schemes for areas as shown on Map 3.

<u>Region No.</u>	<u>Expected Year of Completion</u>
1	1970
2	1969

TABLE IX (Contd)

<u>Region No.</u>	<u>Expected Year of Completion</u>
3	1972
4	1972
5	1970
6	1971
7	1968
8	1972
9	1967
10	1971
11	1972
12	1971
13	1972
14	1972

2. Local Water Supply Improvement Schemes as shown on Map 3TABLE X

<u>Location</u>	<u>Area to be Served</u>	<u>Expected year of completion.</u>
Ballyhooley	Augmentation of existing supply	1968

TABLE X (Contd)

Location	Area to be serviced	Expected year of completion
Banteer	Augmentation of existing supply	1968
Boherube	"	1967
Castletownroche	"	1968
Crookhaven	Existing developed area	1972
Dunmanway	"	1971
Skull	Augmentation of existing supply and minor extensions	1971

(b) Sewerage

Sewerage Schemes as shown on Map 3.

TABLE XI

Location	Area to be serviced	Expected year of completion
Aghada - Rostellan	Existing developed area	1969
Baltimore	"	1972
Churchtown	New treatment works	1971
Coolea	Existing developed area	1970

TABLE XI (Contd)

Location	Area to be serviced	Expected year of completion
Courtmacsherry	Existing developed area	1971
Crookhaven	"	1970
Dunmanway	"	1967
Goleen	"	1970
Liscarroll	New treatment works	1972
Rochestown	Existing developed area	1969

A P P E N D I C E S.

APPENDIX A.Feasibility:

As will be seen from the Plan, the Council commits itself to undertaking certain works on Roads, Services, Housing, Amenity etc. The expenditure involved will be met as the occasion arises from the sources of revenue (including various grants) ordinarily available to the Council. As indicated in Clause 2.11 (Finance), the Council considers that the carrying out of these works will accordingly be economically feasible.

The support of the public in the implementation of the various controls indicated will be of great importance. In obtaining this support the Council intends that the fullest possible information be given to all interested parties. This information will extend not only to the Plan itself but to the reasons which make these controls desirable in the interests of the community at large. The Council feels that widespread comprehension of its aims and objectives and the necessity for control to which these give rise will bring about acceptance and support thereby making the Planning Policy adopted feasible in this respect.

## SUMMARY OF SURVEY FINDINGS.

### 1. General Description of Area.

Cork County is located in the southernmost section of Ireland and is bounded by Counties Kerry, Limerick, Tipperary and Waterford. It lies within  $7^{\circ} - 50'$  and  $9^{\circ} - 50'$  West Longitude and within  $51^{\circ} - 25'$  and  $52^{\circ} - 24'$  North Latitude.

The 1966 population was 217,459 and the area is 1833,538 acres or 2,865 square miles, giving an overall density of 11.9 persons per 100 acres.

Apart from being the largest county in Ireland, it has within its boundaries a wide and varied range of physical, economic and social characteristics and features which pose equally varied and complex problems. Together with Cork County Borough and County Kerry it forms the Cork Region, the plan for which is being prepared by Colin Buchanan and Partners in association with An Foras Forbartha.

The main growth centre is Cork City and Harbour area and its immediate hinterland. Planning for this area will entail the co-ordinated efforts of the Regional, County, City and Harbour Planners.

The main problem area is West Cork. Some aspects of this problem were the subject of the "West Cork Resource Survey" prepared by An Foras Taluntais. Other aspects of the problem are being examined by the West Cork Development Team and the Regional Tourist Organisation. Fullest co-operation exists between the bodies mentioned above and many other bodies involved, the importance of this is recognised in order to co-ordinate the various activities and avoid duplication of effort as far as possible.



The pattern of the main physical and economic features of Cork, i.e. mountains and ridges, valleys and rivers, coastline, railways and roads, towns, distribution of farm land and population etc. is closely related to a distinctive geological feature which is largely responsible for the present topography. This feature is the pronounced folding (Armorican Folding) which produced a series of ridges and depressions running approximately East-West. The pattern loses its definition to a great extent north of the Blackwater Valley but to the South the limestone strata have been denuded from the ridges exposing the underlying shales and red sandstone, while the limestone still remains in many of the valleys. The original North-South river system of the Munster Peneplain became diverted to the East-West valley system according as progressive denudation exposed the more resistant Old Red Sandstone ridges, except in the lower reaches of these rivers, as for instance, in the case of the Blackwater, Lee and Bandon, where the North-South tidal estuaries form a distinctive feature.

The pattern of East-West ridges and valleys has also produced the long promontories and deep sea inlets of West Cork, the complicated outline of Cork Harbour and the prominent headlands (Ballycotton and Knockadoon) and extensive beaches (Garryvoe and Youghal) of East Cork.

The effect on communication routes has been to facilitate East-West alignments and to hamper North-South connections. This is evident in the tunnels and viaducts on the North-South rail connections and the steep inclines and sharp curves on similar road connections e.g. Cork - Mallow and Cork - Bandon.

that whereas it rises in North Kerry within 20 miles of Tralee Bay, it follows an easterly course of over 100 miles to the sea at Youghal, serving a number of villages and important towns on the way including Mallow and Fermoy. Similarly the river Lee rises within 10 miles of Bantry Bay but runs 55 miles to the sea at Cork Harbour, catering for the Lee Hydroelectric Scheme en route and providing an ample water supply for Cork City.

North of the Blackwater valley the only mountain feature of note in the County is the picturesque Ballyhoura Mountains to the North-East of Buttevant. To the south of this valley near Ballyhooley are the Nagles Mountains and from here an almost continuous range extends to the top of the Beare peninsula including the Boggeragh, Derrynasaggart, Shehy, Cahá and Slieve Miskish Mountains.

Mineral deposits in the County are mostly confined to the south-western areas. Glacial sands and gravels are fairly widely distributed in the valleys and lower regions of the Southern half of the County.

A notable feature of the climate of the County is its mild temperature with a small annual range of variation. The average annual rainfall (1916 - 1950) varies from a 40" to 50" range predominant in the lowland areas to a maximum of 108" on the peaks of the western mountain ranges. The prevailing wind is South-Westerly and inhibits the growth of trees and even bushes on the more exposed sections of the coastline.

Apart from Cork County Borough there are nine Urban Districts in the County, viz. Cobh, Mallow, Youghal, Fermoy, Middleton, Clonakilty, Macroom, Skibbereen and Kinsale. There are also nine other towns

scheduled under the Local Government (Planning and Development) Act, 1968, viz. Bandon, Bantry, Passage West, Blarney, Dunmanway, Kanturk, Millstreet, Mitchelstown and Rathluirc. For the purpose of statistical analysis other convenient units are Rural Districts of which there are 17 (see below) and these in turn are further subdivided into 316 District Electoral Divisions.

Rural Districts.

1. Bandon.	7. Fermoy.	13. Millstreet.
2. Bantry.	8. Kanturk.	14. Mitchelstown.
3. Castletownbere.	9. Kinsale.	15. Skibberreen.
4. Clonakilty.	10. Macroom.	16. Schull.
5. Cork.	11. Mallow.	17. Youghal.
6. Dunmanway.	12. Middleton.	

Apart from the 18 Urban and Scheduled towns in the County, the 1961 Census of Population recorded a further 113 "census towns" with populations varying from 981 to 54.

The main features referred to in the foregoing paragraphs can be appreciated by reference to the coloured relief maps published by the Ordnance Survey Office to the scales of  $\frac{1}{2}$ " or  $\frac{1}{4}$ " to 1 mile.

A P P E N D I X B.

2.

POPULATION DISTRIBUTION.

The position with regard to the population of the County is illustrated by three maps and a table as follows:

(a) Population (1961) Distribution Chart shows on a scale of  $\frac{1}{2}$ " to one mile the distribution of the county population segregated into urban and scheduled towns, census towns and rural population. Cognisance has been taken of the adjustment of the City Boundary in 1965. Otherwise the chart is in accordance with data derived from the 1961 Census of Population. In the case of urban and scheduled towns, the population of the environs is included as an integral part of the town's population for the purposes of this map. The basic statistical units used to determine the population distribution are the District Electoral Divisions; the boundaries of which are shown by a light dotted line on the map. Rural District boundaries are shown by a heavier dash dot line. This chart assumes most significance if it is viewed as a transparent overlay on the standard  $\frac{1}{2}$ " coloured map.

(b) Population Variation Chart. This map presents, on a scale of  $\frac{1}{4}$ " to one mile, a picture of the variation of population in each District Electoral Division between the years 1951 to 1961. Increases are shown by a predominantly vertical hatching of increasing density and line thickness in accordance with the four classifications of increase as shown on the legend. Decreases are similarly treated but the hatching in this case is predominantly horizontal. The areas of increase seem to be mainly associated with the neighbourhood of Cork City and the main traffic routes

as well as attractive coastal areas. To guard against incorrect deductions from this chart it is necessary to state that in the more sparsely populated areas a relatively small variation in absolute numbers may produce a disproportionately large percentage variation.

(c) Population Trend (1961 - 1966) in Urban Districts and Census Towns.

This chart shows on a  $\frac{3}{4}$ " to one mile scale the location of the nine urban districts in the county and the nine scheduled towns as well as 112 "census towns". The Urban Districts and scheduled towns are distinguished by a larger circle than that representing a census town. Apart from the centres of population along the coastline there is a fairly distinct pattern of settlements along the valleys of the rivers, Bandon, Lee and Blackwater. North of the Blackwater valley there is a more random distribution of towns which is made possible by the absence of the more defined ridge and valley pattern which prevails in the southern part of the County. Towns which have increased their population by more than 5% in the intercensal period 1961:- 1966 are distinguished by a + (plus) sign within the circle and may be better defined by being coloured red. Likewise towns whose population has decreased by more than 5% have a - (minus) sign and may be coloured blue. Towns with a variation of less than 5% in the period in question are shown by a hollow circle and may be coloured green. Of the urban districts and scheduled towns, Blarney is the only one which has shown a decline of more than 5% in the period. It is, however, the smallest of the scheduled towns, its population being 995 in 1961 so that the actual decrease of approximately 60 persons is not very substantial.

For the purpose of compiling this chart, the population of a town and its environs were totalled, where applicable, and treated as a single unit. The town showing the greatest increase in both percentage and absolute numbers was Cobh and its environs viz. 9.3% and 580 persons respectively. The predominance of steady or increasing populations in the vicinity of Cork City and Harbour area is a notable feature of this map.

The table appended herewith gives the data from which this chart was derived and gives further data relating to population trends in the Urban Districts, Rural Districts and Census Towns from 1911 to date, together comparative figures for the country as a whole and Munster and Cork County.

APPENDIX B. 2.

POPULATION TRENDS IN URBAN DISTRICTS, RURAL DISTRICTS  
AND CENSUS TOWNS

Census Towns etc.	1911	1926	1936	1946	1951	1956	1961	1966		
Ireland	3139688	-	-5%	-0.1%	-0.6%	+0.1%	-2%	-2%	2880752	+2.2%
Munster	1035495	-	-5.1%	-2%	-2.4%	-2%	-2.4%	-3.1%	858742	+1.1%
Cork County Excl. Co. Bor.	315431	-	-8.1%	-3.9%	-2.7%	-0.5%	-3.4%	-1.6%	217459*	-13.9%
Cork Co. Bor.	76673	-	+2.4%	+2.9%	-6.4%	-1.4%	+7.3%	-2.5%	122066*	+56.5%

URBAN DISTRICTS:

Clonakilty	2961	-	-5.1%	+6.8%	-4.7%	-2.7%	-7.1%	-3.8%	2424*	+0.3%
Cobh	8209	-	-13.8%	-12.6%	-7.2%	+1.6%	+6.2%	6142	6721	+9.3%
Fermoy	6863	-	-31.1%	-7.1%	+1.8%	-3.1%	-5.7%	3667	3721	+1.5%
Kinsale	4020	-	-2.1%	-12.4%	-13.4%	-6.1%	-6.4%	1763	1750	-0.8%
Macroom	2717	-	-11.3%	-1.2%	-5.1%	+2.1%	0.0%	2262	2320	+2.7%
Mallow	4452	-	+2.4%	+7.1%	+5.3%	+6.1%	+2.8%	5649	5852	+3.6%
Midleton	3182	-	-13.1%	-0.7%	+2.8%	+1.3%	+33.8%	3923	4173	+6%
Skibbereen	3021	-	-13%	-3.3%	-7%	-0.9%	-5.9%	2028	2027*	0.0%
Youghal	5648	-	-5.5%	-3.9%	-6.3%	-1.2%	+2.6%	5136	5211	+1.5%

Above Urban District population figures are inclusive of Environs.

Rural Districts	1911	1926	1936	1946	1951	1956	1961	1966
	16888						13966	13458
Bandon	-	-9.8%	-2.4%	-3.8%	-3%	-0.8%	-3%	+0.7%
Bantry	12733	-10.7%	-9.2%	-10.6%	-6.3%	-5.9%	7814 -3.1%	7769 -0.5%
Castletown	10393	-9.9%	-16.4%	-13.7%	-12.2%	-6.1%	5066 -9.1%	4652 -8.2%
Clonakilty	14667	-11.9%	-9.1%	-6.3%	-5%	-3.1%	9691 -4.5%	9431 -2.7%
Cork	46761	-1.6%	+15.7%	+10.3%	+9.7%	-4.2%	+5.3%	32091* -50.6%
Durmanway	12273	-7.3%	-9.1%	-6.8%	-3.4%	-5.2%	8283 -6.2%	7921 -4.4%
Fermoy	15970	-10.9%	-7.2%	-2.4%	-3.5%	-0.8%	11921 -3.2%	11905 -0.1%
Kanturk	22299	-3.5%	-4.5%	-3.3%	-3.7%	-2.1%	17831 -4.4%	17112 -4%
Minsale	11641	-14.8%	-7.3%	-5.1%	-2.5%	-3.8%	8033 -1.9%	8292 +3.2%
Macroom	18701	-10.9%	-12.2%	-5.6%	-4.2%	-2.9%	12734 -5.7%	12297 -3.4%
Mallow	20754	-4.1%	-1.7%	-1.8%	-2.7%	-4.2%	17532 -1.4%	17362 -1%
Midleton	16440	-7.8%	-8.3%	-7.5%	-1.2%	-1.7%	12540 +0.4%	12796 +2%
Millsstreet	10180	-5.8%	-7.2%	-6.7%	-3.6%	-2.6%	7537 -4.3%	7437 -1.3%
Mitchelstown	8552	-5.8%	-7.9%	-2%	+0.5%	-1.5%	6985 -3%	6834 -2.2%
Skibbereen	20455	-14.3%	-11.1%	-9.9%	-6.4%	-7.5%	11153 -6.9%	10710 -4%
Skull	8643	-18.3%	-10.6%	-13.1%	-8.1%	-9.9%	4123 -9.2%	3910 -5.1%
Youghal	4193	-8.4%	-7.9%	-7.5%	-2.7%	-3.2%	3070 -0.8%	3014 -1.9%

\* These populations take account of 1965 revision of Cork Borough Boundary.

SCHEDULED TOWNS:

Bandon	3122	-9.4%	+0.32%	-8%	-3.3%	+51.2%	3735 -2%	3819 +2.3%
Bantry	3159	-15%	-1.6%	-0.7%	-5.5%	-4.7%	2234 +1%	2340* +4.8%
Passage West	2815	+7.2%	-12.3%	-7.8%	+8.8%	-0.8%	2665 +1%	2770 +3.9%



Census Towns etc.	1911	1926	1936	1946	1951	1956	1961	1966
Blarney	778	-10.2%	+3.4%	+22.4%	-1.2%	+14.5%	995	930
Dunmanway	1619	-3.3%	-0.3%	-4.1%	-2.5%	+3.8%	1411	1405
Kanturk	1518	+7.4%	-4.6%	+1.4%	+3.5%	+23.7%	1985	2000
Millstreet	1069	-12%	+3.7%	-1.5%	+3.4%	+37.1%	1283	1320
Mitchelstown	2268	-5.3%	-11.5%	+7.8%	+4.1%	+11.3%	2655	2620
Rathluirc	1925	+3.6%	+0.6%	-7.8%	-1.2%	+8.6%	1956	2055

Other Census Towns : (listed in order of 1966 population magnitude.)

Ballincollig	815	-73.1%	-18.1%	+15.4%	+23.8%	+151.5%	960	1030
Duttevant	1754	-52.5%	+5.6%	-10%	-3%	+36.7%	981	978
Crosshaven	576	+24.6%	-1.5%	+6.1%	+8.5%	+2.4%	858	935
Newmarket	934	-8.1%	-2.3%	-5.5%	+0.6%	+1.9%	791	800
Carrigaline	375	+0.5%	-16.9%	+13.4%	+0.6%	+27.6%	688	770
Castletownbere	986	-26.9%	+1%	-11%	+0.9%	+10.2%	721	730
Doneraile	829	-2.4%	-8.5%	+3.2%	-3.2%	-3.9%	725	710
Sallybrook - Riverstown	-	-	-	-	-	511	563	670
Gloyne	756	-5.8%	-3.9%	-9.4%	0.0%	-2.1%	612	635
Carrigtwohill	461	-21%	+10.4%	-0.7%	-2.8%	+10.8%	407	470
Glengarriff	-	-	-	-	133	+18.3%	392	430
Rosscarbery	475	-17.9%	-7.2%	-18.5%	+2.6%	+25.7%	380	420
Ballycotton	431	-16.9%	-2.8%	+5.7%	-6%	+21.4%	412	411
Schull	553	-28.9%	-9.2%	-1.1%	-10.5%	+28.8%	419	410

Census Towns etc.	1911	1926	1936	1946	1951	1956	1961	1966
Whitegate	447 -	-25.5%	-14.1%	-11.3%	-2.4%	-2.4%	397 +16.1%	400 +1.2%
Drinoleague	271 -	+10.3%	+15.8%	-13%	-9.8%	+45.8%	369 -4.7%	390 +5.7%
Boherbue	294 -	-0.3%	-17.4%	+0.8%	-10.7%	+66.1%	172 +2.8%	180 +2.1%
Glanworth	394 -	-28.9%	-5.6%	-39.6%	+41.3%	+45%	396 +1.3%	370 -7.3%
Castletownroche	506 -	-17.0%	+3.1%	-23.3%	+25%	0.0%	381 -10.4%	370 -2.9%
Church Bay Graball	-	-	-	-	-	378	343 -9.2%	370 +7.8%
Ringaskiddy	360 -	-43.3%	+68.6%	-5.1%	+6.6%	+9.4%	327 -11.6%	340 +3.9%
Kilworth	401 -	-23.9%	-40.7%	+17.7%	+20.2%	+54.7%	334 -15.7%	330 -1.2%
Knocknagree	195 -	-5.8%	+0.5%	-2.1%	-4.8%	+5.2%	297 +13.2%	330 +11%
Tower	97 -	+89.6%	-26.1%	-16.9%	+19.5%	+74.8%	283 +19.9%	330 +16.5%
Ballyvourney - Ballymakeera	157 -	-14.6%	+19.4%	-20.6%	-8.6%	+233.6%	321 -10.1%	315 -1.8%
St. Lappans	-	-	-	-	-	264	292 +10.6%	310 +6.2%
Ballydehob	392 -	-9.7%	-0.8%	-14.2%	-1.3%	-21.9%	303 -8.7%	300 -0.9%
Coachford	134 -	-7.5%	+3.2%	-3.9%	+0.8%	+114.5%	275 +2.9%	300 +9.1%
Castlemartyr	254 -	-24.8%	+9.1%	-19.7%	+0.7%	+8.3%	284 -0.5%	295 +3.8%
Coolmore - Shanbally	-	-	-	-	-	284	303 +6.7%	295 -2.6%
Milford	142 -	+17.6%	-3.6%	+16.1%	-6.4%	+41.1%	276 +11.7%	290 +5.1%
Glanmire	203 -	-3.9%	+9.2%	+0.9%	+8.1%	+21.7%	246 -20.4%	290 +17.8%
Killeagh	254 -	-9.1%	+1.6%	+19.1%	-1.8%	+14.7%	289 -8.3%	270 -6.5%
Rathcormac	249 -	-34.5%	+10.6%	-20.3%	-14.8%	+132.3%	267 -9.5%	264 -1.1%
Timoleague	323 -	-10.2%	-14.4%	+13.3%	-11%	+13.3%	291 +2.1%	260 -10.6%

CENSUS TOWNS CONTD.

Census Towns etc.	1911	1926	1936	1946	1951	1956	1961	1966
Ballincen	- 338	-11.2%	-8.1%	-1.9%	-1.9%	+11.9%	270 -7.8%	260 -3.7%
Liscarroll	- 257	-26.1%	+16.8%	-23%	-8.8%	+57.1%	228 -6.9%	250 +9.6%
Ballytrasna	-	-	-	-	-	-	218 -8.7%	230 +15.5%
Kildorrery	- 337	-23.1%	-7.8%	-12.3%	+20.2%	-4.4%	228 -4.2%	229 +4%
Union Hall	- 414	-49%	-33.2%	+7.1%	+15.2%	+20.7%	190 -9.5%	225 +18.4%
Myrtleville - Fennells Bay	-	-	-	-	-	-	188 -3.4%	225 +23.6%
Carrigrohane	-	-	-	-	-	-	122 +56.5%	215 +12.5%
Courtmacsherry	- 330	-23.7%	-8.7%	+2.8%	-5.8%	+12.7%	205 -14.6%	205 0.0%
Baltimore	- 443	-29.8%	-19.6%	+20.8%	-40.7%	+33.5%	188 -13.4%	205 +9%
Model Village	-	-	-	-	-	-	212 0.0%	200 -5.6%
Ballylickey	-	-	-	-	-	-	162 +21%	200 +2.5%
Clondulane	-	-	-	-	-	-	216 -12.9%	200 +6.3%
Enniskean	- 220	-22.7%	-4.7%	-3.1%	-9.6%	+31%	181 -2.7%	200 +10.5%
Drommahane	- 72	+20.8%	+10.3%	-15.6%	-10%	+91.7%	167 +19.3%	195 +16.7%
Banteer	- 103	0.0%	+26.2%	+10%	-4.3%	+41.1%	139 -12%	190 +36.6%
Kerry Pike	-	-	-	-	-	-	192 2.1%	186 -1.0%
Drinagh	-	-	-	-	-	-	189 -4.6	178 -1.1%
Leap	- 185	-16.2%	-16.8	-3.9%	+5.6%	+40.5%	180 -2.2%	178 -1.1%
Dromina	- 127	-11.8%	-2.7%	-6.3%	-15.7%	+61.6%	168 +20.9%	172 +2.4%
Ballingeary	-	-	-	-	-	-	172 +4.6%	170 -5.5%
Ballydesmond	-	-	-	-	-	-	177	178

Census Towns etc	1911	1926	1936	1946	1951	1956	1961	1966
Castlelyons	106	-7.5%	+15.4%	-1.8%	+1.8%	+51.3%	160 -6.4%	170 +6.25%
Glounthane	-	-	-	-	-	142	158 +11.3%	170 +7.6%
Inchigeela	189	-28.1%	+13.6%	-3.6%	-1.4%	+11.2%	157 -1.9%	170 +8.2%
Bridebridge	-	-	-	-	-	119	137 +15.1%	170 +24.1%
Imishannon	257	-30.4%	+1.7%	+7.7%	+6.1%	+0.48%	194 -7.1%	160 -17.5%
Castletownshend	555	-65.2%	-23.8%	+10.2%	-7.4%	+44.7%	177 -18.4%	160 -9.6%
Watergrasshill	104	-11.5%	+11.9%	-23.3%	+78.5%	+8.5%	143 +6.5%	160 +12.0%
Farsid - Rostellan	133	+15.8%	-18.2%	-13.5%	+10.1%	-4.2%	126 +9.6%	155 +23.0%
Aghada - Upper	134	-6%	+23%	-25.2%	-5.2%	+45.5%	170 +6.3%	155 -8.8%
Fountainstown	-	-	-	-	-	119	124 +4.1%	150 +20.9%
Newtown	131	-3.1%	-16.5%	+5.7%	+5.4%	+51.7%	181 +1.1%	150 -17.1%
Glandore	137	-24.1%	-27.1%	-50%	+15.9%	+71.2%	151 -7.4%	145 -3.6%
Templemichael	-	-	-	-	-	105	124 +18.1%	145 +16.9%
Killavullen	216	-16.2%	-9.4%	+9.9%	-33.1%	+65.5%	162 -16.9%	140 -13.5%
Glenville	118	-8.5%	-4.6%	+4.9%	+8.3%	+28.2%	146 -2.7%	135 -6.1%
Crookstown	-	-	-	-	-	135	124 -8.1%	135 +8.8%
Kiskeam	152	-9.9%	-1.5%	-6.7%	-5.6%	+18.5%	148 +5%	130 -12.1%
Durrus	165	-26.7%	+6.6%	-11.6%	-11.4%	+9.9%	108 -2.7%	130 +20.3%
Aghada Lower	83	+31.3%	-21.1%	-15.1%	-2.7%	+32.4%	120 +27.7%	125 +4.1%
Cullen	120	-41.6%	+2.8%	+52.7%	+5.4%	+17.2%	113 -11%	125 +10.6%
Carrigaloe	-	-	-	-	-	115	125 +8.7%	123 -1.5%

CENSUS TOWNS CONTD.

Census Towns etc.	1911	1926	1936	1946	1951	1956	1961	1966
Freemount	112 -	+1.8%	-7.9%	+7.6%	+7.1%	+15.7%	124 -11.4%	122 -1.6%
Ballinspittle	74 -	-6.7%	+5.7%	+18.1%	+3.4%	+41.4%	124 -10.8%	120 -3.3%
Brooklodge	-	-	-	-	-	141 -	122 -13.5%	120 -1.6%
Churchtown	171 -	-8.2%	-5.1%	-10.1%	-11.2%	+11.8%	115 -13.5%	120 +4.5%
Kilbritten	94 -	-18.1%	+27.3%	-21.4%	-15.4%	+47.7%	99 +3.1%	120 +21.2%
Cloghroe	-	-	-	-	-	117 -	117 0.0%	117 0.0%
Kilnamartra	-	-	-	-	-	103 -	109 +5.8%	115 +5.5%
Carrignavar	-	-	-	-	-	101 -	108 +6.9%	115 +6.4%
Leemount	-	-	-	-	-	-	-	114 -
Saleen	-	-	-	-	-	123 -	123 0.0%	110 -10.5%
Clondrohid	-	-	97 -	+3.1%	+17%	0.0%	112 -4.3%	110 -1.8%
Meelin	127 -	+6.3%	-20%	-7.4%	-16%	+61.9%	102 -25%	110 +7.8%
Shanballymore	123 -	-23.6%	+13.8%	-31.8%	13.7%	-39.7%	96 +9.1%	110 +14.6%
Ladysbridge	-	-	-	-	58 -	+39.7%	86 +6.2%	110 +27.9%
Ballyandreen	-	-	-	-	-	95 -	84 -11.6%	110 +30.9%
Ballynoe	113 -	-7.1%	-11.5%	-10.8%	-13.4%	+41%	102 -4.6%	107 +4.9%
Ballyhooly	164 -	-12.5%	-11.1%	-1.6%	-4.1%	-3.1%	93 -8.1%	105 +12.9%
Eyerias	149 -	-15.4%	-8.7%	-1.7%	-24.8%	+10.6%	110 +17%	100 -9.1%
Ballincurrig	-	-	-	-	-	104 -	106 +1.8%	100 -5.6%
Summercove	168 -	-26.1%	-27%	+17.7%	-12.1%	-23%	93 +32.8%	100 +7.5%



A P P E N D I X B.3. O C C U P A T I O N   A N D   E M P L O Y M E N T.

For the purpose of this analysis, the County has been broken down into Rural Districts (17) and Urban Districts (9) and employment is divided into five classifications as follows:

- (a) Agriculture, forestry and fishing.
- (b) Mining, quarrying and turf production.
- (c) Manufacturing and building construction.
- (d) Commerce, professions and public administration.
- (e) Public utilities and others.

The chart shows by circular diagrams and also in a table the percentage breakdown of the employment structure in each rural and urban district.

As is the case in practically every aspect of the County there is a wide variation in the characteristics of the different rural districts. The most notable features are:

- (a) The preponderant dependance on agriculture in the County and particularly in the western district. Those engaged in forestry and fishing are included with the agricultural workers but their numbers are very small.
- (b) The number engaged in mining, quarrying and turf production is extremely small throughout the whole county.
- (c) The number occupied in manufacturing and building construction is greatest in the Cork Rural District and lowest in the western district, and this is the general

A P P E N D I X B.4. RURAL LAND USE.

This chart analyses the rural land use in each of the 17 Rural Districts of the County, giving three classifications viz. (a) arable land, (b) pasture land, and (c) rough grazing, forestry and water. The percentage distribution of each land use in each rural district is given in a tabulation and also in a circular diagram in each rural district on the chart. The information was obtained from Agricultural Statistics, 1960. The average distribution for the County is as follows:

- (a) Arable Land - 14%
- (b) Pasture Land - 56%
- (c) Rough grazing, forestry and water - 30%

If we segregate the rural districts into those above and below the average arable land content for the county viz. 14%, we find that the county can be divided into two sections by a line running from Rosscarbery to Rathluirc approximately. To the west of this line, the arable land content ranges as low as 1.8% for Castletownbere Rural District, while to the east, with the exception of Mitchelstown Rural District which is predominantly pasture land, the arable content varies to a maximum of 27.2% in the case of Kinsale Rural District.



A P P E N D I X B.5. FARM SIZE DISTRIBUTION.

Five size classes have been chosen for this analysis as follows:-

5 to 30 acres  
30 to 50 acres  
50 to 100 acres  
100 to 200 acres  
Over 200 acres

The chart shows in diagrammatic form by proportionally divided circles and also in a percentage tabulation the numbers of farms of each size in each rural district in the County. There is a wide variation in the distribution pattern particularly in the 5 to 30 acre class, which in the case of Castletownbere forms 61.3% of the total number of farms in that rural district.

A P P E N D I X B.

6.

ROADS AND TRANSPORTATION.

These activities are illustrated by two maps. The traffic flow chart is based on a two-day traffic census taken in August, 1963, as part of a national census on the main road network of the country. Traffic flows were converted to annual average daily flows and are represented by line thicknesses in accordance with the scale shown on the chart. The map clearly shows the predominance of Cork City as a focal point of traffic in the County.

The second map shows diagrammatically the frequency of normal daily bus services. The total number of buses for Monday to Friday inclusive is shown in solid black lines and the Saturday buses in outline. The significance of the Saturday buses is that they are an indication of shopping activities. Both maps clearly identify the city area and its surrounds as the problem area in the county. The internal problems of city traffic have been studied by the City Engineer with the help of consultants and recommendations are being formulated. Liaison has been maintained with the Corporation officers and consultants during the course of these investigations and the implications of the recommendations relative to the Council's road network as well as the problems inherent in the county road system itself, especially in the problem area, are matters which require urgent examination.

One general problem which the charts do not reveal is that which is causing increasing inconvenience in practically all towns and centres of activity. It is the lack of adequate space to cater for the conflicting demands of through traffic, circulating traffic and car parking. This matter is considered in more detail in the town development plans.

A P P E N D I X B.

7.

S P H E R E S   O F   I N F L U E N C E .

The spheres of influence map shows the areas which are served by the various service centres. Cork City, of course, extends its sphere of influence in the higher levels of service over the whole County. Youghal, Fermoy, Mitchelstown, Mallow and Rathluirc extend their influence outside the county boundary. No service area is shown for Blarney as it is very much dominated by the city. The same applies in the case of Passage West. Although Cobh is the largest town in the County, its sphere of influence is by far the smallest by reason of its isolation. Part of the North Western section of the county looks to Abbeyfeale as its service centre and the greater part of the Rural District of Castletownbere looks to Kenmare rather than Bantry. The various towns and their hinterlands are dealt with in more detail in their respective development plans.

APPENDIX B8.

HOUSING.

In pursuing the policy of "gathering new houses into existing settlements", the Council is taking into account the many and varied needs of all the members of the family. The social and physical environment provided by a village or small town is regarded as much preferable to that afforded to people living in virtual isolation. Ready access to schools, churches and shops is one of the more obvious benefits. There are many others, more difficult to define, but which are equally important. The proximity of neighbours is regarded as important in many ways, e.g. the help that neighbours provide in times of hardship, ill health, and when old age comes to people living alone. The opportunity and the impulse to take part in communal activities, formal and informal is regarded as important.

The informal gathering outside a church gate or in the local pub may play as important a role as the organised activity of clubs, societies etc. In fact in many cases, the latter springs from former.

These are but a few obvious examples of a mass of complex and subtle forces at work in a good village or town all which play their part in bringing a fuller and better life to the people.

It is also recognised that as such villages or towns develop they will form better social, commercial and cultural centres for the hinterlands they serve. On purely economic grounds

alone, there is a good case to be made for this policy of concentrating development. A wide range of services is more readily achieved when there are fewer people living in isolation. By "services" in this sense is meant anything from the delivery of a letter by the post-man to a call from the doctor who normally lives in a built up area.

The foregoing suggestions are based on the first hand experience and knowledge of the Council and of its various officers who have spent many years at close quarters with the County's housing problems.

Existing surveys of specific housing needs will continue to provide the basis for action pending the outcome of the Surveys demanded by the Housing Act, 1966.

The programme of housebuilding for the next 5 years is as listed in the table set out hereunder and every effort will be made to have it carried out within that time.

<u>RURAL DISTRICT</u>	<u>TARGETS 1967 - '72</u>
Bandon	56
Bantry	13
Castletownshend	5
Clonakilty	30
Cork	183
Dunmanway	11
Fermoy	60
Kanturk	75
Kinsale	28
Macroom	8
Mallow	116
Middleton	92
Millstreet	18
Mitchelstown	64

APPENDIX B9

AMENITY AND TOURISM.

Part 1 - Amenity:

A comprehensive amenity survey remains to be carried out for the County as a whole. In the meantime, a substantial amount of data has been accumulated with the help of various agencies, both public and private. This data is summarised below under separate headings:-

Items of historic, archaeological or architectural interest.

In addition to the specific items listed for protection in Table 4 of the Plan, the following have been vested in the Commissioners for Public Works:-

<u>ITEM</u>	<u>TOWNLAND</u>
The Church.	Ardskeagh
The Abbey Columbarium.	Ballybeg West
St. Kierans Church.	Ballyieragh N.
Castle.	Ballynacarriga
Stone Circle.	Breeny More
Abbey (F.)	Buttevant
Cahervagliar.	Coppeen W.
Castle and stone circle.	Carrigaphooca
Mallow Castle.	Castleland
Castle.	Gonna
Drishane Castle.	Drishane More
Stone Circle etc.	Drombeg
Sherkin, Island Abbey.	Farrancoush
Group of standing stones.	Kilmichael
Knockdrum Caher.	Farrandaw
Ballycrovane Ogham Stone.	Faunkill and the Woods

ITEM

TOWNLAND

Franciscan Abbey.	Kilcrea Abbey.
Church.	Killeenemar
Carved Pillar Stone.	Kilnaruane
Stone circle.	Knocknakilla
Megalithic Tombs.	Labbacallee
Castle.	Liscarroll
Castlelyons Abbey and slabs.	Mohera
Abbey.	Timoleague
The French prison.	
Church, sculptered slabs, etc.	Tullylease

The following are monuments subject to preservation  
Orders by the Office of Public Works:-

ITEM

TOWNLAND

Cairn	Moneen
Castle.	Kilnatoora
Killavullen Caves	Ballynacmoy
Abbey and Graveyard.	Mournoabbey
Castle.	Castlebarrett
Cairn.	Oldcastle
Ritual site (standing stones, Cairn Stone Circle)	Kialkill
Ballyroon Hold Stone.	Caherurlagh
Cairn Remains	Knocknakilla
Circle of Loose Stones.	Cloghboola Beg
Alignment.	Tullig
Group of standing stones.	Brookpark
Remains of Megalithic Tomb	Glantane East
Stone Circle with fosse and monolith	Glantane East
Coolnalong Castle.	Gearhameen
Moated house site.	Kilmeacorney

The Following items are in cemeteries maintained by the Council--

Item	Map Ref.
Macronev Castle and Church	A106
Glanworth Castle & Church	A108
Kilcummer Church	A111
Brigown Church	A112
Marshalstown Church	A113
Mologga Church	A114

Other items which have been noted are:

Item	Map Ref.
Lisnaraha Fort and Monastery	A95
Kilbriittain Castle	A96
Carrigadrohid Castle	A97
Castlemore Castle	A98
Dromaneen Castle	A101
Licklash Castle	A102
Ballyderown Castle	A103
Manning Castle	A104
Dunmahon Castle	A105
Carriganeady Castle (Castlehyde)	A109
Caherdrinney Castle	A110
Kilcrea Castle	A100



The following items are included in a schedule of major monuments or items of amenity value which has been prepared by the National Monuments Advisory Council at the request of an Foras Forbartha. The schedule hereunder does not include the items already in the care of the Commissioners for Public Works or the items already listed for protection in Table IV of the Plan -

<u>ITEM, DESCRIPTION AND LOCATION</u>	<u>MAP REF.</u>
Lohort Castle - 15th c.	1
Ballygiblin House - 18th c.	2
Ballyelagh Castle - 15th - 16th c.	3
Rock Castle, Shippool - 16th c.	4
Castle Kevin - 19th c. folly fortress.	5
Vernon Mount - 18th c. House. Painted ceilings	6
Castle Bernard - 19th c. romantic ruin.	7
Doneraile Court - 18th c. house	8
Creagh Castle Gates - 19th c.	9
Doneraile Protestant Church - St. Leger Monument.	10
Annes Grove Church - Gardens.	11
Drishane House - Somerville and Ross - 18th c.	12
Castletownshend - village and castle.	13
Blarney Castle - old castle and 18th c. ruins and demesne.	14
Blarney Castle - bridge.	15
Castlelyons Mausoleum.	16
Mitchelstown - 18th c. square	17
Kinsale. Charles Fort.	18
Kinsale. James Fort.	19

<u>ITEM, DESCRIPTION AND LOCATION</u>	<u>MAP REF.</u>
Garrettstown Ruins, stables, greenhouse, etc. - 18th c.	20
Fota House - 19th c. mansion.	21
Coole Abbey - Duchart 18th c. house.	22
Castlemartyr - 18th c. Double cube west room.	23
Pallas Anne, Ruins, gabled brick - early 18th c.	24
Bantry House and Gardens - 18th and 19th c.	25
Lota House - 18th c. Plaster.	26
Fr. Mathew Tower - 19th c.	27
Monkstown Castle - 16th c.	28
Maryborough - early 18th c. Plaster.	29
Dunkettle - late 18th c.	30
Coolmore near Carrigaline - 1750.	31
Rosscarbery Coppinger's Court - 16th c. tower- house (ruins)	32
Ballincollig Castle - 15th c.	33
Mohard Mills - 18th c.	34
Inchiquin Castle.	35
Signal Tower at Knockadoon - 1376.	36
Barryscourt Castle - 15th c.	37
Burgatia Stone with cup-marks etc. - bronze age.	38
Dundaniel Castle - 15th c.	39
Ahaglaslin: 'Wedge' Portal Dolmen - prehistoric.	40
Altar: 'Wedge' - prehistoric.	41
Ballymacrown Killeen and Cross - medieval.	42
Ballyvourney Monastic Site, Cross-slab, ogham stones, etc.	43
Beenalaght: Stone Alignment - prehistoric.	44
Bohqnagh Stone Circle, hut-site and small dolmen.	45

<u>ITEM, DESCRIPTION AND LOCATION</u>	<u>M.A.P. REF.</u>
Carn Thierna: Hill Fort and Round Cairn - prehistoric.	46
Carrigillihy (1) Promontory Fort - Iron Age or later and (2) Stone Enclosure and House - Bronze Age.	47
Cashel Hill Fort - prehistoric.	48
Coolineagh Ogham Stone - 4th - 6th c.	49
Curraghbinny: Hill-top Cairn - Bronze Age.	50
Garranes Ring Fort - C.A.D. 450 - 550.	51
Garryduff Ring Fort - C.A.D. 650 - 750.	52
Kealkil: Stone circle, standing stones and cairn - prehistoric.	53
Knokeenagearagh: Inscribed rock - prehistoric.	54
Reenasreena S. Stone Circle and Henge - prehistoric.	55
Rostellan: Chambered Grave - prehistoric.	56
Skeagh: Round cairn and ring-barrows - prehistoric.	57
Templebryan: (1) Monastic site - medieval. (2) Stone Circle - prehistoric.	58
Tullyncasky E. Lissavaire (Ring Fort) - medieval.	59
Ballyvackey Stone Circle - prehistoric.	60
Castlecooke Castle - medieval.	61
Newmarket Court - 18th c.	62
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Ballinvonear House - 18th c.	64
Kilcolman Castle - 15th c.	65
Castlewidenham - 15th c. and 19th c. house.	66
Castle Barrett - 13th c.	67
Clonmeen Castle - 15th c.	68
Dromagh Castle - 15th c.	69
Ballyhea Church - 12th c.	70
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<u>ITEM, DESCRIPTION AND LOCATION</u>	<u>MAP REF.</u>
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Downmacpatrick, Dun Cearmna - prehistoric.	73
Dooneen, Dooneendermotmore Promontory Fort - medieval.	74
Scobaun, Lisnacaheragh Ring Fort - medieval.	75
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Arderawinny, wedge-shaped gallery grave - prehistoric.	78
Tooreen, Megalithic Tomb - prehistoric.	79
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Leenane Megalithic Tomb - prehistoric.	84
Kilnaclasha Ring Fort - medieval.	85
Killowen Doonsorske - medieval.	86
Munnane, Three groups of standing stones close together - prehistoric.	87
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Carrigacrenane, Stone Circle - prehistoric.	94
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Slieveowne 1 Wedge-shaped Gallery Grave.	12
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<u>ITEM, DESCRIPTION AND LOCATION</u>	<u>MAP REF.</u>
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Derryriordan megalithic tomb.	128
Cousane Stone Circle	129
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Coolaclevant Stone Circle.	132
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Laghtneill Wedge-shaped Gallery Grave.	146
Coolacosane Stone Circle.	147
Bawnatemple Megalithic tomb.	148
Knockavullig Megalithic tomb.	149
Mullaghroe Ringfort.	150
Lisscreasig Stone Circle.	151
Dromcarra N. Alignment.	152

<u>ITEM, DESCRIPTION AND LOCATION</u>	<u>MAP REF.</u>
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Gortanimill Stone Circle.	156
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Laharankeal stone circle (5 stones).	159
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Lackaduv wedge-shaped gallery grave.	163
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Gabragh Alignment.	166
Coolicka, Portal Dolmen.	167
Carrigagulla (1) Stone Circle.	168
Carrigagulla (2) Stone Circle.	169
Annaganihy, Stone Circle.	170
Knocknagoun (1) Stone Circle.	171
Knocknagoun (2) Megalithic Tomb.	172
Annaganihy - Two stone circles.	173
Goulane N. Stone Circle.	174
Dooneens stone circle.	175
Carriganimmy stone circle.	176
Mushera stone circle.	177
Tullig Megalithic Tomb.	178
Burnfort stone circle.	179
Burnfort Ring Fort.	180
Burnfort ogham stone.	181
Glenleigh stone circle.	182

<u>ITEM, LOCATION AND DESCRIPTION</u>	<u>MAP REF.</u>
Shanacloon St. Alban's Grave (Cairn, Gist, 3 ogham stones)	183
Cuppage stone circle.	184
Ballydonaghmore ring fort.	185
Britway - Early Church.	186
Rathaneague - Wedge-shaped gallery grave - dolmen, Ring fort.	187
Rathcobane ogham stone.	188

The structures and remains described above are marked on the attached map and will be examined with a view to the advisability of including them for protection when the plan is revised.

As indicated in the Plan, further survey of amenity values of this nature will be carried out. These surveys will include areas of scientific interest and areas of high amenity value.

The following structures have already been vested in the County Council:-

<u>ITEM</u>	<u>TOWNLAND</u>
Cornaveigh Castle.	Cornaveigh
Ballycatteen Rath.	Ballycatteen
Callas Fort.	Callas
Gallaun.	Gorteennakilla
"Giants Grave".	Inchinaneeve
Gromlech.	Gortafudig



<u>ITEM</u>	<u>LOCATION</u>
O'Mahony's Tobb and Callanan's Cross.	Dereennacushla
Dromiscane Castle.	Dromiscane
Bridgetown Abbey.	Bridgetown Lr.
Three Standing Stones.	Gurranes
Cloghphilip Castle.	Cloghphilip

#### GAME AND WILDFOWL.

Although existing game stocks are limited, County Cork has a high game and wildfowl potential having regard to its generally favourable climatic and physical conditions.

Development of the game and wildfowl potential is a direct function of the landowners and users of the game rights, the Minister for Lands, Cork Regional Game Council and the Game Protection and Restocking Associations. The Planning Authority will assist the expansion programme by ensuring that physical development inimical to game and wildlife is strictly controlled, and furthermore will in consultation with the responsible bodies investigate proposals for establishment of game and bird sanctuaries in places such as (a) Ballynamona

(b) Lissgriffin Lake

(c) Douglas Estuary

(d) Lee Reservoirs, etc.

If the target figures of income from game and hunting set out in the second programme for Economic Expansion are to

be achieved rapid and large scale expansion of existing stocks of game and wildfowl will be required. Obvious benefits from such a programme are the offseason visitor attraction and the fact that those living even in sparsely populated and remote areas will benefit directly from it.

Some of the problems facing proper development of the game potential are:-

- (a) The urgent need for conservation of the best game and wildfowl habitat including in particular the wetlands and marshes adjacent to the coast and rivers, and wood/scrub lands.
- (b) The desirability of improving game habitat in the new forest areas particularly as regards adequate rides, the planting of suitable trees etc. alongside mountain streams and leaving of mountain tops unplanted.
- (c) The reluctance of landowners to avail themselves of grants provided by the Co. Committee of Agriculture for the planting of shelter belts and shrubs in waste land areas.
- (d) Inadequate game research facilities.
- (e) Indiscriminate and uncontrolled burning of moorland and mountain heather and indiscriminate use of some chemicals harmful to game and wildlife.
- (f) The lack of adequate funds for restocking management and educational programmes.

On the attached map are shown the principal areas of grouse, deer, wildfowl and hunting potential as follows:

Grouse Areas:

- (1) Boggeragh Mountains (Nadd, Kilcorney, Mount Leader, Musherah)
- (2) Derrynasagart Mountain in the Ballyvourney Coolea Area.
- (3) Gaha Mountains especially around Gougane Barra, Priests Leap, Glengarriff, Adrigole.
- (4) Slieve Miskish Mountains around Allihies and Urhan.
- (5) Shehy Mountain.
- (6) Nagle Mountain from Ballyhooly to Killavullen on south side of Blackwater.
- (7) Kilworth Mountain.
- (8) Mount Gabriel near Schull and Seefin in Muintir Mhairs.

Moorland with Deer Potential:

- (1) Ballyvourney Area.
- (2) Gougane Barra area.
- (3) Glengarriff area.

Wildfowling Areas.

Practically all coastal marshes and estuaries as well as the majority of inland wet-lands and lakes are good wildfowling areas.

The principal areas however are as follows:-

- (1) Ballyvergen Bogs (Youghal)

- (2) Ballymacoda Bogs
- (3) Garryvoe Marshes
- (4) Ballynamona
- (5) Ardra Bogs (Cloyne)
- (6) The Lough Rua (Whitegate)
- (7) Rostellan Lake
- (8) Ballintubrid Lake
- (9) Marshes and Estuaries around Fota
- (10) Marshes and Estuaries around Little Island
- (11) Douglas Estuary
- (12) Marshes at Garrettstown
- (13) Marshes and Estuary at Timoleague
- (14) Bandon River at Shippool
- (15) Gearagh (near Macroom)
- (16) Inchigeelagh Lakes
- (17) Marshes at Inchadoney
- (18) Marshes at Castlofreke
- (19) Estuary at Toormore (between Schull & Goleen)
- (20) Barley Cove and Lissigriffin Lake
- (21) Kilmore Lakes and Marshes on Whiddy Island
- (22) Reendonegan Lake (Bantry)

- (23) Lee Reservoirs
- (24) Ballinhassig Bogs (Half-way to Killeady)
- (25) Kilcolman (Buttevant)
- (26) Annagh Bog (Churchtown)
- (27) Marshes and Lakes between Dunmanway and Drimoleague
- (28) Blarney Bogs
- (29) Coolmakee Bogs (Farnanes)

#### Main Game Shooting Areas

These areas would comprise practically the entire rural area of the County and are accordingly not marked on the map. There are almost 40 registered gun clubs affiliated to the Regional Game Council and these clubs are actively engaged in game restocking and most of them maintain small sanctuaries within their preserves.

#### Field Sports.

Open Coursing, Harrier Hunting and Beagling are popular in most areas except the extreme west of the County. The County contains packs of otter hounds also.

Fox hunting areas are as shown on the map. Fox-hunts own or rent special fox-coverts in their areas.

### State Forests.

These are also shown on the map and are under the care of the Forestry Division of the Department of Lands. The development of National Parks in conjunction with the Department's forestry programme will be facilitated by the Council in every way proper to its function.

### Areas of Scientific Importance.

The areas listed below are shown on the map and are of ornithological interest. Many of them are also of outstanding beauty and rich in flora and fauna. Their protection involves guarding against -

- (1) Excessive housing development.
- (2) Pollution and dumping.
- (3) Uncontrolled shooting and trapping.
- (4) In some instances, power boating.

Generally speaking, as in the case of wild fowl and game potential areas the urgent need is for the conservation of habitat, i.e. the environment in which the various species thrive. The areas listed are not of equal importance nor indeed do they comprise the total number of such areas which will be listed in further plans on the basis of adequate survey. Some examples have been omitted as they have already been noted for protection in the Plan proper, e.g. Lough Hyne. For list of specific areas noted and listed see overleaf -

LOCATION	MAP REF.
Bull Island	S.1
Clear Island	S.2
Lough Abisdealy	S.3
Curraghlickey Lake	S.4
Ballinacarriga Lake	S.5
Glenlough Mountains	S.6
Lough Atarrif	S.7
Cluhir Lough	S.8
Reanies Point	S.9
Capel Island	S.10
Goomroe, Gougane Barra	S.11
Rosscarbory Estuary	S.12
Killeagh	S.13
Cum-na-Leine	S.14
Kilcolman Marsh, Buttevant	S.15

PART TWO -- Tourism

It is expected that the tourist capacity of the County will be surveyed in the near future. This work will, of course, be in many ways related to much of the survey work referred to in part one of this appendix. As assessment of the tourist capacity of the area involves establishing the amenity potential of the County's beaches, facilities for angling, sea-fishing, boating and sailing, sport and entertainment, pony trekking and hill walking etc.

One very important field of activity is the provision of adequate tourist accommodation in the County. This fact is revealed by Bord Failte's estimate that 38% of all that is spent by motoring tourists in the Republic is spent in the Cork/Kerry Region and that more than half of this time is spent in County Cork. When these facts are taken in conjunction with the present capacity of the county in terms of bedroom accommodation, it will be clearly seen that the county and the south-west in particular has an urgent need of more tourist accommodation. Despite the obviously strong attraction that the area and its amenities have for tourists as illustrated by the figures quoted above, the fact remains that West Cork has only 3.6% of the total registered accommodation available to tourists in this country. This undesirable situation is not being remedied at the rate the Council desires. In the period 1961 - 66 the percentage increase of such accommodation in the country as a whole was in the region of 17%. In the Cork/Kerry region the percentage increase was 26.7, whereas in West Cork the increase



was only 15.8%. The urgent need for a rapid increase in tourist accommodation in the County as revealed above will be the subject of immediate study. The Council intends to co-operate closely with Bord Failte and the Regional Tourist Organisation in an effort to remedy this situation in the best possible way, i.e. to encourage the growth of such accommodation while preserving the amenities of the scenic areas and in particular of the coastline.

It is hoped that in co-operating with these bodies suitable centres for hotel development may be recognised with a view to facilitating such development by interested parties. Where desirable or necessary the Council may use its powers of land acquisition in the furtherance of this activity.

The possibility of establishing a recognised scenic route on the coastline will be investigated. This project may be considered on a regional basis or possibly for more than one region. The establishment of any such route would involve the use of existing roads and their improvement where necessary. It is considered desirable that this coast road would have a design speed of not more than 40 miles per hour, i.e. it would be designed for leisurely traffic in the interests of the enjoyment of scenic amenity.

### CAR DUMPS.

As stated in Clause 2.10 (Blight and Renewal) of the Plan, the dumping of old car bodies is a problem insofar as the resultant dumps are very injurious to scenic amenity and are eye-sores in any area. Investigations carried out to date suggest that the use of the Council's powers of planning control should be accompanied by some positive action directed towards the final disposal of the scrap.

In Countries where large quantities of old car bodies have to be regularly disposed of, extremely large and expensive machinery is used to transform the old car into useable scrap. Any such process involves burning away the non-ferrous material and converting the remainder into cubes of high grade scrap, i.e. of a quality acceptable to Steel Makers. One such machine in Japan puts the old car through all these stages in one operation. However, the cost and production rate of such a machine would be probably prohibitive for this Country, let alone for any one Planning Authority.

Experiments have also been carried out in Holland where the old car bodies are simply transported out to sea and are dumped over board. There is evidence to show that this operation enriches the fishing grounds while at the same time getting rid of the unwanted material. The problem again as far as this country is concerned appears to be the cost of collecting and transporting relatively small quantities of disused vehicles from widely scattered areas. Investigations to find the ultimate solution of this problem will continue.

In the meantime, the action suggested in the Policy Statement, i.e. the provision of a number of dumping grounds remote from the public gaze would appear to be a logical first step in any programme devised.

The facilities for shearing and baling this type of material are very limited in this country. A suitable machine might be put to good use economically and otherwise following such action as has been suggested. Transport costs would be reduced and burning operations could be undertaken without causing nuisance.

In dealing with this problem on a long term basis, it would appear to demand some sort of team work between the Planning Authority or Authorities, Scrap Merchants and Steel Makers. It is expected that, as in other Countries, dealing with the danger to amenity presented by an increased number of old car dumps will be a subject of study on a National level. The Council intends to co-operate with other bodies in every way possible consistent with its function in solving this problem.

APPENDIX C1.

Long Term Considerations. (Roads)

It is anticipated that the road works contained in this plan will cater for the most urgent traffic requirements in the County for the next five years. From the point of view of long-term planning, however, there are a number of factors which indicate the likelihood of a considerable change in the volume and pattern of traffic flows. The main factors are:-

- (1) Increasing motorisation
- (2) Increasing leisure traffic - both tourist and recreational
- (3) Increasing traffic congestion in towns, amenity areas and the suburban areas of Cork City.
- (4) Increasing work-journey volumes of traffic, particularly in the City and Harbour surrounds.

As well as these factors, the more exacting standards of modern road design as regards alignment and gradients and the difficult topography of the County all suggest that major readjustments to the present road network may be necessary in order to produce a system which will cater efficiently and economically for future traffic desire-line requirements. It will be necessary to preserve the probable routes of future roadworks free of development until such time as a reliable projection of ultimate traffic requirements has been made and an adequate system designed to cater for these requirements. A number of these routes in so far as the need for them can be foreseen at the moment have been shown on the Roads and Traffic Map No. 2 which forms part of the Development

Plan. It is emphasized that pending the formulation of national and regional policies in respect of road communications and having regard to the inadequate amount of survey data available on the subject at the moment, it is impossible to forecast future traffic requirements. In these circumstances, failure to delineate a particular route on Map No. 2 cannot be construed as indicating that the necessity for such a route and consequently the need for preserving it does not exist.

## APPENDIX C.2

### CORK CITY ENVIRONS AND CORK HARBOUR AREA. (Map Attached)

This appendix treats of the planning problems and development potential of the area surrounding Cork City and including the Lower Harbour Area, on a long term basis.

This problem and development potential of the two areas are in many respects different in character and accordingly, this review is divided into two parts.

#### PART I - THE AREA ADJACENT TO THE CITY.

Cork Borough Boundary was extended on July 1st 1965 to include all the heavily built up areas and new suburban development, with the exception of Douglas Village and adjacent existing and proposed development. Despite the fact that development will take place within the new city, the Council cannot ignore the possibility of having to deal with eventual overspill. Insofar as this overspill pressure will take the form of ribbon development along heavily trafficked roads, provision has been made for its control under the headings of Roads and Traffic in the Policy Statement contained in the Plan, (2.5). However, apart from the question of ribboning, the problem of "sprawl" development in general will have to be considered on a long term basis.

Proposals received up to now indicate pressures already building up outside the City Boundary to the south and west. To the east, the facility of a newly realigned fast road has induced pressure on the Glounthaune/Glanmire area. Douglas village is also in the county area and fairly extensive development has taken place adjacent to it and will continue to the extent allowed by Permissions already granted. In addition to private housing, this includes industrial development. The

services position in the Douglas area is such that further development there may prove difficult even if considered desirable, which is questionable.

One possible alternative to further undesirable development immediately adjacent to the City may be found in the existence of established communities in the villages and towns which ring the City and are within a few miles of it, and which are capable of growth. These villages and towns are circled on the attached map. Accordingly, the potential for such growth in Crosshaven, Carrigaline, Ballincollig, Riverstown, Glounthaune, Carrigtwohill and Monkstown should be investigated. Separate plans have been made for Passage West and Blarney which form part of the County Plan.

Apart from the prevention of overspill, it would appear that positive advantages would accrue to the people involved if the inducement of development into these settlements were successfully accomplished. The villages concerned would be capable of supporting the wider range of facilities, particularly in the sociological sphere. Careful siting of houses etc in these areas could lead to the involvement of the new people in the old community; a social benefit, the absence of which is all too apparent, in the now familiar "sprawl" suburbia. At the same time, the more sophisticated functions of the City - educational, cultural, commercial etc - would still be readily available. All these areas are, or are about to be, well serviced with water and sewerage. If in the event of significant growth taking place in any one or all of them, the provision of further services where necessary would be justified. At present in many of these areas, existing services would be more fully utilised by any such development and would provide a welcome alternative to septic tanks etc which would be ~~needed~~ needed in many of the areas adjacent to the Borough

agricultural land near the City Boundary would remain as such. Here, again, it should be clearly seen that no land should be acquired with a view to development on it until the purchaser has got at least Outline Permission from the Planning Authority, or unless he is safeguarded by the terms of the sale i.e. unless the completion of the sale is made conditional upon planning permission being forthcoming for the development contemplated.

#### PART 11 - CORK HARBOUR AREA

##### (a) Industry and Commerce.

It will be seen from the attached map that Cork Harbour proper - formerly known as the Cove of Cork and now generally referred to as the Lower Harbour - is with the exception of the Cobh Urban District entirely within the Council's administrative area. The advantages of the Lower Harbour as a port are most readily summed up in the words inscribed on the Coat of Arms of Cork City: "Statio Bene Fide Carinis".

The Harbour is indeed "a safe anchorage for ships". Its immense basin is almost entirely land-locked and can accommodate practically any vessel afloat. This fact has already been under-lined by the establishment in recent times of an Oil Refinery at Whitegate, The Steel Works on Haulbowline Island which is now connected to the mainland by a bridge, and The Shipyard at Rushbrooke. Cork Harbour has also been for a long time a regular port of call for transatlantic liners and it was formerly a British Naval Base. Further survey work has now been carried out on the Harbour's potential including trade and commerce through the port. In particular the feasibility of establishing facilities at Cobh, Marina Pt., Monkstown and Cuskinny is under investigation (See Map )



The Cork Harbour Commissioners are the Statutory Port Authority and further developments will involve co-operation between the Council and the Commissioners. As the investigations proceed and as development takes place the question of providing adequate roads and other services to facilitate such development will arise. The Harbour as a port has significance for The Planning Region and for the Country as a whole and it is expected that in the Regional Study shortly to take place, cognisance will be taken of this fact. In the long term, the part which the port may play in a Europe, united economically or politically, will also, it is assumed, be the subject of such study.

The Harbour is close to the main shipping lanes linking the West Coast of Britain with the Far East, South America and Africa and also with the lanes linking North America with Britain and the European mainland.

At present, the Harbour is of great significance to a large proportion of Irish agriculture insofar as it provides the outlet for the produce of some of Ireland's richest agricultural areas and a point of entry for large quantities of grain, feeding stuffs and raw materials for fertilisers.

(b) Amenity - General

The amenities offered by the Lower Harbour to the people of the City are many and varied. These amenities also possess great tourist potential. They include facilities for caravanning, bathing, boating, fishing, including deep-sea fishing and yachting (See under).

The main attraction for the local population including that of the City has been offered by the small beaches and fine views in the Crosshaven/Fountainstown area. The use and misuse of this amenity present many problems to the Planner, problems

particularly near Crosshaven and Myrtleville, have been cluttered with small holiday "bungalows" of very poor design and construction. Sanitation in places is primitive. Where the structures are crowded closely together, the danger of fire spreading from one to others is present.

Many of these "shacks" are difficult to approach, being some distance from any roadway. They also have the effect of inhibiting good development even in fields where only one row of such structures may exist. People who want better class private holiday accommodation tend to shun these areas. The spoliation involved is all the more regrettable in that the views from the various sites are quite magnificent. If the same sites were undeveloped today, they would almost certainly fetch enormous prices from people with the money to buy them.

Since the adoption of the Town and Regional Planning Acts by the Council (in 1961), the type of development described above has been virtually brought to a standstill. But the Council feels strongly that a more positive approach must be adopted.

There is a big social factor which must be taken into account in formulating any solution. In the main, these structures have been erected by people in the lower income bracket, and it is only by thrift, and industrious endeavour that the people involved have managed to provide "a place by the sea" for their families. Most of the bungalows are occupied throughout the summer, the distance to Cork (15 miles) being such that the breadwinners are able to commute, in many cases daily, between the City and Crosshaven.

Despite all that has been said above regarding the "blighted" areas adjacent to Crosshaven and Myrtleville, it should also be recognised that Crosshaven in the Summer time is

a very gay and lively place and there can be no doubt whatever but that thousands of people enjoy their sojourns in the little "bungalows", whether they stay for a day, a week-end or a month. It is in recognition of this fact that the Council proposed to investigate the extension of the reclamation of slobland already carried out in the village with a view to the creation of more public space and possibly some form of "Lido".

The feasibility of bringing order to the area and of allowing development on a more rational basis to resume, urgently requires investigation. The provision of roads, sewers and water mains would probably be the first requirement in the implementation of such a policy. It may not be reasonable to demand more than minimal standards of design and structure.

The feasibility of the acquisition of the land involved by the Council will also be investigated as this step would have obvious advantages in any attempt to transform the area, as well as being in the nature of a capital investment.

#### BOATING AND FISHING:

Apart from the problem outlined above, the Lower Harbour offers great amenity in the form of boating, fishing and sailing, all of which involve potential for tourist development. Tripping around the Harbour in small boats has been a favourite past-time of the local people for as long as anyone can remember. In modern times, the small boats have been joined by launches which provide pleasure cruising. All this activity, is the source of immense enjoyment particularly to the people of Cobh, Passage West/Monkstown and of Cork City.

Fishing from small boats has played an equally important role in providing pleasure and profit for the local people.

Great tourist potential of a specialised nature exists in the Crosshaven area in the form of excellent natural facilities for competitive sailing or cruising. These involve facilities for dinghy-racing in the Harbour and excellent uncrowded anchorages for larger type vessels designed for coastal cruising. Dinghy racing in the Harbour flourishes and all popular national and international classes are well catered for. In 1965, the World Championship for the '505' class was successfully held in the Harbour and the popular class racing championships are regularly held.

For cruising facilities, the coast westwards from Cork Harbour provides incomparable cruising ground. One of the outstanding features of this coast is the numerous safe ports situated in very scenic settings particularly from Kinsale to Castletownbere. These include Courtmacsherry, Glandore, Castlehaven, Baltimore, Schull, Crookhaven and the islands of Sherkin and Cape Clear.

Possessed of such outstanding natural features, it is no wonder that Cork Harbour was the location of the first organised Yacht Club in the world and competitive sailing as it is known today began there. In recent times the emphasis on all sailing activity has gradually changed from Cobh to the Crosshaven River. This position is likely to continue for some time as the major Yachting Clubs are now based there.

#### TOURIST POTENTIAL:

A growing number of English yachtsmen now use Crosshaven as their sailing head-quarters. Contributory factors to this development have been the crowded anchorages in the coastal areas contiguous to London and the proximity of Cork Airport to Crosshaven; these taken together with the

excellent facilities in regard to anchorages, boat-yard repairs and Club premises with its well appointed caravan park give clear indications of the potential for development for this type of tourist amenity. The further development of the Crosshaven Area might take into account Feasibility Studies under the following headings:-

- (a) The provision of increased mooring capacity in the River by extension up-river and the provision of <sup>a</sup>yacht marina.
- (b) The provision of apartment blocks in Crosshaven to satisfy the demands of yachting and sea-angling enthusiasts.

Within the context of Tourist and Amenity, the Council is prepared to co-operate with the Statutory Harbour Authority, recognised Clubs and private individuals who will seek to develop the amenities referred to above insofar as such development will be consistent with the proper planning of the area.

#### DOUGLAS ESTUARY:

The Council feels that any description of the amenity potential of the Harbour Area would be incomplete without a reference to the possibility of developing the Douglas Estuary as a recreational area for the City, as one which would also possess tourist potential insofar as a developed scheme would probably make provision for angling, caravanning, picnicing, sailing and boating, swimming, water skiing etc. Facilities for all these activities could be provided by the creation of a large fresh water lake at a reasonably low cost. This idea is not a new one. It was mooted as far back as the turn of the century. The idea was developed in the Manning Robertson report on Cork City. Any future action in carrying out such a scheme will involve co-operation between the County Council, Cork Corporation and Cork Harbour Commissioners. A large part of the

APPENDIX D.

Further Studies

These will include study of population distribution in relation to employment and work journey patterns. Policy as regards Housing will naturally be also affected by such a study and co-operation between the various Housing Authorities will be pursued.

As already indicated this Plan will be further assessed in the light of the regional study for the area when such becomes available so that the county may, through the regional framework, play its full part in the national picture.

TOWN PLANS

and

PART-TOWN PLANS





CORK COUNTY COUNCILDevelopment Plan forBANDONCONTENTSThe Development Plan.

- Part One - Development Policy.
- Part Two - Definition of Boundaries.  
Use and Density Zoning.  
Sundry Regulations.
- Part Three - Development objectives relation  
to particular sites.

Zoning Map - 6" to 1 Mile.

Objectives Map - 6" to 1 Mile.

Appendices.

- A. - Feasibility and priorities.
- B. - Summary of survey data.
- C. - Long-term considerations.
- D. - Further Studies.

Key Map -  $\frac{1}{4}$ " to 1 mile.

Land Use (Outline) - 6" to 1 mile.

Utility Services Map - 6" to 1 mile.

## BANDON DEVELOPMENT PLAN

### Part One - Development Policy

It is intended that Bandon shall retain and develop its status as a local shopping and service centre, with limited tourist and industrial development, in the foreseeable future.

Bandon town and its environs have maintained a relatively constant population with minor fluctuations over the past thirty years, and no major deviation from this trend is anticipated. It is likely that any substantial increase in population could only be induced by a corresponding development in industry in the town or its immediate surrounds.

The water supply is at present overloaded but it is proposed to supplement the existing supply from the Bandon Regional Scheme. An ample supply of crude water is available in the Bandon River. An extensive scheme on the sewerage system and new treatment and disposal works were completed in recent years and the position in this regard is satisfactory.

It is intended to undertake a programme of minor road improvements and to seek to develop car-parking facilities to promote the easy and safe circulation of traffic in the town. Development control will pay particular attention to the requirements of safety and the reduction of carparking on public roadways. Means will be sought to direct heavy commercial traffic out of residential and shopping areas.

Previous housing developments and the economic position and prospects of the town suggest that extensive housing schemes should not be embarked on, and a policy of reconstruction and infilling of existing sites or immediately contiguous sites will be adopted in an effort to produce a more compact town structure. With this objective in view it will be desirable to acquire and develop sites for both public and private housing.

The town is poorly provided with industry and the acquisition and development of a suitable site for further industry should be considered.

Bandon's stock of buildings are old and generally in poor condition. Encouragement will be given to schemes for their reconstruction to modern standards. It is proposed to undertake the redevelopment of derelict areas for appropriate uses according as the need and opportunity arises.

The town has a satisfactory range of community facilities but they are widely dispersed and in many cases inadequately housed. Consideration should be given to the provision of an adequate Civic Centre.

The main amenity feature of the town and locality is the River Bandon and very little has been done to enhance and develop its potential for the use and enjoyment of the townspeople. It is intended to examine possibilities in this respect. Development control will seek to reserve more childrens playgrounds conveniently situated and also to restrict outdoor advertising and to encourage schemes for tidying and painting groups of buildings. It is intended to preserve the present scale of buildings in the town and in general tall buildings will not be acceptable near the centre of the town.

In principle as and when land comes on the market, consideration shall be given to its purchase in order to facilitate the proper development of the town and in particular its amenities.

With the exception of the promotion of industrial sites which are expected to yield a return in due course, all the proposals involve expenditure which can be financed by the Council in the ordinary course during the 5 year period of the Plan.

Part Two - Boundaries, Zoning Etc.

1. Boundaries.

- a) From a technical point of view only, for planning purposes, the Development Area shall be taken as being within the continuous line shown on the Zoning Map and described as the Development Area Boundary. This area is largely determined from local topography and economic considerations related to the provision of utility services.
- b) The area within the broken line shown on the Zoning Map is the area of immediate or first-stage development. Extensive or dense development will not be permitted outside this area until such time as the land within it is substantially developed. In pursuance of this policy, and in view of the limitations on utility services and the high cost of prematurely extending them, it is intended not to extend such services outside the area of first-stage development until the facilities within it are substantially absorbed by development.
- c) The Town Commissioners Boundary is shown by the dash-dot line on the Zoning Map.

2. Use Zoning.

It is proposed to establish three use zones as follows:-

- a) General Development - All uses with the exception of Special Industry. In areas principally residential in character, General Industry will not normally be permitted unless it offers no threat to that residential character through noise, traffic generation or other nuisance.
- b) Industry - General industry and ancillary uses.
- c) Agriculture - Uses in connection with agriculture; and residential and industrial uses at low density, subject to conditions to protect public health and amenity, and to obviate the need for extending services. Special Industry will not normally be permitted in the Development Area.

3. Density Zoning

Having regard to the size of the town and the existing distribution of development it is considered that no significant facts would be revealed by a density zoning analysis, and that the existing density control standards will be sufficient to prevent any problem arising in the foreseeable future.

4. Miscellaneous Requirements.

In considering applications for development permission, the following points will receive special attention :-

- a) Roads and Traffic - Business premises should in principle provide loading space within their own curtilages, together with car parking for their own vehicles. Where practicable space for visitors cars should be provided.
- b) Outdoor advertising - Generally signs attached to buildings are preferable to those on free standing hoardings. Signs should not interfere with windows or other features of the facade, or project above the skyline. The size and scale of signs should not conflict with those of existing structures in the vicinity. Signs will not normally be permitted in residential or agricultural areas. Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety.
- c) Filling Stations shall conform to current standards for protecting amenity and traffic safety. Kerbside pumps will not be permitted.

1. Period of Plan.

In the absence of any specific statement to the contrary the period of this Plan should be taken as being five years from its adoption. (Matters arising beyond this period are noted in Appendix C.)

2. Utility Services.

- S.1 Arrange for an adequate supplementary supply of water to be received from the proposed Bandon Regional Scheme.
- S.2 Complete minor sewerage extensions in the Clancool and Coolfadda areas as already planned.

3. Roads and Traffic.

- T.1 Arrange for white line delineation of parking areas with a view to increasing their capacity by better regulation.
- T.2 Seek to provide a major parking area in the vicinity of old Railway Station.
- T.3 Seek to provide a major parking area in the vicinity of the Catholic Church.
- T.4 Seek to provide minor car parks wherever possible convenient to the main shopping areas according as the opportunity offers.
- T.5 Seek to widen North Main Street at its narrow section.
- T.6 Preserve the route of the old railway line for possible relocation of main road to Cork.
- T.7 Consider the possibility of roofing over the Bridewell river to form part of inner ring road from McSweeney Quay to St. Patrick's Quay.
- T.8 Examine the possibility of providing a connecting link from the Western end of South Main Street to the Clonakilty road via Church St. and Church Lane South.
- T.9 Determine and preserve route of proposed relief road to the south of the town.
- T.10 Preserve access to back-lands at Knockbrogan from New Cork Road, Cork Road and Watergate Street.

4. Housing.

- M.1 Seek to acquire approximately 10 acres in one or more lots suitable for public and private housing.

5. Industry.

- M.2 Seek to acquire approximately 8 acres suitable for development as an industrial site or if possible reserve part of the C.I.E. land and buildings for the purpose.

6. Removal of blight; renewal of obsolete areas.

- R.1 Arrange for a survey of derelict buildings and unsightly areas and programme their clearance or improvement and redevelopment according as the opportunity arises.

7. Community Facilities.

C.1 Seek to provide a suitable community and civic centre.

8. Amenity.

A.1 Examine the possibility of developing riverside walks and town park.

A.2 Seek suitable site for a swimming pool and examine the feasibility of constructing same.

Appendix A - Feasibility and Priorities.

No unduly ambitious projects have been included in this plan which would entail expenditure much in excess of normal spending and all proposals are in proportion to the size and needs of the town. In most cases grants or subsidies are available from central funds for the works listed and in the case of sites proposed for acquisition for industrial or housing development a return might be expected from these in due course.

Priorities and programming of the plan must of necessity be flexible to allow for the co-ordination of projects in the most economic manner and also to allow for the fact that unpredictable factors will in many cases determine what is the most opportune time to implement certain proposals.



Appendix B - Summary of Survey Data.

(1) Status and Context.

Bandon was founded by Richard Boyle, first Earl of Cork in 1608. It is centrally situated in a hinterland of good agricultural quality and is a focal point of the road network in the locality. Its service area covers approximately 126 sq. miles with a catchment population of approximately 11,000 including Bandon and the census towns of Innishannon (194), Crookstown (124), Oldchapel (79), Kilbrittain (99). Its main function is to act as a marketing, shopping and commercial centre for its area of influence and to provide the usual services and facilities of a fully fledged rural town. Its role as a distribution centre has been adversely affected in recent years by the closing of the West Cork Railway Line. This added a considerable extra load on to the existing traffic flow and has subjected the capacity of the through routes to appreciable stress.

There are a number of small industries in the town, but they are not sufficient to absorb the labour pool available and there are a substantial number commuting to Cork City and also to Kinsale.

(2) Population and Employment - The history and structure of the population and employment position in the town are illustrated in the following tables which are appended:-

- a) Table 1 - Population History.
- b) Table 2 - Population Age and Sex Structure.
- c) Table 3 - Monthly Live Register Returns 1966.
- d) Table 4 - Annual Average Live Register Returns 1961 -65.
- e) Table 5 - Variety of job opportunities.

Items of note in these tables are:-

- a) A small increase in the total population of the Rural District in the 1961 - '66 intercensal period viz. 0.7%. This together with Cork, Kinsale and Middleton Rural Districts were the only Rural Districts to show any increase in this period in Cork County.
- b) The total population of the town and its environs has been remarkably stable for a considerable time past.
- c) There is very little industrial employment available particularly for females.

(3) Utility Services

a) Water: - The town's water supply is, at present, derived from the Bandon River and a filtration gallery at Coolfadda, approximately  $\frac{1}{2}$  mile west of the town. The raw water is treated with chlorine and pumped to a service reservoir approximately  $\frac{1}{4}$  mile west of the Presentation Convent. The capacity of this reservoir is 120,000 gallons and its top water level is 290 O.D. The present average daily consumption is approximately 250,000 gallons per day. The inadequate storage capacity of the service reservoir renders the supply position very sensitive to leakage in the distribution system. The position is aggravated by the fact that most of the mains are old and

part of the flat of the town is between 60 O.D. and 70 O.D. the pressures in the mains in this locality are very high. The distribution system has been divided into high level and low level mains, which are, however, interconnected at various points. The area serviced by the existing system is shown on the Utility Services Map.

b) Sewerage - The sewerage system has been completed in recent years together with new treatment works, discharging into the River Bandon about  $\frac{3}{4}$  mile to the east of the town. The capacity of the treatment works is 500,000 gallons/day which allows generous spare capacity for future development. It was necessary to interpose a pumping station on the outfall sewer at Irishtown to convey the sewage to the treatment works. The Bandon River is tidal to within four miles downstream from the town.

#### (4) Roads and Traffic.

The main volume of traffic flow is on Bandon - Cork Road T.65. Intermediate volumes on the Dunmanway and Clonakilty Roads, and minor traffic flows occur on the Crookstown, Kilbrittain and Clonakilty roads.

##### T.65 - Bandon - Cork - 1502

The following figures give the average annual daily traffic recorded in the 1963 census with heavy commercial vehicle content (percentage) in brackets:

T.65	-	Bandon	-	Cork	-	1502	(18%)
L.63	-	"	-	Clonakilty	-	733	(16%)
L.65	-	"	-	Dunmanway	-	684	(16%)
L.65	-	"	-	Kilbrittain	-	289	(8%)
L.64	-	"	-	Timoleague	-	279	(15%)
L.41	-	"	-	Crookstown	-	271	(17%)

The problem of accommodating through traffic in the town streets is now becoming acute. The main problem points are :-

- (1) Junction of Pearse Street and McSweeney Quay.
- (2) South Main Street and Market Street.
- (3) The South Eastern End of North Main Street.
- (4) Oliver Plunket Street and Connolly Street.

Due to the bisection of the town by the river and the lack of peripheral connections on most of the radial roads both through traffic and circulating traffic is concentrated on the central problem points and creates severe congestion frequently. In the section of the town south of the river which embraces practically the whole of the central commercial area of the town no off-the road parking of any consequence is available.

#### (5) Housing.

There are at present 114 houses in Bandon erected by the County Council and 57 by the Town Commissioners. 48 of the Council houses have been erected in the last 10 years. The greater number of the Council houses are situated in two sites on the southern side of the town viz. Clockmaccsimon 48 and Clancoolmore 39 and are thus rather remotely situated from the main educational establishments which are fairly compactly grouped on the northern side. It has been found necessary to run school buses to serve the Clancoolmore housing scheme and other out-lying areas. The total number of private households in the town and its environs in 1961 was 967 and the occupancy rate was .8 (persons per room). It is proposed to erect 12 houses which will substantially cater for immediate requirements.

(6) Industry

Very little employment in industry is available in the town at the moment. There is unlikely to be any appreciable increase in population in the town unless further industrial development occurs.

Blight and Renewal.

The main area of blight is at Kilbrogan Street and Barretts Hill where there are an appreciable number of runious and dilapidated houses. Minor areas occur at Parnell Street, Watergate Street and Old Cork Road. Apart from this there are a number of derelict and semi-derelict buildings scattered throughout the town.

It is recommended that the clearance of derelict sites should be co-ordinated with future housing development as far as possible. The judicious siting of smaller parking areas - capacity 20 to 30 cars - convenient to the central shopping area, might also be co-ordinated with clearance of suitable sites.

(8) Community Facilities

Bandon is adequately equipped with a comprehensive range of educational facilities, primary, secondary and vocational. Four Churches cater for the religious needs of the population. Two hospitals and a Maternity unit give adequate service as far as general medical needs are concerned as well as maternity and limited surgery. The Local Dispensary is situated at St. Patrick's Quay. Recreational facilities available are Cinema, Town Hall, Allen Institute, Boys Club and C.Y.M.S. Hall. Outdoor recreational facilities available are 9 hole Golf Course, Tennis Courts, G.A.A. and Rugby pitches. There are active Angling and Gun Clubs in the town and surrounding localities. Cultural activities do not appear to be actively promoted. The need for providing a community centre suitably sited should be considered from a long term point of view.

(9) Amenity.

The main tourist potential of the town and surrounding countryside is angling on the Bandon and Brinny Rivers as well as shooting and hunting. There are a number of beaches within a radius of 10 - 12 miles and the central location of the town is an advantage as a base for touring the surrounding areas. Accommodation locally is limited to two hotels and a small number of guest houses. There is therefore only limited potential for tourist development and it is not anticipated that this will be of substantial significance relative to the town's prosperity.

The most notable building in Bandon is the Church at North Main Street which was erected in 1610 and was the first Protestant Church erected in Ireland. The existing town park, with its formidable array of E.S.B. poles and lines, would not appear to be the most suitable choice for development as such. The river and riparian lands offer the greatest amenity potential and it is recommended that consideration be given to the development of an area of the riverside land, to the west of the town, as a town park and also to the provision of riverside walks. This sector has a pleasant blend of river valley and woodland scenery. The periodic

made by the Tidy Towns Committee to enhance the towns environment generally and particularly on the approach from Clonakilty.

(10) Miscellaneous - Two maps showing Land Use in outline and Utility services are appended. In the utility services map the area serviced by water is shown in heavy outline and the sewerage area in lighter outline.

APPENDIX C - Long term considerations.

1. The survey and preservation of a route for a relief road to the south of the town is necessary pending the completion of comprehensive traffic surveys and projections for the region as a whole to determine ultimate requirements.

APPENDIX D - Further Studies.

1. A comprehensive survey of circulating traffic volumes and parking capacity and requirements in the town is necessary for more detailed design of the layout of the town centre.

TABLE 1.

Year	Bandon Town	Environs	Bandon R.D. (including Bandon Town)
1911	3,122	-	16,888
1926	2,830	787	15,233
1936	2,839	661	14,866
1946	2,613	875	14,309
1951	2,527	805	13,894
1956	2,502	1,319	13,782
1961	2,308	1,427	13,366
1966	2,290 (Est)	1,530 (Est.)	13,458.

## AGE &amp; SEX STRUCTURE - Bandon.

TABLE 2.

Age Group	State		Manster		County		Bandon Town & Environs	
	M(%)	F(%)	M(%)	F(%)	M(%)	F(%)	M(%)	F(%)
0 - 14	15.9	15.2	15.6	15.1	14.9	14.2	15.5	14.1
15 - 44	18.2	18.2	18.2	17.4	18.3	17.4	16.4	18.6
45 - 64	10.8	10.6	10.6	10.8	11.6	11.4	10.7	12.7
65 & over	5.3	5.8	5.8	6.5	5.9	6.3	4.6	7.4
TOTAL -	50.2	49.8	50.2	49.8	50.7	49.3	47.2	52.8

## MONTHLY LIVE REGISTER RETURNS - 1966

TABLE 3.

Month	Number
January, 1966.	14
February, "	13
March, "	14
April, "	13
May, "	16
June, "	10
July, "	23
August, "	13
September, "	13
October, "	20
November, "	21
December, "	22

APPENDIX B - TABLE 4.

Towns.	Gainfully occupied Persons - Census of Population 1961.	Average Total Live Register					Average Total Live Register as % of Gainfully occupied persons 1961.				
		1961	1962	1963	1964	1965	1961	1962	1963	1964	1965
Bandon	913 (39.5 %)	19	18	18	15	13	2.1	2.0	2.0	1.6	1.6
Bantry	904 (40.4%)	19	18	17	17	19	2.1	2.0	1.9	1.9	1.9
Clonakilty	901 (37.2 %)	22	14	13	16	12	2.4	1.6	1.4	1.8	1.8
Cobh	1,941 (36.8%)	92	71	98	79	97	4.7	3.7	5.0	4.1	4.1
Ferry	1,240 (37.8 %)	45	39	41	42	47	3.6	3.1	3.3	3.4	3.4
Kinsale	646 (40.8 %)	38	44	30	37	44	5.9	6.8	4.6	5.7	5.7
Macroom	818 (37.7.%)	15	19	16	12	17	1.8	2.3	2.0	1.5	1.5
Mallow	2,052 (37.0 %)	53	56	73	66	58	2.6	2.7	3.6	3.2	3.2
Middleton	1,107 (39.9 %)	49	42	49	56	40	4.4	3.8	4.4	5.1	5.1
Passage West	914 (35.7 %)	43	36	46	33	40	4.7	3.9	5.0	3.6	3.6
Skibbereen	760 (36.9 %)	32	27	22	17	16	4.2	3.6	2.9	2.2	2.2
Youghal	1,836 (36.4 %)	55	54	54	50	57	3.0	2.9	2.9	2.7	2.7

BANDON DEVELOPMENT PLAN.Table 5. Variety of Job Opportunities.

Employer	Type of Industry	Employees	
		Male	Female
Beamish & Crawford Ltd.	Brewers	55	4
West Cork Bottling Co.	"	46	2
Messrs. Jeffers Ltd.	Merchants	19	39
E. H. Harte & Sons Ltd.	Timber Merchants	34	2
Wm. Slattery & Co.	Motor	26	2
Cork Co-Operative		19	6
John Good	Millers	16	6
The Bandon Milling Co.	"	14	3
E.S.B.	Public Utility	10	1



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Sundry Regulations.
- Part Three - Development Objectives relating  
to particular sites.

Zoning Map - 6" to 1 mile.

Objectives Map. - 6" to 1 Mile.

Appendices

- A. - Feasibility and Priorities.
- B. - Summary of Survey Data.
- C. - Long-term considerations.
- D. - Further Studies.

Key Map -  $\frac{1}{2}$ " to 1 mile.

Land Use Survey (Outline) - 6" to 1 mile.

Utility Services - 6" to 1 mile.

Tables and Diagrams.

## Part One - Development Policy.

It is intended that Bantry shall retain and develop its status as a port and also a market town, local service and tourist centre, with limited industrial development. The town serves a relatively extensive hinterland, which embraces some of the finest coastal and mountain scenery in the south west of Ireland. The proposed establishment of a bulk oil storage and distribution installation on nearby Whiddy Island opens a new chapter in the development of the area. It is intended to safeguard the amenities of the area with the utmost vigilance against any detrimental effects which might result from this development.

It is only in recent years that the population of the town has stabilized itself but the depopulation of the rural districts continues although at a reduced rate. Even more significant that the decrease in absolute numbers is the deficiency in the lower age-group categories by comparison with National and County Averages (See Table 2).

Industrial employment at present is limited but a boom period in constructional employment is likely for some time to come. Tourist employment is also limited, confined to a relatively short season.

The present water supply is adequate but little spare capacity is available. The sewerage system is obsolete but functions fairly satisfactorily. The design of a new scheme, however is in hands.

It is intended to undertake a programme of minor road improvements to facilitate easy and safe circulation of traffic within the town. Planning control will pay particular attention to the needs of road safety and the reduction of carparking on public thoroughfares in considering development proposals. Means will be sought to keep heavy through traffic out of residential and shopping areas wherever this is economically feasible.

Previous surveys of housing needs have revealed a limited demand as would be expected, having regard to the size of the town and the population trend. In view of recent developments a re-appraisal is necessary and it is proposed to acquire and develop sites for both public and private housing. No extensive housing schemes, however, are proposed and a policy of infilling and reconstruction of existing sites will be adopted as far as possible.

The number of sites suitable for industry are few and of limited extent. There is need for further industry to reduce the impact of seasonal unemployment. It is proposed to pursue the acquisition and development of a suitable site or sites.

A considerable amount of reconstruction has been effected in areas of the town which were formerly very dilapidated and this is not a major problem now. The area to the south of the town which has the densest residential development was not a happy choice originally in view of its northerly aspect and steep incline.

The town has the usual range of community facilities which are normal to a town of its size. Local voluntary effort is to be commended for the provision of a Boys' Club. The central hospital provides a comprehensive range of medical services. The main requirement is the establishment of a Boys Secondary School and it is intended to promote this objective.

There is a considerable wealth of natural resources suitable for tourist development in the surrounding country and coastline. Bantry House and grounds are a major local attraction while Glengarriff, the greatest amenity attraction in the southwest coast is within the Bantry sphere of influence.

Amenities within the built-up area, such as childrens playgrounds and a town park have not been adequately catered for. It is intended to control outdoor advertising and to encourage schemes for tidying or painting groups of buildings. It is intended to preserve the present scale of buildings in the town and in general buildings out of harmony with their surroundings will not be acceptable.

In principle, as and when land comes on the market, consideration shall be given to its purchase in order to facilitate the proper development of the town and its amenities.

With the exception of the promotion of industrial sites which are expected to yield a return in due course, all the proposals involve expenditure which can be financed by the Council in the ordinary course during the 5 year period of the Plan.

1. Boundaries.

a) For purposes of the Development Plan the town of Bantry shall be taken as being within the continuous line shown on the Zoning Map and described as the Development Area Boundary; The boundary coincides with the Town Commissioners Boundary and embraces an area of 2,495 acres.

b) The area within the broken line shown on the Zoning Map is the area of immediate or first-stage development. Extensive or dense development will not be permitted outside this area until such time as the land within it is substantially developed. In pursuance of this policy, and in view of the limitations on utility services and the high cost of prematurely extending them, it is intended not to extend such services outside the area of first-stage development until the facilities within it are substantially absorbed by development.

2. Use Zoning.

It is proposed to establish three use zones as follows:-

- a) General Development - All uses with the exception of Special Industry. In areas principally residential in character, General Industry will not normally be permitted unless it offers no threat to that residential character through noise, traffic generation or other nuisance.
- b) Industry - General industry and ancilliary uses.
- c) Agriculture - Uses in connection with agriculture; and residential and industrial uses at low density, subject to conditions to protect public health and amenity, and to obviate the need for extending services. Special Industry will not normally be permitted in the Development Area.

3. Density Zoning.

Having regard to the size of the town and the existing distribution of development it is considered that no significant facts would be revealed by a density zoning analysis, and that the existing density control standards will be sufficient to prevent any problem arising in the foreseeable future.

4. Miscellaneous Requirements.

In considering applications for development permission, the following points will receive special attention :-

- a) Roads and Traffic - Business premises should in principle provide loading space within their own curtilages, together with car parking for their own vehicles. Where practicable space for visitors cars should be provided.

- b) Outdoor advertising - Generally signs attached to buildings are preferable to those on free standing hoardings. Signs should not interfere with windows or other features of the façade, or project above the skyline. The size and scale of signs should not conflict with those of existing structures in the vicinity. Signs will not normally be permitted in residential or agricultural areas. Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety,
- c) Filling Stations shall conform to current standards for protecting amenity and traffic safety. Kerbside pumps will not be permitted.

1. Period of Plan.

In the absence of any specific statement to the contrary the period of this Plan should be taken as being five years from its adoption. (Matters arising beyond this period are noted in Appendix C).

2. Utility Services.

- S.1 Survey possible sources of water supply which might be suitable to provide spare capacity if and when needed.
- S.2 Seek to renew obsolete sections of sewerage system and to implement recommendations for a comprehensive system as determined from the survey which has been carried out.

3. Roads and Traffic.

- T.1 Define traffic routes through the Square by white line or other means and also delineate parking areas.
- T.2 Seek to provide minor parking areas in the vicinity of the Catholic Church and elsewhere as required.
- T.3 Seek to improve road from Capanaloha East to Carrignagat and also determine and preserve the route of a possible relief road along part of the old railway line and thence through the townland of Newtown to link up with T.65 to the north of the town.
- T.4 Consider the possibility of introducing traffic regulations to improve circulation.
- T.5 Seek to improve blind junctions and narrow bottlenecks according as the opportunity arises.
- T.6 Seek to widen the road to the Cove.
- T.7 Preserve access to back-lands at Reenrour and Town Lots.

4. Housing.

- M.1 Seek to acquire suitable sites for public and private housing in the Reenrour or Town Lots area.

5. Industry.

- M.2 Seek to acquire a site or sites suitable for industrial development.

6. Removal of blight; Renewal of obsolete areas.

- R.1 Arrange for a comprehensive survey of derelict buildings and unsightly areas with a view to programming their removal or improvement.

7. Community Facilities.

- C.1 Promote the establishment of a Boys Secondary School.
- C.2 Proceed with the construction of a new Library.
- C.3 Investigate the possibility of providing a swimming pool.

8. Amenity.

- A.1 Promote the provision of shore facilities to cater for marine recreational activities, preferably on former C.I.E. premises. These facilities should include a public toilet.
- A.2 Examine the possibility of creating a sand beach at the Cove.
- A.3 Consider the possibility of providing a town park in the Town Lots area.
- A.4 Seek to acquire a site suitable for development as a caravan park.

APPENDIX A - Feasibility and Priorities.

The projects recommended are in proportion to the size and needs of the town. In most cases grants or subsidies are available from central funds for the works listed and in the case of sites proposed for acquisition for housing or industrial development a return might be expected from these in due course.

Whatever sufficient data was not available or investigations were not sufficiently detailed the proposal is usually limited to a recommendation to examine the problem further with a view to determining its feasibility.

Priorities and programming of the plan must of necessity be flexible to allow for the co-ordination of projects in the most economic sequence and also to allow for the fact that unpredictable factors will in many cases determine what is the most opportune time to implement certain proposals.



Appendix B - Summary of Survey Data.

(1) Status and Context.

Bantry is a market town and port situated at the head of Bantry Bay, in the heart of some of the finest scenery of the south west of Ireland. It possibly originated as a monastic settlement and its subsequent growth as a port, market town and communications centre was a logical development, influenced to a great extent by the topography of the region as far as its location is concerned.

The high-lights of its history are mainly associated with the fortunes of the O'Sullivan of Bere and the advent of French fleets to the bay on two occasions viz. 1689 and 1796. Bantry Bay was one of the bases of the British Atlantic Fleet up to 1938.

The town casts its influence over quite a large area of hinterland, the scenic quality of which is very high but its agricultural quality is low. The traditional type of fair and market is still held in the town. Agricultural activities are mainly focused on the rearing of store cattle and sheep. The Bay offers very safe anchorage and the pier can cater for ships of up to 1,000 tons. Approximately 12 cargoes, mainly of coal, fertilizer and timber, are unloaded per annum but the main activity is centred on the servicing of fishing trawlers. It is commendable that local enterprise has endeavoured to provide an efficient service in this respect.

The recreational and tourist potential of the town and hinterland is very substantial and comprehensive but still relatively undeveloped. The status of the town is enhanced by the central hospital which is located there and offers a comprehensive range of medical facilities. The relatively recent closing of the Railway line had to increase activity in the improvement of road communications which are now of a high standard. The main link is with Cork, 56 miles to the north east. The administrative headquarters of the area is Skibbereen, 18 miles to the south east. The route to Glengarriff (11 miles), Kenmare (28 miles) and Killarney (49 miles) traverses country of unrivalled scenic quality.

Bantry caters for a total catchment population of 11,400 including the inhabitants of the town itself viz. 2,340 and the following census towns Glengarriff - 430; Ballylickey - 200; Durrus - 130; Kealkill 100; Goleen - 70; Adrigole - 70; (Estimated 1966 figures).

(2) Population and Employment.

The history and structure of the population and employment position in the town are illustrated in the following tables which are appended.

- a) Table 1 - Population History.
- b) Table 2 - Population Age and Sex Structure.
- c) Table 3 - Monthly Live Register Returns - 1966.
- d) Table 4 - Annual Average Live Register Returns 1961 - 1965.
- e) Table 5 - Variety of Job Opportunities.

7. Water - The town and its environs are at present catered for by an adequate supply of good quality water. The existing system was developed from the original supply which catered for the greater part of the old town. This was augmented and extended to cater for the expansion of the service network to unserviced dwellings and new development and also to supply Ballylickey. The supply is regulated through a low level Clear Water Tank of approximately 75,000 gals. capacity of about 110 O.D. situated at Milleenoola which formed part of the original system. In addition there is a new service tank of 125,000 gals. capacity at 364.5 O.D. (T.W.L.) which is supplied from Lough Bofinna approximately 3 miles to the East of the town and located at Ardnageehy.

Some minor extensions are at present envisaged and the Public Utilities map shows the total area which will then be catered for. The present average daily consumption is 180,000 gals. per day. The present position may be considered satisfactory but there is little spare capacity.

b) Sewerage - Sewerage effluent is at present drained off by means of an obsolete system of masonry culverts and drains. A comprehensive new sewerage system is being designed which will convey the effluent to an outfall to sea, below low water level at Abbey townland. There is likely to be a time-lag of some years before this proposed system will be complete and in operation. In the meantime it is hoped that the existing system will fulfill its function reasonably satisfactorily.

#### (4) Roads and Traffic.

Though traffic is catered for by T. 65 which is the direct link with Cork via Dunmanway and Killarney via Glengarriff and Kenmare, the 14 hour traffic count on this route on Friday the 20/8/65 showed a volume of 917 vehicles on the Cork side at Colomane Cross with a heavy commercial content of 11%. On the Glengarriff side, at Dunnamark Bridge the volume recorded was 1964 with a H.C.V. content of 4½%. For comparison the average of the Sunday traffic volume at this point for four Sundays at this period was 2,645 vehicles per day. This indicates that the peak flows of traffic are predominantly recreational. Much improvement has been carried out on this route in recent years and it is now approaching a high standard of design. A severe restriction however on through traffic is imposed within the town particularly at Marina Street and also Glengarriff Road.

Traffic circulation within the town, as well as safety, is adversely affected by the usual problem of blind junctions and bends and the lack of any control regulations.

With regard to parking facilities Bantry is fortunate in having very substantial accommodation in the town square. Apart from this there is lack of smaller parking areas at other key points of the town.

One of the secondary effects of road improvements is that the removal of fences and hedges opens up some very fine scenic views. This is very noticeable in the vicinity of Bantry and adds considerably to its attraction for the motoring tourist.

(5) Housing.

The total number of dwellings in Bantry according to the 1961 Census was 597. An occupancy rate of .71 persons per room indicated that there was no overcrowding as far as the overall picture was concerned. The Town Commissioners originally owned 18 houses but they have now disposed of all of them with the exception of one. The County Council at present owns 55 houses. Of this number 26 were erected within the past 10 years. A recent survey indicated that there were 20 applicants for new houses and of these 10 were considered eligible.

(6) Industry.

The greater part of the pool of labour available in the town is absorbed by the usual commercial activities appropriate to a town such as shops, offices, hotels and other services. Apart from this the hospital employs 53 persons - 8 male and 45 female. In recent years two new industries have been established Messrs. Flatley & Rowa employing approximately 80 at present composed of 33 males and 47 females. Local building contractors employ about 50 men. Table 5 shows the variety of job opportunities available locally.

(7) Blight & Renewal.

The decline of the towns population in the past created the usual problem of derelict and obsolescent buildings particularly in the back areas of the town. In recent years however, considerable progress has been made in the reconstruction and renovation of the majority of these dwellings and apart from minor dispersal points of dilapidation, the two major eyesores that now remain are one site in Market Street and also the ruins of the Woollen Mills.

(8) Community Facilities.

Bantry has a comprehensive range of social facilities as is necessary and to be expected having regard to the relative remoteness of the town from large centres of population. The Boys Secondary School is temporarily housed in the Boys Club. The provision of permanent suitable accommodation is an urgent necessity.

The Vocational School is attended by approximately 60 full time pupils comprising 40 males and 20 females. Considerable interest is taken in night-classes and the total overall attendance amounts to approximately 240. There are 3 Churches in the town viz. Catholic, Church of Ireland and Methodist. Recreational activities are mainly focussed on those of an outdoor sporting nature. There is an obvious lack of shore facilities to cater for angling and sailing enthusiasts. The premises available for recreation include Cinema, Dance Hall, Boys Club, Bantry Social Club, G.A.A. Pitch, 2 Riding Schools, Library etc.

Cultural activities do not seem to have been actively promoted.

There are large resources of tourist potential to be developed in Bantry and the surrounding area. A quick assessment of the scenic quality of the district may be got from the very fine view available from Drumleigh South, less than one mile south of the town.

Accommodation is provided locally by 3 Hotels and about 50 guest houses. Bantry House and grounds are one of the major attractions.

Bantry Bay and local rivers and surrounding countryside can cater for a very comprehensive range of recreational activities. Suitable premises and facilities have not, however, been sufficiently developed.

The provision of shore facilities to cater for marine recreational activities is a problem which should be tackled energetically and the site of the old railway terminus has obvious advantages for development as a recreation centre. The Cove at Newtown has obvious potential for development and the creation of a sand beach by importing suitable material is a project which should be tried at least experimentally for a start. Strict control should be maintained on temporary structures and improvement of the access road by widening is also necessary.

It would be desirable to supplement the beach accommodation by providing a swimming pool. The provision of a caravan park is a further facility which should be considered. There is a need for a town park and also a lack of small playgrounds for young children. Another amenity feature which is lacking is a Golf Club.

(10) Miscellaneous.

Two maps showing Land Use in outline and traffic and utility services, are appended. In the utility services map the area serviced by water is shown in heavy outline and the sewered area in lighter outline.

APPENDIX C - Long term considerations.

(1) The future of Bantry in the long term will be influenced to a great extent by (1) Tourist development in the area and (2) Possible benefits to be derived from the Whiddy Island projects. No adequate survey data or information is available at the moment to enable any reliable projection to be made in respect of either of these developments and this matter must await further planning investigation to determine the probable extent of the developments and the limiting parameters of natural resources and capacities.

APPENDIX D - Further Study.

(1) . Comprehensive traffic and parking survey to determine existing capacities and present and future requirements.

POPULATION HISTORY

TABLE 1.

Year	Bantry Town	Bantry Rural District (inc. Bantry Town.)
1911	3,159	12,733
1926	2,685	11,322
1936	2,643	10,335
1946	2,453	9,143
1951	2,319	8,565
1956	2,211	8,061
1961	2,234	7,814
1966 (Est)	2,340	7,770

AGE & SEX STRUCTURE - BANTRY 1961.

TAB.E 2

Age Group	State		Munster		County		Bantry Town	
	M%	F%	M%	F%	M%	F%	M%	F%
0 - 14	15.9	15.2	15.6	15.1	14.9	14.2	12.3	12.7
15 - 44	18.2	18.2	18.2	17.4	18.3	17.4	16.0	19.8
45 - 64	10.8	10.6	10.6	10.8	11.6	11.4	11.7	13.1
65 & over	5.3	5.8	5.8	6.5	5.9	6.3	6.2	8.2
TOTAL -	50.2	49.8	50.2	49.8	50.7	49.3	46.2	53.8

MONTHLY LIVE REGISTER RETURNS 1966.

TABLE 3.

Month	Number
January, 1966	22
February, "	21
March, "	25
April, "	17
May, "	18
June, "	16
July, "	20
August, "	20
September, "	18
October, "	25
November, "	26
December, "	33

RANTRY DEVELOPMENT PLAN.

ANNUAL AVERAGE LIVE REGISTER, 1961 - 1965.

APPENDIX B - TABLE 4.

Towns.	Gainfully occupied Persons - Census of Population 1961.	Average Total Live Register					Average Total Live Register as % of Gainfully occupied persons 1961				
		1961	1962	1963	1964	1965	1961	1962	1963	1964	1965
Bandon	913 (39.5%)	19	18	18	15	13	2.1	2.0	2.0	1.6	1.1
Bantry	904 (40.4%)	19	18	17	17	19	2.1	2.0	1.9	1.9	2.1
Clonakilty	901 (37.2%)	22	14	13	16	12	2.4	1.6	1.4	1.8	1.3
Cobh	1,941 (36.8%)	92	71	98	79	97	4.7	3.7	5.0	4.1	5.0
Fermoy	1,240 (37.8%)	45	39	41	42	47	3.6	3.1	3.3	3.4	3.8
Kinsale	646 (40.8%)	38	44	30	37	44	5.9	6.8	4.6	5.7	6.8
Maerrom	818 (37.7%)	15	19	16	12	17	1.8	2.3	2.0	1.5	2.1
Mallow	2,052 (37.0%)	53	56	73	66	58	2.6	2.7	3.6	3.2	2.8
Middleton	1,107 (39.9%)	49	42	49	56	40	4.4	3.8	4.4	5.1	3.3
Passage West	914 (35.7%)	43	36	46	33	40	4.7	3.9	5.0	3.6	4.4
Skibbereen	760 (36.9%)	32	27	22	17	16	4.2	3.6	2.9	2.2	2.2
Youghal	1,836 (36.4%)	55	54	54	50	57	3.0	2.9	2.9	2.7	3.3

TABLE 5.

## VARIETY OF JOB OPPORTUNITIES

Employer	Type of Industry	Employees.	
		Male	Female
G. W. Biggs & Co. Ltd. Bantry	General Merchants	38	12
A. J. Flatley (Ireland) Ltd Bantry	Manufacturing	22	25
Rowa Ltd	Manufacturing (chemicals)	11	21
King Shoe Ltd. Bantry	" "	9	14
Murphy & O'Connor Ltd. Bantry	Merchants	19	2
John & Joseph Warner Barrack Street, Bantry	Bakery	15	6
Murnane & O'Shea Clongarriff Road, Bantry	"	23	-
W. Cotter & Sons Ltd. Main Street, Bantry.	Bakery	8	9
O'Driscoll & Hourihan Main Street, Bantry.		15	1
Cullinanes Ltd. Bantry.		6	8
Hospital		8	45



CORK COUNTY COUNCIL.DEVELOPMENT PLAN FOR  
BLARNEY.C O N T E N T S.The Development Plan.

Part One	-	Development Policy
Part Two	-	Definition of Boundaries. Use and Density Zoning. Sundry Regulations.
Part Three	-	Development Objectives relating to particular sites.
Zoning Map	-	6" to 1 mile.
Objectives Map	-	6" to 1 mile.

Appendices

A.	-	Feasibility and priorities.
B.	-	Summary of survey data.
C.	-	Long-term considerations.
D.	-	Further studies.
Key Map	-	$\frac{1}{2}$ " to 1 mile.
Land Use Map (outline)	-	6" to 1 mile.
Utility Services Map	-	6" to 1 mile.
Tables.		

## BLARNEY DEVELOPMENT PLAN

### Written Statement

#### PART ONE - DEVELOPMENT POLICY

It is intended that Blarney should retain and develop its status as a woollen manufacturing centre supplemented by tourist activity and as a local service centre dependant on an agricultural hinterland of limited extent.

The town exhibits a relatively stable population, the natural increase being offset by migration. Immediate growth is not anticipated as future expansion will be largely dependent on the success of local effort to attract industry to the town and to develop Blarney as a tourist centre. In the long term, the possible development of the town as a dormitory settlement for Cork City could ensure substantial growth.

Except for a marked pattern of commuting among employees in the woollen industry, the present employment position is excellent. Means of relieving the former social ill will be sought.

On the completion of improvements at present in progress, the water supply position will be capable of catering for foreseeable future demands. The drainage system is satisfactory, but it is proposed to determine the residual capacity available in the Martin River to cater for future effluent without affecting its amenity potential.

It is intended to undertake some minor road improvements to facilitate easy and safe circulation. In examining development proposals, particular attention will be paid to the needs of road safety and the reduction of car parking on public thoroughfares.

It is proposed to seek to acquire and develop sites for both public and private housing. It will be necessary to keep the housing position under constant review particularly in the light of any new development in the district. The past trends and uncertain future suggest that extensive housing schemes should not be expected or proposed. A policy of infilling and reconstruction of existing sites will be adopted where possible. Development control will seek to procure development in depth of sites close to the town centre and ribbon growth will be restricted.

One derelict building apart, Blarney is remarkably free from blight. Encouragement will be given to the tidying of areas and items of unsightliness and to schemes for the reconstruction of buildings to modern standards. Reconstruction will be very necessary if advancing obsolescence is to be arrested in a number of cases.

The woollen manufacturing industry caters more than adequately for the needs of the existing population. While some diversification would be desirable, the lack of an available local labour pool militates against further major development. The possibility of developing a small industrial unit based on traditional rural crafts will be explored.

While the normal range of facilities are available for communal activities, there is a genuine need for a proper social centre if town life is to become more active and interesting and reduce its dependence on the city as a recreational outlet. The Council will pursue the realisation of this objective. The provision of this facility would also benefit industry and tourism.

The major amenity feature is the Castle and its scenic grounds. This feature is enhanced by the generally ordered layout of the town having a recognisable focus in the Square, thus creating a very pleasant overall effect. Greater care will be exercised to ensure the successful assimilation of future development into the existing setting. It is proposed to adopt a more vigorous approach to exploiting its amenity potential and increasing tourism with the particular objective of getting visitors to stay overnight in the town. Towards this end, the provision of adequate accommodation and local entertainment facilities will be sought. The possibility of establishing a hostelling or caravanning centre will be examined.

Development Control will seek to control outdoor advertising and to encourage schemes for tidying or painting groups of buildings. It is intended to preserve the present scale of buildings in the town and in general tall buildings will not be acceptable near the centre.

In principle, as and when land comes on the market, consideration shall be given to its purchase in order to facilitate the proper development of the town and in particular its amenities.

With the exception of the promotion of industrial sites which are expected to yield a return in due course, all the proposals involve expenditure which can be financed by the Council in the ordinary course during the 5 year period of the Plan.

PART TWO - BOUNDARIES, ZONING ETC.

1. Boundaries.

- a) For the purpose of the Development Plan, the town of Blarney shall be taken as being within the continuous line shown on the Zoning Map and described as the "Development Area Boundary". This boundary is coterminous with the boundary adopted by the Council under Section 2 (6) of the Local Government (Planning and Development) Act, 1963, by resolution dated 18th day of October, 1965.
- b) The area within the broken line shown on the Zoning Map is the area of immediate or first-stage development. This area has been determined mainly by the limits of economic drainage. Extensive or dense development will not be permitted outside this area until such a time as the land within it is substantially developed. In pursuance of this policy, and in view of the high cost of prematurely extending services, it is intended not to further extend such services outside the area of first-stage development until the facilities within it are substantially absorbed by development.

2. Use Zoning.

It is proposed to establish three use zones as follows :-

- a) General Development - All uses with the exception of Special Industry. In areas principally residential in character, General Industry will not normally be permitted unless it offers no threat to that residential character through noise, traffic generation or other nuisance.
- b) Industry - General industry and ancillary uses.
- c) Agriculture - Uses in connection with agriculture; and residential and industrial uses at low density, subject to conditions to protect public health and amenity, and to obviate the need for extending services. Special Industry will not normally be permitted in the Development Area.

3. Density Zoning.

It is not intended to include specific density provisions. It is considered that development control will provide the appropriate degree of density control necessary in the Development Area.

4. Miscellaneous Requirements.

In considering applications for planning permission, the following points will receive special attention;

- a) Roads and Traffic :- In the course of construction of new or renewal of existing premises, business interests should in principle provide loading space within their own curtilages, together with parking space for their own vehicles. Where practicable, rear access and accommodation for customers' cars should be provided.

In residential areas, parking space should be provided for cars at the rate of at least one per dwelling.

Vision at road junctions and vehicular gates should be adequate for safety.

b) Outdoor advertising - Generally signs attached to buildings are preferable to those on free standing hoardings. Signs should not interfere with windows or other features of the facade, or project above the skyline. The size and scale of signs should not conflict with those of existing structures in the vicinity. Signs will not normally be permitted in residential or agricultural areas. Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety.

c) Filling Stations - These shall conform to standards ruling at the time of development for protecting amenity and traffic safety. Kerbside pumps will not be permitted.

1) Period of Plan.

In the absence of any specific statement to the contrary, the period of this plan should be taken as being five years from its adoption. (Matters arising beyond this period are noted in Appendix C.)

2) Utility Services;

S.1 Determine the residual capacity available in the Martin River to cater for further sewage effluent without endangering its biological balance or amenity standards.

3) Roads and Traffic;

- T.1\* Construct proposed car park adjacent to public entrance to Castle Grounds.
- T.2\* Seek the provision of an off-street parking area convenient to the R.C. Church.
- T.3\* Preserve access to back-land in the vicinity of the points shown; sufficient land to allow carriageways, footpaths and vision to standards ruling at the time of development.
- T.4 Improve vision at dangerous junctions and corners as the need and opportunity arises.
- T.5\* To facilitate the future development of the northern slopes surrounding the town, preserve lines for future roads as follows:-
- (i) A section of road linking L.69 and the Mangerton Terrace service road to the immediate north of the two Churches.
  - (ii) A section of link road along the Knockacorballly and Monacnapa townland boundary between the northern end of Mangerton Terrace and Co. Road 1252 and a further link thereof extending due south to Co. Road 1252, emerging at a point to the west of the National School.

4) Housing;

- M.1 Seek to acquire approximately 5 acres in one or more lots for public housing.
- M.2 Seek to acquire approximately 5 acres in one or more lots for private housing.

5) Industry;

M.3 Examine the feasibility of acquiring approximately 5 acres for development as a site for industry.

6) Renewal of Blight; Renewal of Obsolete Areas;

R.1\* Remove the derelict site adjoining L.69 convenient to the northwest corner of the Square.

7) Community Facilities;

- C.1 Examine the possibility of providing a social and recreational centre properly equipped to cater for the community's needs in this respect.
- C.2 Seek to reserve space for the future expansion of educational facilities.

\* Reference on Objectives Map.

8) Amenity;

- A.1 Acquire and develop a suitable site with a shelter for hiking tourists.
- A.2 Promote the improvement of fishing in the Martin and Shournagh Rivers.
- A.3 To safeguard the future development of the amenity potential of the riverside areas, preserve free from development where feasible continuous strips of land of suitable width along each river bank.
- A.4\* Seek to develop the Square with planting, seating, paths and some play facilities for children.
- A.5 Investigate the feasibility of the following projects:
  - (i) The provision of a caravanning and/or hostelling centre in the town.
  - (ii) The establishment of a field study centre for items of archaeological and historical importance.
  - (iii) The increase of overnight accommodation.
  - (iv) The provision of a swimming pool.

supplementary to it.

APPENDIX A: Feasibility and Priorities.

Blarney is not an administrative unit in itself, all financial undertakings being the responsibility of the County Council which has to balance the merits of rival claims to the same funds.

The amounts to be spent are in proportion to the size and needs of the town. The projects are economically feasible subject to the availability of the appropriate grants from central funds. The development of industrial and private housing sites differs from other objectives in that it is expected to yield a return in due course. A number of objectives involve feasibility studies and investigations of certain projects. This work is considered essential to the formulation of a rational development programme based on logical assessment of reliable data.

The provision of adequate utility services to cater for anticipated needs and the promotion and development of its industrial and amenity potential, must be recognised as being fundamental to the orderly planning of the town. Apart from preserving a balance in these matters, no special schedule of priorities is considered necessary.



## APPENDIX B. Summary of Survey Data.

### 1) Status and Context.

Blarney is a woollen manufacturing centre on the north bank of the Martin River and located 5 miles northwest of Cork City on main road L.69. It is a picturesque and compact settlement. Its fine Square enclosed by a grouping of buildings is an attractive feature which gives cohesion and character to the town.

Blarney Castle, a famous tourist attraction, stands in its demesne to the southwest of the town. To the eastern front of the Castle, lies the Rock Close, a garden said to be of Druidic origin and containing ancient trees and stone remains. Access to the Castle and limited access to the grounds is at present available to the visiting public.

Though coming very much under the influence of Cork City, the town has a minor service area embracing a catchment of about 1,400 population and supporting a commensurate range of public utilities, commercial and professional services.

Blarney appears to have potential for development as a dormitory settlement of Cork City. Its proximity, its pleasant environmental qualities, the existence of a main line railway and three road routes to the City further validates this point of view. It is imperative that any development of this nature should be on a planned basis and therefore, in unison with the enlargement of utility services and community facilities. This would ensure the development of the town as an economic entity.

### 2) Population and Employment.

An examination of the survey data reveals the following features of interest:

- a) A relatively stable population over the past 20 years. See Table 1.
- b) No unemployment problem. The woollen industry employs a total of 640 persons with an approximately equal distribution of jobs between males and females. Due to the lack of sufficient local labour, it is forced to recruit workers from outlying districts, thus leading to a marked pattern of commuting among its employees.

A number of tradesmen living in the town are currently employed in the City.

### 3) Utility Services.

- a) Water: The area will be serviced by part of the Ballincollig Regional Water Supply Scheme, the construction of which is now nearing completion. The extent of the serviced area is shown in heavy outline on attached Service Map. Part of this area is at present serviced by a local system which has a service reservoir (Cap. 20,000 gals., T.W.L. 238' O.D. to the immediate north of the town centre and caters for the needs the village itself. In connection with the regional scheme, 1 No. 80,000 gal. reservoir (T.W.L. 248.5' O.D.) and 1 No. 20,000 gal. water tower (T.W.L. 446.0' O.D.) are now under construction. The reservoir is located to the northwest of the village close to Sunberry while the water tower is sited to the south of Killowen Cross Roads.

cater for development over the entire norther slope surrounding the village.

b) Sewerage.

The extent of the present scheme is indicated in light outline on attached Services Map. Sewage is conveyed in a network of 6" stoneware and 9" and 12" concrete pipes to a disposal works prior to its discharge into the Martin River. The works comprises 2 septic tanks in series. The system is, apparently, functioning satisfactorily and gives little trouble.

4) Roads and Traffic.

The main road serving Blarney is L.69. This branches off the Cork-Mallow Road, T.11, within the City Boundary and joins the Cork-Kanturk Road, L.9, about 2 miles to the west of the Village. Not being on an important main through route, Blarney has no serious traffic problem. The traffic census of 1963 showed that the heaviest traffic occurred on the eastern approach with an annual average daily figure of 946 vehicles. The heavy commercial content was 13%, a big proportion of the latter being composed of tourist buses.

It would appear that the normal daily traffic is largely composed of commuter and tourist traffic, the latter particularly during the holiday season.

The provision of off-street parking accommodation in the vicinity of the Square would be desirable. It should be noted that Blarney's main line railway station is located 0.5 miles to the north-east of the town.

5) Housing.

The Council at present has 86 village type houses in three schemes in or adjacent to the town as follows:-

(a) On the Station Road, there is a scheme of 28 houses, of which four were built in 1965. The scheme is on the northern side, approximately a quarter of a mile from the town centre. Tenders have been invited for the erection of a further 2 houses in this area.

(b) The Groves scheme of 40 houses is adjacent to the Square.

(c) There is an 18 house scheme at Tower, which is about five minutes drive westwards from Blarney.

Martin Mahony & Bros. Ltd., the Woollen Manufacturers, at present own 118 houses. Some of these houses are let to persons other than their own employees while employees of the firm reside in 65 of the above mentioned Council houses. This position reflects the greater attractiveness of the latter houses for the industrial workers. Woollen Mill workers also live in 55 of the cottages which the Council has provided within a radius of about 1.5 miles from the town.

The National Building Agency Ltd. built 16 houses in 1966 on Station Road to the immediate south of the Council's Scheme. These were built to house industrial workers. At present, there are four vacant and 3 are occupied by members of the Garda Siochana.

It should be noted that there is a tendency for new houses to be erected some distance away from the town. This is detracting from the compact character of the settlement and gives an impression of scatter and sprawl and a general lack of good planning.

6) Industry.

The town is adequately catered for in this regard by its woollen manufacturing industry. The existence of one main employment outlet does leave it vulnerable to depressions in the textile trade but past experience in this respect has not reached severely on the employment situation in the Blarney Mills. Some diversification in industry would be desirable. The setting up of a small souvenir manufacturing unit based on traditional rural crafts and which could be visited by passing tourists, is a possibility which might be considered. It must be kept in mind, however, that the necessary social infrastructure does not at present exist to support any major development.

7) Blight.

There is virtually no blighted area in Blarney. A limited amount of disrepair does exist and this could be put right without much expense. The terraces of houses, which occupy a prominent position on the slopes to the north-east of the town centre, appear both drab and garish because of inappropriate painting. It is essential to create an interest amongst local people in the appearance of their town so that they may be encouraged to decorate buildings attractively, to remove ugly signs and advertisements and generally, to keep the place neat and tidy.

8) Community Facilities.

The town has the normal range of facilities appropriate to its size. By virtue of its proximity to Cork City, it enjoys many of the facilities of the latter particularly in the educational and recreational fields.

A notable feature of the village structure is that two churches, one hall and the primary school are all sited in virtually one area. This situation suggests that this area should be reserved for the expansion of existing or the provision of new social facilities.

There is a general lack of open space for playgrounds adjoining schools and housing schemes.

9) Amenities.

Although Blarney and its environs is not scenically spectacular, the locality has an intimate charm which is especially conducive to recreational activities. The Castle Grounds, the Martin and Shournagh Valleys are particularly notable from this point of view. There is scope for further development of the riverside areas with planting and seating and for improvement in the fishing potential of both rivers. A need exists in the Square for public seating and ancillary facilities. This area is ripe for groundscape development such as paving and footpaths. The G.A.A. playing field and a coursing track are located convenient to the town centre. There is a fine

18-hole golf course at Muskerry, 1.5 miles to the south. The Vintage Car Museum in the Square is an interesting additional attraction. Though it is an important stopping-off point for tourists between Cork and Killarney, the town does not gain appreciably from this as tourists on organised tours tend to visit the Castle only.

The tourist accommodation available in nearby Cork City offsets the present limitations of Blarney in this respect.

10) Miscellaneous.

Two Maps showing Land Use in Outline and Utility Services are appended.

APPENDIX C. Long-term considerations.

- 1) It is intended that the northern slope surrounding the village should be opened up for housing development and ancilliary uses. The accessibility required can be afforded by the provision of a road network on the lines recommended for preservation under Objective T.5. It is essential that final alignments be decided upon for these roads as soon as possible so as to facilitate their preservation from future development.
- 2) The improvement of road communications with Cork City will be of considerable importance to Blarney if it is to develop as a dormitory centre for the former.

APPENDIX D. Further Studies.

- 1) The carrying out of (a) Traffic and parking Studies; (b) detailed work-journey pattern study.
- 2) The role which Blarney and other surrounding settlements should play in the future in relation to Cork City and its Harbour Area will be further assessed as a result of the forthcoming Regional Supply by Colin Buchanan and Associates.

BLARNEY DEVELOPMENT PLAN.

Appendix B.

Population History.

Table 1.

Year	1911	1926	1936	1946	1951	1956	1961	1966
Blarney	778	699	723	835	874	1001	995	* 930
Blarney D.E.D. (inclusive of town)	1803	1685	1739	1870	1896	1924	1846	* 1840

Estimated population decrease in Blarney Town (1961 - 1966) = 6.5%  
 " " " " " D.E.D. (1961 - 1966) = 0.3%

\* These are estimated figures. Official 1966 census returns were not available at time of writing.

CORK COUNTY COUNCIL  
DEVELOPMENT PLAN FOR  
DUNMANWAY

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- Part One - Development Policy.
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Zoning Map - 6" to 1 Mile.  
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Appendices

- A. - Feasibility and priorities.
- B. - Summary of survey data.
- C. - Long-term considerations.
- D. - Further studies.

Key Map -  $\frac{1}{2}$ " to 1 Mile.  
Land Use Map (Outline) - 6" to 1 Mile.  
Utility Services Map - 6" to 1 Mile.  
Tables and Diagrams.

PART ONE - DEVELOPMENT POLICY:

It is intended that Dunmanway should retain its status as a market town, catering for the surrounding agricultural community. The population has shown a continuing decrease over the last 20 years and it is envisaged that only a very slight increase could possibly be expected in the next 5 years.

The present employment position is fairly good, but with the anticipated increase in the number of school leavers additional opportunities must be provided.

The new sewerage scheme at present nearing completion is more than adequate for the envisaged expansion of the town. The present water supply is totally inadequate and a new scheme has been designed to cater for present and future needs.

Some road improvements are intended to help the flow of traffic through and in the town. It is proposed to control car parking in the main streets and to provide off street parking.

The housing position should be satisfactory with the building of the new scheme at Railway Street this year. It is proposed that any future housing development should consist of infilling existing sites, as the scheme in Railway Street has done, rather than building on the outskirts of the present development. There is sufficient land available for private housing needs within the first stage development boundary.

Encouragement shall be given for the reconstruction of buildings in the town which are in a poor condition and to bring them up to modern standards, it is proposed to undertake re-development of groups of buildings as the need and opportunity arises. The



PART ONE - (CONTINUED)

existing facilities for Community Meetings are very good. A site has been allocated for a new primary school.

One new industry has been attracted to the town in recent years and it is proposed to investigate the possibility of allocating a site for further suitable industries, possibly based on agriculture.

The town is in the main tourist road from Cork to Bantry/Glengarriff but in itself has no attraction for tourists. There are, however, sufficient attractions in the environs which it is proposed to exploit. In the town are two rivers and a lake which it is proposed to develop, for the benefit of the inhabitants, and in addition development control will seek to reserve more childrens playgrounds off the streets. It is intended to preserve the present scale of buildings and to encourage schemes for tidying and painting groups of buildings and to control outdoor advertising.

In principle, as and when land comes on the market, consideration shall be given to its purchase in order to facilitate the proper development of the town and in particular its amenities.

All the proposals mentioned involve expenditure which can be financed by the Council in the ordinary course during the five year period of the plan.

1. BOUNDARIES:

(a) For the purposes of the Development Plan the town of Dunmanway shall be taken as being within the continuous line shown on the Zoning Map and described as the Development Area Boundary. This boundary is coterminous with the boundary adopted by the Council under Sections 2(b) of the Local Government (Planning and Development) Act 1963 by resolution dated 18th day of October, 1965.

(b) The area within the broken line on the Zoning Map is the area of immediate or first stage development. Extensive or dense development will not be permitted outside this area until such a time as the land within it is substantially developed. In pursuance of this policy, and in view of the high cost in prematurely extending services, it is not intended to develop such services outside the area of first stage development until the facilities within it are substantially absorbed by development.

2. BOUNDARIES, ZONING, ETC.:

It is proposed to establish the following zones:-

Type (a) General Development - All uses with the exception of special industry. In areas principally residential in character. General industry will not normally be permitted unless it offers no threat to that residential character through noise, traffic, generation or other nuisance.

(b) Agriculture - Uses in connection with agriculture, and residential and industrial uses at low density, subject to conditions to protect public health and amenity. Special industry not to be permitted.

3. In considering applications for development permission, the following points will receive special attention:-

(a) Roads and Traffic:- Business premises should in principle provide loading space within their own curtilages, together with carparking for their own vehicles. Where practicable, space for visitors cars should be provided.

(b) Outdoor Advertising:- Generally signs attached to buildings are preferable to those on free standing hoardings. Signs should not interfere with windows or other features of the facade, or project above the skyline. The size and scale of signs should not conflict with those of existing structures in the vicinity. Signs will not normally be permitted if they compete with road signs or otherwise endanger traffic safety.

(c) Filling Stations:- Shall conform to current standards for protecting amenity and traffic safety. Kerbside pumps will not be permitted.

1. PERIOD OF PLAN:

In the absence of any specific statement to the contrary, the period of the plan should be taken as being five years from its adoption (matters arising beyond this period are noted in Appendix C.)

2. UTILITY SERVICES:

- S.1. Impliment proposed Water Scheme.
- S.2. Complete Sewerage Scheme.

3. ROADS AND TRAFFIC:

- T1\* Widen long bridge.
- T2. Seek to establish car park in the vicinity of St. Patrick's R.C. Church.
- T3. Seek further car parking in the vicinity of Main Street.

Seek to improve junctions and corners at the following locations:-

- T4\* Castle Street - Market Square.
- T5\* West Green - Bridge Street.
- T6\* West Green - East Green (Fullers Square).
- T7\* Mary Street - Mill Road.

Preserve access to back land in the vicinity of the points shown.

- T8\* West Green.
- T9\* Railway Street.
- T10\* Main Street.

4. HOUSING:

- M1\* Construct 8 houses at Railway Street.
- M2\* Reserve area for private housing.

5. INDUSTRY:

- M3. Seek to acquire site for industry in town.

6. REMOVAL OF BLIGHT: RENEWAL OF OBSOLETE AREAS:

- R1\* Remove derelict buildings in Market Place and replace with raised paved area with shrubs, flowers etc.
- R2\* Re-develop derelict buildings in Castle Street, North and South.
- R3\* Re-develop derelict buildings at Quarry Road.
- R4\* Re-develop derelict buildings at Tanyard Lane.

7. COMMUNITY FACILITIES:

- C1 Seek to provide Womens Toilet in Town.

8. AMENITY:

- A1 Seek to acquire access from adjoining lane to Dunmanway Lake and surrounding fields.

9. MISCELLANEOUS:

The town could be developed as a centre for walking tours and pony trekking as there are many features, such as the Shehy Mountains, small lakes, low hills and state forests to the North of Dunmanway. More accommodation shall have to be provided in the town however before more tourists can be encouraged.

\* Reference numbers on Objectives Map.

APPENDICES:

(Supplementary to Development Plan).

APPENDIX A: Feasibility & Priorities.

The only objectives stated are ones which are considered desirable and are economically feasible of achievement in the next five years.

APPENDIX B:

Summary of Survey data -

1. STATUS AND CONTEXT:

The town is a small market town with a catchment of about 8,000 people. The surrounding area is mainly agricultural with some state forests and a proportion of bogs and hills, and a mountain range to the North. The town stands on the main tourist road between Cork and Bantry/Glengarriff. It has no industrial tradition

2. POPULATION AND EMPLOYMENT:

An examination of the survey material revealed the following pertinent features of interest:-

(a) Population growth - See Table No. 1.

(b) No very serious unemployment problem. The numbers on the Live Register during 1966 varied from a maximum of 63 in January to a minimum of 28 in July, indicating however that some additional source of all the year round employment should be created.

(c) Variety of job opportunity - See Table No. 3.

Employers are generally in a position to recruit sufficient workers locally to cater for their present needs. A feature of the employment pattern is that slightly more than half the total employed by local firms are male. The total number of the towns population who are gainfully employed is estimated at approximately 520.

(d) The number of school leavers in 1966 was approximately 90.

3. UTILITY SERVICES:

(a) WATER: The present supply of 90,000 gallons per day comes from a reservoir to the North West of the town. This supply is inadequate due to the inadequacy of the treatment works and seepage through the very old network of pipes. It is essential that the proposed new scheme be implemented. This includes increasing the capacity of the treatment works by 150%, duplicating the trunk main and renewing where necessary the old distribution

APPENDIX B (CONTINUED)

(b) SEWERAGE: The present scheme when completed this year is more than sufficient for the period of the plan, estimated cost £71,000 (based on present rates).

4. ROADS AND TRAFFIC:

There is no serious through traffic problem but peak holiday traffic in the Summer passing through the town causes some congestion.

Some form of parking control shall be needed in Bridge Street, Market Square and the Western end of Main Street. It is intended to build a raised paved area incorporating flowers, shrubs, etc. at the junction of East Green with West Green (Fullers Sq.) and also at the junction of Mary Street with the road leading to the Mill Pond, thus improving visibility at both areas. The widening of the long Bridge is estimated to cost £35,000 (based on present rates).

5. HOUSING:

An increase in the rate of house building may be expected due to the need to replace existing houses which are in an advanced state of obsolescence. There is adequate land available within the first stage development area both for infilling existing sites and for new development.

6. INDUSTRY:

The main source of employment in the town is an old established firm dealing in hardware, clothing, groceries, farming and milling; one hat manufacturer and a cleaning firm. As previously stated, the present employment position is fairly good but some other industry (possibly based on agriculture) must be attracted to the town.

7. BLIGHT AND RENEWAL:

The general condition of buildings in the town is not very good and many houses shall have to be replaced or thoroughly reconstructed. The most notable examples are to be found in Castle Street, Railway



APPENDIX B (CONTINUED)

Street, Quarry Road, Tanyard Lane and Market Square. The group of buildings in the centre of the Market Square is dilapidated and interferes with amenities and the safe flow of traffic and is to be removed.

8. COMMUNITY FACILITIES:

There is a wide variety of clubs and organisations in the town and two good halls for meeting and recreation purposes. There is a large newly constructed girls school catering for primary, secondary and domestic science education. A new primary school for boys is envisaged on a site adjoining the existing school in Sackville Street. There is a boys secondary school in the old Model School, at the western end of the town. The existing vocational school has ample land for expansion at the rear of the present building. The provision of dressing rooms at the Gaelic Athletic Association Pitch would be a worth while addition to this excellent ground.

9. AMENITY:

The main features of interest are both rivers, the lake and the wooded areas at Quarry Road, Brook Park and to the west of the Gaelic Pitch. All these could be better utilised for the benefit of the inhabitants. A pathway near the edge of Dunmanway Lake with some trees and seats would be a highly desirable amenity. The countryside to the North of the town, as previously stated, could be developed as a tourist attraction and the surrounding area is noted for both good fishing and shooting.

10. MISCELLANEOUS:

Two maps showing land use in outline, and traffic and utility services, are appended.

APPENDIX C: Long-term considerations.

1. If the present peak tourist traffic grows at a very rapid rate, it may be necessary to consider diverting it from the town centre. It shall be also necessary to deal with the present flooding problem both in Dunmarway South, and where both rivers meet to the East of the town. The solution to the flood problem is likely to be costly. It should be possible to utilise one or other of the rivers to provide safe bathing facilities for children and adults.

APPENDIX D: Further Studies.

It is desirable that the river be periodically cleaned and a riverside walk could be developed on the North bank of the river between Tanyard Lane and the bridge at the southern end of Sackville Street.

DUNMANWAY DEVELOPMENT PLAN  
APPENDIX B  
POPULATION HISTORY

TABLE NO. 1.

YEAR	1911	1926	1936	1946	1951	1956	1961	1966
DUNMANWAY TOWN	1619	1565	1561	1475	1438	1492	1411	1300 *
DUNMANWAY RURAL DISTRICT	12273	11377	10343	9633	9309	8886	8283	7921

\* Estimated      Estimated Percentage Population decrease in Town      (61 - 66) - 7.8% \*  
Actual      "      "      in Rural District (61 - 66) - 4.4%

## TABLE 11

## DUNMANWAY DEVELOPMENT PLAN

## APPENDIX B

EMPLOYMENT: LIVE REGISTER FOR 12 MONTHS PERIOD - BEGINNING

MONTH	1 : 1 : 1966 to 31 : 12 : 1966	1 : 1 : 1965 to 31 : 12 : 1965.
JANUARY	63	50
FEBRUARY	56	55
MARCH	36	52
APRIL	36	65
MAY	36	46
JUNE	37	45
JULY	28	44
AUGUST	33	41
SEPTEMBER	30	37
OCTOBER	32	56
NOVEMBER	29	35
DECEMBER	48	56

Figures are in respect of last Friday in each Month.

DUNMANWAY DEVELOPMENT PLAN

APPENDIX B

INDUSTRIAL EMPLOYMENT PATTERNS

TABLE NO. III

JOHN ATKINS

56 Male  
14 Female

TOTAL ..... 70 Workers.

CARBERY CLEANERS LTD.

8 Male  
9 Female

TOTAL ..... 17 Workers.

INTERHAT LTD.

10 Male  
28 Female

TOTAL ..... 38 Workers.

CORK COUNTY COUNCIL  
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Development Plan for

K A N T U R K

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Appendices

- A    -    Feasibility and priorities.
- B    -    Summary of survey data.
- C    -    Long-term considerations.
- D    -    Further studies.

- Key Map       -     $\frac{1}{2}$ " to 1 mile.
- Land Use Map (outline) - 6" to 1 mile.
- Utility Services Map   - 6" to 1 mile.
- Tables and Diagrams.

It is intended that Kanturk shall retain and develop its role as a local marketing and service centre with limited industrial and tourist development.

The population of the town showed an appreciable growth in the course of the last 50 years and has become stabilized at approximately 2,000 for the past 10 years, but the population of the surrounding Rural District appears to be maintaining a steady decline (See Table 1). It is likely that this decline will be reflected in the town's population unless new employment opportunities are created through industrial or tourist development.

The present employment position shows small industrial content and workers are for the most part dependant on the normal town services for employment. It is intended in co-operation with local bodies to promote the development of further suitable industries.

The water supply is at present inadequate but proposals are in hand for connecting to a regional scheme which will cater adequately for requirements in the foreseeable future. Parts of the sewerage system consists of obsolete masonry drains and there is need for the survey of these sections with a view to reconstruction.

It is intended to undertake a programme of minor road improvements to help easy and safe circulation. In considering future development proposals, particular attention will be paid to the needs of road safety and the reduction of car parking on public thoroughfares. Means will be sought to keep heavy industrial traffic out of residential areas wherever this is economically feasible.

The housing position is reasonably satisfactory and a scheme of eight houses has been completed in the past year. The position in this respect needs to be kept under constant review and it is proposed to acquire sites for both public and private housing. The uncertain population trend and the services limitations suggest that extensive housing schemes should not be expected or proposed, and a policy of infilling and reconstruction of existing sites will be adopted.

A small site was acquired recently which together with some existing buildings forms a nucleus of an industrial site and it is proposed to promote the development of this facility.

Generally the town's stock of buildings is in fairly good condition and encouragement will be given to schemes for the improvement and reconstruction of defective buildings or groups of buildings, as the need and opportunity arises.

It is proposed to improve the facilities for community activities in accordance with modern requirements according as the need arises.

The chief amenity features of the town are associated with the rivers Allow and Dalua and on the northern bank of the latter river an excellent town park has been purchased and developed by the local Development Association. Planning control will seek to reserve more childrens playgrounds and also to control outdoor advertising and to encourage schemes for improving or painting groups of buildings. It is intended to preserve the present scale of buildings in the town, and in general tall buildings will not be acceptable near the centre of the town.



In principle, as and when land comes on the market, consideration will be given to its purchase in order to facilitate the proper development of the town and in particular its amenities.

With the exception of the promotion of an industrial site, which might be expected to yield a return in due course, all the proposals involve expenditure which can be provided by the Council in the ordinary course during the 5 year period of the Plan.

1. Boundaries.

a) For the purpose of the Development Plan, the town of Kanturk shall be taken as being within the continuous line shown on the Zoning Map and described as the "Development Area Boundary". This boundary is coterminous with the boundary adopted by the Council under Section 2(6) of the Local Government (Planning & Development) Act, 1963, by resolution dated 18th day of October, 1965.

b) The area within the broken line shown on the Zoning Map is the area of immediate or first-stage development. Extensive or dense development will not be permitted outside this area until such time as the land within it is substantially developed. In pursuance of this policy, and in view of the high cost of prematurely extending services, it is intended not to further extend such services outside the area of first-stage development until the facilities within it are substantially absorbed by development.

2. Use Zoning.

It is proposed to establish three use zones as follows -

- a) General Development - All uses with the exception of Special Industry. In areas principally residential in character, General Industry will not normally be permitted unless it offers no threat to that residential character through noise, traffic generation or other nuisance.
- b) Industry - General Industry and ancilliary uses.
- c) Agriculture - Uses in connection with agriculture; and residential and industrial uses at low density, subject to conditions to protect public health and amenity, and to obviate the need for extending services. Special industry will not normally be permitted in the Development Area.

3. Density Zoning.

It is not intended to include specific density provisions. It is considered that development control will provide the appropriate degree of density control necessary in the Development Area.

4. Miscellaneous Requirements.

In considering applications for planning permission, the following points will receive special attention:

- a) Roads and Traffic: - In the course of construction of new or renewal of existing premises, business interests should in principle provide loading space within their own curtilages, together with parking space for their own vehicles. Where practicable, rear access and accommodation for customers' cars should be provided.

In residential areas, parking space should be provided for cars at the rate of at least one per dwelling.

Vision at road junctions and vehicular gates should be adequate for safety.

b) Outdoor advertising - Generally signs attached to buildings are preferable to those on free standing hoardings. Signs should not interfere with windows or other features of the facade, or project above the skyline. The size and scale of signs should not conflict with those of existing structures in the vicinity. Signs will not normally be permitted in residential or agricultural areas. Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety.

c) Filling Stations - These shall conform to standards ruling at the time of development for protecting amenity and traffic safety. Kerbside pumps will not be permitted.

In the absence of any specific statement to the contrary, the period of this plan should be taken as being five years from its adoption. (Matters arising beyond this period are noted in Appendix C).

2) Utility Services.

- S.1 Proceed with the augmentation of the existing water supply from the proposed regional scheme.
- S.2 Arrange for a comprehensive survey of existing sewerage system and consider the feasibility of renewing obsolete sections and incorporating any development areas not served at present.

3) Roads and Traffic.

- T.1 Arrange for white line delineation of parking area in Strand Street and other wide sections of streets in the town centre to ensure better discipline of vehicle parking.
- T.2 Seek to provide off-the-street parking at strategic points convenient to the shopping centres and the Church.
- T.3 Improve vision at blind corners and dangerous junctions as the opportunity offers.
- T.4 Seek to provide rear access to business premises whenever possible.
- T.5 Seek to preserve the line of the old railway north and south of the station premises for conversion to pedestrian paths or peripheral roads.
- T.6 Preserve access to backlands near the District Hospital and in the vicinity of Blue-pool Upper.

4) Housing.

- M.1 Seek to acquire approximately 8 acres in one or more lots suitable for public and private housing.

5) Industry.

- M.2 Promote the development of an industrial site on the old C.I.E. premises.

6) Removal of Blight; Renewal of Obsolete Areas.

- R.1 Arrange for survey of derelict and unsightly areas with a view to programming their improvement or redevelopment for appropriate uses.

7) Community Facilities.

- C.1 Promote the provision of adequate accommodation and facilities at the Vocational School.
- C.2 Examine the feasibility of providing a community centre for the town.
- C.3 Determine suitable site for public toilet and seek to construct same.

8) Amenity

- A.1 Seek to provide adequate off-the-street playing grounds for children where required.
- A.2 Explore the possibility of acquiring a suitable site for a swimming pool and constructing same.

are supplementary to it.

APPENDIX A: Feasibility and Priorities.

The amounts to be spent are in proportion to the size and needs of the town. The projects are economically feasible subject to the availability of the appropriate grants from central funds. The development of industrial and private housing sites differs from other objectives in that it is expected to yield a return in due course. A number of objectives involve feasibility studies and investigations of certain projects. This work is considered essential to the formulation of a rational development programme based on logical assessment of reliable data.

The provision of adequate utility services to cater for anticipated needs and the promotion and development of its industrial potential, must be recognised as being fundamental to the orderly planning of the town. Apart from preserving a balance in these matters, no special schedule of priorities is considered necessary.

APPENDIX B - Summary of Survey Data.

1) Status and Context.

Kanturk is a market town 12 miles west of Mallow. It is sited in the upper reaches of the Blackwater valley at the confluence of the Dalua and Allow rivers which flow on to join the main river 3 miles to the south. Kanturk as it is known today was founded by Sir Philip Percival and it was a sizeable town in 1641 at the time of the Desmond Rebellion.

It is on record that in the year 1841 there were 695 houses there and a population of 4,888. The present population is relatively stable at about 2,000 persons. The town serves an area of approximately 150 sq. miles having a total catchment population of 11,300 including the population of the town itself. Census towns within the sphere of influence of Kanturk are Newmarket (791), Boherboy (380), Banteer (190), Freemount (120), Meelin (110). These population figures are estimated 1966 figures. The surrounding countryside is of pleasant scenic quality and offers good shooting and fishing. The predominant agricultural use is as pasture land. Although off the main arterial routes Kanturk is a nodal point of five main roads. Within the town itself the rivers Allow and Dalua tend to focus all traffic to the centre of the town by preventing the construction of peripheral connections.

2) Population and Employment.

The history and structure of the population and available employment are given in the following tables.-

- a) Table 1 - Population History.
- b) Table 2 - Population Age and Sex Structure.
- c) Table 3 - Monthly Live Register Returns 1966.
- d) Table 4 - Variety of Employment Opportunities.

3) Utility Services.

a) Water - The average daily consumption of water in Kanturk is 90,000 gallons per day. The area served is shown within the heavy outline on the Utility Services Map appended hereto. The town is serviced by one reservoir which is located at Greenane and which has a capacity of 168,000 gallons and has a top level of 420 feet. The supply is from a series of springs at Inch and it is pumped from here to the Reservoir. The water is untreated at the Reservoir. The present supply is entirely inadequate. However, proposals are at hand to join up to a new scheme at Ballinatona which will give a satisfactory supply.

b) Sewerage - The Utility Services Map indicates the extent of the present area sewered, within the lighter outline. Disposal of sewage is by means of settlement tanks and drying beds. The effluent from these is directed into the river at Bluepool. The dilution factor in the river is generally good. For the most part the sewerage system consists of 12" concrete pipes. There is little need for any extensive new sewerage works apart from connections to the new system since many of the older buildings still remain connected to an old masonry drainage system which has been superceded.

As the town is not on an arterial route there is no serious through traffic problem and the volumes of local traffic are relatively small. The difficulty created by the river courses through the town has prevented the construction of penipheral roads with the result that all traffic is focussed on the centre of the town where the bottleneck is accentuated by two bridges. Appreciable parking space is available in Strand Street convenient to the centre of the town but apart from this no off-the-street parking is available and access to the rear of business premises is also lacking.

#### 5) Housing.

The Council at present has 103 houses in the town, eight of which were constructed in the past 12 months. There are no houses proposed at present and no undeveloped sites are presently in the Council's ownership. In the last 15 years the Council have erected 62 houses in Kanturk. The housing needs of the town for the next five years is estimated at 15 houses.

#### 6) Industry.

Table 4 shows the chief employers in the town. It will be noted that there is little manufacturing industry, and the bulk of employment is provided by commercial and service activities normal to most country towns. The need to attract industry is appreciated locally and this objective is being actively pursued.

#### 7) Blight.

There is little blight in the town of Kanturk and what blight there is is confined to specific buildings rather than areas. These exist principally in Strand Street at Bluepool, Percival Street and Watergate Street.

#### 8) Community Facilities.

The town has a good range of Social Facilities. There are two primary schools, two secondary schools, a technical school and a kindergarden school which is run at the Convent of Mercy. There is a Roman Catholic Church and a Church of Ireland in the Town. A Superintendent, one Sergeant and nine Gardaí are stationed here. Kanturk Hospital has got a Maternity Unit. It does not normally cater for surgery. The hospital staff includes a Matron and ten nurses. There is a Dispensary in the town which also caters for dental treatment. Professional personnel include three doctors, one dentist, six solicitors and three veterinary surgeons. The town has three Banks. Other community facilities include a Cinema, two ballrooms and four meeting rooms. There is a wide range of sporting and recreationa societies and clubs but cultural interests are not actively pursued. An important feature of the town structure is the grouping of most of the schools and churches to the north west of the town.

#### 9) Amenity.

Items of historic and architectural interest are McDonagh's Castle and the Clock House on Strand Street. The Rivers Allow and Dalua converge at the town and create a pleasant environmental influence on the town as a whole.



These rivers also provide good fishing. Ruins of ancient castles and monuments are to be found in abundance within a six mile radius of the town and these are of specific interest to Historians and Archaeologists.

There is a pronounced lack of accommodation for both tourist or other visitors in the town. The active local Development Association has purchased and developed a Town Park on the north bank of the Dalua River. The location and landscaping of this park is exceptionally good. Good shooting is available in the surrounding countryside.

10) Miscellaneous.

Two maps showing Land Use in Outline and Utility Services are appended.

APPENDIX C - Long-term considerations.

- 1) It will be necessary to await the outcome of further regional and county studies to forecast what the future role and status of Kanturk will be.

APPENDIX D - Further Studies.

- 1) The carrying out of a comprehensive traffic and parking study.

TABLE: 1.

Year	Kanturk	Kanturk Rural District
1911	1,518	22,299
1926	1,630	21,421
1936	1,555	20,455
1946	1,577	19,785
1951	1,632	19,359
1956	2,018	18,556
1961	1,985	17,831
1966		17,112

AGE & SEX STRUCTURE

TABLE 2.

Age Group	State		Munster		Cork Co.		Kanturk Town	
	M %	F %	M %	F %	M %	F %	M %	F %
0 - 14	15.9	15.2	15.6	15.1	14.9	14.2	16.3	16.1
15 - 44	18.2	18.2	18.2	17.4	18.3	17.4	14.8	19.1
45 - 64	10.8	10.6	10.6	10.3	11.6	11.4	10.5	11.4
65 & over	5.3	5.8	5.8	6.5	5.9	6.3	4.9	6.9
<b>TOTAL</b>	<b>50.2</b>	<b>49.8</b>	<b>50.2</b>	<b>49.8</b>	<b>50.7</b>	<b>49.3</b>	<b>46.5</b>	<b>53.5</b>

MONTHLY LIVE REGISTER RETURNS 1966

TABLE 3.

Month	Newmarket S.W.O.D.*	Kanturk Town
January	719	60
February	527	65
March	362	50
April	263	33
May	179	30
June	135	20
July	76	15
August	88	12
September	86	10
October	128	16
November	238	20
December	649	25

\* S.W.O.D = Social Welfare Office District.

VARIETY OF EMPLOYMENT OPPORTUNITIES

TABLE 4.

Employer	Type of Industry	Employees	
		Male	Female
Kanturk Hosiery Co. Ltd.	Clothing	8	85
North Cork Co-Op. Creamery Ltd.	Food	63	2
Public Works Contractors	Construction	105	4
Hardware Stores	Retail	15	4
Bakery	Foodstuffs	18	-
Mineral Waters	Soft Drinks	32	2
Garages	Motor	15	2
Miller	Foodstuffs	13	3
		296	102

CORK COUNTY COUNCILDEVELOPMENT PLAN FORMILLSTREETCONTENTSThe Development Plan.

- Part One - Development Policy.
- Part Two - Definition of Boundaries.  
Use and Density Zoning.  
Sundry Regulations.
- Part Three - Development Objectives relating  
to particular sites.

Zoning Map - 6" to 1 Mile.  
Objectives Map - 6" to 1 Mile.

Appendices

- A. - Feasibility and priorities.  
B. - Summary of survey data.  
C. - Long-term considerations.  
D. - Further studies.

Key Map -  $\frac{1}{2}$ " to 1 Mile.  
Land Use Map (Outline) - 6" to 1 mile.  
Detailed Site Plan Map - 6" to 1 Mile.

PART ONE - DEVELOPMENT POLICY:

It is intended that Millstreet should retain its status as a local service centre and market town catering for the surrounding agricultural community. The population has shown a continual increase over the last 20 years and it is envisaged that a further slight increase could be expected in the next five years.

When the extension of the sewerage system at the eastern end of the town is completed it should be adequate for all needs. The present water supply is poor but the new scheme at present under way should satisfactorily solve this problem.

Some minor road improvements are intended to help the flow of traffic through and in the town. It is proposed to control parking and also to provide off street parking.

The housing position should be satisfactory with the building of six new local authority houses. It is not visualised that any large scale housing schemes shall be constructed. There is sufficient land available for private housing needs within the first stage development boundary.

The existing facilities for Community Meetings are good but it is intended that they should be further improved.

It is proposed to investigate the possibility of allocating a site for further suitable industries, possibly based on agriculture.

At present the town is not a tourist centre but with the immense attractions in its environs it is envisaged that Millstreet should attract a fair share of the ever increasing numbers of tourists

which are expected to come to this country in the years ahead. It is planned that the excellent town park should be further developed for the benefit of the inhabitants, and in addition development control will seek to reserve more childrens playgrounds off the streets.

It is intended to preserve the present scale of buildings and to encourage schemes for tidying and painting groups of buildings and to control outdoor advertising.

In principle, as and when land comes on the market, consideration shall be given to its purchase in order to facilitate the proper development of the town and in particular its amenities.

All the proposals mentioned involve expenditure which can be financed by the Council in the ordinary course during the five year period of the plan.

1. BOUNDARIES:

(a) For the purposes of the Development Plan the town of Millstreet shall be taken as being within the continuous line shown on the Zoning map and described as the Development Area Boundary. This boundary is coterminous with the boundary adopted by the Council under Sections 2(b) of the Local Government (Planning and Development) Act, 1963 by resolution dated 18th day of October, 1965.

(b) The area within the broken line on the Zoning Map is the area of immediate or first stage development. Extensive or dense development will not be permitted outside this area until such a time as the land within it is substantially developed. In pursuance of this policy, and in view of the high cost in prematurely extending services, it is not intended to develop such services outside the area of first stage development until the facilities within it are substantially absorbed by development.

2. BOUNDARIES, ZONING ETC.:

It is proposed to establish the following zones:-

Type (a) General Development - All uses with the exception of special industry. In areas principally residential in character. General industry will not normally be permitted unless it offers no threat to that residential character through noise, traffic, generation or other nuisance.



PART TWO (CONTINUED)

- (b) Agriculture - Uses in connection with agriculture, residential and industrial uses at low density, subject to conditions to protect public health and amenity. Special industry not to be permitted.

3. In considering applications for development permission, the following points will receive special attention:-

(a) Roads and Traffic:- Business premises should in principle provide loading space within their own curtilages, together with carparking for their own vehicles. Where practicable, space for visitors cars should be provided.

(b) Outdoor Advertising:- Generally signs attached to buildings are preferable to those on free standing hoardings. Signs should not interfere with windows or other features of the facade, or project above the skyline. The size and scale of signs should not conflict with those of existing structures in the vicinity. Signs will not normally be permitted if they compete with road signs or otherwise endanger traffic safety.

(c) Filling Stations:- Shall conform to current standards for protecting amenity and traffic safety. Kerbside pumps will not be permitted.

1. PERIOD OF PLAN:

In the absence of any specific statement to the contrary the period of the plan should be taken as being five years from its adoption (matters arising beyond this period are noted in Appendix C).

2. UTILITY SERVICES:

- S1. Complete water supply scheme.
- S2. Implement sewerage extension scheme.

3. ROADS AND TRAFFIC:

- T1. Seek site for car park in the vicinity of Catholic Church.
- T2. Seek site for car park in the vicinity of Cattle Mart.
- T3. Seek site for car park in the vicinity of Main Street.
- T4\* Widen Station Road.
- T5.\* Seek to improve junction visibility at Church St.-Main St.
- T6.\* Seek to improve junction visibility at Coom Logane St.-Main St.
- T7.\* Seek to improve road width at Minor Row.  
Preserve access to back land in the vicinity of the points shown.
- T8.\* Main Street.
- T9.\* Coom Logane Street.
- T10\* Church Street.
- T11\* Minor Row.
- T12\* Mill Lane.

4. HOUSING:

- M1. Seek site for six Local Authority houses.
- M2. Seek to reserve area for private housing.

5. INDUSTRY:

Seek to acquire site for industry in town.

6. REMOVAL OF BLIGHT:

- R1\* Remove projecting portion of building in Main Street.

7. COMMUNITY FACILITIES:

- C1. Seek to acquire site for toilet block.
- C2. Seek to provide changing rooms at Town Park.
- C3.\* Provide extra room for Meetings at Carnegie Hall, and install heating in building.

8. AMENITY:

- A1\* Seek to further develop town park for recreation purposes, provide layout of pitches, trees and play area, etc.
- A2. Provide childrens playground adjacent to Council Housing Scheme.

9. MISCELLANEOUS:

\* Reference Numbers on Objectives Map.

APPENDICES

(SUPPLEMENTARY TO DEVELOPMENT PLAN)

APPENDIX A - FEASIBILITY AND PRIORITIES.

The only objectives stated are ones which are considered desirable and are economically feasible of achievement in the next five years.

SUMMARY OF SURVEY DATA

1. STATUS AND CONTEXT.

Millstreet is a service centre and market town with a catchment of about 8,000 people. The town stands adjacent to the River Finnow, a tributary of the Blackwater. It is enclosed to the west by the Derrynasaggart Mountains, which include Mullaghanis and Claragh Mountains and to the south east may be seen the Boggeragh Mountains. The surrounding land includes bogs and state forests.

The town is situated midway between the main Cork-Killarney and Mallow-Killarney roads, and is also a station on the Killarney-Dublin rail link. To the east of Millstreet is Drishane Convent an old established and noted centre of education. The town has no industrial tradition and is not a tourist centre.

2. POPULATION AND EMPLOYMENT.

An examination of the survey material revealed the following pertinent features of interest:-

(a) Population growth - See Table No. 1.

(b) The numbers on the Live Register during 1966 varied from a maximum of 60 in January to a minimum of 10 in September and 11 for July and August; thus indicating that no very serious unemployment problem exists. However, it is obvious from these figures that some additional source of all the year round employment should be created.

(c) Variety of job opportunity - See Table No. 3. Employers are generally in a position to recruit sufficient workers locally to cater for their present needs. A feature of the employment pattern is that slightly more than three times as many men as women are employed by the local firms. The total number of the towns population who are gainfully employed is

completely inadequate. The work at present underway is part of the Ballydaly Scheme and shall provide a new reservoir and mains and new pumping equipment.

When completed this work should suffice for the needs of the town for the next five years. The estimated cost is £15,000. (based on present rates).

(b) SEWERAGE:- The existing treatment works at Station Road is at full capacity. The proposed extension of the present system to the East of the town is estimated to cost £5,000. (based on present rates). When this work has been completed it should be completely adequate for the immediate needs of the town.

4. ROADS AND TRAFFIC:

There is no through traffic problem. Some minor road and junction improvements are envisaged to help the internal traffic flow. Two car parks are required immediately to cater for Sunday morning traffic at the Catholic Church and also traffic at the Cattle Mart.

5. HOUSING:

It is intended to acquire land for 6 dwellings immediately and possibly another 6 may be constructed by the Local Authority within the period of the plan. There are at present 50 Local Authority houses and cottages in the area. It is intended that an area within the first stage development boundary where services are available should be reserved for private housing.

6. INDUSTRY:

The main sources of employment are - a firm of general merchants, electrical and structural steel erection contractors, a motor engineering firm, a toy factory and a firm producing animal feeding. There is also a factory producing knitted garments. The present employment position is fairly good but an additional source of employment would be highly desirable.

7. BLIGHT AND RENEWAL:

The general condition of buildings in the town is reasonably good; two areas where wrecked cars and other machinery have been dumped should be cleared.

8. COMMUNITY FACILITIES:

The town has a wide variety of clubs and organisations and the Carnegie Library is extensively used for meetings and other functions. There is a cinema and a dance hall which is occasionally used for stage productions. If the Carnegie Library was heated throughout and an additional room constructed, it would be of great benefit to the community. The town park is excellently situated but the provision of dressing rooms with shower and W.C. facilities is essential. A site for a public toilet should be found.

There is a recently constructed vocational school; and both boys and girls primary and secondary schools are also available. As previously stated to the east of the town is a girls boarding school catering for both secondary and domestic science education.

The local hospital has on an average about 30 patients and a total staff of 20. All major surgical cases are taken to Mallow or Cork.

9. AMENITY:

The town is fortunate in having such a fine town park so centrally situated which could however be of even greater benefit to the inhabitants if it were laid out in a more attractive manner in playing pitches, walks, recreation areas, etc. The entrance could also be easily improved and generally tidied up. Tourists could be attracted if the surrounding areas were fully utilised. The main attractions are the mountains for walking and pony trekking, the fishing facilities if they could be opened up in the River Blackwater; and if the hills and mountains were stocked with game a valuable off-season tourists trade could develop.

There are several castles, stone circles and other items of Archaeological interest in the area which if they were adequately signposted and information supplied at the sites, would be another tourist attraction.

and would be another amenity both for

Two maps showing land use in outline, traffic and utility services are appended.



APPENDIX C: Long term considerations -

There are some areas of land at both the eastern and south western points of the town which are very low lying and subject to flooding. To eliminate this problem would be expensive and would probably depend on a major drainage scheme for the upper Blackwater. However a solution to the problem should be investigated. It might be possible to utilise either the Blackwater or Finnow Rivers to provide safe bathing facilities for adults and children.

The possibility of establishing a Youth Hostel and Caravan and Camping centre with all amenities should be investigated. It is certain that both of these would be of great benefit to the town. If the population of the town grows to any great extent in the future it might be desirable to build a small community centre.

MILLSBORO DEVELOPMENT PLAN

APPENDIX B

POPULATION HISTORY

TABLE NO. 1.

YEAR	1911	1926	1936	1946	1951	1956	1961
MILLSBORO TOWN	1069	940	975	891	922	1278	1283
MILLSBORO RURAL DISTRICT	10,180	9,585	8,992	8,390	8,089	7,876	7,537

\* Estimated

Estimated Percentage Population Increase in Town

(61-66) + 3.6%

Actual

"

"

decrease in Rural District (61-66) - 1.3%

MILLSTREET DEVELOPMENT PLAN

APPENDIX B

EMPLOYMENT: LIVE REGISTER FOR 12 MONTHS PERIOD BEGINNING  
1 - 1 - 1966 to 31 - 12 - 1966

JANUARY	60
FEBRUARY	56
MARCH	43
APRIL	31
MAY	27
JUNE	13
JULY	11
AUGUST	11
SEPTEMBER	10
OCTOBER	18
NOVEMBER	35
DECEMBER	38

Figures in respect of last Friday in each Month.

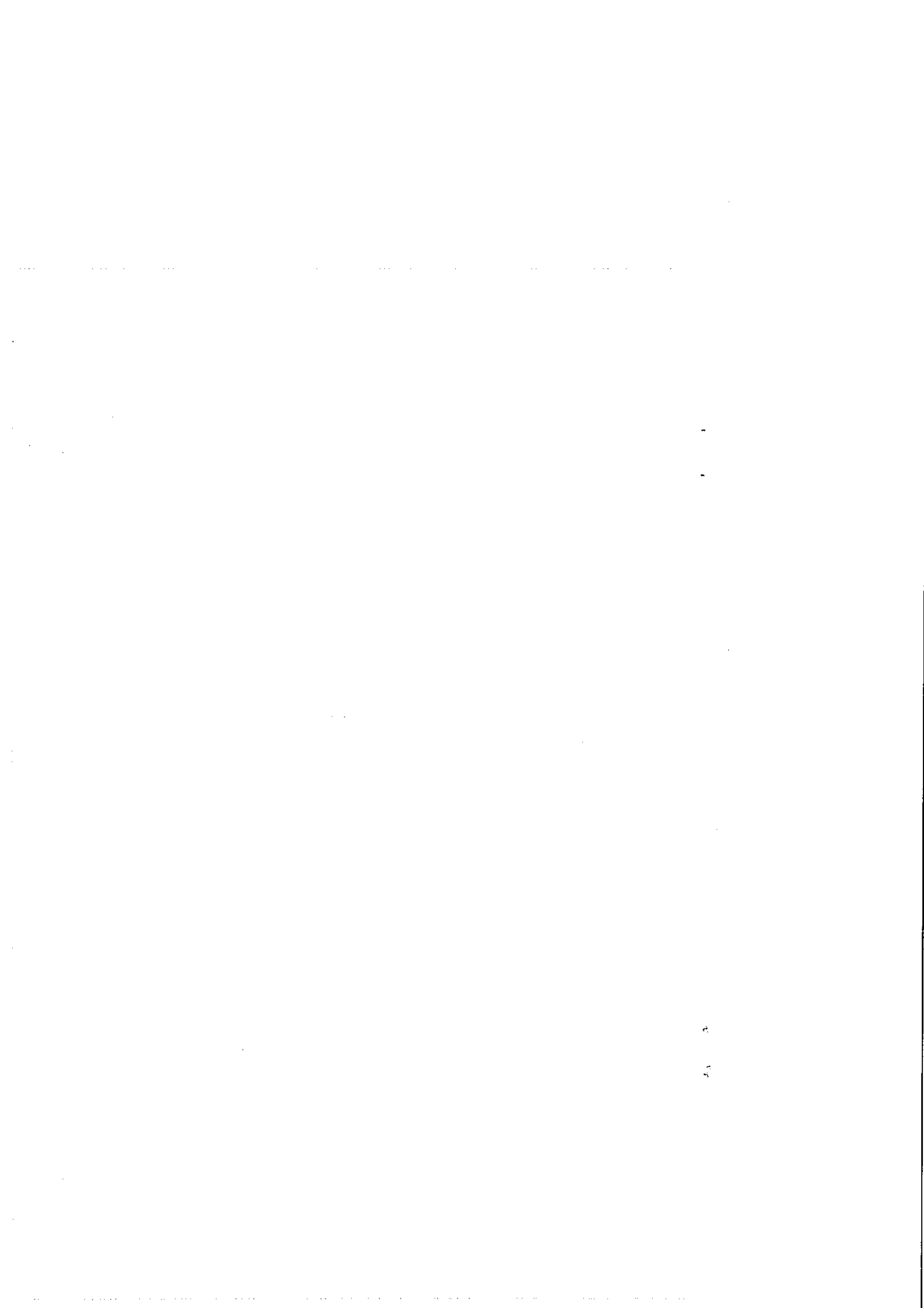
MILLSTREET DEVELOPMENT PLAN

APPENDIX B.

INDUSTRIAL EMPLOYMENT PATTERN

TABLE NO. 3.

	<u>Male</u>	<u>Female</u>
COLEMAN BROS. (Ford Dealers)	19	3
	<u>Male</u>	<u>Female</u>
CELTIC TOYS LTD.	3	17
	<u>Male</u>	<u>Female</u>
AVONMORE ELECTRICAL COMPANY	16	0
	<u>Male</u>	<u>Female</u>
BUCKLEYS STORES LTD. (General Merchants)	46	6
	<u>Male</u>	<u>Female</u>
NOEL C. DUGGAN, Structural Steel Haybarns, Steel Trusses.	56	4
	<u>Male</u>	<u>Female</u>
DRISHANE KNITTING FACTORY.	--	18.
	<u>Male</u>	<u>Female</u>
FURNHOUSE ANIMAL FEEDING MEAT AND BONE MEAL.	12	--
	<u>Male</u>	<u>Female</u>
TOTAL .....	152	48.



CORK COUNTY COUNCILDEVELOPMENT PLAN FORMITCHELSTOWNCONTENTSThe Development Plan

- |            |   |   |
|------------|---|---|
| Part One   | - | Development Policy.   |
| Part Two   | - | Definition of Boundaries.<br>Use and Density Zoning.<br>Sundry Regulations. |
| Part Three | - | Development objectives relating<br>to particular sites.                     |

Zoning Map - 6" to 1 Mile.  
Objectives Map - 6" to 1 Mile.

Appendices

- |   |   |                             |
|---|---|-----------------------------|
| A | - | Feasibility and priorities. |
| B | - | Summary of survey data.     |
| C | - | Long-term considerations.   |
| D | - | Further studies.            |

Key Map -  $\frac{1}{2}$ " to 1 Mile.  
Land Use Map (Outline) - 6" to 1 Mile.  
Utilities Services Map - 6" to 1 Mile.

## Development Plan

### PART ONE - DEVELOPMENT POLICY

It is intended to preserve and develop Mitchelstown's status as an important dairying industrial centre allied to its commercial role as a service town for a compact agricultural hinterland.

The unusual growth in population which has occurred in the past twenty years is expected to be maintained at a less spectacular though steadier overall rate. This trend appears a likely consequence of increasing industrial activity and a sound retail trade.

The present employment position is excellent. Job opportunities are plentiful for males but limited for females. It would be advisable to seek to redress this imbalance when further industrial expansion is being considered.

The water supply is adequate for reasonable future demands but steps will be taken to ensure a more economic usage than that at present obtaining. The sewerage system is generally satisfactory except for the gross overloading of the treatment works with industrial effluent. It is imperative that this problem be resolved as speedily as possible as it is a very important factor in relation to future industrial development. It is proposed to make small extensions to the system to serve new development within the area of economic drainage as the necessity arises.

While Mitchelstown has no immediate traffic problems, it will be the policy of the Council to take such measures as may be necessary to relieve traffic congestion and to promote the safety and free flow of traffic.

Additional housing accommodation is required in the town, a fact borne out by the present work-journey pattern of employees. In view of the anticipated population and industrial growth, it is proposed to acquire and develop sites for both public and private housing. Where appropriate, a policy of infilling and reconstruction of existing sites will be adopted. Development control will seek to promote development in depth of sites. It will be necessary to keep the housing position under constant review particularly in the light of any new development in the town.

The town is well provided with industry. Greater diversification in agriculturally aligned industry, preferably with a high female employment content, will be encouraged. The feasibility of utilising the existing industrial waste for more productive purposes will be investigated. The Council will explore the practicability of establishing a small industrial estate within the former Mitchelstown Castle demesne where the advantages of sharing facilities and services could be fully exploited.

Some renewal of blighted property has already occurred and generally the condition of buildings is good. It is proposed to redevelop derelict sites for such use as shall on detailed investigation prove desirable.



The town has the usual range of community facilities appropriate to its size. The need for additional facilities will be reviewed regularly and improvements made as the opportunity arises.

The recreational and tourist potential of Mitchelstown is very limited. Its amenities will, however, be improved for the benefit of its inhabitants. Some special projects are detailed in Part Three. In addition, development control will seek to control outdoor advertising and to encourage schemes for tidying or painting groups of buildings.

It is intended to preserve the present scale of buildings in the town, and in general tall buildings will not be acceptable near the centre of the town.

In principle, as and when land comes on the market, consideration shall be given to its purchase in order to facilitate the proper development of the town and in particular its amenities.

With the exception of the promotion of industrial sites which are expected to yield a return in due course, all the proposals involve expenditure which can be financed by the Council in the ordinary course during the 5 year period of the Plan.

## PART TWO - Boundaries, Zoning etc.

### 1. Boundaries.

a) For the purpose of the Development Plan, the town of Mitchelstown shall be taken as being within the continuous line shown on the Zoning Map and described as the "Development Area Boundary". This boundary is coterminous with the boundary adopted by the Council under Section 2 (6) of the Local Government (Planning and Development) Act, 1963, by resolution dated 18th day of October, 1965.

b) The area within the broken line shown on the Zoning Map is the area of immediate or first-stage development. This area has been determined mainly by the limits of economic drainage. Extensive or dense development will not be permitted outside this area until such a time as the land within it is substantially developed. In pursuance of this policy, and in view of the high cost of prematurely extending services, it is intended not to extend such services outside the area of first-stage development until the facilities within it are substantially absorbed by development.

### 2. Use Zoning.

It is proposed to establish three use zones as follows:-

- a) General Development - All uses with the exception of Special Industry. In areas principally residential in character, General Industry will not normally be permitted unless it offers no threat to that residential character through noise, traffic generation or other nuisance.
- b) Industry - General industry and ancillary uses.
- c) Agriculture - Uses in connection with agriculture; and residential and industrial uses at low density, subject to conditions to protect public health and amenity, and to obviate the need for extending services. Special Industry will not normally be permitted in the Development Area.

### 3. Density Zoning.

It is not intended to include specific density provisions. It is considered that development control will provide the appropriate degree of density control necessary in the Development Area.

### 4. Miscellaneous Requirements.

In considering applications for planning permission, the following points will receive special attention:

- a) Roads and Traffic:- In the course of construction of new or renewal of existing premises, business interests should in principle provide loading space within their own curtilages, together with parking space for their own vehicles. Where practicable, rear access and accommodation for customers' cars should be provided.

a) Roads and Traffic Contd.

In residential areas, parking space should be provide for cars at the rate of at least one per dwelling.

Vision at road junctions and vehicular gates should be adequate for safety.

b) Outdoor advertising :- Generally signs attached to buildings are preferable to those on free standing hoardings. Signs should not interfere with windows or other features of the facade, or project above the skyline. The size and scale of signs should not conflict with those of existing structures in the vicinity. Signs will not normally be permitted in residential or agricultural areas. Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety.

c) Filling Stations :- These shall conform to standards ruling at the time of development for protecting amenity and traffic safety. Kerbside pumps will not be permitted.

### PART THREE - Development Objectives

#### 1) Period of Plan.

In the absence of any specific statement to the contrary, the period of this plan should be taken as being five years from its adoption. (Matters arising beyond this period are noted in Appendix C.)

#### 2) Utility Services;

- S.1 Ensure a more economic usage of the water supply.
- S.2 Resolve the industrial effluent treatment problem.
- S.3 Provide inspection chambers at appropriate intervals on all built masonry sewers.

#### 3) Roads and Traffic

- T.1\* Provide a carpark in New Market Square.
- T.2 Seek a small parking area in the vicinity of the R.C. Church for approximately 10 cars.
- T.3\* Investigate the feasibility of providing a short section of road linking the western and eastern approaches to the R.C. Church.
- T.4\* Preserve access to back-land in the vicinity of the points shown; sufficient land to be reserved to allow carriageways, footpaths and vision to standards ruling at the time of development.
- T.5\* Seek to improve vision at the following junctions:
  - (i) Junction of T.6, Clonmel St. and Baldwin St.
  - (ii) Junction of T.6, Church St. and County Rd. 525.
  - (iii) Junction of T.38, Church St. and George's St.

#### 4) Housing

- M.1 Acquire approximately 5 acres in one or more lots for public housing.
- M.2 Acquire approximately 5 acres in one or more lots for private housing.

#### 5) Industry

- M.3 Seek to acquire approximately 5 acres for development as a site for industry in the area to the west of George's St. and within the former Mitchelstown Castle demesne.

#### 6) Renewal of Blight; Renewal of Obsolete Areas

- R.1 Remove a block of three derelict houses convenient to the western end of Robert's Street.
- R.2 Initiate a programme for the systematic redevelopment or renewal of areas of obsolescence.

#### 7) Community Facilities

- C.1 Investigate the feasibility of modernising the Town Hall to include a well appointed Assembly Hall, Committee Rooms, Games Rooms and such other facilities as might be considered desirable in a social and recreational centre.
- C.2 Promote the provision of a swimming pool on the site of the former sewage works.
- C.3 Seek to reserve space for the future expansion of Vocational Education facilities.

Community Facilities Contd.

C.4 Provide public toilets on a central site.

8) Amenity

- A.1 Seek to provide a riverside walk along the north bank of the section of the River Gradoge immediately east of the bridge with provision for seating in small informal areas of open space.
- A.2 Promote the planting of suitable trees along both banks of the River Gradoge to improve the general appearance of the riverside area.
- A.3 Preserve the splendid view of the Galtee Mountains and surrounding countryside available from the rear approach road to the R. C. Church.
- A.4 Explore the possibility of levelling the ruins of the former military barracks to provide an amenity open space for the nearby housing schemes. Sections of the external walls could with advantage be retained towards the eventual provision of handball alleys and squash courts.
- A.5 Seek an improvement in the general appearance of King's Square, particularly that of the northern half.

APPENDICES: These are not part of the Development Plan but are supplementary to it.

APPENDIX A : Feasibility and Priorities.

The amounts to be spent are in proportion to the size and needs of the town. The projects are economically feasible subject to the availability of the appropriate grants from central funds. The development of industrial and private housing sites differs from other objectives in that it is expected to yield a return in due course. A number of objectives involve feasibility studies and investigations of certain projects. This work is considered essential to the formulation of a rational development programme based on logical assessment of reliable data.

The provision of adequate utility services to cater for anticipated needs and the promotion and development of its industrial potential, must be recognised as being fundamental to the orderly planning of the town. Apart from preserving a balance in these matters, no special schedule of priorities is considered necessary.

## APPENDIX B Summary of Survey data

### 1) Status and Context.

Mitchelstown is a busy market and creamery town on the Dublin/Cork arterial route, T.6, and located ten miles north of Fermoy.

The creation of the King family, the town is a good example of early 19th century planning. It consists of two principal streets, named respectively George's Street and Cork Street, of which the latter is the principal thoroughfare. The former is terminated by the Church of Ireland at the southern extremity and at the other leads into the picturesque King's Square, both features being worthy of preservation.

Though no longer a thriving traditional-type market centre, the town has developed into an important industrial centre, its industries being wholly aligned on agriculture and owned by a Co-operative Agricultural Society which was among the first to demonstrate successfully the concept of the now familiar co-operative enterprise.

Due to its proximity to the borders of Counties Tipperary and Limerick, it is not surprising to find it casting its influence over parts of these counties as a service centre. Its service area embraces 160 sq. miles approximately with a catchment of about 7,000 population. The creamery has nine of its seventeen branches in these counties. Besides the above mentioned arterial route, the town is an important junction point for a number of main roads including those to Limerick, Clonmel and the tourist route to Killarney via Mallow.

### 2) Population and Employment

An examination of the survey material revealed the following pertinent features of interest.

- a) Population growth - See Table 1.
- b) A slightly sub-average balance of age and sex structure - See Table 2.  
The employable sector (15 - 65 years) in 1961 constituted 55.3% of the total population as compared with 58.7% County, 57.0% Munster and 57.8% State. The breakdown for the child bearing group (15 - 44) was 35.1% town, 35.7% County, 35.6% Munster and 36.4% State.
- c) No serious unemployment problem. The number on the live register during 1965 varied from a maximum of 52 in January to a minimum of 3 in June indicating that long-term unemployment in the town is virtually non-existent.
- d) Variety of job opportunity - See Table 3.  
Employers are generally in a position to recruit sufficient workers locally to cater for their present needs. A notable and unbalanced feature of the employment pattern is the preponderance of jobs for males emphasising the lack of outlets for female employment. The total number of the town's population who are gainfully employed is estimated at approximately 1,200.
- e) The number of school leavers in 1965 was 110 of whom about 70 were available for local employment.

a) Water: The present supply is derived from two sources, one consisting of springs rising in the Kilworth mountains to the south and supplying the original scheme which serves that section of the town south of James's Street, the other a stream from the Carrigeen Mountain to the north-east in the Galtee Range in County Limerick and supplying the new scheme which serves the remainder of the town. There is no treatment provided in the old scheme which is fed by gravity from a 6,250,000 gallon impounding reservoir at Glenatlucky, having a T.W.L. of 500 O.D. It has a maximum daily service capacity of 275,000 gallons. The new scheme has a treatment works convenient to the stream intake in the Carrigeen Mountain and embodying 8 no. slow sand filters with a maximum filtering capacity of 400,000 gallons, 1 no. 80,000 gallon clear water tank with a T.W.L. of 639.5 O.D. and chlorination plant. The treated water flows by gravity to a 250,000 gallon water tower located at Carrigeen (T.W.L. 500 O.D.) and from thence to the town, the tower acting as a breakpressure tank. This scheme is capable of supplying the town with 350,000 gallons per day and the combined schemes have, therefore, a maximum daily capacity of 625,000 gallons. Chlorination of the original scheme and the fluoridation of both schemes will be carried out in the near future.

The present daily demand of 300,000 gallons approximately is deemed excessive particularly when it is remembered that the Co-operative Agricultural Society Ltd., and its Subsidiary Companies have their own private pumped supply for industrial purposes. It is considered that this disproportionately high demand can be mainly attributed to wastage arising from very old and badly deteriorated service connections.

The extent of the present scheme is shown in heavy outline on the Utility Services Map.

b) Sewerage

The present combined system consists of a network of built masonry and piped concrete and cast iron sewers conveying the effluent to a comprehensive treatment works prior to its discharge into the Gradoge river. The industrial waste is carried separately from the bulk of the domestic sewage, the waste from the creamery being carried in a 9" c.i. pipe direct to the pumphouse at the works while that from the Milk Powder factory is carried in a 6" c.i. pipe through an inverted siphon under the river bed direct to a holding tank at the works.

The treatment works includes coarse screens, venturi flume with meter chamber, 2 no. sedimentation tanks, pumping station with 4 no. sumps, 70,000 gallon holding tank, primary and secondary percolating filters with primary and secondary humus tanks, 2 no. digestion tanks and 10 no. sludge drying beds. The existing works is at present being grossly overloaded by the Creamery and Milk Powder Factory both in quantity and quality of effluent. A serious situation has consequently arisen whereby the works is not capable of effecting proper purification of the sewage reaching it. This results in the final discharge of a substandard effluent to the river outfall, thus creating a possible health hazard and reducing the amenity potential of the river by pollution.

The main sewer in Cork Street which carries the greater volume of the town's domestic sewage, is constructed of masonry with a paved channel and arched soffit. It is understood that the channel has failed at a number of points with consequent



## Sewerage Contd.

damage to the side-walls.

No appreciable obstruction to flow has, however, resulted due to the size of the sewer. It is very difficult at present to detect any internal damage to the latter as no manholes or inspection chambers are provided.

The extent of the present drainage area is shown in light outline on Utility Services Map.

### 4) Roads and Traffic

By virtue of its location on an arterial route, the town experiences heavy through traffic in addition to a fairly sizeable local traffic generated by its industries. Due to the width of its main streets and its general layout, Mitchelstown has no immediate traffic problems. It is proposed to convert the New Market Square into a car park. The square is located in the centre of the town and convenient to the shopping area. When this development is realised, it will provide extensive off-street parking accommodation and should prevent the occurrence of future parking problems.

The scattered nature of existing industrial usage has produced a cross-town pattern in local circulating traffic. The latter has a high commercial content and crosses the main arterial route at a dangerous junction. It is undesirable that through arterial route traffic should have to contend with traffic of this nature which will experience a further increase when the new Bacon factory becomes operative. With increasing industrialisation, the passage of through traffic could become seriously restricted.

### 5) Housing

The local authority has at present 183 houses in the town, 58 of which have been built in the last fifteen years. There was a total of 38 eligible applicants for the 18 houses completed last year. There is no new development at present under construction or proposed.

Development in the private sector has been relatively slow, only 11 houses being constructed in the past twenty years. The need for private housing is reflected in the number of married couples at present in flat accommodation and in the work-journey pattern of employees. The present demand should be offset somewhat by the fourteen detached bungalows now being built at Ballinwillin by Barton Housing, Cork. The opening of the new bacon factory and probable future industrial expansion will produce a further demand for private housing. The total number of dwellings in the town in 1961 was 662 of which 434 were constructed prior to 1918. A fairly high rate of obsolescence is, therefore, to be expected in these older type houses. The occupancy rate was 0.85 which indicates that there is no general overcrowding.

It is estimated that the programme for the next five years should provide for the construction of a minimum of 60 new houses distributed equally between the private and public sectors.

Table 4 lists existing industries and the number of related employees in each case. The town's industrial activity has shown a notable and continuous pattern of expansion in latter years. The new bacon factory is expected to absorb 150 additional employees when in full production.

It seems likely that this progressive trend will be maintained, thus creating further employment opportunities in the town.

#### 7) Blight and Renewal

Probably as a benefit of its initial planning, the town is remarkably well preserved and has only minor areas of blight, principally a block of three derelict houses convenient to the western end of Robert's Street, the former Military Barracks to the south and approximately ten other derelict buildings scattered throughout the town, the majority of the latter being capable of reconstruction. A small number of other buildings were seen to be in an advanced state of dilapidation and in urgent need of renovation if eventual dereliction is to be avoided.

#### 8) Community Facilities

The town has a good range of facilities in this respect but the Town Hall off Thomas Street is in need of complete modernisation. The Vocational School is deficient in classroom accommodation and lacks adequate space for expansion. In the recreational sense, Mitchelstown badly lacks a swimming pool, the nearest seaside resort being some 36 miles distant. The provision of public toilets would also be desirable and it should be possible to suitably incorporate these in the proposed car park in New Market Square.

A feature of the town is the concentration of educational institutions and R.C. Church on a knoll to the immediate east of Cork Street and above the former Courthouse.

#### 9) Amenity

In the activities sense, the town has a good variety of outdoor recreational activities including golf, football, coursing, beagling, shooting, fishing and tennis. A fine nine-hole golf course is located one and a half miles to the north of the town on part of the former Mitchelstown Castle demesne. It has a membership of one hundred and fifty.

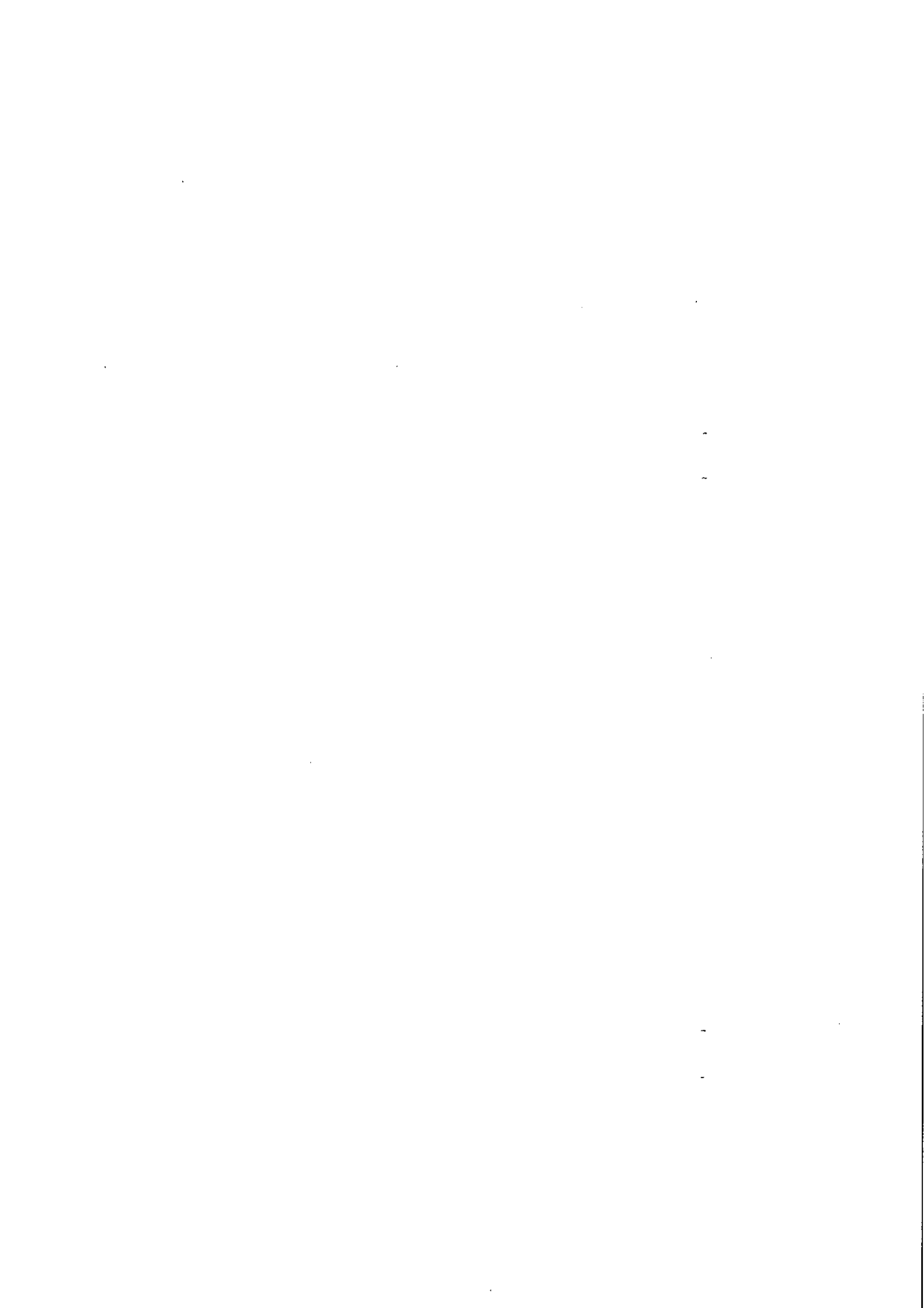
The G.A.A. park is located at the northern end of the town and regular matches are held there throughout the year. The tennis ground is conveniently sited in George's Street. The river Funshion provides good trout fishing but the fishing potential of the Gradoge has decreased in recent years. There is an abundance of rough shooting in the hinterland.

Much of the actual visual amenities are distant from the town. The only physical features of note in the town are the knoll on the eastern side and the river Gradoge, neither of them being of marked amenity value, though both have potential as facilities for local use. A magnificent panoramic view of the Galtee Mountains and adjoining landscape is available from the former. This view is somewhat obscured at present due to a high roadside hedgerow along the rear road to the Catholic Church. The riverside area of the Gradoge could be improved considerably for the benefit of the town's inhabitants.

Registered accommodation is provided for locally by one hotel having a total of 17 bedrooms.

10) Miscellaneous

Two maps showing Land Use in outline and Utility Services are appended.



APPENDIX C. Long-term considerations.

1) In the light of the continuous growth in traffic and pending a national policy in relation to the development of the arterial road network; it is intended that possible routes for a future town relief road will be investigated with a view to deciding on a final route to be kept open through development control.

APPENDIX D. Further Studies.

1) The carrying out of (a) comprehensive traffic and parking studies; (b) detailed work-journey pattern study.



MINCHELSTOWN

DEVELOPMENT PLAN.

APPENDIX B.

Population History.

Table 1:

Year	1911	1926	1936	1946	1951	1956	1961	1966
Town	2,268	2,146	1,902	2,054	2,148	2,674	2,655	2,700
Rural District (exclusive of town)	6,284	5,912	5,523	5,219	5,161	4,529	4,330	
Rural District (inclusive of town)	8,552	8,058	7,425	7,273	7,309	7,203	6,985	6,834

Estimated Percentage population increase in town ('61 - '66) : 1.7%

Actual Percentage Population decrease in Rural District ('61 - '66) : 2.2

\* This is an estimated figure. Official 1966 census returns for the town were not available at time of writing.

MITCHELSTOWN.

Age and sex structure (1961.)

AGE GROUP.	STATE		MUNSTER		COUNTY		MITCHELSTOWN	
	M %	F %	M %	F %	M %	F %	M %	F %
- 14	15.9	15.2	15.6	15.1	14.9	14.2	18.1	17.6
- 44	18.2	18.2	18.2	17.4	18.3	17.4	15.6	19.6
- 64	10.8	10.6	10.6	10.8	11.6	11.4	10.3	9.9
and over	5.3	5.8	5.8	6.5	5.9	6.3	3.8	5.2
Total	50.2	49.8	50.2	49.8	50.7	49.3	47.7	52.3



MITCHELSTOWN

Development Plan

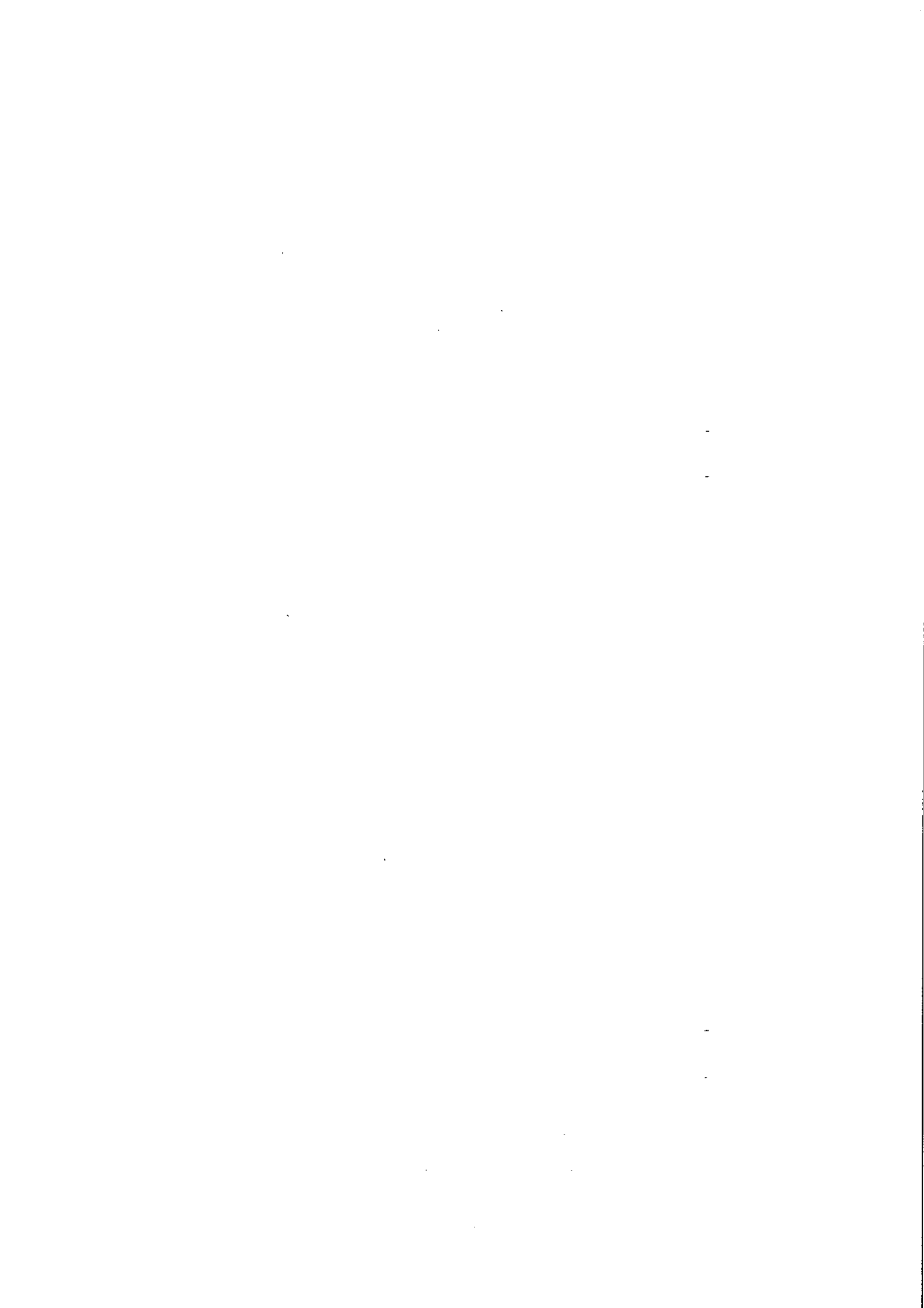
APPENDIX B

Employment Pattern

TABLE 3.

NOTE: The main employment, apart from the normal commercial and service activities appropriate to its size, is provided by the Mitchelstown Co-Operative Agricultural Society Ltd., and its subsidiary companies. The following table indicates the distribution of staff in respect of the Society's various activities:

Industry	Employees	
	Males	Females
Creamery, Cheese and Milk Powder Factories.	432	68
Galtee Cattle Breeding Station, Pig Farm and Livestock Mart.	182	7
General Stores, Provender Milling and Grain Stores	105	15
Total	719	90



CORK COUNTY COUNCIL

DEVELOPMENT PLAN FOR

PASSAGE WEST

CONTENTS

The Development Plan.

Part One - Development Policy.

Part Two - Definition of Boundaries.  
Use and Density Zoning.  
Sundry Regulations.

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Zoning Map - 6" to 1 Mile.  
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Appendices

A - Feasibility and priorities.  
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C - Long-term considerations.  
D - Further studies.

Key Map -  $\frac{1}{2}$ " to 1 Mile.  
Land Use Map (outline) - 6" to 1 Mile.  
Utility Services Map - 6" to 1 Mile.  
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PART ONE - DEVELOPMENT POLICY:

It is intended that Passage West should retain its status as a residential resort catering for Cork City and Harbour. The population has increased over the last 10 years and it is envisaged that a further increase could be expected over the coming 5 years.

The present employment position is good and if the present harbour industries expand and new ones are established the employment position should continue to be satisfactory.

The present sewerage services are antiquated but are capable of taking a limited number of new connections. A complete new sewerage scheme would be costly and is not envisaged at present; however, if additional large scale employment is created in the harbour the position shall be reviewed. The water supply is adequate for present and immediate future needs.

Some road improvements are intended to help the flow of traffic through and in the town. It is proposed to control car parking in the streets and to provide off-street parking.

It is intended to extend the present scheme of houses at Dan Desmond Villas and when completed the housing position should be reasonably satisfactory. It is proposed that future housing development should as far as possible consist of infilling existing sites rather than building on the outskirts of present development.

Encouragement shall be given for the reconstruction of buildings in the town which are in a poor condition and to bring them up to

modern standards. It is proposed to undertake the re-development of groups of buildings as the need and opportunity arises.

The existing facilities for community meetings are good and there are adequate educational facilities available. To the east of the town is Rochestown College an old established centre of learning.

It is proposed to investigate the possibility of establishing a suitable industry in the town.

At present the area has no great attraction for tourists but if the amenities of the river and harbour were fully exploited the area might develop into a recreational resort both for tourists and city dwellers. The main features are the river front and the wooded slopes which it is intended to preserve and develop for the benefit of the inhabitants. In addition, development control will seek to reserve more childrens playgrounds off the street.

It is intended to preserve the present scale of buildings and to encourage schemes for tidying and painting groups of buildings and to control outdoor advertising.

In principle, as and when land comes on the market, consideration shall be given to its purchase in order to facilitate the proper development of the town and in particular its amenities.

All the proposals mentioned involve expenditure which can be financed by the Council in the ordinary course during the five year period of the plan.

1. BOUNDARIES:

(a) For the purposes of the Development Plan the town of Passage West shall be taken as being within the line shown on Zoning Map and described as the Development Area Boundary. This boundary is coterminous with the boundary of the Monkstown District Electoral Division; contains 1000 acres approximately and is the administrative area of the Passage West Town Commissioners.

(b) The area within the broken line on the Zoning Map is the area of immediate or first stage development. Extensive or dense development will not be permitted outside this area until such a time as the land within it is substantially developed. In pursuance of this policy, and in view of the high cost in prematurely extending services it is not intended to develop such services outside the area of first stage development until the facilities within it are substantially absorbed by development.

2. BOUNDARIES, ZONING, ETC:

It is proposed to establish the following zones:-

Type (a) General Development - All uses with the exception of special industry. In areas principally residential in character. General industry will not normally be permitted unless it offers no threat to that residential character through noise, traffic, generation or other nuisance.

(b) Agriculture - Uses in connection with agriculture, and residential and industrial uses at low density, subject to conditions to protect public health and amenity. Special industry not to be permitted.

3. In considering applications for development permission, the following points will receive special attention:-

(a) Roads and Traffic:- Business premises should in principle provide loading space within their own curtilages, together with carparking for their own vehicles. Where practicable, space for visitors cars should be provided.

(b) Outdoor Advertising:- Generally signs attached to buildings are preferable to those on free standing hoardings. Signs should not interfere with windows or other features of the facade, or project above the skyline. The size and scale of signs should not conflict with those of existing structures in the vicinity. Signs will not normally be permitted if they compete with road signs or otherwise endanger traffic safety.

(c) Filling Stations:- Shall conform to current standards for protecting amenity and traffic safety. Kerbside pumps will not be permitted.

In the absence of any specific statement to the contrary the period of the plan should be taken as being five years from its adoption (matters arising beyond this period are noted in Appendix C).

2. UTILITY SERVICES:

No proposals.

3. ROADS & TRAFFIC:

- T1\* Improve junction treatment at entrance to Rockenham Housing Scheme.
- T2\* Seek to improve junction of corner of Summerville Terrace opposite Dock Terrace.
- T3\* Widen roadway opposite Bath Terrace to provide additional area for car parking.
- T4\* Improve two corners on the road from Monkstown Catholic Church to the junction with Scotchmans Road.
- T5\*
- T6\* Improve corner on the Glen road from Monkstown to Rochestown. Preserve access to back lands in the vicinity of the following locations:-
  - T7\* Summerland Buildings
  - T8\* Diamond Road.
  - T9\* Botharine Caol.
  - T10\* The Glen, Glenbrook.
  - T11\* Canning Place.
  - T12\* Main Street.
  - T13\* Toureen Terrace.
  - T14\* Rockenham Housing Scheme.
  - T15\* Seek site for car parking adjacent to Catholic Church at Monkstown.

4. HOUSING:

- M1\* Extend existing scheme at Dan Desmond Terrace by constructing 10 more houses.
- M2\* Seek to reserve area for private housing.

5. INDUSTRY:



- R1\* Remove island block of buildings some of which are derelict, between Main Street and Dock Street. Replace with raised paved area.
- R2\* Remove semi-derelict buildings and high walls at Railway Quay.
- R3\* Re-develop derelict buildings at Dock Cottages.
- R4\* Re-develop derelict buildings at Canning Place.
- R5\* Re-develop derelict buildings at the Glen, Glenbrock.
- R6\* Re-develop derelict buildings at the Glen, Monkstown.

7. COMMUNITY FACILITIES:

No proposals.

8. AMENITY:

- A1\* Layout open area in front of Toureen Terrace as town park.
- A2\* Re-surface Railway Quay to provide promenade.

9. MISCELLANEOUS:

\* Reference numbers on objectives map.

APPENDICES

(SUPPLEMENTARY TO DEVELOPMENT PLAN)  
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APPENDIX A - FEASIBILITY AND PRIORITIES:

The only objectives stated are ones which are considered desirable and are economically feasible of achievement in the next five years.

APPENDIX B

SUMMARY OF SURVEY DATA.

1. STATUS AND CONTEXT:

Passage West which includes Glenbrook and Monkstown is a residential town situated on the western bank of a narrow stretch of the River Lee connecting Lough Mahon to Cork Harbour.

In former years the town was a steamer port connected by rail to Cork City, in fact the "Sirius" the first steamship to cross the Atlantic sailed from Passage West on the 4th August 1838.

The town has now ceased to be a port and has in fact developed into a residential resort for Cork City and Harbour. The surrounding area is mostly agricultural and residential. The majority of the inhabitants are employed in industries in other areas of Cork Harbour or in Cork City.

2. POPULATION AND EMPLOYMENT:

An examination of the survey material revealed the following pertinent features of interest -

(a) Population Growth - See Table No. 1

The population of the town and environs has increased slightly over the last 10 years.

(b) Age and sex structure - See Table No. 2.

(c) The numbers on the Live Registrar - See Tables No. 3 and 4;

shows an average of 40 per month for the last 6 years. There is

no serious unemployment problem but an additional source of local employment would be highly desirable. A feature of the surrounding

harbour industries is the predominance of male employment they

provide - See Table No. 5.

The total number of school leavers in 1966 was approximately 60.

(a) WATER: The water supply comes from the regional reservoir at Ballinrea which also serves Carrigaline, Currabinny, Shanbally, Ringaskiddy as well as Passage West. This scheme was completed in 1956 and is adequate for the present and immediate future. The Rathanker-Monkstown scheme at present under construction provides an additional water supply along both the southern high level roads connecting Passage and Monkstown with Rochestown. The estimated cost of this scheme is £4,000 (based on present rates).

(b) SEWERAGE: The present system is very ancient and is generally below the required modern standards. It consists of various isolated sections of drains, all discharging into the Sea. However, the system is capable of dealing with the present development and a limited number of new connections.

#### 4. ROADS AND TRAFFIC:

There is no serious through traffic problem but week-end traffic does occasionally cause congestion in the main road through the town. It is proposed to remove the island block of buildings which lie between Main Street and Dock Street, and to replace them with a raised paved area. It is also intended to widen the roadway opposite Bath Terrace to provide additional space for parking cars. Some minor road and junction improvements are also envisaged to help the internal and through traffic flow.

#### 5. HOUSING:

An increase in the rate of house building may be expected due to the need to replace some houses which are in an advanced state of obsolescence. It is intended to construct 10 more houses as an extension to the Local Authority Scheme recently completed. There are at present 82 Local Authority houses in the area. There is land available within the first stage development area both for infilling existing sites and for a limited amount of new development. It is not envisaged that any high density development shall take place due to the inadequacy of the existing sewerage system.

6. INDUSTRY:

The only source of major employment actually in the town is a ship breaking yard at the Old Victoria Docks. The Haulbowline Steel Works and the Verolme Dockyard are two other sources of employment. A great many people commute daily to work in Cork City. There is no great unemployment problem and the present position is good.

7. BLIGHT AND RENEWAL:

There are several groups of buildings in the town which shall have to be replaced or thoroughly reconstructed. The most notable examples are to be found at the following locations - Dock Cottages at the rear of Dock Street, Canning Place, the Glen, both Monkstown and Glenbrook.

It is proposed to remove as previously mentioned the inland block of buildings between Main Street and Dock Street which contains some delapidated property. Some semi-derelict buildings on the Railway and Steam Packet Quay are also to be removed. The old ruined building at the Riverside of the road, which lies between Glenbrook and Monkstown and practically opposite Rockville is also to be demolished.

8. COMMUNITY FACILITIES:

There are a good variety of clubs and organisations in the town, including a 9 hole golf course and several good halls are available for meeting and recreation purposes. In Monkstown there is a mixed primary school and a private primary school; in Glenbrook a Protestant primary school and in Passage both boys and girls primary schools, a girls "secondary-top" and a vocational school. There is also a boys secondary school at Rochestown.

There is one hotel which is situated in Glenbrook. It is possible to hire boats for fishing and for trips up river and in the lower harbour.

The main features of interest are the river, the wooded slopes forming a back drop to the town and the magnificent views of Cork Harbour. It is intended to preserve and develop all these amenities for the benefit of the inhabitants.

The open area opposite Toureen Terrace is to be laid out as a small town park with trees, shrubs, seats etc. The old Railway Quay is to be resurfaced and used as a promenade, all delapidated buildings are to be removed and some seats and a shelter provided.

The wooded slopes in Glenbrook and Monkstown and the areas in between are to be preserved as are the magnificent views of the harbour from Diamond Road and Scotchmans Road.

The possibility of providing safe bathing facilities for adults and children is to be investigated.

It may be possible to utilise one of the docks for this purpose.

10. MISCELLANEOUS:

The town could be utilised more fully for recreation purposes by providing more facilities for boating and could become a centre for sight seeing trips up river and in the harbour. It might also be developed as a base for fishing purposes.

APPENDIX C.LONG TERM CONSIDERATIONS:

The complete sewerage system should be modernised by the building of a new trunk main to collect all the individual sections and take them to a new disposal works.

The new town park could be linked with Rochestown by utilising the old railway line and converting it into a riverside walk with the usual amenities such as trees, seats and an occasional shelter.

APPENDIX D.

FURTHER STUDIES:

The possibility of utilising the many fine docks and quays to a greater extent should be investigated.



PASSAGE WEST DEVELOPMENT PLAN

APPENDIX B.

POPULATION HISTORY.

Table No. 1.

YEAR	POPULATION	ACTUAL CHANGE	PERCENTAGE
1911	2815	+204	+7.2%
1926	3019	-371	-12.3%
1936	2648	-206	-7.8%
1946	2442	+216	+8.8%
1951	2658	-20	-0.8%
1956	*2638	+27	+1%
1961	*2665	+106	+3.9%
1966	*2686 + (85)		

\* Environs included.

NOTE: Figures for 1966 are estimated.

PASSAGE WEST DEVELOPMENT PLAN

APPENDIX B

AGE AND SEX STRUCTURE

NO. 2.

	STANLEY		MUNSTER		COUNTY		PASSAGE WEST TOWN, AND ENVIRONS.	
	M%	F%	M%	F%	M%	F%	M%	F%
	45.9.	45.2	45.6	45.1	44.9	44.2	47.7	44.2
	48.2	48.2	48.2	47.4	48.5	47.4	46.6	49.6
	40.8	40.6	40.6	40.8	41.6	41.4	49.6	40.8
21	5.3	5.8	5.8.	6.5	5.9	6.3	4.6	6.9.
	50.2	49.8	50.2	49.8	50.7	49.3	48.6	51.5

PASSAGE WEST DEVELOPMENT PLAN.

APPENDIX B.

Table No. 3.

Employment: Live Register for 12 Months period - beginning

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MONTH 1 : 1 : 1966 to 31 : 12 : 1966

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JANUARY	43
FEBRUARY	37
MARCH	24
APRIL	40
MAY	45
JUNE	40
JULY	40
AUGUST	41
SEPTEMBER	38
OCTOBER	31
NOVEMBER	54
DECEMBER	58.

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Figures are in respect of last Friday in each Month.

PASSAGE WEST DEVELOPMENT PLAN

APPENDIX B

INDUSTRIAL EMPLOYMENT PATTERN.

Table No. 5

	<u>Male</u>	<u>Female</u>
HAULBOWLINE INDUSTRIES DOCKS, PASSAGE WEST.	33	2
IRISH STEEL.	726	27
VELOMME DOCK.	713	25
	—	—
TOTAL:	1,472	54.

APPENDIX B Table 4.

Towns	Gainfully occupied persons Census of Population 1961.	Average Total Live Register					Average Total live register as % of gainfully occupied persons 1961.				
		1961	1962	1963	1964	1965	1961	1962	1963	1964	1965
Bandon	913 (39.5 %)	19	18	18	15	13	2.1	2.0	2.0	1.6	1.4
Bantry	904 (40.4 %)	19	18	17	17	19	2.1	2.0	1.9	1.9	2.1
Clonakilty	901 (37.2 %)	22	14	13	16	12	2.4	1.6	1.4	1.8	1.3
Cobh	1,941 (36.8 %)	92	71	98	79	97	4.7	3.7	5.0	4.1	5.0
Fermoy	1,240 (37.8 %)	45	39	41	42	47	3.6	3.1	3.3	3.4	3.8
Kinsale	646 (40.8 %)	38	44	30	37	44	5.9	6.8	4.6	5.7	6.8
Macroom	818 (37.7 %)	15	19	16	12	17	1.8	2.3	2.0	1.5	2.1
Mallow	2,052 (37.0 %)	53	56	73	66	58	2.6	2.7	3.6	3.2	2.8
Middleton	1,107 (39.9 %)	49	42	49	56	40	4.4	3.8	4.4	5.1	3.6
Passage West	914 (35.7 %)	43	36	46	33	40	4.7	3.9	5.0	3.6	4.4
Skeibbereen	760 (36.9 %)	32	27	22	17	16	4.2	3.6	2.9	2.2	2.1
Youghal	1,836 (36.4 %)	55	54	54	50	57	3.0	2.9	2.9	2.7	3.1



CORK COUNTY COUNCIL

Development plan for

RATHLUIRC

C O N T E N T S

The Development Plan.

- Part One - Development Policy.
- Part Two - Definition of Boundaries.  
Use and Density Zoning.  
Sundry Regulations.
- Part Three - Development objectives relating  
to particular sites.

- Zoning Map - 6" to 1 mile.
- Objectives Map - 6" to 1 mile.

Appendices

- A - Feasibility and priorities.
- B - Summary of survey data.
- C - Long-term considerations.
- D - Further studies.

- Key Map -  $\frac{1}{4}$ " to 1 mile.
- Land Use Map (outline) - 6" to 1 mile.
- Utility Services Map - 6" to 1 mile.
- Tables and Diagrams.

RATHLUIRC

Development Plan

PART ONE - Development Policy.

It is intended that Rathluirc should retain and develop its status as a local service centre based on a rich agricultural hinterland and backed by substantial industrial activity.

The town exhibits a remarkable degree of population stability over the past 50 years. The growth which has occurred in latter years, is expected to be maintained as a result of industrial expansion and the latter's impact on commercial activity.

The employment position is very satisfactory except for the very limited employment opportunities for females. An improvement in this respect will be sought when further industrial expansion is being promoted.

The present water supply system is inadequate. A preliminary report is at present being prepared on the provision of a new improvement scheme. The implementation of improvements is very desirable and the Council will actively pursue the realisation of this objective as soon as possible.

While the extent and condition of the existing drainage network is generally satisfactory, the capacity of the treatment works is now fully utilised. Future development will necessitate expansion of same and it is proposed to investigate the feasibility of carrying out this work. Extensions to the system to serve new development within the area of first stage development, will be carried out as the need and opportunity arises.

In addition to arterial route traffic, the town experiences heavy local traffic generated by its industries and services. It will be the policy of the Council to take such measures as may be necessary to relieve traffic congestion and to promote the safety and free flow of traffic. In examining development proposals, particular attention will be paid to the needs of road safety and the reduction of car parking on public thoroughfares.

There is a severe shortage of housing in the town. This is emphasised by the present work-journey pattern of employees. The Council has sufficient sites available to cater for anticipated needs in the public sector during the next five years but it is proposed to acquire and develop a site for private housing. It will be necessary to keep the housing position under constant review particularly in the light of any new development in the district. Where possible, a policy of infilling and reconstruction of existing sites will be adopted. Development control will seek to procure development in depth of sites and ribbon growth will not be permitted

The general condition of buildings is good, a fact borne out by the town's success in the 1966 Tidy Towns Competition. Some blight does, however, exist. It is proposed to clear derelict sites and to determine a use for vacated areas. The reconstruction of buildings in disrepair will be encouraged.



The growth in employment and to a lesser extent in population during recent years, can be largely attributed to the town's industrial progress. This same progress has exposed Rathluirc's major physical limitation in its lack of an adequate watercourse which would ensure an ample water supply and facilitate economic drainage. Care must be exercised in planning future industrial expansion so as to avoid the overloading of the water resources and to keep industrial waste to a minimum. Means of utilising existing waste from dairy products for more productive purposes, will be sought. It is proposed to acquire and develop a site for industry. Preference will be given to enterprises with a high female employment content.

It is proposed to examine the possibility of providing a community centre to cater adequately for the social and recreational needs of the town.

The town's amenity and tourist potential is very limited. There does not appear to be much scope for development in this direction. Suggested schemes for improving the town for the benefit of its inhabitants are outlined in Part Three. In addition, development control will seek to control outdoor advertising and to encourage schemes for tidying or painting groups of buildings.

It is intended to preserve the present scale of buildings in the town, and in general tall buildings will not be acceptable near the centre of town.

In principle, as and when land comes on the market, consideration shall be given to its purchase in order to facilitate the proper development of the town and in particular its amenities.

With the exception of the promotion of industrial sites which are expected to yield a return in due course, all the proposals involve expenditure which can be financed by the Council in the ordinary course during the 5 year period of the plan.

## PART TWO - Boundaries, Zoning etc.

### 1. Boundaries.

a) For the purpose of the Development Plan, the town of Rathluirc shall be taken as being within the continuous line shown on the Zoning Map and described as the "Development Area Boundary". This boundary is coterminous with the boundary adopted by the Council under Section 2 (6) of the Local Government (Planning and Development) Act, 1963, by resolution dated 18th day of October, 1965.

b) The area within the broken line shown on the Zoning Map is the area of immediate or first-stage development. Extensive or dense development will not be permitted outside this area until such time as the land within it is substantially developed. In pursuance of this policy, and in view of the high cost of prematurely extending services, it is intended not to further extend such services outside the area of first-stage development until the facilities within it are substantially absorbed by development.

### 2. Use Zoning.

It is proposed to establish three use zones as follows:-

- a) **General Development** - All uses with the exception of Special Industry. In areas principally residential in character, General Industry will not normally be permitted unless it offers no threat to that residential character through noise, traffic generation or other nuisance.
- b) **Industry** - General industry and ancilliary uses.
- c) **Agriculture** - Uses in connection with agriculture; and residential and industrial uses at low density, subject to conditions to protect public health and amenity, and to obviate the need for extending services. Special industry will not normally be permitted in the Development Area.

### 3. Density Zoning.

It is not intended to include specific density provisions. It is considered that development control will provide the appropriate degree of density control necessary in the Development Area.

### 4. Miscellaneous Requirements.

In considering applications for planning permission, the following points will receive special attention:

- a) **Roads and Traffic:-** In the course of construction of new or renewal of existing premises, business interests should in principle provide loading space within their own curtilage, together with parking space for their own vehicles. Where practicable, rear access and accommodation for customers' cars should be provided.

a) Roads and Traffic Contd.

In residential areas, parking space should be provided for cars at the rate of at least one per dwelling.

Vision at road junctions and vehicular gates should be adequate for safety.

b) Outdoor advertising :- Generally signs attached to buildings are preferable to those on free standing hoardings. Signs should not interfere with windows or other features of the facade, or project above the skyline. The size and scale of signs should not conflict with those of existing structures in the vicinity. Signs will not normally be permitted in residential or agricultural areas. Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety.

c) Filling Stations :- These shall conform to standards ruling at the time of development for protecting amenity and traffic safety. Kerbside pumps will not be permitted.

PART THREE - Development Objectives.

1) Period of Plan.

In the absence of any specific statement to the contrary, the period of this plan should be taken as being five years from its adoption. (Matters arising beyond this period are noted in Appendix C).

2) Utility Services.

- S.1 Prepare a proposed water supply improvement scheme and seek its implementation.
- S.2\* Investigate the feasibility of expanding the sewage treatment works to cater for reasonable future requirements.

3) Roads and Traffic.

- T.1\* Arrange for white line delineation of parking stalls along the wider section of Main Street to ensure better discipline of vehicular parking.
- T.2 Seek the provision of an off-street parking area convenient to the Main Street.
- T.3\* Preserve line for a future rear access road through Schoolyard Lane and between Chapel Street and Broad Street.
- T.4 Improve vision at dangerous junctions and corners as the need and opportunity arises.
- T.5\* Preserve access to back-land in the vicinity of the points shown; sufficient land to allow carriageways, footpaths and vision to standards ruling at the time of development.
- T.6\* Seek to have Love Lane declared a public road from its junction with Main Street westwards to the first stage development area boundary. Pursue its widening and surfacing.

4) Housing.

- M.1\* Proceed with public housing development on Council's existing site in Rathgogan South.
- M.2 Acquire approximately 5 acres in one or more lots for private housing.

5) Industry.

- M.3 Seek to acquire approximately 5 acres for development as a site for industry.

6) Renewal of Blight; Renewal of Obsolete Areas:

- R.1\* Clear derelict sites at (i) The Glen; (ii) Jail Lane; (iii) Bank Lane; (iv) The Turrets.

7) Community Facilities.

- C.1\* Promote the provision of adequate facilities and classroom accommodation at the Vocational School.
- C.2 Examine the feasibility of providing a community centre in the town.

\* Reference Nos. on Objectives Map.

Community Facilities Contd.

C.3 Acquire a new dump site for domestic refuse.

C.4 Seek to reserve space for future expansion of educational facilities.

8) Amenity.

A.1 Seek a suitable site for a swimming pool and examine the feasibility of constructing same.

A.2 Explore the possibility of providing a formal town park suitably appointed with planting and seating and having adequate recreational space for children.

but are supplementary to it.

APPENDIX A: Feasibility & Priorities.

The amounts to be spent are in proportion to the size and needs of the town. The projects are economically feasible subject to the availability of the appropriate grants from central funds. The development of industrial and private housing sites differs from other objectives in that it is expected to yield a return in due course. A number of objectives involve feasibility studies and investigations of certain projects. This work is considered essential to the formulation of a rational development programme based on logical assessment of reliable data.

The provision of adequate utility services to cater for anticipated needs and the promotion and development of its industrial potential, must be recognised as being fundamental to the orderly planning of the town. Apart from preserving a balance in these matters, no special schedule of priorities is considered necessary.

## APPENDIX B - Summary of Survey Data.

### 1) Status and Context.

Rathluirc is a busy market town at the intersection of the Limerick - Mallow arterial route, T.11, and the Kilmallock - Dromcolliher trunk route, T. 36. It lies almost on the Limerick border to the north-west of the Ballyhoura Mountains. It was founded in 1661 by Roger Boyle, 1st Earl of Orrery, who in compliment to Charles II, named it Charleville. Its ancient Irish name has since been restored.

The town is reasonably compact and identifiable and is located on the north-east side of an elevated tract, from which stretches a plain of "cheerless aspect". The land to the south is of superior quality. The town centre is typical in character and scale to other comparable Irish towns. The street pattern consists principally of two parallel streets communicating by two others crossing them at right angles. The wide and spacious Main Street affords a good example of the friction generated by the conflicting demands of through and local circulating traffic.

Rathluirc has a flourishing retail trade based on a rich agricultural hinterland. Its estimated service area embraces 165 sq. miles with a catchment of about 7,500 population. Due to its proximity to the Limerick border, it is not surprising to find it casting its influence over part of this county as a service centre. In latter years, the town has developed into an important industrial centre, its industries being with one exception, wholly aligned on agriculture. These industries have experienced rapid growth and further expansion is at present in progress or planned.

### 2) Population and Employment.

An examination of the survey material revealed the following features of interest.

- a) Population stability over the past 50 years with a growth trend in latter years - See Table 1.
- b) A slightly sub-average balance of age and sex structure - See Table 2.  
The employable sector (15 - 65 years) in 1961 constituted 57.2% of the total population as compared with 58.7% County, 57.0% Munster and 57.8% State. The breakdown for the child bearing group (15 - 44) was 35.5% town, 35.7% County, 35.6% Munster and 36.4% State.
- c) No serious unemployment - See Table 3.  
It is estimated that approximately 40% of the town's population are gainfully employed.
- d) Good variety of job opportunity - See Table 4.  
There is no marked deficiency of suitable labour in the town and outlying districts. Employers are generally in a position to recruit sufficient workers locally to cater for their present needs. The paucity of jobs for females is an unbalanced feature of the employment pattern,
- e) The number of school leavers during the school year ended '66, was 121 of whom 50 finished courses at the Local Vocational School. The approximate number available for local employment was 80.

a) Water - The service area is indicated in heavy outline on attached Utility Services Map. The existing water supply scheme is a gravity scheme based on a series of five springs and one stream rising in the Ballyhoura Mountains to the southeast in County Limerick. The springs and stream feed two catchment tanks which discharge through a 4" c.i. main to a treatment works comprising slow sand filters, service reservoir (135,000 gals) and chlorination plant. The town's distribution system consists of 4" and 3" c.i. and A.C. branches off a 7" A.C. trunk main and one more recent extension in 3" P.V.C. along Station Road. The existing network is generally in good condition. The current water consumption in the town is estimated at 200,000 gallons per day. This demand is at present met by (a) increasing the filtration rate and utilising the four filter cells to obtain a daily supply of approximately 170,000 gals. from the present system; (b) a supplementary supply pumped under pressure into the distribution network from the Toberaniona spring at Newtownbarry, to meet the balance of the town's requirements. This latter spring was the source of supply for the original town scheme. It has a minimum daily yield of 31,000 gallons which is just adequate for present needs. The defects of the present system may be summarised as follows:-

- (c) The yield of existing mountain sources is inadequate;
- (d) The present filtration arrangement does not permit of proper treatment of supply;
- (e) Inadequate storage. The demand is such that no storage of any consequence is ever available.

It should be mentioned that a number of springs were recently harnessed adjacent to the Toberaniona spring. The only gauging taken to date puts their combined output at 210,000 gallons per day. Almost all of this quantity discharges to an overflow channel from which it is abstracted in full by Golden Vale Food Products Ltd. for industrial purposes. The latter company gets the balance of its requirements from the public main. This can vary from 30,000 gals. per day normally up to 80,000 gals per day during peak periods. A 60,000 gal. storage tank has been erected on the Company's premises.

It is evident that any attempt by the Council to augment the present supplementary supply from Toberaniona by pumping from the adjacent springs, would immediately increase the industrial demand on the public supply.

Further development will seriously overload the present system. It is imperative that appropriate remedial action be taken to prevent such an occurrence. This realisation recently prompted the Council to appoint a Consulting Engineer to prepare a preliminary report on the present scheme with a view to recommending improvements.

#### b) Sewerage

The existing drainage area is shown in light outline on attached Utility Services Map. It includes recent extensions now in course of completion. The system consists of a network of concrete spigot and socket sewers varying in size from 21" diameter down to 6" diameter, which conveys the effluent to a treatment works prior to its discharge into the Glen River, a tributary of the Maigue. There are two ejector stations on the network. These serve the low-level areas adjoining T.36 at the eastern and western ends of the town. The treatment works includes 2 No. inclined bar coarse screens, 2 No. horizontal flow sedimentation tanks, 2 No. percolating filters with humus tanks and 2 No. sludge drying beds.



## Sewerage Contd.

The capacity of the present works is now fully utilised.

Golden Vale Food Products Ltd. has its own private disposal system for industrial effluent. The waste effluent is pumped through two sewers to a 200 acre farm, 1.3 miles to the northeast, where a certain amount of purification is effected by an irrigation plant system prior to its discharge into the Maigne River. Considerable difficulty is being experienced in obtaining a final discharge effluent of sufficient quality as will not damage the fishing potential of the latter river. Results to date have proved unsatisfactory.

### 4) Roads and Traffic.

The pattern of the traffic flow is indicated by the 1963 Survey Statistics as detailed hereunder. They show the average daily traffic with the percentage heavy commercial content in brackets.

T.11	Rathluirc	-	Buttevant :	1401	(23)
T.11	"	-	Croom:	942	(16)
T.36	"	-	Kilmallock:	594	(6)
T.36	"	-	Dromcolliher	658	(7)

More recent census statistics indicate a compound interest growth rate during the period 1963 to 1965 on T.11 of 16% p.a. south of Rathluirc and 11% p.a. to the north in County Limerick. For the 6 year period 1964 - 1970 an overall C.I. growth of 10% p.a. is anticipated for the section of T.11 from Mallow northwards to Patrickswell, thus leading to a doubling of the corresponding '63 volumes by 1970.

Local traffic movements are mainly concentrated on the central shopping area along Main Street which forms part of the through arterial route, T.11. The latter route carries a high proportion of through traffic having a substantial commercial content. This passing traffic is at present severely restricted in its passage through Main Street. This restriction can be mainly attributed to the following factors :-

- (a) The very disorganised pattern of kerbside parking;
- (b) Friction generated by cross traffic, turning vehicles, pedestrians etc;
- (c) Permanent geometric characteristics such as junctions, sharp bends and narrow street sections.

The provision of properly delineated kerbside parking stalls along most of the Main Street would provide some measure of relief as well as ensuring more efficient and orderly utilisation of street space.

With continued traffic growth, the practical capacity of the existing through route will become critically deficient unless positive steps are taken towards the eventual provision of a relief route to drain off extraneous traffic from the town centre. This fact has already been recognised and a route for a future town relief road is at present being investigated.

The town does not possess any off-street parking accommodation. While the demand in this direction is not acute at present, the provision of this facility convenient to the business centre will become vitally necessary as the town develops and the rate of car ownership rises. The lack of suitable rear access to business premises for the loading

The Council's present housing estate comprises 189 houses, 28 of which have been built in the past fifteen years. A total of 71 houses are vested. There is a further 10 houses nearing completion for which there are 28 applicants. The Council has 48 undeveloped sites adjoining this latter development.

Development in the private sector has been very slow with the construction of only 25 houses in the past fifteen years. Private developers have favoured sites adjoining T. 36 at the western end and more recently T.11 at the northern end of the town.

The acute lack of housing accommodation for their wives and families has resulted in the majority of the married male workers residing in neighbouring towns and villages, frequently under unsatisfactory conditions. This entails commuting daily to work over long distances in many cases. A situation of this nature is clearly undesirable and merits appropriate action.

The total number of dwellings in the town in 1961 was 515 of which 242 were constructed prior to 1900. Reconstruction to modern standards has arrested advancing obsolescence for many houses. The overall occupancy rate was 0.85 indicating that there was no general overcrowding.

#### 6) Industry.

Table 4 lists existing industries and the number of related employees in each case. It is significant that the bulk of the employment is provided by Golden Vale Food Products Ltd., an enterprise which has experienced rapid growth in latter years. Planned expansion for its various activities during the next 5 years envisages the creation of at least 100 new jobs. Western Meats Ltd. are constructing a new bacon factory at Ardnageehy which will provide further employment outlets for local labour.

Taken overall, future employment prospects are very bright in Rathluirc.

#### 7) Blight.

The general condition of buildings is good, the standard of maintenance being a reflection of the town's prosperity. Concentrations of obsolete property do, however, occur in the Turrets, The Glen, Jail Lane and Bank Lane, and are large enough to warrant consideration now for renewal. There is also a small number of unsightly buildings scattered throughout the town. These should be attended to by way of renovation as they detract from its unspoilt character.

#### 8) Community Facilities.

Rathluirc has the usual range of facilities normally found in a town of its size. The Vocational School is deficient in classroom accommodation. It is important that this aspect of education be adequately provided for particularly in the light of increasing industrial activity in the town. A new C.B.S. Primary School is planned for a site adjoining Baker's Lane and its early erection is desirable in view of the present overcrowding in the boys' schools.

A need exists for a community centre with adequate facilities to cater for the full gamut of activities commensurate with Rathluirc's requirements in this respect.

9) Amenity.

There is a perceptible lack of scenic amenity due largely to the complete absence of any outstanding physical feature in the immediate vicinity of the town. The terrain is generally flat and uninteresting. The Glenmore Forestry Plantation lies about five miles to the southeast of Rathluirc on the western slopes of the Ballyhoura Mountains. It does appear to have considerable potential for eventual development as a National Park which if realised, would provide a welcome relief from the monotony of the surrounding landscape.

In the recreational sense, the town's inland location and the absence of a suitable natural watercourse indicates an urgent need for a swimming pool. The nearest seaside resort is in fact some fifty miles distant. The construction of a new G.A.A. park is at present nearing completion at the south-eastern end of the town. This new park should prove a popular venue for future matches. An open coursing meeting is held twice annually on the local club's track adjoining Charter School Road. The golf course is located in Ardmore one and a half miles to the west. The present attractive layout embraces only twelve holes but there is ample space for six additional holes. There is some random game shooting in the surrounding countryside, much of which is preserved by the Gun Club. The upper reaches of the Awbeg and Glen Rivers offer good brown trout fishing during the season. The North Cork Drama Festival is held annually in the Parochial Hall.

Rathluirc has two hotels, though only one having a total of fourteen bedrooms, is listed in the current Official Guide. The bulk of all accommodation available is taken up by persons working or on business in the town. Overnight capacity for tourists is limited.

10) Miscellaneous.

Two maps showing Land Use in outline and Utility Services are appended.

APPENDIX C - Long term considerations.

- 1) It is essential that a final route be decided upon as soon as possible for a future town relief road and preserved free from development.

APPENDIX D - Further Studies.

- 1) The carrying out of (a) Comprehensive traffic and parking study; (b) detailed work-journey pattern study.
- 2) The financial feasibility of renewing groups of obsolete property will be carried out from time to time.

RATHLUITRO DEVELOPMENT PLAN

POPULATION HISTORY

TABLE 1.

YEAR	1911	1926	1936	1946	1951	1956	1961	1966
Rathluitro	1925	1995	2007	1850	1828	1986	1956	* 2060
Rathluitro D.E.D. (Inclusive of town)	2632	2823	2942	2898	2766	2589	2516	* 2550

Estimated percentage population increase in town - (161 - 166) : 3.5%

Estimated percentage population increase in D.E.D. (161 - 166) : 1.7%

\* These are estimated figures. Official 1966 census returns for the town and D.E.D. were not available at time of writing.

RATHFRURO DEVELOPMENT PLAN

AGE & SEX STRUCTURE (1961)

TABLE 2.

AGE GROUP	STATE		MUNICIPAL		COUNTY		RATHFRURO TOWN	
	M (%)	F (%)	M (%)	F (%)	M (%)	F (%)	M (%)	F (%)
0 - 14	15.9	15.2	15.6	15.1	14.9	14.2	16.9	15.6
15 - 44	18.2	18.2	18.2	17.4	18.3	17.4	16.4	19.1
45 - 64	10.8	10.6	10.6	10.8	11.6	11.4	9.7	12.0
65 & over	5.3	5.8	5.8	6.5	5.9	6.3	5.0	5.3
TOTAL	50.2	49.8	50.2	49.8	50.7	49.3	48.0	52.0

RATHLUIRC DEVELOPMENT PLAN

Monthly Live Register Returns (August '65 - July '66)

TABLE 3.

Month	Number
August, 1965	22
September, "	17
October, "	22
November, "	32
December, "	48
January, 1966.	67
February, "	67
March, "	52
April, "	49
May, "	47
June, "	35
July, "	27



RATHFRUIC DEVELOPMENT PLAN

INDUSTRIAL EMPLOYMENT PATTERN

TABLE 4

Employer	Type of Industry	Employees	
		MALES	FEMALES
Golden Vale Food Products Ltd.	Dairy Products and Stainless Steel tanks.	298	40
Western Meats Ltd., Ardnageehy.	Bacon Curing and Processing.	42	6
Department of Lands, Glenmore.	Forestry Nursery and Plantation.	35	-
Oriel Press Ltd.	Printing Works.	29	1
Endown Products.	Bedding Manufacturers.	20	4
Morrissey's Grain Mills	Milling	23	-
	TOTAL	447	51



CORK COUNTY COUNCIL

Written Statement

for

COBH PART TOWN

Ref. Map: T.D.M. 10 (Zoning) -- 6" to 1 mile.

This statement is supplementary to and should be read in conjunction with the Development Plan for Cobh Urban District. The limited extent of the urban area has resulted in substantial overflow development in its immediate environs in recent years. The latter area now houses a population of 1,110 persons (1966 estimated) which is appreciable by comparison with the urban population of 5608. This area is under the jurisdiction of the Cork County Council as Planning Authority; hence the necessity for particular consideration in this part-town plan.

PART ONE - Development Policy and Objectives.

It will be the policy of the County Council to co-operate with the Cobh Urban Council to ensure the rational development of the town and its environs as an integrated planning unit. This will entail the fullest possible liaison between both authorities. The need for this liaison is particularly obvious in the case of the water supply, sewerage and road services and it is becoming increasingly obvious in the case of other matters such as housing, community and amenity facilities.

Appended hereto is a copy of Part Two of the Cobh Development plan which deals with such matters as Boundary definitions, Zoning and Miscellaneous Requirements. The various provisions contained in that section apply in general to the area now under consideration. The area of first stage development referred to in Part Two 1(b) lies entirely within the Urban Boundary. Consequently any proposed development in the environs will be considered on its merits and in conformity with the defined policy in this respect. The Council recognises the amenity potential of the area in the vicinity of Cuskinny Bay and will seek to preserve and develop same as far as is feasible.

PART TWO - Boundaries, Zoning, etc.

1. Boundaries

a) For considerations of development only, the Development Area shall be taken as being within the continuous line shown on the Zoning Map and described as the "Development Area Boundary". This boundary is largely determined by considerations of economic drainage of the areas involved outside the Urban Boundary.

b) The area within the broken line shown on the Zoning Map is the area of immediate or first-stage development. Extensive or dense development will not be permitted outside this area until such a time as the land within it is substantially developed. In pursuance of this policy, and in view of the limitations on utility services and the high cost of prematurely extending them, it is intended not to extend such services outside the area of first-stage development until the facilities within it are substantially absorbed by development.

c) The Urban District Boundary is shown the dash-dot line on the Zoning Map. The present Urban Area is 571 acres. This is the administrative area to which this plan applies.

2. Use Zoning

- It is proposed to establish three use zones as follows -

- a) General Development - All uses with the exception of Special Industry. In areas principally residential in character, General Industry will not normally be permitted unless it offers no threat to that residential character through noise, traffic generation or other nuisance.
- b) Industry - General industry and ancillary uses.
- e) Agriculture - Uses in connection with agriculture; and residential and industrial uses at low density, subject to conditions to protect public health and amenity, and to obviate the need for extending services. Special Industry will not normally be permitted in the Development Area.

3. Density Zoning

Having regard to the size of the town and the existing distribution of development it is considered that no significant facts would be revealed by a density zoning analysis, and that the existing density control standards will be sufficient to prevent any problem arising in the foreseeable future.

4. Miscellaneous Requirements

In considering applications for development permission, the following points will receive special attention :-

a) Roads and Traffic - Business premises should in principle provide loading space within their own curtilages, together with car parking for their own vehicles. Where practicable space for visitors cars should be provided.

b) Outdoor advertising - Generally signs attached to buildings are preferable to those on free standing hoardings. Signs should not interfere with windows or other features of the facade, or project above the skyline. The size and scale of signs should not conflict with those of existing structures in the vicinity. Signs will not normally be permitted in residential or agricultural areas. Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety.

c) Filling Stations shall conform to current standards for protecting amenity and traffic safety. Kerbside pumps will not be permitted.

CORK COUNTY COUNCIL

Written Statement

f o r

FERMOY PART TOWN

Ref. Map: T.D.M. 11 (Zoning - 6" to 1 Mile.

## INTRODUCTION:

This statement is supplementary to and should be read in conjunction with the Development Plan for Fermoy Urban District. The limited extent of the Urban Area and the failure to redevelop derelict sites and backlands within the Urban bounds has resulted in appreciable overflow mainly as ribbon development along approach road in recent years. The estimated population now (1966) residing in the environs is 520 which is an appreciable number by comparison with the urban population of 3207. This area is under the jurisdiction of the Cork County Council as Planning Authority; hence the necessity for special consideration in this section of the County Plan.

## PART ONE - Development Policy and Objectives.

It will be the policy of the County Council to co-operate with the Fermoy Urban Council to ensure that the co-ordinated efforts of both bodies shall be directed towards the development of the town and its environs in accordance with accepted planning principles. The liaison which has existed in the past between both authorities in respect of such matters as water supply and housing will be extended to the full range of planning objectives according as the need arises.

Appended hereto is a copy of Part Two of the Fermoy Development Plan which deals with such matters as Boundary Definitions, Zoning and Miscellaneous Requirements. The various provisions contained in that section apply in general to the area now under consideration. The area of first-stage development referred to in Part Two 1 (b) lies entirely within the Urban Boundary. Consequently any proposed development in the environs will be considered on its merits in accordance with planning policy for the area as a whole. Particular emphasis is laid on the necessity to preserve access to back-lands and to promote the development of these areas as an alternative to the expedient of ribbon development along existing traffic routes where the environmental standards will become progressively lowered. The Council recognises the necessity for preserving and developing the amenity potential of the area both for the benefit of the local population and the promotion of tourism.

PART TWO - Boundaries, Zoning Etc.1. Boundaries.a) Development Area Boundary.

From a technical point of view for the purpose of Development only the Development Area shall be taken as being within the continuous line shown on the Zoning Map.

b) First-stage Development Boundary.

The area within the broken line shown on the Zoning Map is the area of immediate or first-stage development. Extensive or dense development will not be permitted outside this area until such a time as the land within it is substantially developed. In pursuance of this policy, and in view of the limitations on utility services and the high cost of prematurely extending them, it is intended not to extend such services outside the area of first stage development until the facilities within it are substantially absorbed by development.

c) Urban District Boundary.

The Urban Boundary is shown by the dash-dot line on the Zoning Map. The area enclosed by this boundary is 329 acres and is the administrative area to which this plan applies.

2. Use Zoning.

It is proposed to establish three use zones as follows -

- a) General Development - All uses with the exception of Special Industry. In areas principally residential in character, General Industry will not normally be permitted unless it offers no threat to that residential character through noise, traffic generation or other nuisance.
- b) Industry - General industry and ancilliary uses.
- c) Agriculture - Uses in connection with agriculture; and residential and industrial uses at low density, subject to conditions to protect public health and amenity, and to obviate the need for extending services. Special industry will not normally be permitted in the Development Area.

3. Density Zoning.

Having regard to the size of the town and the existing distribution of development it is considered that no significant facts would be revealed by a density zoning analysis, and that the existing density control standards will be sufficient to prevent any problem arising in the foreseeable future.

4. Miscellaneous Requirements.

In considering applications for development permission, the following points will receive special attention :-

a) Roads and Traffic - Business premises should in principle provide loading space within their own curtilages, together with car parking for their own vehicles. Where practicable space for visitors cars should be provided.

b) Outdoor advertising - Generally signs attached to buildings are preferable to those on free standing hoardings. Signs should not interfere with windows or other features of the facade, or project above the skyline. The size and scale of signs should not conflict with those of existing structures in the vicinity. Signs will not normally be permitted in residential or agricultural areas. Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety.

c) Filling Stations shall conform to current standards for protecting amenity and traffic safety. Kerbside pumps will not be permitted.



CORK COUNTY COUNCIL

Written Statement

f o r

KINSALE PART TOWN

Ref. Map: T.D.M. 12 (Zoning) - 6" to 1 Mile.

This statement is supplementary to the Development Plan for Kinsale Urban District and should be read in conjunction with it. The limited extent of the Urban area and its difficult topography as well as the amenity attraction of the area overlooking the Harbour has resulted in an overflow which tends to integrate Scilly and Summer Cove with the town. The population residing in the environs of the town including Scilly and SummerCove now (1966) totals 260. This area is under the jurisdiction of the Cork County Council as Planning Authority, hence the necessity for special consideration in this section of the County Plan. Bord Failte acts in an advisory capacity in matters relating to planning control in this general area in view of its special importance as a recreation and tourist centre.

PART ONE - Development Policy and Objectives.

It will be the policy of the County Council to co-operate with the Kinsale Urban Council and any other interested bodies to ensure that the co-ordinated efforts of all concerned shall be directed towards the development of the area as a whole in accordance with the most enlightened planning principles. The liaison which has existed in the past between all the parties concerned will be maintained and extended as required to promote development within the limits determined by considerations of the maintenance of appropriate environmental standards.

Appended hereto is a copy of Part Two of the Kinsale Development Plan which deals with such matters as Boundaries, Zoning, and Miscellaneous Requirements. The various provisions contained in that section of the plan apply in general to the area under consideration in this statement. The area of first stage development has been strictly confined in order to induce more compact development and renewal within the existing built up areas. Any proposed development outside this area will be considered on its merits in accordance with planning policy for the area as a whole.

PART TWO - Boundaries, Zoning etc.

1. Boundaries.

a) From a technical point of view for the purpose of development, the Development Area Boundary is shown by a continuous line on the Zoning Map.

b) The area within the broken line shown on the zoning map is the area of immediate or first-stage development. Extensive or dense development will not be permitted outside this area until such a time as the land within it is substantially developed. In pursuance of this policy, and in view of the limitations on utility services and the high cost of prematurely extending them, it is intended not to extend such services outside the area of first-stage development until the facilities within it are substantially absorbed by development.

c) The Urban District Boundary is shown by a dash-dot line on the zoning map. This embraces an area of 273 acres which is the area to which this plan applies.

2. Use Zoning

It is proposed to establish three use zones as follows -

- a) General Development - All uses with the exception of Special Industry. In areas principally residential in character, General Industry will not normally be permitted unless it offers no threat to that residential character through noise, traffic generation or other nuisance
- b) Industry - General industry and ancilliary uses.
- c) Agriculture - Uses in connection with agriculture; and residential and industrial uses at low density, subject to condition to protect public health and amenity and to obviate the need for extending services. Special Industry will not normally be permitted in the Development area.

3. Density Zoning

Having regard to the size of the town and existing distribution of development it is considered that no significant facts would be revealed by a density zoning analysis, and that the existing density control standards will be sufficient to prevent any problem arising in the foreseeable future.

4. Miscellaneous Requirements.

In considering applications for development permission, the following points will receive special attention :-

- a) Roads and Traffic - Business premises should in principle provide loading space within their own curtilages, together with car parking for their own vehicles. Where practicable space for visitors cars should be provided.

b) Outdoor advertising - Generally signs attached to buildings are preferable to those on free standing hoardings. Signs should not interfere with windows or other features of the facade, or project above the skyline. The size and scale of signs should not conflict with those of existing structures in the vicinity. Signs will not normally be permitted in residential or agricultural areas. Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety.

c) Filling Stations shall conform to current standards for protecting amenity and traffic safety. Kerbside pumps will not be permitted.

CORK COUNTY COUNCIL

Written Statement

f o r

MIDDLETON PART TOWN

Ref.Map: T.D.M. 13 (Zoning) - 6" to 1 Mile.

## INTRODUCTION:

This statement is supplementary to and should be read in conjunction with the Development Plan for Middleton Urban District. The limited extent of the Urban Area has resulted in substantial development in its immediate environs in recent years. The latter now house a population of 1,345 persons equivalent to 47.6% of the Urban total. They are administered by a separate planning authority, i.e. the County Council, and hence the reason for the separate part plan.

## PART ONE - Development Policy & Objectives.

It will be the policy of the County Council to co-operate with the Urban Council in ensuring the development of Middleton as an integrated planning unit, thus entailing the fullest possible liaison between both Authorities.

In particular, co-operation will be forthcoming in relation to the following Objectives which are considered essential to the future planned development of Middleton.

### i) Utility Services:

The preparation of a drainage improvement scheme embracing the Urban District and its immediate environs.

### ii) Roads and Traffic:

The preservation of access to backlands so as to ensure development in depth of sites, sufficient land to be preserved to allow carriageways, footpaths and vision to standards ruling at the time of development.

### iii) Housing:

The Council will examine the possibility of embarking on a joint housing scheme with the Urban Authority. Further ribbon growth will be restricted and development will as far as is practicable be contained within its present limits pending the infilling of a substantial area as yet undeveloped.

### iv) Industry:

The Council will investigate the feasibility of acquiring approximately 5 acres for development as an industrial site in the Oatcake area to the immediate south of T.12.

### v) Community Facilities:

The improvement and expansion of social and recreational facilities.

vi) Amenity:

The feasibility of acquiring and developing Ballyannan Wood as an amenity area for the town, will be considered. It has excellent recreational potential. As a long-term amenity project, the Council will investigate in conjunction with the Urban Council the practicability of constructing a weir across the estuary at its narrowest point near Baillich with a view to containing sufficient water to cover the unsightly mudflats immediately upstream.

PART TWO - Boundaries, Zoning etc.

1. Boundaries.

a) For planning purposes, the Development Area shall be taken as being within the continuous line shown on attached T.D.M. 13 - Zoning Map and described as the Development Area Boundary.

b) The area within the broken line shown on the Zoning Map is the area of immediate or first-stage development. Extensive or dense development will not be permitted outside this area until such time as the land within it is substantially developed. In pursuance of this policy, and in view of the inadequacy of the existing sewerage system and the high cost of prematurely extending utility services, it is intended not to further extend such services outside the area of first-stage development until the facilities within it are substantially absorbed by development.

c) The Urban District is the area within the dash-dot line shown on attaching Map. The present area is composed of 380 acres of which 57 is under rivers and tideway. As development has gone well beyond the Urban Boundary, the Town Development Area Boundary and the Area of First State Development are shown in the environs.

2. Use Zoning.

It is proposed to establish two use zones as follows -

a) General Development - All uses with the exception of Special Industry. In areas principally residential in character, General Industry will not normally be permitted unless it offers no threat to that residential character through noise, traffic generation or other nuisance.

b) Industry - General industry and ancilliary uses.

3. Density Zoning.

It is not proposed to include specific density provisions. It is considered that planning control will provide the appropriate degree of density control necessary in the environs.

## PART TWO - BOUNDARIES, ZONING, ETC.

### 1. Boundaries

The Urban District is the area within the continuous shaded line shown on attaching maps. The present area is composed of 380 acres of which 57 is under rivers and tideway. As development has gone well beyond the Urban Boundary, the Town Development Area Boundary and the Area of First Stage Development are shown in the environs on T.D.M. No. 5 of the County Development Plan.

### 2. Use Zoning

It is proposed to establish three use zones as follows:-

- a) General Development. - All uses with the exception of Special Industry. In areas principally residential in character, General Industry will not normally be permitted unless it offers no threat to that residential character through noise, traffic generation or other nuisance.
- b) Industry. - General industry and ancilliary uses.
- c) Agriculture - Uses in connection with agriculture; and residential and industrial uses at low density, subject to conditions to protect public health and amenity, and to obviate the need for extending services. Special Industry will not normally be permitted in the Development Area.

### 3. Density Zoning

It is not proposed to include specific density provisions. It is considered that planning control will provide the appropriate degree of density control necessary in the Urban District.

### 4. Miscellaneous Requirements

In considering applications for planning permission, the following points will receive special attention:

- a) Roads and Traffic:- In the course of construction of new or renewal of existing premises, business interests should in principle provide loading space within their own curtilages, together with parking space for their own vehicles. Where practicable, rear access and accommodation for customers' cars should be provided.

In residential areas, parking space should be provided for cars at the rate of at least one per dwelling.

Vision at road junctions and vehicular gates should be adequate for safety.



#### 4. Miscellaneous Requirements.

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b) Outdoor advertising:- Generally signs attached to buildings are preferable to those on free standing hoardings. Signs should not interfere with windows or other features of the facade, or project above the skyline. The size and scale of signs should not conflict with those of existing structures in the vicinity. Signs will not normally be permitted in residential or agricultural areas. Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety.

c) Filling Stations :- These shall conform to standards ruling at the time of development for protecting amenity and traffic safety. Kerbside pumps will not be permitted.

The seal of The County Council of the County of  
Cork is hereby affixed to this original Development  
Plan for the County of Cork including the scheduled  
towns of Bandon Bantry Blarney Dunmanway Kanturk  
Millstreet Mitchelstown Passage West and Rathluirc  
in accordance with the Resolution passed by the  
Council at its Meeting held on the 20th day of  
November 1967.

Present when the seal of the County Council  
of the County of Cork was affixed hereto.

M. J. CORRY

Chairman of the County Council

M. J. O'MAHONY

Secretary of the County Council

ACKNOWLEDGMENTS.

During the preparation of this Plan, the Council received valuable help and advice from various sources. In particular the Council wishes to acknowledge the assistance readily given by the following organisations and people:-

Cork Corporation

Cork Harbour Commissioners, and in particular Mr. O'Neill and Mr. O'Sullivan, Engineers.

The Central Statistics Office

The Inspectorate of the Department of Local Government (Planning Section)

The Southern Regional Tourism Organisation, Ltd. (Ivernia), and in particular Mr. Terry Stewart

Bord Failte Eireann

The Cork County Committee of Agriculture, and in particular Mr. T. Wall, C.A.O.

The Cork Regional Game Council, and in particular Mr. B. Flahive,  
Hon. Sec.

The National Monuments Advisory Council, and in particular, Mr. Percy Le Clerc.

The Cork Historical & Archaeological Society, and in particular Mr. C. J. F. McCarthy.

An Taisce, The National Trust for Ireland (Munster Branch), and in particular Mrs. Mulcahy, Hon. Secretary.

The Irish Birds Protection Society, and in particular Mr. John T. Lang.

Various firms who supplied information regarding work journey patterns.

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